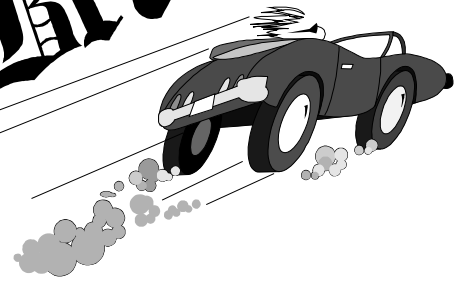




Smic Braapp



ISOA is a Chapter of the
Vintage Triumph Register

June 1998



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

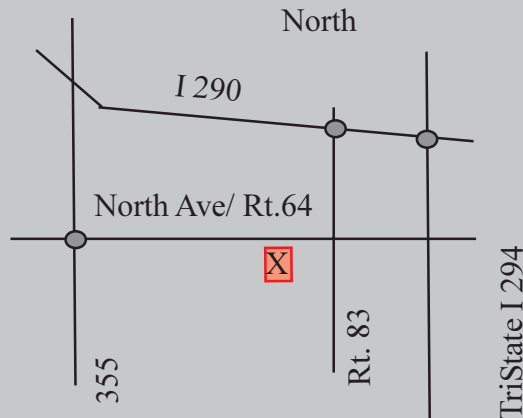


Last of National Convention Info
Fuel Injection Session
TR7 Winkin at ya?
Who, What, Why is VTR?
ISOA Drive In Movie Night!

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:	140
Current Memberships Paid:	99
Current Circulation Total:	134

1998 Top 10 ISOA Cup Points Leaders

Pyle, Bill	94
Pyle, Sheri	94
Buja, Tim	59
Pawlak, Joe	59
Buja, Ann	58
Billimack, Jack	54
Rust, Jeff	44
Fisher, Lorrie-Ann	38
Fisher, Mark	38
Jaquet, Jake	38



ISOA CUP: 98 members have participated through APRIL 1998. Keep being active!!!

ISOA Membership

Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All we need you to do is give us your annual dues payment of \$25.00. *Why you would want to join a Triumph club and not have a Triumph is a bit crazy but that's OK, we like nut cases.* Your dues help cover the shipping and production costs of the newsletter of which you will receive plus meeting location fees. Did we mention that Snic Braaapp is the finest Triumph publication in Northern Illinois? Talk to a club member and join today! Be a ISOA'er.

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 21st of the month. 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 you 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@xn.xerox.com

- 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*
- June 28 Libertyville Auto Show, on Rte 21 in Downtown Libertyville

- July 4 Mundelein Auto Show, on Rte 45 in Downtown Mundelein
- July 5 General membership meeting*
- July 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
- July 21-24 VTR Nationals 1998 VTR National Convention/North American
Triumph Challenge XXIII in Hudson, Wisconsin*
- July 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 25-27 Lake Geneva Poker Rally

- Oct 2-4 VSCDA Children's Museum Vintage Grand Prix, Indianapolis Raceway
- Oct 10 Fall Tour to White Pines State Park near Oregon

- Nov 7 Potential Part 1 of DIY Paint & Body Clinic? (*In conceptual stage, see
Garbage Talk.*)

- Dec 5 Part 2 of DIY Paint & Body Clinic? (*see above*)

*Indicates this is an ISOA Cup points event



Garage Talk & Other Nonsense

By: Joe "Stagmeister" Pawlak

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

The **Spring Tune Up Clinic** was great fun! A brief story later on. I don't know how to put this without being nasty or sounding like some elitist scumbag (scumbag yes, elitist no) but you must trust me and then forgive me but maybe we should have a **Spring Pressure Wash Clinic**. Many distinct advantages are quickly realized from a clean engine bay. First you can see where all your oil leaks are coming from and second, there is no reason to come away dirtier than the vehicle with 20 plus years of road grime. Ok its been said, please don't hit me. Uhhh Tim made me say it, yeah that's it!

British Car Field Day in Sussex Wisconsin outside of Milwaukee der ya hey. Cripes der ya hey, this is a great event. Nice drive up. I tell you that ya hey. Lotsa a cars, bring a picnic lunch. Last year ISOA kicked some Triumph booty with their cars with a Jake, Bill & Sheri, Joe & Kathy coming away with some first place awards. Nice stroll through the park to see lotsa great British cars. It's hard to believe there were other makes besides Triumphs. Entry form in this issue.

Was the new meeting place great or what? About the only challenge we face with the **Golden Pheasant** is the acoustics in the room. For the next meeting or two we will be attempting to optimize seating arrangements so as the echo echo echo will not be quite as bad. So the ISOA board asks that we try to keep the side conversations down during the meeting. This way we can all hear what's going on and allow the lurid meeting details presented by Tim and his staff go quickly. You may continue to throw things at the Tim, Sheri and Ken up front.

May **BOOMER** award went to **Jake Jaquet** for various TR3 faux paus'. The **Peter M Roberts** went to **Joe & Kathy Pawlak** for helping with the Buja's Stag engine installation.

