



Snir Braapp



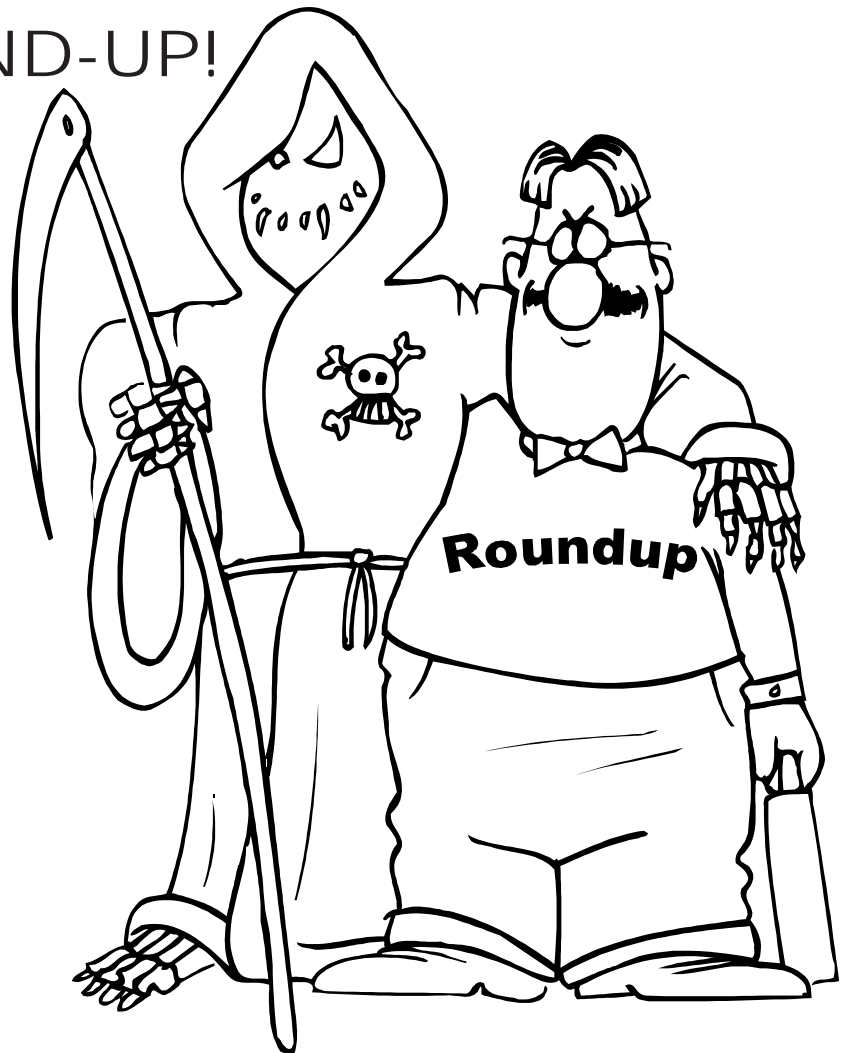
May 1998



Brought to you by the Stagmaster News Group
A Greasy Hand Production which is a Division of ISOA Publications



NO MORE ROUND-UP!
SEE YA LATER....
TAKE A HIKE.....
A.M.F.
DETAILS INSIDE!



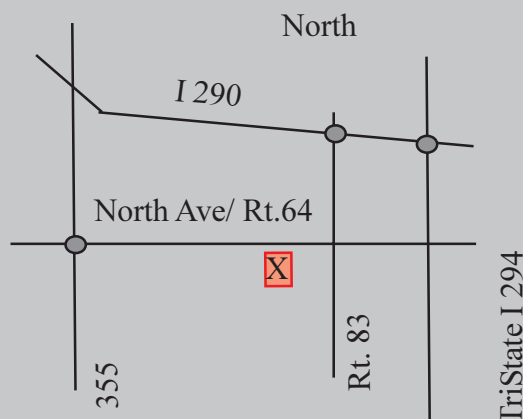
New Meeting Location!!

Calendar Events
TR4 Article in Alternator 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 Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (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 "Stagmaster" Pawlak 847/683-4184
VTR Liaison:	Jack "Spuds" Billimack 815/459-4721

Numbers Game

Current Member Total:	136
Current Memberships Paid:	96
Current Circulation Total:	113

1998 Top 10 ISOA Cup Points Leaders

Pyle, Bill	58
Pyle, Sheri	58
Buja, Tim	48
Buja, Ann	47
Pawlak, Joe	43
Billimack, Jack	38
Fisher, Lorrie-nn	37
Billimack, Barb	33
Rust, Jeff	33
Fisher, Mark	32



81 Members have participated in an ISOA Cup Event through February 1998. Keep being active!!!
We are starting to have fun now.

















Tom Bowen on 05/05
Joan Shedor on 05/09
Diane Mueller on 05/18
Linda Hartmann on 05/25

Newsletter Submissions

SNIC-BRAAAPP 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
14N640 Engel Rd.
Hampshire, IL 60140
Home: 847/683-4184
Work: 847/635-2281
FAX: 847/635-2272
e-mail: japawlak@ce.xerox.com

- May 3 General membership meeting 
- May 9 ISOA Tune Up Clinic LaFox Imports in South Elgin 
- 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 Potato Fest at the Jaquet Estate plus 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
- Sep 26-27 Lake Geneva Classic Car Rally at Interlaken Resort
-
- Oct 2-4 VSCDA Children's Museum Vintage Grand Prix, Indianapolis Raceway
- Oct 10 Fall Tour to White Pines State Park near Oregon

Did you know that the May meeting will be held at Mack's Golden Pheasant?



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.

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. A map and other details of refreshments and a possible garage tour or rally following the clinic will be announced.

Tis the season for the car shows. The **Champaign British Car Festival** is coming up. Sounds like we'll have a nice ISOA representation heading down there. See info later on in the newsletter.

Quadfest up der in Wisconsin ya hey dare is also in May. British Car Field Day will be following shortly in June. Geez, time sure flies when you are having fun.

Did you know that the May meeting will be held at Mack's Golden Pheasant?

June 7th **Michiana British Car Day** in South Bend, Indiana has information available at the following web site: [//members.aol.com/Trmgafun/mbrits.html](http://members.aol.com/Trmgafun/mbrits.html)

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 you 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.

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 description/writeup of why you like it, dislike it etc. You will receive ISOA Cup points for your participation. Our first review came in from Mel "Roadster" Merzon. A nice writeup from from Mel about a nice magazine. This one would make a nice gift for the Triumph nut in the family.

Anybody showing up at the Round-Up for the May meeting will have the boomer named after them.

From the Prez.....

Here's one more reminder (as if you haven't seen enough of them already in this month's Snic-Braaapp) that **ISOA is no longer meeting at The Round Up**. Effective immediately, we are holding our monthly meetings at Mack's Golden Pheasant, 668 W. North Avenue in Elmhurst. Look for a map to our new meeting site elsewhere in this Snic-Braaapp. I've also placed a link to the Golden Pheasant's web page along with a link to a zoomable map on several pages within the ISOA web site.

