



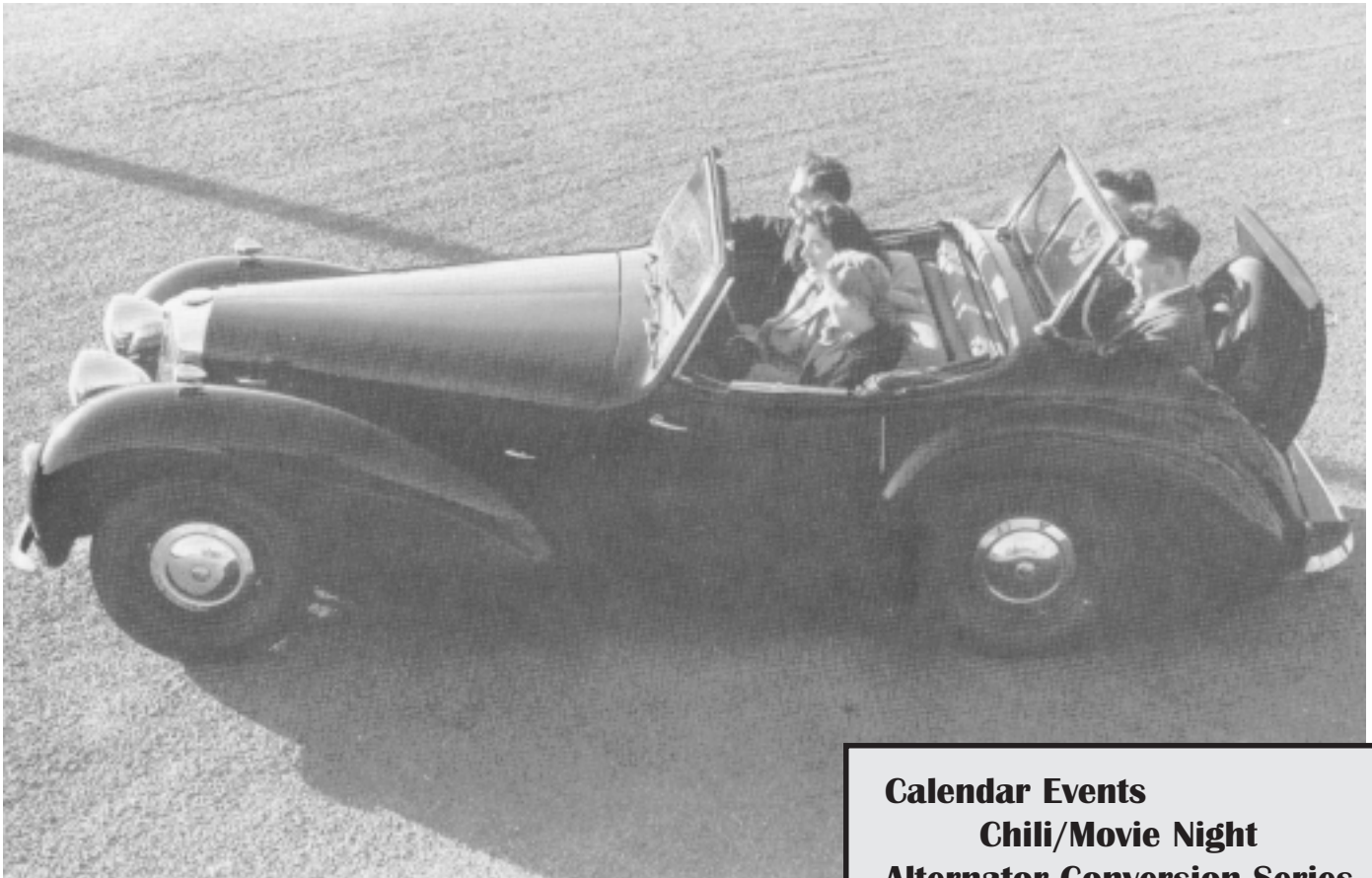
# Smic Braapp



March 1998



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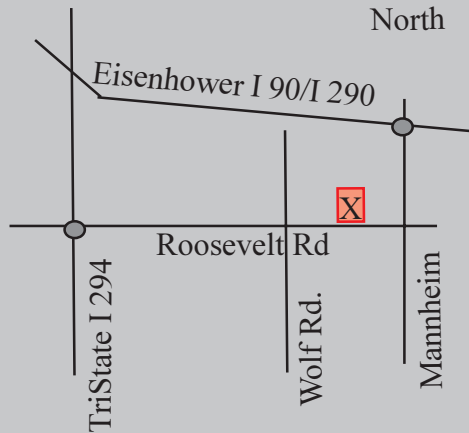


**Calendar Events**  
**Chili/Movie Night**  
**Alternator Conversion Series**  
**And some more stuff!**

**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

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

## Numbers Game

Current Member Total:	152
Current Memberships Paid:	106
Newsletter Circulation Total:	134

### 1998 Top 10 ISOA Cup Points Leaders

1. Pawlak, Joe
2. 21 People Tied
3. 27 People Tied




















60 Members have participated in an ISOA Cup Event in January. Keep being active!!! We are just starting to have some 1998 fun.



