



Smic Braapp

A stylized illustration of a Triumph sports car, possibly a TR6, driving to the right. The car is shown in profile with motion lines and a trail of exhaust or dust behind it.

February 1998



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A Greasy Hand Production which is a Division of ISOA Publications



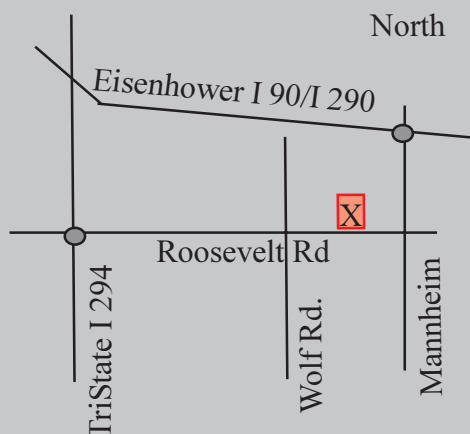
Calendar Events
Front End Rebuild Clinic
Alternator Conversion Series
And some more stuff!

Front End Rebuild Clinic February 28

Friends and Family who drive together will always *Triumph*

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 the Round Up Saloon, 4152 W. Roosevelt Road in Hillside (X marks the spot on the map below), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early and have a beer and share some TRIUMPH BS with your fellow enthusiasts.



The Board of Directors meets the second Wednesday of every month, at the home of Sheri and Bill Pyle, 320 N. Linden, Itasca, at 7:00 PM. Everyone is welcome to attend the Board meetings.

1998 Officers

President	Tim "Tool Man" Buja 815/332-3119
Vice - President	Bob "Man of" Steele 847/698-1028
Treasurer	Sheri "Big Mama" Pyle 630/773-4806
Secretary	Ken "Busby Berkeley" Kendzy 847/825-8581
Events	Jeff "Stalker" Rust 815/227-9710
Meeting Programs	Pat Morse 847/251-8035
Membership Chair	Ann "Hammer" Buja 815/332-3119
Webmaster	Tim "Tool Man" Buja 815/332-3119
Newsletter Editor	Joe "Stagmeister" Pawlak 847/683-4184
VTR Liaison:	Jack "Spuds" Billimack 815/459-4721

Numbers Game

Current Member Total:	147
Current Memberships Paid:	104
Newsletter Circulation Total:	132

1998 Top 10 ISOA Cup Points Leaders

1.	Billimack, Jack	237
2.	Buja, Tim	227
3.	Buja, Ann	198
4.	Pyle, Sheri	168
5.	Pawlak, Joe	155
6.	Streepy, Bob	152
7.	Jaquet, Jake	150
8.	Jaquet, Donna	149
9.	Pyle, Bill	138
10.	Mueller, Mike	130





Congratulations Jack!! You *Triumph 'd* and you are a credit to the club with your participation. Also thanks go to Barb for letting Jack play with us.


Cup Rules are on Page 8.



Newsletter Submissions





SNIC-BRAAAP is published monthly and is intended for you to have it before the first of every month. All contributions/submissions will be published! If you require your contribution/submission to be in the upcoming edition, the editor requests that it be received by the 15th. Submissions can be either "electronic" or good old fashioned paper. All photos and disks will be returned. Electronic submissions can be PC or MAC formats (save either as a text file) or e-mail to the editor. It is easier for you to tell me how you can submit your article rather than me telling you the many ways I can receive them. I will try to make it as easy as possible to get your submissions included in this publication.





Joe Pawlak
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- Feb 1 General membership meeting 
- Feb 11 Board of Directors meeting
- Feb 22 British Parts Swap Meet & Flea Market
DuPage County Fairgrounds
- Feb 28 Front End Rebuild Clinic at Bill & Sheri Pyle's 

- Mar 1 General membership meeting 
- Mar 14 Chili Party/Movie Night/board meeting at Ann & Tim Buja's 

- Apr 5 General membership meeting 
- Apr 8 Board of Directors meeting
- Apr 18 Transmission & Carb rebuild clinic at Bill & Sheri Pyle's
- Apr 31 House on the Rock Tour 