This year's April Fools jokes were that scandalous photo on last month's cover and getting an official VTR Event listing for the annual ISOA House on the Rock tour on April 31. The move to Mack's Golden Pheasant is NOT an April Fools joke. If you show up at The Round Up, an ISOA spy will take notice and immediately contact us at Mack's Golden Pheasant where you'll promptly be nominated for the May Boomer Award. We'll relax our nominating rules slightly this month so that you can win it in absentia. Don't be publicly embarrassed - join us at Mack's Golden Pheasant for dinner, a few(!) beverages, and lots of Triumph talk.

I'm amazed at the numbers I've been seeing on membership renewals and overall event participation this year. Attendance at our monthly meetings seems to be higher than ever, and top-down motoring season has just begun. Keep the shiny side up!

Tim

Till next month..... JP

EFI Conversion Kit, with LS-14 Laptop Programmable ECU

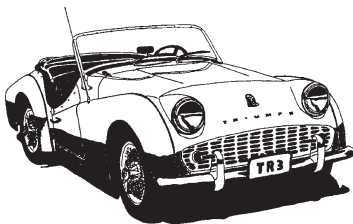
By Mark Fisher

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. **ANY model Triumph is eligible.** We can work with 4,6, and 8 cylinder applications. 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



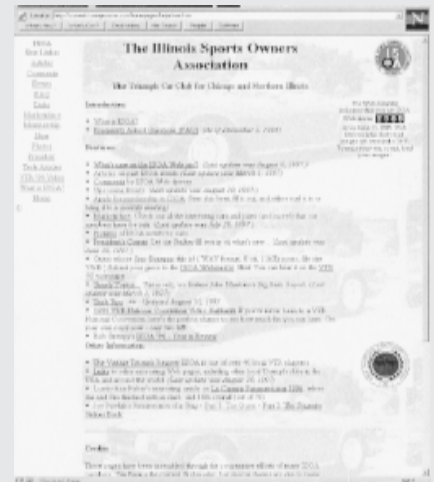
Did you know that the May meeting will be held at Mack's Golden Pheasant?

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>

I would also ask that people RSVP by May 15, even if they are not planning to enter a car as a potential candidate for EFI. It would be helpful to have an approximate head count.

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:

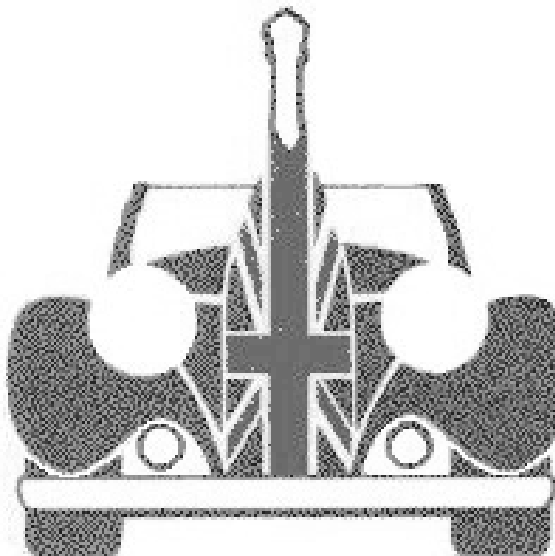
Number and Type of Carburetors:

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



The 1998 Champagne British Car Festival



License to Thrill: A James Bond Weekend

Schedule of Events

FRIDAY, MAY 22, 1998

7:00 pm Pre-Ignition Party at the hospitality suite-featuring James Bond films
Murder Mystery Dinner at Jumer's Castle Lodge

SATURDAY, MAY 23, 1998

8:00 am Registration opens-Hospitality suite
9:00 am Funkana begins-Lincoln Square parking lot
11:00 am Kids Corner
1:00 pm Cruise
4:00 pm High Tea-Jumers Great Hall
8:00 pm Pub Crawl

SUNDAY, MAY 24, 1998

7:30 am Dawn Patrol
9:00 am Car Show field opens
3:00 pm Awards, presentations, and announcements

Event Descriptions

(All events subject to change)

Murder Mystery Dinner

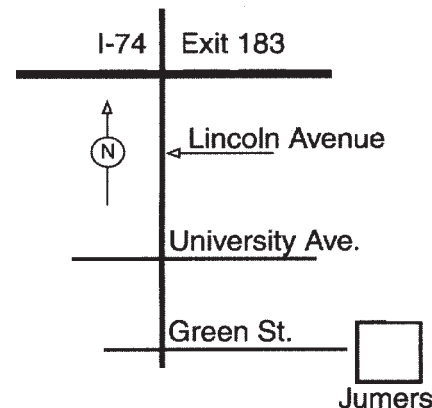
This is a new event for 1998 which promises to offer a full evening of fun to set the tone for the rest of the weekend. Please ask about registration and costs when you call Jumers for room reservations.

Funkana

This driving event will test your skill and agility and a whole lot more. Scoring is based on a combination of time and performance on completing a number of highly technical and sometimes zany tasks. Past events have included things such as the SU carburetor toss, tire rotation, and driving blind with a bucket on the head! (free)

Walking Rally

This special walking rally will be set up inside the Lincoln Square Mall and will provide an opportunity for everyone in the family to participate. You can participate in the walking rally at your leisure any time throughout the weekend. (free)



Cruise and High Tea

After a short cruise around Central Illinois (50-60 miles), we'll re-convene at Jumers Lodge for an English-Style Tea with traditional accompaniments. During the tea, there will be a brief presentation on a topic of interest to British car enthusiasts. The High Tea is held in the Jumer's old English-style dining room. Plan to have the whole family attend this special event. (\$12 per adult, \$6 for kids 12 and under)

Kids Corner

This includes a variety of activities designed to give kids of all ages something to do while the car nuts are out swapping stories. Craft items can even be entered into the crafts and models competition on Sunday. (free)

Double Decker Bus Pub Crawl

Known as one of the more spirited parts of the weekend, this pub-crawl will allow you to experience a number of the finer pubs in the Champaign-Urbana area. Transportation is provided by an authentic double decker bus, so you won't have to worry about driving home through the fog of your favorite British Ale. Theme dress is encouraged, so bring your martini shaker and favorite James Bond-related costume and join the fun. (\$10 per person)

Dawn Patrol Cruise

For those early risers, this Sunday-morning cruise will end up at Phoney Mahoney's restaurant for breakfast. You'll be done in time to return to the show lot and clean up your car for the judging. (Cruise is free, breakfast not included)

Accommodations:

Once again Jumers' Castle Lodge in Urbana will be headquarters for our festival. A block of rooms has been reserved with a special rate of \$56 per night plus tax. Call (800) 285-8637 before May 1, 1998. The confirmation number is #73412.