### 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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- 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 9            ISOA Tune Up Clinic LaFox Imports in South Elgin 
- 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          Fuel Injection Clinic sponsored by Fuel Management Systems 
- Jun 18-20      TRA Nationals - Rocky Gap Maryland
- Jun 20          Drive In Night 
- 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
  
- Aug 2            General membership meeting 
- Aug 8            ISOA Picnic - location TBA 
- Aug 12          Board of Directors meeting
- Aug 30          Heartland British Car Show - Davenport Ia.
  
- Sep 6            General membership meeting 
- Sep 10-12      Six Pack Trials near Princeton, NJ
- Sep 9            Board of Directors meeting
- Sep 13          British Car Union - Oakton Community College
- Sep 25-27      Indy British Motor Days - White River Park in downtown Indianapolis, IN, sponsored by the Indiana British Car Union
  
- Oct 2-4          VSCDA Children's Museum Vintage Grand Prix, Indianapolis Raceway
- Oct 10          Fall Tour to White Pines State Park near Oregon



Indicates this is an ISOA Cup points event



## Garage Talk & Other Nonsense

By:  
Joe Pawlak

Put a "b" in Garage and that's what you could have here.

**Saturday March 14.** Please join your fellow ISOA members for the 3rd Annual **CHILI-COOKOFF and MOVIE NIGHT**. Our hosts 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.** Map and other info elsewhere in the newsletter. Please sign up at the March meeting or call the Bujas at 815/332-3119.

**Badges, badges,** we don't need no stinkin' badges. This applies when we all go seek to find some treasure in the Sierra Madre during the Winter Tour but until then, please wear your name badge to meetings and events. It helps new members and old alike to identify each other. This will also make sure we don't have any MG guys sneaking in, taking our women (to improve their gene pool) and our secrets to why our cars run better than theirs. If you don't have a name badge because your dog ate it, lost it while skinny dipping or are using it as a shim to correct some suspension geometry, contact Sheri Pyle.

The **Spring Tune Up Clinic** is scheduled for **Saturday May 9th**. It will be held once again at Lafox Imports in South Elgin. The Clinic will start at 8:00 am and go until everyone has their car running perfect. We will be sharing the facility with the Lotus club. The parts department will be open in case components are required to put Humpty Dumpty back together again. Details of refreshments and a possible garage tour following the clinic will be announced.

The **1998 Transmission Clinic** is **April 18th** at Bill & Sheri Pyles house. This is a great time to learn about Triumph transmissions and see what makes them tick. *The tick is why you are probably rebuilding it!* Last year had quite an assortment. I rebuilt my Stag tranny, Jack had his TR6, Keith had his TR3. I think we had one additional but they all look the same when you turn 'em over. Details and a map will be in April's issue. Sign up at the March meeting or give Bill & Sheri a call.

**Triumph** is to be the featured marque at VSDCA's Children Museum Vintage Grand Prix at Indianapolis Raceway Park on **Oct 2 thru 4**. Not too early to plan. See the VSDCA website for details. <http://members.aol.com/VSCDAL/mainv3.htm>

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

I am in the process of compiling a **Triumph Related Publication/Magazine** list complete with actual opinions and reviews of how members like them. There are a lot of great publications out there. Wouldn't a years subscription beat out a tie for a gift? Please bring a magazine in at the next meeting and a note of 25 words or less of why you like it, dislike it etc. You will receive ISOA Cup points for your participation.

### *From the Prez .....*

Now that the weather is getting warmer, it's getting easier to work on the Triumphs in the garage without getting chilled to the bone. (I don't yet have the luxury of a heated garage like Billy & Sheri Pyle have, so serious Triumph work has to wait until the chilly weather subsides.) Anyway, in addition to the Stag work, I'm in the process of replacing a wiring harness on my TR8. As some of you may remember, the TR8 had entered "The Dead Zone" a number of times last year when its electric fuel pump would unexpectedly quit. Fitting an auxiliary fuel pump didn't fix the problem, so I continued testing and found a defective wiring harness on the engine. This harness runs just above the catalytic converter, and the heat in this area has embrittled the harness to the point where the insulation and tape wrapping break off and expose the copper wire when I bend the harness or any of the individual wires. Now that I've removed the harness and unwrapped what's left of the tape, I've found that this problem was also experienced by the previous owner of my TR8. Over half of the wire has been replaced with non-standard solid color wire (red, blue, green, orange), so I think it's time to replace the whole harness and start anew. The problem is that no vendor stocks a replacement harness. This means that I'll have to build one myself using wire, connectors, non-adhesive tape and plugs from the nice folks at British Wiring in Olympia Fields. Now I'm sure you're asking: "How do you build a wiring harness yourself?" Actually, it's not as hard as you may think. The Vintage Triumph Register's web site (<http://www.vtr.org>) has an extensive maintenance section with lots of articles on keeping your Triumph on the road. The electrical section has an article with complete details on how to rebuild a wiring harness yourself. Joe will publish a copy of this article in a future edition of the Snic-Braaapp, and I'll give more details at the next couple of meetings. Currently scheduled movies include "Speechless" and two (possibly more) Wallace and Gromit shorts. If you've got an "ISOA" type movie, bring it along and we'll try to fit it in. For those of you marking up your April events calendar, don't forget about the meeting on Sunday, April 5 and the Transmission/Carb rebuild clinic at the Pyle's on Saturday, April 18. Don't forget to keep your eye on the calendar when you make your plans for ISOA's House on the Rock tour. As always, this event will take place on April 31...