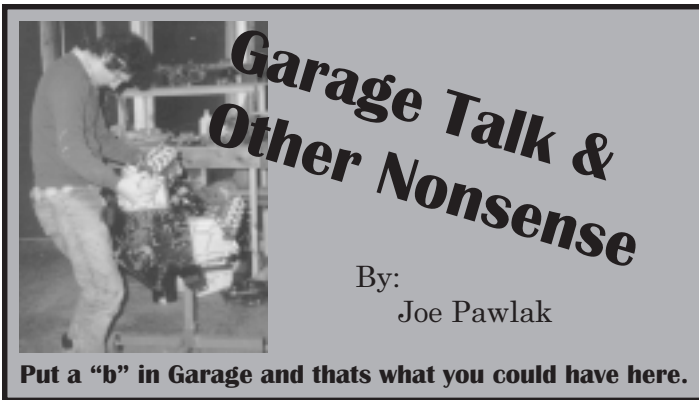
- May ?? ISOA Tune Up Clinic (1st or 2nd weekend) exact date &
location to be announced later 
- May 3 General membership meeting 
- May 13 Board of Directors meeting
- May 14-17 Quadfest, sponsored this year by Vintage Triumphs of
Wisconsin at Road America in Elkhart Lake, Wisconsin. 
- May 18-24 2nd Annual British Car Week
- May 22-24 Champaign British Car Festival 

- Jun 7 General membership meeting 
- Jun 7 Michiana British Car Day, South Bend, IN 
- Jun 10 Board of Directors meeting
- Jun 13 Drive In Night 
- Jun 18-20 TRA Nationals - Rocky Gap Maryland
- Jun 28 British Car Field Day - Sussex Wi 

- Jul 5 General membership meeting 
- Jul 8 Board of Directors meeting
- July 11-12 Mad Dogs & Englishmen, Kalamazoo, MI
- July 18 "London to Brighton Run" from London, IN to Brighton, IN
sponsored by the Indiana British Car Union
- Jul 21-24 VTR Nationals 1998 VTR National Convention/North American
Triumph Challenge XXIII in Hudson, Wisconsin
- Jul 30 - Aug 3
13th Annual Canadian Classic in Sarnia-Point Edward, Ontario



Indicates this is an ISOA Cup points event



Garage Talk & Other Nonsense

By:
Joe Pawlak

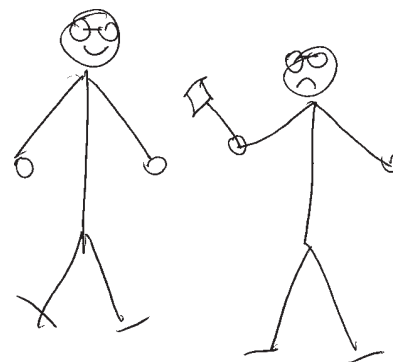
Put a "b" in Garage and thats what you could have here.

February 24 - The 2nd **British Car Flea Market** will take place at the DuPage County Fairgrounds. ISOA will once again man (woman) a booth promoting the fun Triumph experience available here in Northern Illinois. A pink flyer was included in the registration packet from the British Car Festival. Last year was fantastic, with thousands of people attending, from as far away as LaCrosse, WI. This year, the organizers hope to have an even better event. Plans for our club display may include our Triumph Pine Wood Derby track.

Spring yourself free, put on your old clothes and come to the **1998 ISOA FRONT END REBUILD CLINIC**, where Gyro Gearloose and his cronies will teach you how to get your bushed bushings bushed. **February 28 from 8:00a.m. till ????** Don't be shocked to see the clinic hosted by the Pyles of Itasca. Here we will attempt to rebuild a TR3 and a TR6 front end. Come turn wrenches with us for this hands-on seminar. You can't learn anything if you don't come. So strut yourself over there. Plan on putting \$5 per person into the donation can to help defer the expense of food and beverage provided by your hosts. **Please call Bill or Sheri at 630/773-4806** so we know how much food to buy. A map is located on page 11 of the newsletter.

Saturday March 14. Please join your fellow ISOA members for the 3rd Annual **CHILI-COOKOFF** and **MOVIE NIGHT**. Our host will be Ann and Tim Buja. Again members of "British Boots and Bonnets", an all British car club of Rockford, will be participating in the challenge. We will be determining the Best Chili. **Start time is 3:00 pm.** Bring your favorite chili in a crock pot or oven reheatable container with serving spoon. Or if you would prefer to bring a different dish or munchie, that would be appreciated. Chili sampling will begin at 5:00 pm. After our fill of food and spirits, the traditional **MOVIE NIGHT** will begin. If you have a movie suitable for our viewing, please bring it along. The Buja's house is equipped with 4 bathrooms (with exhaust fans) and a large screen TV. Provided will be cheddar cheese, onions, oyster crackers, beverages, munchies, paper products and silverware. Please sign up at the March meeting or call the Bujas at 815/332-3119. Directions will be in the March Snic Braaapp.

The **1998 ISOA Board** started their reign (of terror) with the January meeting. Here is club artist, Ken "Busby Berkely" rendition of past president Jeff "Stalker" Rust passing the gavel to new president Tim "Tool Man" Buja. Lets give Tim and the 1998 board your support.



1998 Dues are Due. Send money (\$25) to Sheri Pyle right away or risk missing out on this fine publication!

From the Prez.....