Car, Event, & Regalia Registration

Name: _____

Street Address: _____

City, State _____
Zip _____

Phone (____) _____

E-Mail/Fax (____) _____

Make all Cheques payable to :

Champagne British Car Festival
% Perry French, Treasurer
2724 West Wardcliffe Drive
Peoria, IL 61604-2154

Registration & Regalia

First Car _____ \$15.00

Make _____ Type _____

Second Car _____ \$5.00

Make _____ Type _____

Events needing registration by May 1, 1998

Tea in the Great Hall Adults _____ x \$12.00 _____

Children under 12 _____ x \$ 6.00 _____

Pub Crawl Adults (21) _____ x \$10.00 _____

Regalia

_____ Tee Shirts _____ x \$12.00 _____

_____ Youth _____ S _____ M _____ L _____ XL _____ XXL _____

_____ Sweatshirts x \$20 _____ L _____ XL _____

TOTALS _____

Whereas owners voluntarily enters his/her vehicle in the 1998 Champagne British Car Festival, it is agreed as follows: (1) That owner(s) will insure his/her vehicle against loss, damage, and liability and will provide proof of such insurance being in full force and effect to the 1998 Champagne British Car Festival, Jumers Castle Lodge, and Lincoln Square Mall. (2) That owner(s) does hereby agree to indemnify and hold harmless the Champagne British Car Festival, agents, or assigns for any act or omissions which may result in the act, damage, or destruction or injury occurring during or as a consequence of this event, wherever located. (3) The owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or injury to him/her self.

Owner's Signature: _____

Date: _____

Mail to: Champagne British Car Festival c/o Perry French 2724 W. Wardcliffe Dr. Peoria, IL 61604

Quadfest 98

(To be held in conjunction with SVRA vintage race)

LOCATION:

Road America, Elkhart Lake, Wisconsin

WHO'S INVITED:

Triumph owners in Wisconsin, Illinois, Iowa, Indiana and Michigan and all Triumph enthusiasts from everywhere are welcome.

DATES:

Saturday, May 16 and Sunday, May 17.

EVENTS:

Funcours

Sunday morning breakfast rally/elftour of Kettle Moraine

Cook-out with SVRA members or separate dinner (TBA)

Enjoying the vintage races. . . including triumphs

Track tour (additional charge)

REGISTRATION FEES:

Day	Regular Price	Quadfest Price	Track Touring
Friday	\$10	\$5	
Saturday	\$15	\$10	\$25
Sunday	\$20	\$20	\$25
WIE Pass	\$25	\$15	

Track touring is \$25 on Saturday and \$25 on Sunday. There will be no discount on this.

BBQ or Dinner Fee (TBA)

Funcours Fee (TBA)

Breakfast Rallye (Cost of Breakfast Buffet: \$9.25)

REGISTRATION CONTACT:

Reg & Christy Barden

4307 N. Ardmore Avenue

Shorewood, WI 53211

(414) 963-9748

Reginald@execpc.com

LODGING

52 Stafford An Irish Guest House 52 Stafford Street Plymouth - 920-893-0552

AmericInn-Plymouth 1708 Eastern Avenue Plymouth - 920-892-2669

Boarding House Bed & Breakfast 121 South East Street Elkhart Lake - 920-876-3616

Breeze Inn to the Chalet Motel 10401 North Port Washington Rd. Mequon - 414-241-4510

Brownstone Bed & Breakfast 1227 North 7th Street Sheboygan - 920-451-0664

Cream City Bed & Breakfast 1121 Eastern Avenue Plymouth - 920-893-8162

Comfort Suites - Comfort Dome 3809 West Wisconsin Avenue Appleton - 920-730-3800

Eastlake Bed & Breakfast Vacation Rentals 111 South East Street Elkhart Lake - 920-876-2272

East Shore Inn (Full kitchen, sleeps 8) W2577 Lakeshore Drive Chilton - 920-849-4230

Elkhart Lake Chamber of Commerce (Referrals) 41 East Rhine Street Elkhart Lake - 920-876-2922

Holiday Inn Express - Sheboygan 3823 Germaine Avenue Sheboygan - 920-451-8700

Holiday Inn Holidome Fond du lac 625 Rolling Meadows Dr. Fond du lac - 920-923-1440

Holiday Inn - Manitowoc I-43 & Hwy 151 South Manitowoc - 920-682-6000

Oshkosh Hilton 1 North Main Street Oshkosh - 800-365-4458

Osthoff Resort 101 Osthoff Avenue Elkhart Lake-800-876-3399

Pioneer Inn & Marina 1000 Pioneer Drive Oshkosh - 800-683-1980

Pinehurst Inn 600 Highway 32 North Sheboygan Falls - 920-467-4314

Plymouth Inn 606 East Mill Street Plymouth - 920-893-5623

Red Forest Bed & Breakfast 1421 25th Street Two Rivers - 1-920-793-1794

Rochester Inn Bed & Breakfast 504 Water Street Sheboygan Falls - 920-467-3123

Sheboygan Super 8 Motel 3402 Wilgus Road Sheboygan - 920-458-8080

Starlite Motel 1321 Milwaukee Drive New Holstein - 920-898-4265

Village Inn - Motel 3310 Memorial Drive Two Rivers - 920-794-8818

West Bend Inn 2520 West Washington (Hwy 33) West Bend - 800-727-9727

Wisconsin Aire Motel N535 Highway 57 Random Lake 1-920-994-4501

Yankee Hill Inn Bed & Breakfast 405 Collins Street Plymouth - 920-892-2222

CAMPGROUNDS

Hoeft's Resort and Campground W9070 Crooked Lake Drive Cascade - 920-626-2221

Plymouth Rock Camping Resort N7271 Lando Street Plymouth - 920-892-4252

Mark & Deans Camper Rental (Will deliver and set-up on site) 1028 7th Street Kiel - 800-894-7181

Westward Ho Camp Resort (campsites & cabins) N5456 Division Road Glenbeulah - 920-526-3407

TOURISM & INFO

Discovery World Travel Sheboygan - 800-444-2963

Elkhart Lake Chamber of Commerce 41 E Rhine Street Elkhart Lake - 920-876-2922

Fond du Lac Convention & Visitors Bureau 19 West Scott Street Fond du Lac - 800-937-9123