*Keep the shiny side up! Tim*

More on page 7

*This is the third 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](http://www.vtr.org)*

### **Method One (Utilizing existing wiring)**

At the stock alternator, you will find either a five, or a three, wire connector. If you have the five wire connector, you will find a large Brown/White wire, a smaller Brown/Red wire (except for '73, which uses a Brown wire), and what appears to be three Brown/Yellow wires.

What appears to be three Brown/Yellow wires are actually only two. At one terminal, you will find two Brown/Yellow wires, and at another, you will find one. The single Brown/Yellow wire actually goes into the harness for a very short distance, and then turns around and comes back out, where it connects to the terminal with another Brown/Yellow wire. If you pull on the single Brown/Yellow wire, it will pull out of the harness, and you will see what I mean. You may have to loosen the harness a little bit to get it to pull out. That short piece of Brown/Yellow wire is to be discarded.

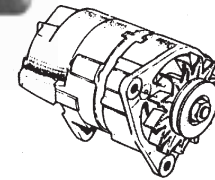
If you have a three wire connector, the short piece of Brown/Yellow wire has already been removed - either by the factory, on '74 and later models, or by a previous owner when he replaced



# **Triumph Alternator Conversions**

## **For the TR6**

by Dan Masters, [danmas@aol.com](mailto:danmas@aol.com)



the alternator with a later model. For '69 -'73, with an owner modification, the wire colors will be as above. For '74 and later, there will be a large Brown wire, a smaller Brown wire, and a small Brown/Yellow wire. The large Brown/White (Brown) wire is the main charging lead. The small Brown/Red (Brown) wire measures the system voltage to tell the alternator how much to charge. The Brown/Yellow wire(s) operates the alternator warning light, and provides the initial voltage to the alternator to start it charging when the engine first starts.

#### **For a Five Wire Connector**

- Discard the short Brown/Yellow wire, as above. Cut off the terminals from the remaining Brown/Yellow wire, and from both the Brown/White, and the Brown/Red (Brown for '73) wires. On the back of the GM alternator, you will find a large screw type terminal, and in the side of the body, you will find two recessed male spade terminals, labeled (1) and (2).

When you buy the alternator, be sure to get the plug that fits these terminals. It will come with short wire leads already attached.

- Connect the Brown/Yellow wire to the lead coming from position (1) of the plug (the plug is polarized, so it will only go in one way).
- Connect the small Brown/Red (Brown for '73) wire to the other terminal, (2).
- Connect the large Brown/White wire to the screw terminal. Insert the plug, and you are finished.

#### **For a Three Wire Connector**

For '69 - '73, as above, except the short Brown/Yellow wire is not there. For '74 and later,

- Connect the large Brown wire to the screw terminal, the smaller Brown wire to terminal 2, and the Brown/Yellow wire to terminal 1.

*Continued on Next Page....*

Of course, Disconnect the ground lead from the battery before proceeding with any electrical work, and follow all the rules of proper wiring practices. I recommend using solder connections, and covering them with heat shrink tubing, but crimp type connectors will work quite well also. You will need butt connectors for attaching to the plug wires, and a large ring connector for the screw terminal. If you would prefer not to have splices, you can remove the terminals, and the wire, from the plug. Using new terminals of the proper type, connect directly to the existing wires, and insert the terminals into the plug. New terminals can be purchased from British Wiring, (20449 Ithaca, Olympia Fields, IL 60461, 708-481-9050) and The Wire Works (167 Keystone Road, Chester, PA 19013, 800-292-1940), among others. Regardless of whether you have an early model TR6 with the ammeter, or a later model with the voltmeter, the meters will now work just as before, as will the alternator charge warning light.