Welcome to the new Snic-Braaapp format! Now is the time for working on Triumphs, in hopes that warmer weather will soon arrive. I've got a large parts order coming to get my Stag engine back together. It's jackshaft seized at speed in August of 1996, and it's taken this long to get the engine apart and machine work completed.

In the meantime, Joe Pawlak invited me to help him install the engine and transmission back in his Stag. Knowing what kind of job this would be, I immediately asked Jeff Rust and Jake Jaquet if they'd be interested in lending a hand. Both were agreeable, so we all ventured down to Joe's a few hours before last month's meeting.

Joe had the engine and transmission ready to assemble, so we spent a few minutes lining things up and bolting everything together in his garage. The half-painted Stag body was in storage three doors down the road, so while Jake started cranking on the come-along to lift the engine and transmission in the air, Joe cranked up his 1947 Farmall Cub tractor. Jeff and I rode with him in the rain down to his neighbor's three car garage/workshop to retrieve the Stag. Halfway there, we run out of gas. Joe runs back to the house to get a gas can while we stand around getting soaked. When he gets back, we find that the battery is dead. What will we do now? Unconcerned, Joe whips out the trusty crank and gets the tractor started again with only half a crank. (If his tractor starts this easily, he'll never have any trouble with a Triumph!)

We proceed on and push the Stag out into the rain. As we're leaving the driveway and heading back to Joe's garage, I'm steering and Jeff is kneeling on the passenger side floorboard. All of a sudden we hear Joe say "Hey, there's a hill coming - don't forget that you guys are the brakes!" All I can think of is Fred Flintstone, except there aren't any holes in the floor... We open the doors and step out to get things under control.

Continued on page 7

TR3A

A Car Tale

By: Timothy J. Smith



When I was in the Army, I bought and fixed up an old Triumph TR-3A. When I got Out I lived at home for several months and my little brother fell in love with that little red sports car. When I got married, as is the case, I sold it for more "practical" transportation. I always regretted it and several years ago I began to consider finding another one to fix up and drive. Out of the blue my little brother called and said he knew of a TR3 for sale and was I interested! Well one thing led to another and he went up to look at the car located in a small town north of Des Moines, where he lived. I sent him a list of things to look for and inspect. Everything appeared OK so I bought the car having just seen pictures. He drove it half way to our parents and my wife and I flew up to drive it back to Texas from there.

When we arrived the car definitely looked more tired than in the pictures. However I was excited. I got behind the wheel and turned the ignition and it started on the first try! I floored it to hear the engine when I discovered that it had a "cherry bomb" muffler. Suddenly I heard a shriek from my wife. It seemed she was standing directly behind the tail pipe in white pants. My gunning the engine had cleaned out all of the carbon. It now resided in a perfect circle on my wife's slacks! As she said, "It's a good thing I love you".

We got the car checked out, three point seat belts installed and generally ready for the road. One thing I fixed was the rubber seal across the top of the wind screen. My brother told me in it did not work and on the way down he got caught in a rain storm and water was coming into the car from the top of the glass. Among the things I discovered was that:

- Instead of a key switch and starter button I now have a "regular" keyed ignition.
- Instead of a center horn button on the steering wheel, the Starter button was the horn!
- Instead of the turn signal switch on the steering wheel it was now a toggle switch on the dash to the left of the wheel.
- There was no switch cut off for the hot water to feed the heater and the heater fan motor ran off the instrument light rheostat
- Instead of regular side curtains in a steel frame I had flexible plastic pieces that snapped to the top and to the door. You couldn't open the door with the side curtains attached and they had no attachments to the windshield, Velcro took care of that.

Everything was all there just rearranged. After a good nights sleep we took off for Texas. The first

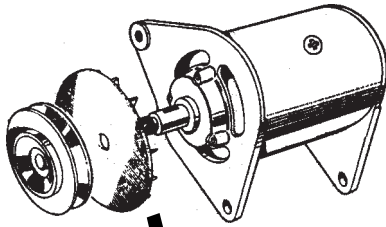
portion of the trip was through mountains in Arkansas and I was nervous about the brakes. I also discovered that I was nervous about 18 wheelers whose bumpers were taller than my car! It started to rain and up when the side curtains and on went the windshield wipers. I had forgotten that the car ran on a generator so when we went fast the wipers went fast and when we went slow the wipers went slow. If ever a car was in need of Rain-X.

Well the sky cleared up, the sun came out and we got on the interstate highway. Again because I was unfamiliar with the car and did not want to take a chance I kept it a 65 m.p.h.. Everything passed us and when we went under an overpass the sound from the muffler left us deaf for the next 30 minutes. Remember that heater cutoff valve. Well, the heater worked like a charm. The only thing was that this was in July going across Oklahoma and Texas. A 100 degrees outside and 125 on my wife's feet. For the first time in our marriage she complained of her feet being too hot!