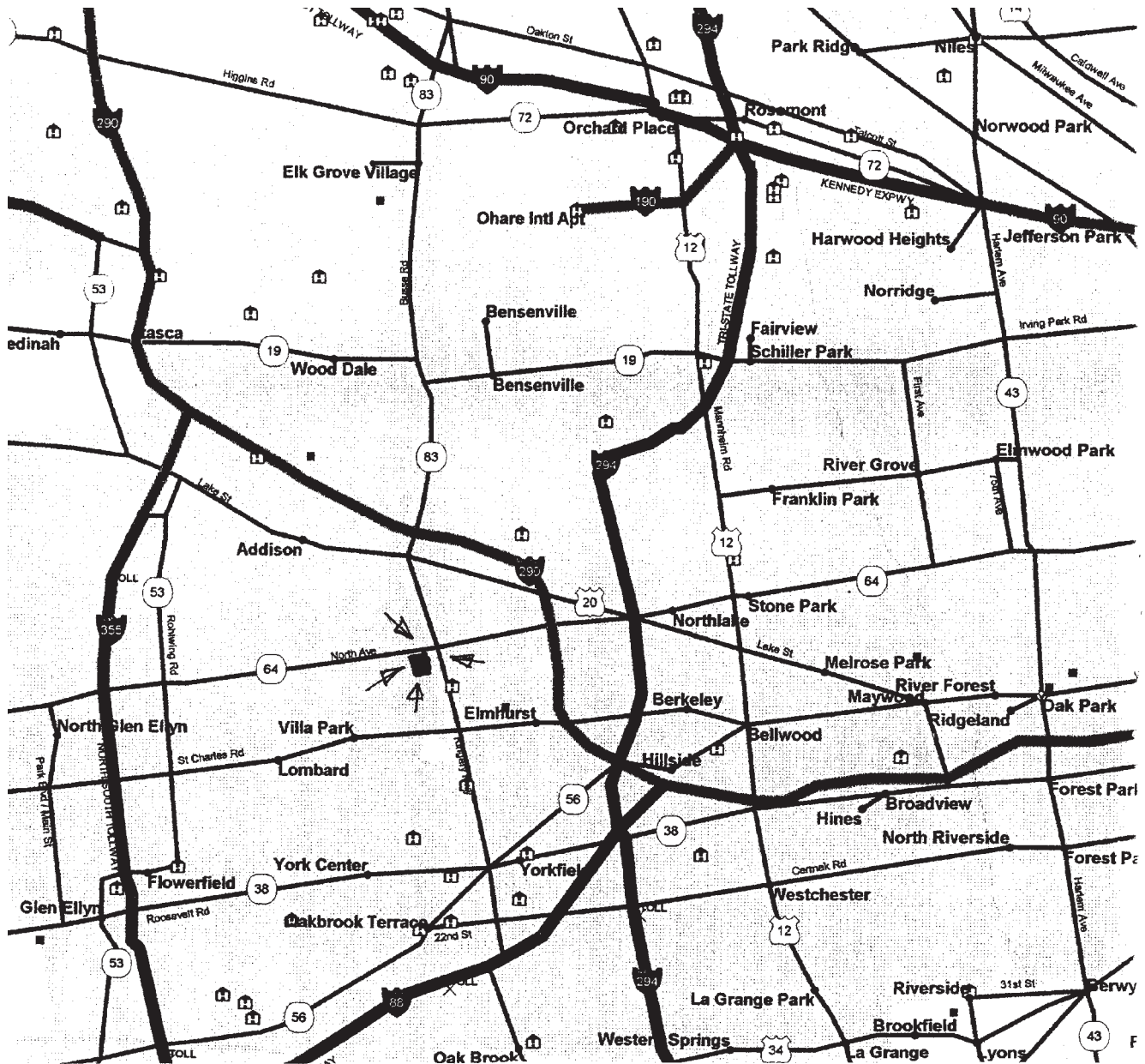
Manitowoc Visitor & Convention Bureau / Info Center Exit 149 Interstate I-43 & US Highway Manitowoc - 800-627-4896

Sheboygan Convention & Visitors Bureau 712 Riverfront Drive Suite 101 Sheboygan - 800-457-9497

Flyers are available at the May Meeting.

Map to Mack's Golden Pheasant

The May Membership Meeting is Here!!!!



The end of the ISOA/Round-Up relationship has arrived. After two decades of wedded bliss, our restaurant mate has decided to tell us to take a hike. There is still no particular reason, but it is their business to do what they wish. Rather than getting our crack ISOA legal staff involved in defending the club from what outsiders may view as malicious and spiteful comments about the breeding habits of the establishments owners, we will bow out with grace and dignity. Never again will the finest sports cars in the midwest leave large quantities of oil in that stinking gravel parking lot. Instead the finest restaurant in Elmhurst, Mack's Golden Pheasant has graciously allowed the finest sports cars in the midwest to drip oil on their nicely paved parking lot.

Mack's Golden Pheasant is located on North Avenue (Rt. 64), two buildings west of Rt. 83. From I294, exit North Avenue West. Go approximately 2 miles to restaurant. From I290, exit Rt. 83 South. Go approximately 1 mile to Rt. 64 and turn right.

PLEASE NOTE: CROSSING OVER RT 64 TO ENTER THE RESTAURANT DRIVE ENTAILS DODGING THREE LANES OF TRAFFIC. GO PAST THE RESTAURANT TO THE FIRST STOPLIGHT AND MAKE A U-TURN. If the parking lot is full, we have permission to park at the comedy club next door.

Triumph World:

a magazine review

By: Mel "Roadster" Merzon

A British publication, now coming up on its 19th bi-monthly issue, Triumph World offers a pot pourri of interest to the marque's enthusiasts. Not limited to any particular model or series, the magazine has a more general appeal.

Advertising aside (the adverts—as the English call them—are interesting to peruse but we American readers can buy most—if not all—of the merchandise and services stateside), TW offers a broad geographic appeal with its listing of worldwide activities "about any event involving Triumph cars or . . . likely to be of interest to Triumph World readers." and a listing of farflung clubs, including ISOA.

In its "News" columns, Triumph World, dangles tidbits of information: from this particular issue we learn about, for example, Triumph neon signs, "TR2" red and white wines from Australia (Aussie wines, I might add, though the name "TR2" is offputting—reminds me of motor oil—are now fast becoming very popular in the States, as Americans discover their fine taste and great price!), the availability of an oil cooler, car videos, and the recently re-introduced TR6 bodysell. An "Auction Review" calendar, giving the realized prices of Triumphs "sold at auction in the UK" is of limited interest unless you're curious about the overseas going prices.

With numerous eat-your-heart-out color photos, TW presents a wide range of machines in a continuing change of scene.

Each issue begins with an editorial and a

cartoon (American readers may sometimes question the whereabouts of the British funnybone; e.g., the last issue pictures a vehicle, not necessarily a sports car, or even a Triumph, rearending a lorry loaded with toothpaste and commenting about its now being in "mint condition").

The ubiquitous Graham Robson, the lead-off commentator, has a one-page column of personal thoughts and comments about cars and events in general, Triumphs in particular. His insights and feelings are followed by other columns, "Letter From USA," by an American, Brett Johnson, and "Triumph Down Under" by an Australian, Grant McDuling. They, like Robson, focus on life's car-related events and relate their personal meanderings along the road of sports cars. The columns were interesting, I thought, to Americans, if only out of curiosity. Contributing writer Ted Connally closes off each issue with his "Triumph Trivia," personal relections in a column "you'll love to agree with but probably never will."

In a different vein was Robin Penrice's column, "Memories of Coventry, True tales from the great days at Standard-Triumph." Penrice's very clear remembrances struck me as being apochryphal, though I have no doubt as to their general authenticity.

In the main, the magazine offers a fine balance of interesting, even fascinating, articles about Triumphs of all vintages and models. Issue 18 has a story on the Mayflower (as an Earls Court cutaway exhibition), a Spitfire (resurrected from the scrap heap), a "mutant" TR3B (genetically re-

..... continued on next page



engineered), a Bond Equipe GT48 (a Herald-based hybrid), a Vitesse convertible lovingly restored for a staggering 37,000 pounds, and a concours TR4A. What could be broader in scope and interest!

For their subject matter diversity, the letters to the editor offer the usual compendium of bouquets and ripostes one finds among car fanatics, along with addendums and corrigenda. Fun reading, I daresay! The writer of the best letter gets a pewter model. Readers' photos are printed.