There are two things, however, to be aware of:

1. Triumph did funny things when they built these cars, so your car might not match the configuration above, and it may well have been modified by a previous owner.
2. The factory alternator output ranged from 28 amps on the early cars, to 45 amps on the later cars. The GM units can produce 55 or more amps. The wiring in the cars is only designed for the lower rating of the stock alternator. If you add heavy loads, driving lights, high power stereo, etc, you can exceed the capacity of the wires. Also, If you let the

battery discharge completely, the alternator can possibly recharge with enough current to overload the wires. If your battery is completely discharged, recharge it with a charger rather than push starting the car and letting the alternator recharge it. If you must do this, keep a close watch on the ammeter, checking for overcharging. Under all other usages, the wiring should not present a problem. The main advantage of the higher output is the ability to provide a higher charge rate at low RPM and idle. The standard loads on the TR6 do not require a higher charge current at normal engine speeds, so the alternator will not be called on to provide enough current to overload the wires.

### **Method Two (Upgraded wiring)**

If you wish to upgrade the wiring to take advantage of the higher output, it is really quite simple.

As above, except:

'69 - '73: Disconnect and remove (or cut both ends off, or insulate and tie back) the Brown/White wire from the alternator to the ammeter. Run a very large (10 Ga or better, preferably 8 Ga.) wire from the screw terminal on the back of the GM alternator to the terminal on the starter solenoid which also has the main lead from the battery. Leave the existing wires on this terminal as is. Very carefully route the wire, as much as possible along the existing wiring harness, and support with the liberal use of cable ties.

Now, the alternator can provide full charging current without worrying about burning up the wiring. There is one downside to

this approach: The charge indicating light will work as before, but the ammeter will only read discharge. It will register the current being drawn by the various loads on the car, but will not indicate if the alternator is charging.

If you wish to add extra loads, such as a high power sound system, connect them directly to the battery, properly fused, of course. Loads connected directly to the battery will not be indicated on the ammeter.

'74 - '76: Remove the large Brown wire from the alternator to the connector on the main battery lead (or cut off, or tie back, as above). Run a new wire exactly as described above for the earlier models.

Any high powered loads should be installed as above. There is no drawback to this modification for these years. The voltmeter works just as before.

### **Options**

There are several other ways to do the replacement. For example, you may wish to use a larger range ammeter, or you may wish to replace the ammeter with a voltmeter. If so, contact me with your preferences, and I will try to provide the appropriate instructions. You may also choose to use a different alternator, rather than the GM unit. If so, it will be wired very similarly to the above, only the connections at the alternator itself will be different. This page is on the web at: (<http://www.vtr.org/maintain/alternator/gm-tr6.html>) last updated 12 September 1997.

*Next Month, we will cover the TR4.*

For those members who have attended the last couple of meetings at the Round-Up in Hillside, you would have sensed that all is not right. New management at the restaurant have expressed the "subtle" desire that they really do not want the club there anymore. Over the last 6-12 months the relationship has been slowly degrading to a point where it will be uncomfortable for us to continue meeting there. The February meeting had us packed like sardines. We would have had more room sitting in Ken Kendzys' Berkelys. Like with any relationship where you have given your trust and support, you often look to blame yourself relating to "what did we do wrong?". Well

we didn't do anything wrong. We have followed their rules and have been accommodating to the restaurant to which patrons should be accommodating. The new Round Up management feels that they are better able to utilize the space for other parties. This must be what they teach in Business school now, get rid of 30-40 people who purchase food and drink for 2 hours on a Sunday night when business is light. We will respect Round-Up's business acumen and locate a new meeting place. Change is

## Could this be the final Round-Up?

Joe Pawlak, Editor



good every once in awhile. We may end up finding a much better place and wonder why we never did this before. So now the search is on and we have to be quick and not wallow in self pity and committees. Below is a list of criteria that should be considered. Sheri Pyle will be coordinating the searches and you need to contact her with your potential places. As mentioned, we need to be quick because the Round-Up has unbuckled our pants and have

them down to our butt cracks. They can yank them all the way down at a moments notice! If a decision is made on a new place, the newsletter will make that announcement so make sure that is something you pay attention to in this rag.

### Initial Location Criteria

- Paved Lot (Improvement over Round-Up)
- Food & Bar
- Secure Lot (Can see the cars during the meeting)
- Area that is separate (to show slides etc.)
- Near Expressway Access
- Can hold meeting on Sundays
- Ability to commit for a year

## Garage Talk & Other Nonsense

*Continued from Page 4*

Mel "Roadster Man" Merzon alerted me regarding a fall tour that the CAAR GB (Society of Ancient Automobiles) will be having this year. While ISOA conducts its own fabulous fall tour, we do it within the relative confines of Illinois. Well it seems that our friends at CAAR, who are based in England, will be shipping their cars to Nova Scotia and then drive down the eastern third of the good ole US of A to a destination in Florida. They will then ship their cars back to England thereby concluding the tour.

*Long period of silence to let it sink in.....*

Sounds like a great idea, but more important, I would like to get an application form from them.