As the day wore on I began to relax and the cramps in my arms went away from gripping the steering wheel so hard. As evening approached with full confidence I turned on the lights. I immediately noticed that the volt gauge needle swung to the discharge side. Even with my limited experience I knew that this was not right. At the next exit I pulled off and called a friend of mine to see if he had any advice. His only comment was that he hoped the battery held out long enough for us to make it home. I elected not to tell my wife of my concerns.

Well finally we made it and pulled into the garage. As we slowly pulled our beaten and aching bodies out of the car my wife turned to me and said, "If I had known you were going to break down I wouldn't have come along."

..... 0 yee of little faith!



Triumph Alternator Conversions

Part 1: Alternator "Primer"

by Dan Masters, danmas@aol.com

This is the second in a series of articles that will cover updating and converting the charging system as well as other electrics of your Triumph. Converting to negative ground needs to be the first step and was covered in the January issue.

Dan Masters is a member of VTR and has given permission to reprint this article in Snic Braaapp. You can also view this article via the VTR website at www.vtr.org

Problems with Original Equipment

There are three problems with the Lucas generators and alternators that came with our Triumphs:

1. They are weak, especially at idle.
2. They are expensive to replace.
3. They are very rarely available locally.

Replacements

Fortunately, it is not very difficult to replace your alternator with one that is cheap, readily available, and with a much higher output. What alternator to use? Actually, it doesn't make any difference - any alternator that can be made to fit physically will do. Your choice will depend on the relative configuration of your engine and the alternator you select. What might be just perfect for one application may not work without extensive modification on another, and vice-versa. The only overriding criteria should be that the alternator you choose should have an internal regulator. Externally regulated alternators work just as well, but there is an added complication with them, with no offsetting advantage.

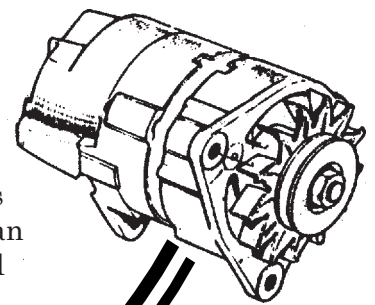
One of the best choices is the GM alternator - it is cheap (less than \$30), available off the shelf at

nearly any auto parts store in the country, and can be had with an output of 55 or more amps, up to 100 if you want to pay more! It can be had with the electrical connections at any one of four possible locations - top, bottom, right side, or left side (referred to as the "clock," 12, 3, 6, or 9 O'clock) - which can be of great help when rewiring your car to use the new alternator. Just tell the counter man where you'd like the connections to be, and he most likely can find one in stock to match.

Regardless of which brand you choose, the physical mounting problems are usually not too hard to overcome by most backyard mechanics; it's the electrical connections that give the trouble. Using the instructions referenced at the end of this section, anyone should be able to swap their anemic Lucas generator or alternator with a modern, more powerful, and more easily obtained unit. Because I am familiar with the GM alternator, I have provided detailed instructions for converting the generator or alternator in various Triumphs to this unit. (*I will have these instructions in upcoming issues, the editor.*) If you wish to use another make, however, the following equivalencies should aid in modifying the GM instructions to apply to your unit.

Alternator Wiring Connections

All internally regulated alternators have the same basic electrical connections. By comparing the descriptions below, it will be easy to change the instructions to suit the alternator you have chosen. If there is any doubt, take this write-up, along with the instructions for your particular car, to an alternator repair shop, and ask the counter man to identify the connections for you. Most places will be



Continued on next page.....

Alternator continued from previous page

glad to oblige you, for a minimal fee, if any. Alternators typically have four external connections to the automobile's electrical system:

1. Ground. This is usually through the case, but some units require a separate connection, usually for the solid state regulator inside the case. If your unit requires a separate ground, run a short wire from the alternator to a convenient point on the engine block, or the chassis. If the connection is required for the regulator, a small wire, 14 Ga., is adequate. If it's for the alternator itself, use the same size ground wire as you are using for the output, at least 10 Ga., preferably 8 Ga.

2. Output. This connection carries the charging current from the alternator to the battery, and corresponds to the screw terminal on the back of the GM unit. It connects directly to the battery, usually at the battery connection on the starter solenoid, or to the ammeter, if you car has one. This wire will be either Brown, or Brown with a colored stripe, in a Triumph.

3. Sensing. This wire connects to the battery, either directly, or via some connection in the main battery supply circuit. Typically, it connects to the battery side of the fuse block. It's purpose is to monitor the system voltage, and increases or decreases the charging rate, depending on the system load and/or battery condition. This is a smaller wire than used

for the output, and is usually Brown or Brown with a colored stripe. This connections corresponds to terminal 2 on the GM unit. In some cases, this wire is self-contained within the alternator, and there will not be a connection for this function. If so, just omit, or insulate and tie off, the equivalent wire in the GM instructions.