As one might expect, there are articles for do-it-yourselfers. In this issue, we learn how to correct "front suspension faults." Coupled with this is: a "Q & A" column, "Got a problem with your Triumph? Maybe our expert . . . can help;" and "Readers' Tips," "Got a time or money-saving hint?"

An interesting column, "Triumphs and Tribulations," invites the readers to send photos of their cars and "details of the story behind the car." Several are published in each issue.

Comprising six (boring, to me at least) pages, "Running Reports" give us the continuing first-hand saga of readers' restoration and rehabilitation projects as they unfold, along with their off-the-chest fun and aggravation experiences. Frankly, not knowing any of these folks scattered throughout the world, I really couldn't get excited, even vicariously, at these trials and tribulations. While misery loves company, I am more (selfishly) con-

cerned with my own restoration problems; besides which, I'd rather bend my ear to the problems of my fellow ISOAers.

Classified ads for Triumphs, sorted by marque (some with photos), parts, miscellanea, and "wanted" take up several pages. If, like me, you enjoy perusing want ads, you'll read them all. In this issue, I noted a Belgian offering his 1948 1800 roadster for 15,000 pounds sterling, a fair price (and a whole lot less than my restoration is costing).

In brief, Triumph World offers the enthusiast a balanced variety of reading: interesting and entertaining, useful and practical, visually and substantively satisfying. I enjoy each bi-monthly issue (22 pounds yearly; use VISA), expecting quality writing, diverse presentations, and well balanced content. Triumph World delivers!

Mel Merzon

Did you know that the May meeting will be held at Mack's Golden Pheasant?



1998

House on the Rock Tour Report

by T.R.Sicks

Saturday morning, April 31 dawned sunny and clear, as is customary for this, the most hallowed and beloved excursion in ISOA lore. We refer, of course, to the annual Earl Wright Memorial ISOA House on the Rock Tour and Concours d'Elegance. Although we were personally somewhat weary after spending the previous evening reading nursery rhymes to blind, disadvantaged urban youth and preparing meals at the soup kitchen, we arose early to try to spend a few hour on the Habitat for Humanity project before we stopped to help Pyle figure out some transmission and carburetor enigmas on his 2000. I'm not sure which gave me greatest fulfillment, bringing some joy to the faces of those wonderful youngsters, providing some meagre sustenance to some of society's less fortunate, or coming to the aid of a fellow ISOAer in need of my expertise. I was especially excited to embark on this year's tour because it marked the return to the road of Caspar, (not the world's most expensive, just the nicest TR3, after a nine year frame-off restoration. This humble reporter is pleased to proclaim that the final restoration costs were significantly under budget and

that he personally did every bit of body, trim, and mechanical work on the car. (There is really not that much to it if you have a good shop manual and a modest degree mechanical aptitude.)

We met as usual at Earl Wright's home for our timely departure to the land of bratwurst and cheese to behold once again the majestic beauty of Alex Jordan's architectural marvel, the ever popular House on the Rock. No matter how many times we ISOAers view this breathtaking eighth wonder of the modern world, we never cease to be amazed at its beauty and splendor. Joining this year's



caravan, aside from yours truly, were: Jeff Rust and Karen Reilly in Jeff's dual-stromberged late model TR6, Jack and Barb Billimack trailering their TR3 showcar, Tim and Ann Baja in their Stag, Pat Morse in his Triumph, Bob and Sharon Kamholtz in their pristine race car. Bob Erickson was there in his 250, as was Dave Kayson. Paul VanderWoude, Jerry Hurst and Jake Jaquet were each having mechanical troubles with their TR3's and since I didn't have time to fix each of their cars before we left, I agreed to let them ride in the back seat of mine on this year's tour. Sandy and Donna rode in the Suburban to follow the caravan in case

anybody experienced any mechanical predicaments, which, of course, did not happen. Out of our esteem for Earl, we asked him to set the pace on the tour and some of us had an extremely difficult time keeping up with the breakneck pace he established, especially Elwood Manteno who drove his prepared TR4 on the trip. With Jake, Paul and Jerry sprawled out in the occasional seat of my car, the performance suffered a tad. Earl actually lost much of the motorcade by speeding through the Kettle Moraine at full throttle. At one point, he actually took some of the turns in excess of 120 MPH and was observed cornering on two wheels. What a madcap that Earl is! We arrived about 10:00 in the morning and had a nice brunch at the Pizzeria Hut before touring the House on the Rock. Words fail to adequately describe the sights and sounds of this breathtaking hallmark to the unusual. Following the tour, we adjourned to the hotel parking lot for the ISOA Concours d'Elegance. We decided to abandon the People's Choice balloting, since it was a foregone conclusion that Earl would win the best of show for the 15th straight year. Earl, such a thoughtful guy, had always volunteered to print ballots at his own expense. For the participants, but this year we surprised him by asking George Ruby to fly in from Atlanta to judge the cars according to the VTR guidelines. We were joined in the competition by our some

of our friends from Minnesota and Wisconsin who drove in just to share some ISOA camaraderie. Following the judging, we all headed over to the track for the competitive driving portion of the tour. This year the event was held at nearby Elkhart Race Track. Earl had reserved the track for our group and we were able to race wheel to wheel around the track at full speed. Again, as it has been for the last 15 years, Earl Wright (who generously offered the use of his own timing devices) defeated all challengers for first place. Other awards received by ISOA were as follows:

Highest speed achieved without lug nuts: Jack Billimack. Best time in the 360 Spin: Keith Gill. Best time using only 2/3 of the required spark plugs: Jack Billimack.

Following the driving contest, we returned to the hotel for some refreshments before attending the banquet. As happens all too often, Elwood overindulged and I had to assist him to our room. I never cease to be amazed at how some people can squander their health and self respect by abusing alcohol.

The banquet cuisine this year was truly elegant. We had all you could eat prime rib and lobster along with an open bar for only \$4.95 per person. You just can't beat Wisconsin for the your entertainment dollar. The local people were so affable and gracious to us, especially after they found out that we hailed from the Chicagoland area. Many expressed an interest in the continued good health and welfare of Dave Wanstadt. The concours award for best of show this year went to Jack Billimack, with Bob Kamholtz taking second

place. After the awards, I held an impromptu clinic on Lucas electrical systems for the benefit the club members present. I also conducted a workshop on carburetors primarily to help Paul VanderWoude and Dennis Trowbridge. I've always believed that if you have a gift, it is only fitting and proper that you share it.

Elwood had managed to regain some of his composure, and he wanted to go pub crawling, but Jeff and I persuaded him to stay in for his own good. He then insisted on ordering X-rated pay per view movies in the hotel, much to my dismay and embarrassment. Finally, he fell asleep and we were able to watch educational TV until it was time for the ever popular Parking Lot Patrol. This an ISOA ritual in which members of different clubs engage in late night Bible study and also assist hotel security in seeing that our Triumphs are not molested during the wee hours. The Minnesota club is especially dedicated to this late night pursuit.

Sunday Morning, following chapel, we headed on a early morning drive through scenic southwestern Wisconsin. We stopped for an all you can eat breakfast (\$2.50 including tax and tip) of steak and eggs and once again, we were reminded of the joy of Triumph driving in an exemplary atmosphere, i.e. winding two lane blacktops, gently rolling hills and curves, sunny skies, and friendly natives. It was too bad that Elwood was too hung over to cherish such a bucolic scene.