Not for the club, but for where they all work at! I guess us peasants will just have to rough it on our own tour. Did I mention our fabulous fall tour? More on this later as well as our CAAR friends.

We are planning to have a **pictorial directory for 1999**. What this means is that we will need a picture of you/you's with you Triumph (or substitute). Old or new pictures, it doesn't matter! So be get those cameras out and snap a picture. You have all summer so there will be no excuses. The directory will have the standard information plus you and your cars' mug shot to go with it. Anything less then 100% participation would be disappointing. All pictures will be returned. You can either mail them to me or bring them to a meeting or event. Eventually they will get to me. And as always... Thank you and thank you for your support. (Keep that newsletter input coming!)

*Till next month..... JP*

# EFI Conversion Kit, with LS-14 Laptop Programmable ECU

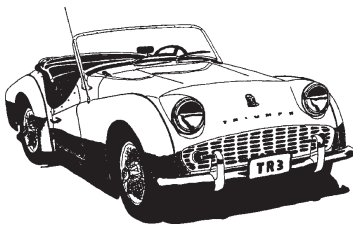
By Mark Fisher

A Fuel Injection Tech Session will be held at Fuel Management Systems, Inc. on June 13, 1998. FMS has donated a Electronic Fuel Injection System, to be installed on an ISOA member vehicle during the tech session.

A chassis dynamometer will be used for baseline vehicle evaluation and emissions testing. Once the system is installed, the dyno will be used for fine tuning, and emissions comparison. The system, including ECU, wiring, sensors, injectors, throttle bodies, and other fuel system components will be installed by FMS personnel.

This digital engine management system may be used in throttle body and multi-point applications. The LS-14 is designed to drive up to four injectors. Features include:

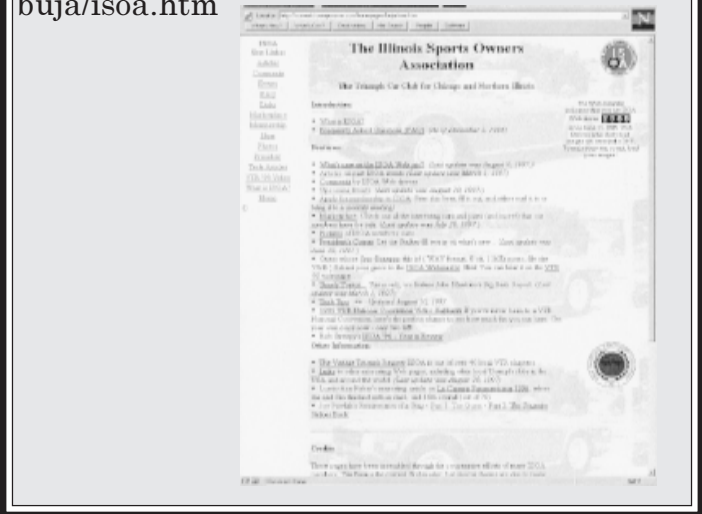
- Digital Microprocessor with EPROM, EEPROM
- Peak/Hold injector control
- Laptop programmability
- Internal manifold pressure/barometric pressure input
- Air temperature correction
- Engine temperature compensation
- Lambda feedback compensation



For more information, contact:

Mark Fisher, Applications Engineer  
 Fuel Management Systems, Inc.  
 408 Washington Blvd.  
 Mundelein, IL 60060  
 Phone: 847-566-8820  
 Fax: 847-566-8837  
 E-Mail: fmsinc@fms-oem.com  
 or visit our Website at: <http://www.fms-oem.com>

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



## Fuel Management Systems, Inc. EFI Tech Session - June 13, 1998

### EFI Conversion Kit Entry Form

(Open to Current ISOA Members)

Name:

Year & Model Triumph:

Engine Type and Displacement:

Number and Type of Carburetors:

You **must** attend the EFI Tech Session to qualify for the **free** EFI system.

Mail this Entry Form to:

Fuel Management Systems, Inc.  
 Attn: Mark Fisher  
 408 Washington Blvd.  
 Mundelein, IL 60060

**Entries must be received by May, 15, 1998**



**Make Your Plans Now!**

## **1998 Vintage Triumph Register National Convention**

**July 21-24, 1998**

Hudson, Wisconsin

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### **Hustle Your Way to Hudson for the Scenic River Reunion**

Make your reservations now for the 1998 VTR National Convention. This year the Convention will celebrate the 75th anniversary of the first Triumph automobile, and we hope to have some special guests and special cars to highlight that anniversary.

The convention is hosted this year by the Minnesota Triumphs, but in an act of inter-state amity is being held in Hudson, Wisconsin, about twenty miles east of St. Paul, Minnesota. (The convention had been planned for Winona, Minnesota, but that plan fell through.) Hudson is located in the scenic St. Croix valley, halfway between the palisades of Taylors Falls and the confluence with the Mississippi River at Prescott. The convention will be based at the Hudson House.