4. Indicator. This lead receives voltage from the ignition switch, through the charge warning lamp, when the key is turned on, but the engine is not running. This serves two purposes - it gives a visual warning that the alternator is not charging, and provides the initial current to get the unit to charge until it can provide it's own charging current. This wire is almost always Brown/Yellow in a Triumph, and corresponds to terminal 1 on the GM unit.

One-Wire Alternators

Quite popular among the Street Rod set, the one-wire units are not really suited for our cars. The only advantage is the simplicity of connecting only one wire. This advantage is lost in a Triumph, because of the changes required to the existing wiring to allow the use of a one-wire unit. All the wires required for a three wire unit are in place, and would have to be disabled otherwise. There are two distinct disadvantages to the one-wire: They are more expensive, and the warning lamp function is not operable with them.

Garage Talk continued from page 4

The rest of the "trip" is uneventful. As we arrive back at Joe's, we find that Jake has lifted the engine/transmission to the maximum height. On a Stag, the only engine lifting eyes are on the front of the heads. This means that the front of the engine has to be extremely high (seven or eight feet) in order to get the transmission tailshaft high enough to clear the body. We roll the Stag in the garage and find that we still don't have the engine high enough. Joe climbs into the engine compartment and lifts the tailshaft as Jake and I lift at the bellhousing. The three of us get the tailshaft high enough to clear the front valance. Jeff pushes the Stag forward and we gracefully lower the tailshaft into the engine compartment. Joe moves underneath to guide the transmission into place. I'm working the come-along as Jake and Jeff guide the engine into place. Just a few minutes later, Jake and Jeff have the engine mount bolts in place and Joe's got the transmission mount bolted up. All this without a scratch in Joe's new paint job.

It's now 6 PM and we're still a mess. (No matter how

hard you try, it's obviously impossible to get all the grease off of a transmission.) Joe says it takes 45 minutes to get from Hampshire to The Round Up. Will we make it? We're out the door at 6:15, heading down roads I've never driven before, in a driving rain. Luckily, we didn't encounter any members of the local constabulary and we arrive at The Round Up at 6:55. Just in time... What more fun could you have on a rainy Sunday afternoon? This really is a great club!

Our next meeting is on February 1. Upcoming events include the British Parts Swap Meet and Flea Market at the DuPage County Fairgrounds in Wheaton on February 22, and a Front Suspension Rebuild Clinic at Bill and Sheri Pyle's home in Itasca on February 28. See you there!

One more thing - I'm looking for some good "action" pictures of ISOA members in their Triumphs to use as a background photo for the ISOA Web page. If you've got some good action pictures (autocross, touring at speed, etc.) that show the whole length of the car, bring them to the next meeting. I'll scan them in and get them back to you the at following meeting or event.

Tim

Chicago's 2nd Annual

all

British Car



Morgan



Swap Meet & Auto Jumble



Hosted by Chicagoland MG Club



Sunday, February 22, 1998 8:00am -- 3:00pm

at the DuPage County Fairgrounds Wheaton, IL

(1/2 Mile north of RT38 on County Farm Road

General admission: \$3.00 Free Parking

ISOA CUP 1998

Introducing the **ISOA Cup**. Starting in 1996, a new annual award will be presented to the ISOA club member(s) who has accumulated the highest number of **participation** points throughout the year. May the most active person win!!!

Guidelines:

- Every club member is eligible.
- Points will be calculated per person (not per membership).
- Points will be awarded per calendar year.
- Events worth points will be marked in the monthly SNIC-BRAAAPP event calendar.
- Points will awarded to those signing the event attendance sheet. **YOU MUST SIGN IN.**
- The **ISOA Cup** will be presented at the Big Bash.

Points:

- 1 point for attending an ISOA Monthly Meeting.
- 5 points for writing an article for SNIC-BRAAAPP.
- 10 points* for participating in an ISOA event (e.g. Tune-Up Clinic).
- 5 points* for participating in a designated moving event (e.g. VTR Convention).
- 5 points* for participating in a designated show (e.g. British Car Festival).
- 25 bonus points for organizing an ISOA event and **writing an article** about the event**.

*5 bonus points for attending these events in a Triumph.

** New rule for 1998

Ann Buja (Memberships) will be recording these points.