Finally, it was time to return to the greater Chicagoland environs. We took the back roads

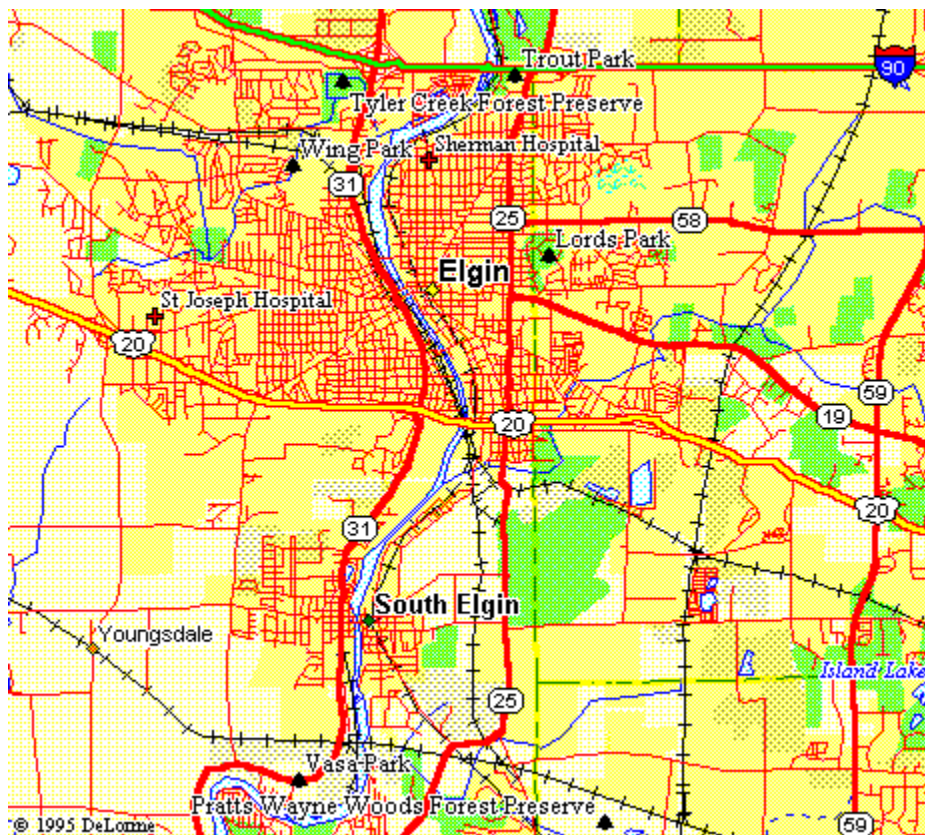
and all of the cars performed flawlessly, as usual. I was especially pleased, since it was the first time I had taken my car out since finishing its restoration. But actually, since I had done virtually all of the work myself, there was really no reason to worry. As it turned out, any trepidation was unfounded. When we arrived home, our beloved was waiting for us with a cold glass of milk and some home made apple pie. She had just finished cutting the grass as we pulled in the driveway and she insisted that I get some rest after my long drive. I told her how much I really was looking forward to going to the shopping mall with her and her mother and sister, but she would have none of it. So despite my protests to the contrary, I was forced to spend the rest of the afternoon alternating between dozing in my recliner, reading the Sunday paper, and/or watching the NBA playoffs. Thus ended our 15th annual House on the Rock tour. To be sure, a good time was had by all. If you weren't able to attend this year, one you certainly missed one of the best ISOA functions ever. Thanks again to Earl for making the whole event possible.

Respectfully submitted by your humble and obedient scribe
"Hops" Streepy

Did you know that the May meeting will be held at Mack's Golden Pheasant?

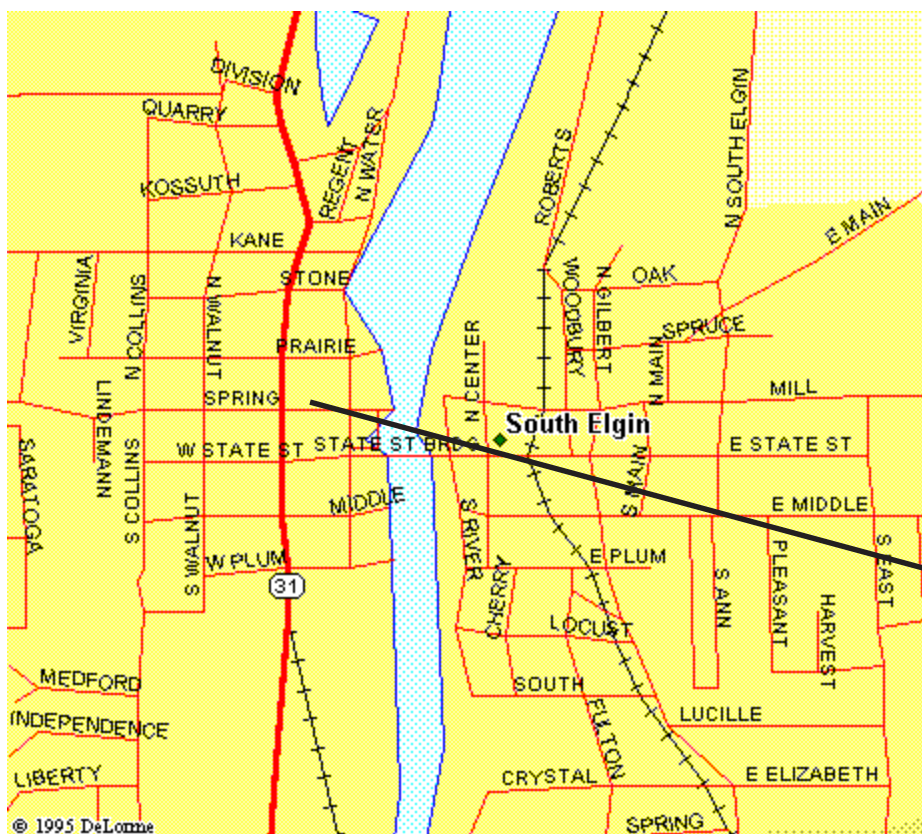
Saturday May 9th.
Starts at 8:00 am

anything, come out for coffee and stick around for lunch. The Clinic will start around 8 am and go until everyone has their car running perfect. We will be sharing the facility with the Lotus club. Last



year the Lotus guys were totally exhausted eating donuts and watching us work on our cars. The Lafox parts department will be open in case components are required. Bob Streepy will be attempting to arrange a garage tour or short poker rally following the clinic. The May meeting will finalize some of these ideas.

jp



Lafox Imports is about 1-2 blocks north of State Street (the one going across the river) in South Elgin. As mentioned, there is a big frickin' sign on the corner and can't be missed unless you forgot your glasses.

BRITISH CAR FIELD DAY

Once again the rolling fields of Sussex, Wisconsin will be host to the annual all British motor car & cycle show ...