The featured model this year will be the TR250, which will reach the 30th birthday of its one-year production run. In addition, however, due to the occasion of the 75th anniversary, we are planning special recognition for any pre-TR2 cars. And we also expect a large contingent of Triumph racing vehicles to commemorate Triumph's many competitive victories. Some of these cars will be coming directly from the Brian Redman International Challenge the previous weekend at Road America in Elkhart Lake, Wisconsin.

The traditional VTR National events are supplemented by parties, tours, tech sessions and other activities. There is a funpacked agenda with something for everyone.

### **Driving Events**

**Funkhana:** A not-so-traditional approach to this traditional event. Match your wits, driving ability, and key chain dexterity against one of the upper midwest's masters.



**St. Croix Tour:** A poker run through some of the nicest river valleys in the country. Antique stores, ice cream parlors, views of the St. Croix River. This tour has got it all. Go fast, go slow, just go on this tour. Collect enough cards and you could win a prize

**Autocross:** Join us at the empty parking lot where some folks wanted to build a casino (but they didn't get federal approval). We expect a great turn-out of some of the best autocrossers in the country, and we'll have a course laid out to test their expertise. But even relative novices like you and me should have a good time too.

**TSD Rally:** The backwoods roads of western Wisconsin, eastern Minnesota were just made for rallying. That's why almost all the north-woods rallies are held here. Put your car, your watch, and yourself to the test.

### **Social Events**

**Welcome Party:** Unwind after spending a day (or two or three or four or more) on the road. Meet old friends and make new ones. Shiners, say hi to some wrenches. Racers, befriend some tourers. Mingle at the Super 8.

**VTR Membership Meeting:** This is your chance to bellyache about everything the VTR has done, or hasn't done, in the last fifteen years. (Note: The VTR leadership has asked us to inform you that compliments and accolades will also be accepted.)

**Mall of America Tour:** Yes, it is the biggest indoor shopping mall in the United States. Yes, they do have a

roller coaster inside. Yes, there are three auto-related stores, plus one on farm toys that stocks Ferguson tractor models. We'll have bus transportation available for a nominal fee, but for those of you that drive your Triumph (30 miles), we'll arrange special security arrangements. (But, hey, why worry? This is Minnesota, not New York City.)

### Other Events

**Autojumble/Vendors:** We've got a big parking lot. Set up your stand and/or come and search for that elusive missing part.

**Craft, Model and Photo Contest: Bring along your Triumph-related art, photography, models, cookie cutters, etc.**

**Technical Sessions:** We'll have a number of session on topics from restoration to racing. Don't miss them. This is your chance to speak directly with the experts.

**Auction:** Always a high point of the convention. Bid and bargain for parts, memorabilia and other stuff you didn't know you wanted. Bring your own item to sell at an 80-20 split.

### The Big Car Show

**Concours d' Elegance:** Match your Triumph against the VTR 400 point judging system. The finest Triumphs in the country will be there. Remember, the VTR now has classes for modified and competition cars in addition to the traditional stock classes.

**Participants' Choice:** This is the contest to enter if you've got a lot of friends attending the convention.

### Awards Banquet

Held at the Hudson House, the host hotel. The traditional Saturday night finale will be held on Friday night this year. This year: More awards, more fun, no boring speeches. Cost: \$25/person.

### Registration

The basic registration fee of \$60.00 (\$70.00 after May 15) provides admission to all events except the Awards Banquet, the fish fry, and the bus to the Mall of America. Additional cars with the same driver(s) may be added for a fee of \$25 per car. Please include a separate registration form for each car. Non-VTR members must pay an extra \$25 to register, but that fee

is good for a one year VTR membership.

For more info:

Larry or Gail Berg (612) 557-1949

Ed or Barb Wirtz (507) 835-3665

### Accommodations:

The main hotel will be the Hudson House. Registration, the banquet, and several other functions will be held at the Hudson House. Rooms are available at \$69/night. (715-386-2394)

There are two co-host hotels: First is the Super 8, where the Tuesday reception will be held. Rooms are available at \$56-65/night. (715-386-8800) The other co-host is the Comfort Inn with rooms ranging from \$51-60/night. (715-386-6355) Both the Super 8 and the Comfort Inn are within a block of the Hudson House.

There are two additional recommended hotels located several blocks away. First is the Fairfield Inn with rooms at \$63/night. (715-386-6688) Second is the Holiday Inn Express and Suites.