MINNESOTA TRIUMPHS PRESENTS

1998 VINTAGE TRIUMPH REGISTER NATIONAL CONVENTION JULY 21-24 1998 HUDSON, WISCONSIN

REGISTRANT AND VEHICLE INFORMATION

Driver A (as it will appear on your name badge)

Name B (as it will appear on your name badge)

Other non-driving family members names for convention name tags

Street Address

City, State, Zip

Home Phone

Vintage Triumph Register membership number

Illinois Sports Owners Association

Local Triumph Club Affiliation

Vehicle Year/Model/Commission # Stock/Modified/Prepared



CONVENTION FEES

Base Registration
(If postmarked before May 15, 1998 deduct \$10.00)

VTR Member	Per Car	\$70.00	\$ _____
Non VTR Member*	Per Car	\$95.00	\$ _____
*Includes 1 year VTR Membership			
Additional cars?	Add \$25.00 per car	\$25.00X _____	= \$ _____

Attach separate form(s) with registrant and vehicle information only

Your base registration includes the following events:
Please indicate the number of people who will be participating in the planned events.

Tuesday	Registration _____ Welcome Party _____ Funkhana* _____ Craft, Model, Photo Contest _____
Wednesday	Registration _____ Autocross* _____ Mall of America Tour (non-driving event) _____ Picnic in the Park(ing lot) _____
Thursday	Registration _____ TSD Rally* _____ Antique Tour _____ St. Croix Tour (Poker Run)* _____
Friday	Concours d'Elegance _____ Participants' Choice _____

*In order to enter the Concours d'Elegance or the Participants' Choice competition, you must have participated in at least one (1) moving event.

OPTIONAL EVENTS

Awards Banquet \$25.00/person \$ _____

SCENIC RIVER REUNION REGALIA

ORDERS FOR REGALIA MUST BE RECEIVED BY JUNE 1ST, 1998

T-shirt \$15.00 (indicate # of S,M,L,XL,XXL) \$ _____

Sweatshirt \$25.00 (indicate # of S,M,L,XL,XXL) \$ _____

Baseball Cap \$15.00 # _____ \$ _____

Total Amount Enclosed: \$ _____

Please make checks or money orders payable to Minnesota Triumphs and mail along with this registration form to:

Minnesota Triumphs
PO Box 201054
Bloomington, MN. 55420

Cancellations before July 1, 1998 will be subject to a \$15.00 cancellation fee. Sorry, no refunds will be made on or after July 1st, 1998. If you need more information please call Larry or Gail Berg (612)557-1949, Ed or Barb Wirtz (507)835-3665 or contact Minnesota Triumphs on the Web. [Http://www.vtr.org/conventions/vtr-98.html](http://www.vtr.org/conventions/vtr-98.html)

ACCOMMODATIONS

We have secured exceptional room rates for our convention guests at the following hotels:

Hudson House Inn (Host Hotel) \$69 (715) 386-2394
 Super 8 Motel (Welcome Party) \$56-\$124 (715) 386-8800
 Comfort Inn \$51-\$60 (715) 386-6355
 Holiday Inn Express \$68-\$85 (715) 386-6200
 Hudson Fairfield Inn \$63 (715) 386-6688

****You must make your own reservations****

PROOF OF INSURANCE

Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car competitions are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle may be disqualified at the Technical Inspector's discretion for safety reasons.

WAIVER

PLEASE READ CAREFULLY AND SIGN THE FOLLOWING:
I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, Minnesota Triumphs and the Vintage Triumph Register, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this convention.

Signature (Driver A)

Signature (Driver B)



Marketplace



The place to buy, sell and trade almost anything Triumph related!

FOR SALE: Starting handle support rod for the **46-49 1800/2000 Triumph Roadster**. Most authentically reproduced from the original and handsomely chrome plated. \$125 plus postage & insurance (or I'll bring it to a meeting if you prefer). Mel Merzon, 5051 Greenleaf, Skokie 60077. Days 3121836-2162, evenings 847/677-7341, fax 312/836-3982, email msm@navistar.com (Mar)

FOR SALE: assorted parts from a **71 TR6**: 2 rear axle assemblies with new U joints, painted with new boots (but I is slightly damaged) \$125.00 each. 1 rack and pinion assembly with new boots and rubber mounts included, painted and ready to install, feels tight, \$125.00. 1 differential assembly (3.70:1 ratio), ring and pinion shows no sign of distress, painted and ready to install, \$250.00. 1 differential rubber mount kit including washers, installed but never driven \$25.00. 1 rear bumper assembly with Amco over rider. It is straight but the chrome is not perfect. \$100.00, might break up into individual pieces. If you are unhappy with any of this stuff, I will take it back. I am using the sale of this extra stuff to help feed my hobby (TR4 #197 vintage racer). Joe Alexander, Cedar Falls, Iowa, 319/266-6044, tr3197@aol.com (Mar)