WHEN..... SUNDAY - JUNE 28, 1998
Field admission opens at 10:00 AM
Show from 12 noon to 3:00 PM rain or shine

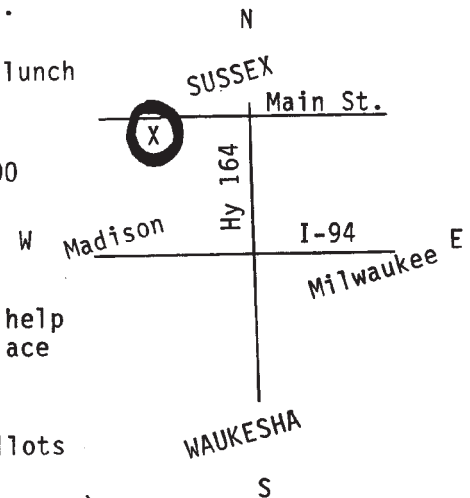
WHERE..... SUSSEX VILLAGE PARK
Main Street and Weaver Drive - Sussex, Wisconsin
I94 West from Milwaukee, exit Hy 164, north 5 mi.
to Main St. left 1 mi. to park.
Refreshments available or bring your own picnic lunch
Walk-in admission - \$1.00 - under 12 free

REGISTRATION.... Pre-registration by mail prior to June 13 - \$8.00
2nd car or cycle - \$6.00

Registration after June 13 & at gate \$10.00

WE STRONGLY urge you to Pre-register by mail to help us determine award classes and to assure your place on the field.

AWARDS..... Awards will be determined by popular vote on ballots provided to registered participants.
Dash plaque for registered car and cycles. (limit 300)
Door prizes drawn hourly.



THIS EVENT SUPPORTS MILWAUKEE CHILDRENS HOSPITAL

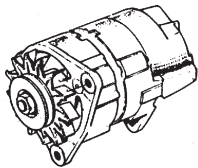
For more details write to: BCFD
W174 N8445 Schneider Dr.
Menomonee Falls, WI 53051

Or ring us up at:
Dan Donahue
414/321-5466
Bruce Roehsner
414/255-1498

Detach below and pre-register by June 13, 1998

Official use	REG #	CLASS
1998 PRE-REGISTRATION FORM (Please Print)		
NAME _____		
ADDRESS _____		
ZIP _____		
PHONE # _____		
Waiver of Liability		
I, WE, THE UNDERSIGNED, AGREE THAT I, WE, WILL NOT HOLD LIABLE THE BRITISH CAR FIELD DAY COMMITTEE, OR THEIR RESPECTIVE CLUBS, OFFICERS, OR MEMBERS FOR ANY PERSONAL INJURY OR PROPERTY DAMAGE WHICH MAY OCCUR ON THE GROUNDS OR DRIVING TO/FROM THE BRITISH CAR FIELD DAY HELD AT SUSSEX VILLAGE PARK, WAUKESHA COUNTY, ON June 28, 1998.		
Signed	Date	
Car/Cycle	YR	Marque Model
Pre-registration \$8.00 before June 13, 1998	\$	
2nd Car/Cycle		
2nd Car/ Cycle Pre-reg \$6 before June 13, 1998	\$	

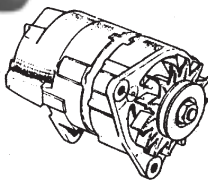
Registration after June 13th and event day \$10		
Total Amount Enclosed	\$	
Check payable to: British Car Field Day		
Mail check and completed registration to:		
BCFD Registration W174 N8445 Schneider Dr. Menomonee Falls, WI 53051		



Triumph Alternator Conversions

For the TR4

by Dan Masters, danmas@aol.com



Important Note: this entire article assumes a previous conversion to negative ground!

Method One (Utilizing existing wiring)

At the control box, look for the following wires:

Black Remove and discard.

Brown/Yellow (2) Disconnect and tie together, with an insulated connector.

Brown/Green

Brown/White

Brown/Blue

Using a large, solder type butt connector, connect all 3 of these wires together, and insulate with heat shrink tubing. Be aware - this connection carries ALL of the current for the car, so it must be a good connection. You do not want a high resistance here. Run the larger wire into one end of the connector, and the other two into the other end.

Remove the control box and, please, save for a friend who is a purist! At the old generator, you will find two

wires, Brown/Green and Brown/Yellow. Disconnect them from the generator and leave in place. Remove and save the generator.

At the new alternator, on the side of the case, you will find two spade lugs recessed into the body. The lugs are identified on the body of the alternator as 1 & 2. You will need a plug (connector) for these. These plugs are readily available at an auto supply store, usually in a package hanging on the pegboard display rack in the electrical section, and usually identified as an alternator extension connector, or something similar. If not, the counter man will know what you are looking for. There will be two short wires already connected to the plug.

On the back of the case, you will find an insulated screw terminal. Connect the Brown/Yellow wire to the plug wire going to the # 1 terminal, using a butt connector, or splice, solder, and insulate with heat shrink tubing. The plug is keyed, and will only go in one way. Connect the other lead from the plug (#2) to the screw terminal on the back of the

This is the forth 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

alternator case, along with the Brown/Green lead from the original harness, using ring terminals. Both the Brown/Green wire and the wire from terminal #2 connect to the screw terminal.

Disconnect the ground lead from the battery before proceeding with any electrical work, and, of course, 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.

You are finished!

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 a previous owner may well have modified it.

2. You now have an alternator capable of more than twice the output of your old generator, but the wiring capacity has not changed. 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 usage's, 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 TR4 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:

Cut off both ends of the Brown/Green wire - at the old generator and at the control box - as close to the wire harness wrapping as possible (or, unwrap the harness, and remove the wire all together). Connect the Brown/Blue and the Brown/White wires together at the control box.

Instead of connecting the Brown/Green wire to the new alternator, add a new wire of at least 10 GA (8 GA preferred). Connect one end to the screw terminal at the alternator,

and the other end to the terminal on the starter solenoid where the main cable from the battery and the two Brown/White wires are now connected. Leave the existing wires at the solenoid connected. Very carefully route this new wire alongside the existing wiring harness, and use cable ties liberally for support.

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.

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.

Make Your Plans Now!

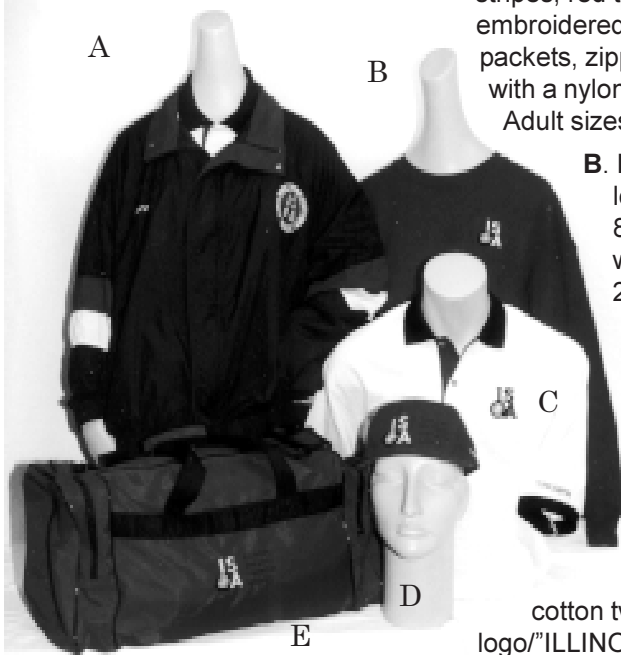
1998 Vintage Triumph Register National Convention July 21-24

Hudson, Wisconsin



Current registration and other info at the ISOA Club meetings.