The Holiday has rooms at \$68/night and suites at \$85/night. (715-386-6200)

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\*\***

### One last word:

"Dateline July 2023: All seventeen multi-media networks announced today that they will feature 24-hour coverage of the celebration of the 100th anniversary of the first Triumph automobile. In an era of electrically powered, computer-driven Personal Conveyance Devices (PCDs) the Triumph sports cars have achieved near legendary status, much as the Old West did in the previous century. The celebration is sponsored by the International Triumph Drivers' League (ITDL), the successor organization to the Vintage Triumph Register of North America. One reason for the exceptional interest in the event is that it is planned to be a reenactment of the historic 75-year anniversary celebration held in Hudson."

Following the release of the above announcement, children all over the world turned to their elders and said, "Grammy, Grampy, is it true? Were you

## VTR Convention Stuff Continued...

there? Were you at the St. Croix Valley in 1998?"

What will your response be? Will you sigh deeply and say, "No, I missed Woodstock. I wasn't there when they tore down the Berlin Wall. And I skipped Hudson too."

Or will you be able to look them straight in the eye and say, "Ya shure, you betcha I was there."

The choice is up to you.

### Tentative Schedule of Events:

#### Tuesday, July 21

late afternoon: Funkhana  
early evening: Welcome Party

#### Wednesday, July 22

morning: Autocross\*  
morning to afternoon: Mall of America tour  
evening: Picnic in the Park(ing lot)

#### Thursday, July 23

morning: TSD Rally\*  
morning: Antique Tour  
afternoon: St. Croix Tour\*  
late afternoon: VTR Membership Meeting  
evening: Auction

#### Friday, July 24

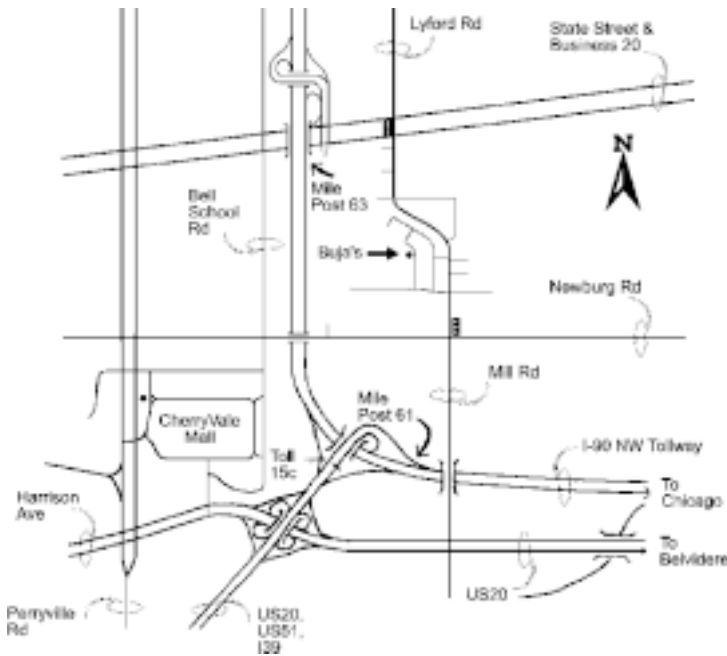
early morning: Panoramic Photo  
morning: Concours d'Elegance and Participant's Choice  
evening: Awards Banquet

### All of the time (more or less):

Registration  
Flea Market  
Vendors  
Tech Sessions  
Craft / Model / Photo Show  
Parking Lot Patrol and more

*Address Correspondence to [vtr-www@www.vtr.org](mailto:vtr-www@www.vtr.org).*

*Copyright 1995 - 1998 The Vintage Triumph Register*



### Chili Cookoff and Movie Night Saturday, March 14

The annual chili and movie night is at Ann & Tim Buja's, 1173 Butler Road in Rockford. Bring your favorite chili in a crock pot or oven reheatable container with a serving spoon. If you're not proud of your chili making ability, contact Ann or Tim for a substitute dish to pass. Start time is 3:00pm, with chili sampling to begin at 5pm. After we've had our fill, the traditional movie night will begin. Currently scheduled for viewing is "Speechless", but if you have another ISOA-style movie, bring it along.



# 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	_____
	<b>Funkhana*</b>	_____
	Craft, Model, Photo Contest	_____

Wednesday	Registration	_____
	<b>Autocross*</b>	_____
	Mall of America Tour (non-driving event) Picnic in the Park(ing lot)	_____

Thursday	Registration	_____
	<b>TSD Rally*</b>	_____
	Antique Tour	_____
	<b>St. Croix Tour (Poker Run)*</b>	_____

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 1<sup>st</sup>, 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](mailto: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](mailto: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](mailto: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)

For Sale: 1967 Spitfire MkIII. 36,000 miles, wire wheels, new brakes. \$2500 OBO. Bob Weiss 630/734-0437 or [SEABEE43@aol.com](mailto:SEABEE43@aol.com) (Jun)

For Sale: **TR250 Parts Car**. Cheap! John Leclercq. Oswego 630/554-1306

**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)



1978 TR7 (Parts Car?). In storage for last 8 yrs. Sunroof, rebuilt headlight motors, 5 spd, glass good. Best offer takes all. Give an offer he can't refuse. Ken Marjanowski. Wk 630/860-3733. (May)