FOR SALE: 73 TR6, emerald green and black, body and chassis in excellent condition, interior and top in very good condition, trans recently rebuilt, roll bar, red lines, Monza exhaust, \$10,800. Call David @ 847/562-1112 for more info or to buy (Northbrook) or email david@interaccess.com (Mar)

FOR SALE: 88 Mustang GT convertible, red with white top and white leather interior, power windows, a/c, 5 speed transmission, 3000 miles, \$12,500. Tom Schuld, 847/255-3466. (Mar)

WANTED: Bob Streepy is looking to borrow a rear seat cushion for a TR3A. The cushion needs to be square, not sloped. Raised hinge, post 60,000 commision number. The need is to copy the pattern to reproduce the cushion for his own TR3A. Call him at 630/372-7565, or email: trstreep@chicago.avenew.com (Mar)

TONS of TR Parts! 50 cents per pound with a \$5 minimum purchase. No UPS, so pick will be necessary. At these prices it would be worth the drive. Bob Kamholtz of Thunderbolt Enterprises in Genoa City Wisconsin is making available his vast inventory. Call 414/279-3307 for your parts needs. (Mar)

WANTED: For next House on the Rock Video, 1 Indian outfit, size large, 1 biker outfit leather chaps, jacket, etc, size large, 1 police uniform we may already have this one, 1 coyboy outfit with hat, chaps, cowboy shirt, etc, size large, 1 - sailor outfit, preferably white, size large, 1 hard hat, 1 Karoake recording of YMCA. See the Stalker (Mar)

PRICE REDUCED!, early **TR6 frame**, straight and no rust, ready for top coat (hey it is spring, time to put the top coat away and wear your ISOA windbreaker, the jacket not Gastro Boy). "I'm out of time and money and garage space, so this will go to the highest bidder over \$650". Mike Geiter 847 286 0413 days, 630 469 1431 evenings. (Mar)

FOR SALE: The Gary Fager collection of used and abused TR6 front end parts, available at a substantial discount to anyone needing TR6 front end stuff. In addition, the "collection" includes 1 trailing arm; brake servo and master cylinder suitable for rebuild. No warranties express or implied. Hops Streepy, 630/372-7565. (Mar)

FOR SALE: For only \$15.00, you can have your own copy of the 1995 VTR Convention that our club hosted. The Convention was professionally videotaped, and then edited from 8 hours into a 40 minute finished product. This is definitely \$15.00 well spent. See Sheri Pyle at the next meeting or send your check made out to ISOA to: VTR 95 Video, c/o Sheri Pyle, 320 N. Linden St, Itasca, IL 60143. (Mar)

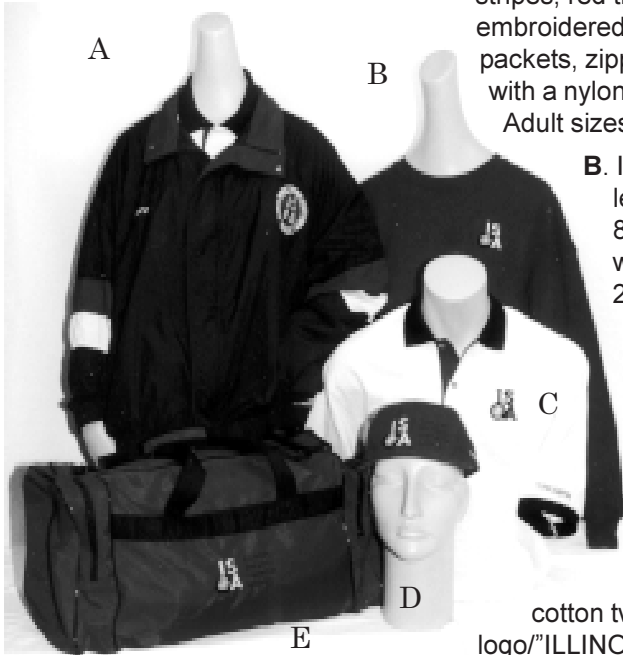
FOR SALE: South Central Wisconsin's largest collection of **Heralds**. This may even challenge the renowned Mace collection for sheer numbers of Heralds all in one place but not currently running. In fact, when Andy reads this, he will probably try to figure out how he can afford to buy these. This guy has 6 Heralds in various conditions, including 1 "very good" convertible. There is also a 73 Spitfire in the mix. The owner has at least 5 titles. He says he could probably arrange transportation, since all of the car are "probably trailerable". A couple of the cars have bad frames. "I want to sell quickly, so I would take \$4500 for everything." Email at chalsey@jvl.net. His name is Mark. (Mar)

Classified Submissions

There is **NO** charge for a classified ads. Ads will run for 3 issues and expire on the month indicated in parenthesis. Photos can be used in classifieds. Please try to limit items for sale relating to Triumph/Car items. Always include name, phone and a clear description of what you are selling. The description will be used "as is". Submission methods are listed on the second page of the newsletter.