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 pockets, 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.



Welcome New Members

Booz, Mike
24838 W. Cedarwood
Ingleside, IL 60041
H:(847) 740-8483
W-Him:(847) 635-2201
EMAIL: mbooz@ce.xerox.com
Birthdays (MMDD): Mike 04/07
72 TR6

Swanson, Dan
2811 Buckingham
Lisle, IL 60532
H:(630) 428-3518
W-Him:(630) 968-8900 x290
EMAIL: daswans@ix.netcom.com
Birthdays (MMDD): Dan 02/12
74 Spitfire



Marketplace



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

MOVING SALE!!!! TONS of TR Parts! No reasonable offer refused. No UPS, so pick will be necessary. At these prices it would be worth the drive. Early TR6 Tub \$1000. 1958 TR3 Restoration started \$1000. 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)

TR4 Parts. Rear Bumper - needs work but doable. \$150 obo. Hood - larger bulge, needs some repair by passenger headlight \$100 obo. TR3 black top never used, no hardware \$150 obo. Mike Blonder 630/832-4879 MMDBR@aol.com (Aug)

1965 MkI Spitfire rolling chassis, less drivetrain, incomplete - very good condition bonnet. Does have many parts including suspension. Good parts car. \$250 Chris Ludjin 630/833-6255 (Aug)

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

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

1973 Stag For Sale. Call Betty or Michael Miglorini at 815 722 4702. Automatic, Damsen Red with Tan interior, new soft top. Dry stored, mechanically kept up, only two owners. Asking \$10,000.



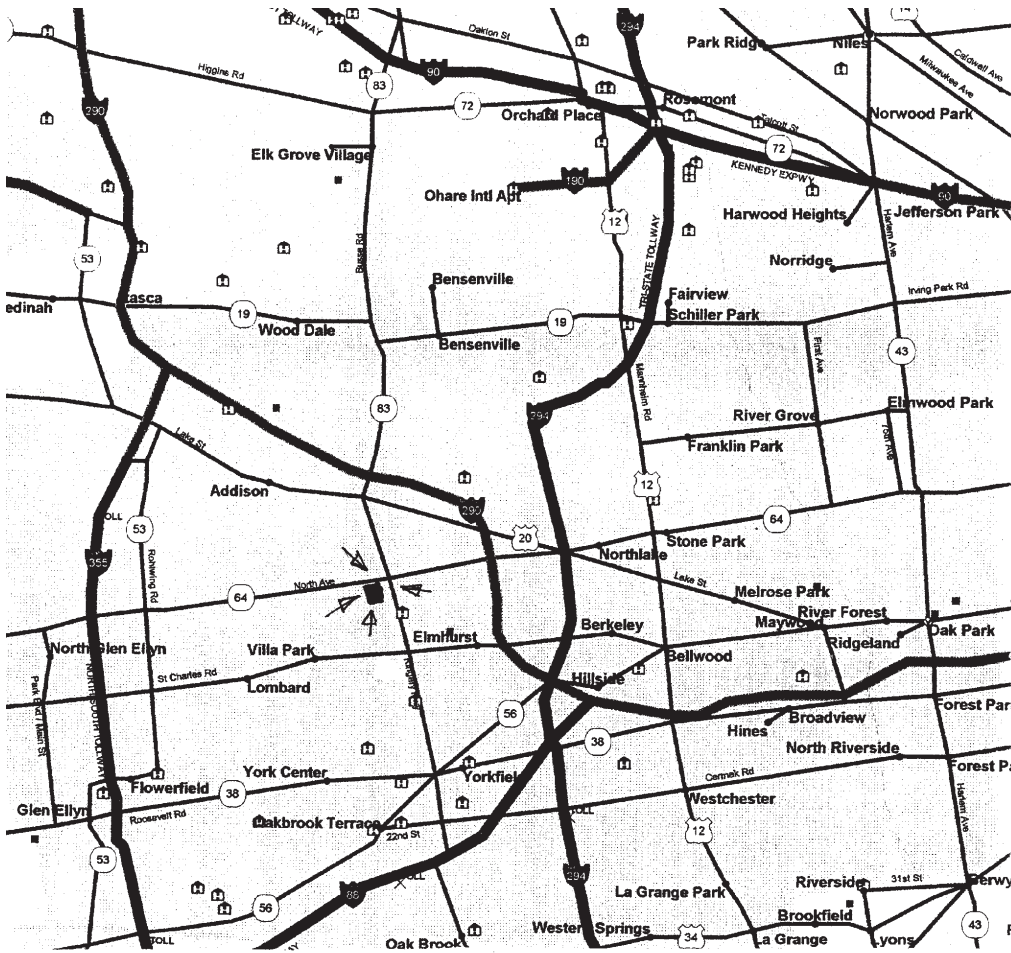
1976 TR6. Java Green. The car looks great and runs very strong. Many modifications to enhance performance and safety. Suspension has been fully reworked, with Koni springs and shocks, front and rear, with rears converted to telescope shocks. Pirelli P600's are mounted on Panasport mini-lite racing wheels. Less than 1,000 miles on new transmission, clutch and radiator. Steering rack was completely rebuilt during the winter offseason. The interior has been recarpeted, and is fitted with Corbeau rally race seats, and a full four-point racing harness system. It has a roll bar, and the interior is topped off by a red leather Momo steering wheel. The carburetors have been rebuilt within the last 5,000 miles, and breathe through a K & N filter system. The car has a very nice stereo in it, which you need to turn up loud to hear over the ANSA exhaust system. For the past seven years, the car has only been driven on days when it has been sunny and over 70 degrees. Otherwise, it's garaged with a Technalon cover on it. The car runs as aggressively as a TR6 can, short of full race preparation, and is very strong mechanically, and very reliable. I would give it a nine on a scale of ten. By the way, the mileage is 79,000. Asking \$9,600. Ken Walker home: 630-968-1916 work: 312-202-8852 e-mail: kdubracr@worldnet.att.net (JUN)

1974 TRIUMPH TR6 Factory air, Red, White AC stripe, black interior, meticulously restored, everything new, professionally built engine (40 over), 10 1/2-1 compression, S3 cam, webers, overdrive, headers-ansa, roll bar, hard top, tonneau, cosmic mags, fast, fun, good-looking! \$12,500.00 O.B.O. Call George 847-870-7575, fax 847-255-4885

1980 Spitfire, Balanced engine, 8000 miles, cam, milled head, webber 2 bbl, rebuilt trans, tube headers, 1" front sway bar, 5/8" rear bar, adj shocks, Pana sports 5 spoke wheels, tyape player plus parts. \$3000 Steve Percifield 630/778-6092. ISOA National Autocross winner.

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.



May is Mack's Golden Pheasant Month!

Snic Braaapp

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