**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 I trailing arm; brake servo and master cylinder suitable for rebuild. No warranties express or implied. Hops Streepy, 630/372-7565. (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)

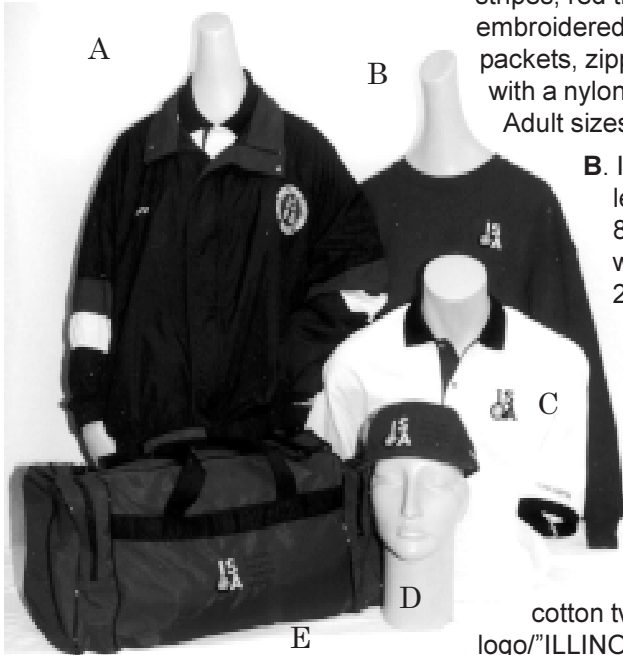
For Sale: 1972 TR6 that has some rust and 79K miles. Owned car for 5 yrs. Need to sell car for more practical commuter car. Engine runs extremely well. Lori @ 773/282-2639.

**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 I "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 cars 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](mailto: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.



## Save the Date Champagne British Car Festival '98

◆◆◆  
007

Licensed to Thrill: A James Bond  
Weekend  
Urbana-Champaign, IL  
May 22-24, 1998



Featured Marque: LOTUS  
Information: Gary Brown 309-662-3020  
Mark Joslyn 217-359-6792  
Perry French 309-688-6436



There are only a few videos left and 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)

**Chili Cookoff and Movie Night  
Saturday, March 14**

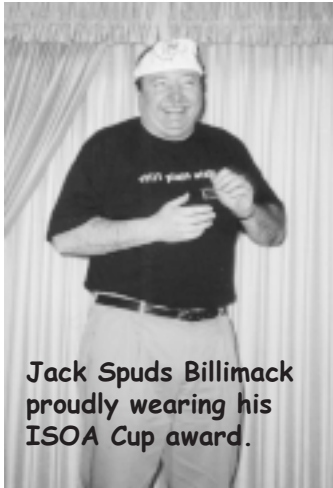


President Tim "Tool Man" Buja master of ceremonies.

The 1998 Big Bash was a smashing great time! Quite a crowd was on hand at the Des Plaines Elks Club for friendship, drink, food and other Triumph merriment. Several awards were presented and those happy recipients are pictured throughout this page. A few games were played. The first one (put together by Hammer & Greasy Hand Productions) tested your knowledge of ISOA events with a dozen pictures that needed to be matched up with a list of event names. The second game (put together by Dave Shedor) tested your current event knowledge by naming the celebrities on numerous cards. The third game was sponsored by Ted Wenkus in which we needed to count how many times the name John Elway and the Denver Broncos was shouted. Nobody won as we lost count sometime after he shouted it 637 times. Thanks go out to organizing committee of Ken Kendzy, Sheri Pyle and the Buja's.



President Tim (wearing his best Sunday Hat) presents Jeff "Stalker" Rust (wearing his best Sunday hat) the Super Boomer



Jack Spuds Billmack proudly wearing his ISOA Cup award.

Story & Commentary By: Stagmeister Joe

Pictures by: Spuds & Pat Morse



See, take Mary Jo out once a year and she's happy.



Is it time to go home yet?

I'm having so much fun!



My breath that bad?

# Big Bash 1998



President Tim "Tool Man" Buja presents one half of the Manteno brothers an appreciation Award.



Did you order this? The caviar was yours.



Ignore 'em, maybe they'll go away.



Say fella, whatcha doin' after dinner?



What pictures? I don't see anything.



For you....it's \$50 a pound

# Snic Braaapp

A Stagmaster News Group  
c/o Joe Pawlak  
14N640 Engel Rd  
Hampshire, IL 60140



Chili Cookoff and Movie Night  
Saturday, March 14



Chili Cookoff and Movie Night  
Saturday, March 14

Don't be left out, cold and alone in the world. If you haven't renewed your dues, this is your **LAST** newsletter.