ISOA Club Clothing and Accessories

A. ISOA club jacket. The black jacket features red and white accent trim on the arm stripes, red trimmed storm flap and collar and the ISOA full circle logo embroidered on the left chest. Other features include set-in sleeves, slash packets, zippered front and shirred cuffs and waistband. Made of Supplex nylon with a nylon lining, they are durable, water-repellent, wind-resistant and packable. Adult sizes M-3XL. Available for \$49.00 from the ISOA Treasurer.



B. ISOA club long sleeve sweatshirt. A red sweatshirt with the ISOA 4 letter logo embroidered on the left chest. Made of extra heavyweight 80 cotton/20poly with set-in sleeves, ribbed spandex collar, cuffs and waistband. Adult sizes M-2XL. Available for \$25.00 (add \$2.00 for 2XL) from JABU Creations item #0047.

C. ISOA club short sleeve polo shirt. An ash body with black collar and cuffs and red placket with the ISOA 4 letter logo embroidered on the left chest and "TRIUMPH" on the left sleeve. Made of 100% combed cotton pique. Adult sizes M-3X. Available for \$27.00 (add \$2.00 for 2XL/3XL) from JABU Creations item #0039.

D. ISOA club hats. Either a red low profile brush cotton hat or a red pro brush cotton twill (low crown) hat with the ISOA 4 letter logo/"ILLINOIS SPORTS OWNERS ASSOC."

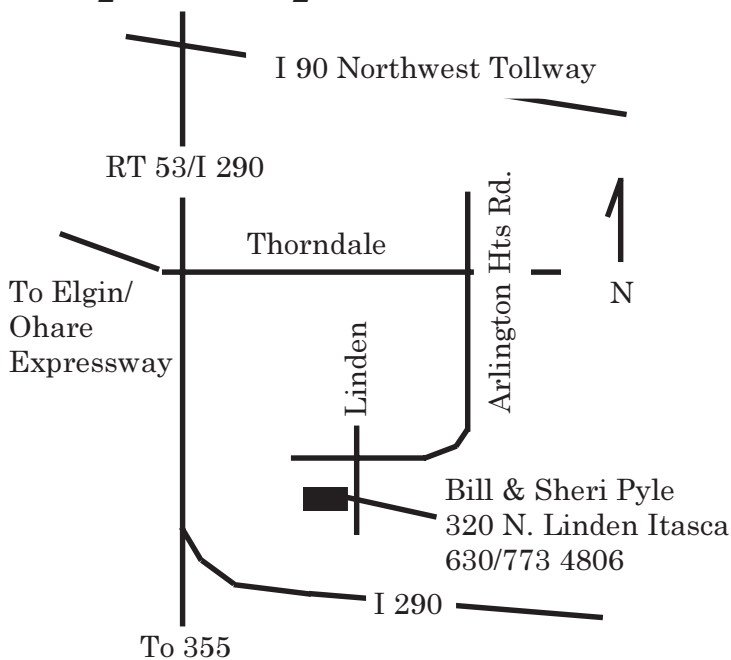
embroidered on the front and "TRIUMPH" on the left side. Adult one-size adjustable back. Available for \$12.50 from JABU Creations item #4003 or #4009.



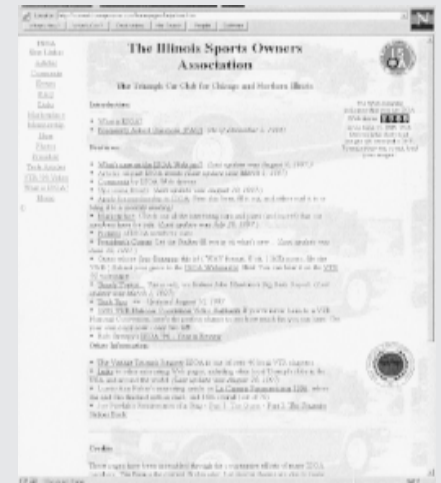
E. ISOA deluxe club tote bag. A red bag with black trim with the ISOA 4 letter logo/"ILLINOIS SPORTS OWNERS ASSOC." embroidered on 1 side and the TRIUMPH script logo on the other side and the top flap can be personalized with your name. One-size. Available for \$35.00 from JABU Creations item #5009.

NEW ISOA T-shirts. A ash body t-shirt with the ISOA full circle logo silkscreened on the center front. Made of preshrunk 98 cotton/2 poly. Adult M-3XL. Available for \$10.00 (add \$2.00 for 2XL/3XL) from the ISOA Treasurer.

Map to Suspension Clinic



Visit ISOA on the World Wide Web at:
<http://ourworld.compuserve.com/homepages/buja/isoa.htm>



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