The monthly meeting will feature a **Mystery Raffle**. Ooooh Aaaaah the suspense will cost you a 100 cents or \$1 a chance. This is not some bogus get rich scheme or pyramid scam (not bad ideas). Nope, what we have here is a chance for you to win something British or car or British car related. This fun raffle is a way to have some fun and to help defray the cost of the new meeting place. A buck may not buy you a gallon a gas but it may win you something you can take home, use and be proud of. It's no Boomer award but it's the next best thing. Seriously, the prizes are good stuff. Look for the raffle to start by the June or July meeting.

My brain is formulating a useful and constructive winter project activity. I'm conceptualizing a **DIY Paint & Body Clinic**. What this means is that the next project car on my to do list is a 72 TR6 that will require body work that involves many different aspects of this time honored activity. We are looking at body panel replacement, welding, filler work, priming and painting. The idea here is that we can kill a few birds with one mig welder. Obviously there is a lot of stuff to cover and it couldn't be done in one day which is why I'm thinking of splitting it up over a period of time. If body work makes you shake in your boots, well here is how you can see and help first hand how some of the process is done and why body shops will charge you \$4000 to do a body and paint job. Obviously if you have talents in these areas and want to share your thoughts, talk to me as I think we may have a neat clinic/clinics here. I don't claim to be a full-time expert in all areas but I don't consider myself a hack either. Please give me your thoughts on this. I'm gonna do the car with or without ya. I have to go lay down now, all this thinking is making my brain hurt.

Dave "Snake" Shedor brings us some info on the following local events. Dave and Co. plans on attending all of these events with various family members and is willing to coordinate Club attendees. They can call him at (847) 566-0478.

June 28. Libertyville Auto Show, on Rte 21 in Downtown Libertyville (presumably Church St, same as last year). Small, 30 to 40 cars attended, I believe it was peoples choice if their any judging at all. The Snakes, Muellers, Da Judge and the Man of Steele went last year and had a great time. Mickey Finn's Microbrewery across the street is excellent if pricy. Noon to 4 P.M..

continued on next page

Till next month..... JP

More Garbage Talk (continued from Page 4)

July 4. Mundelein Auto Show, on Rte 45 in Downtown Mundelein at Division St. First time event is being held. Registration open 8 to 11, \$5. Judging at 1 pm and awards at 2 pm. More information available at (847) 949-3223, preregister by July 1st. Across the street is the beer garden, entertainment tent, carnival, etc for the annual Fourth of July festivities. Big fireworks display at 9 pm, very small towny". Should be a good time.

September 25-27. Lake Geneva Poker Rally. Dave has received the "Club" packet of information. The Host site is once again Interlaken Resort. Friday nite is the Cocktail Party, Saturday and Sunday is the Poker Rally itself. Very similar if not identical to previous years. I'd like to publicize this event more than in years past, we can register as a club and get free hands to play, etc.

I can give a quick report on the **British Car Festival Weekend in Champaign**. What a great time! A little rain Saturday night didn't dampen the spirits of the pub crawl but did dampen the cars a bit. The car show on Sunday saw **ISOA kick some Triumph ass!** Jerry and Sandy Hurst got 1st in the TR3 class, Jake and Donna got a 1st in the TR6 class, Tim and Ann in the Stag inaugural got a 2nd in its class and Kathy and me got a 1st in the Spitfire class. Bob, you shoulda placed as well with the TR8. Barb you looked lovely with your "TR6 top down" hat. Ryles, thanks for the Spitfire Ad, you were a maniac on the afternoon tour! Karen and Jeff were definitely shaken, stirred, spindled and mutilated during the pub crawl.....olives anyone? Pictures and a more detailed report to follow.



Badges, badges, wear those stinkin' badges. If you don't have a name badge because you forgot your name, pick out a name in the unclaimed badges from Sheri Pyle.

From the Prez.....

Picture this recent ISOA caravan to Quadfest at Road America: Jack Billimack is in the lead in his TR6, followed by Joe Kaplan in a Spitfire, Jake Jaquet in a TR6, Ann and Megan Buja in a TR6, Bob Streepy in a TR6, and I'm taking up the rear in my TR8. We're on I-43 in downtown Milwaukee headed north, and most of us have CBs to communicate with the others. Things are quiet on the CB, so I hit the Scan button on my car radio to see what's on. After stopping briefly at a couple of scratchy stations, the radio stops at a strong NPR station from Milwaukee. Car Talk, with "Click and Clack, the Tappet Brothers" is on, and Tom and Ray are "answering" telephone calls.

A woman calls in, and they ask her "What's the problem with your car?" She replies that the problem isn't with her car - it's with her husband! It seems that he owns a Mazda Me-too-a and they are members of the local Me-too-a club. He keeps dragging her along with him on club events like driving tours, autocrosses, races, etc. Their club takes several multi-hour trips each year, and they usually travel in caravans with CBs in the cars so they can talk with each other during the trip. At this point the irony is too much and I call out on the CB to tell everyone to tune into 90.7 on their FM to listen in, too.

She simply dreads going on the trips because the events really don't interest her. She can't figure out how to tell her husband that she really doesn't want to go without hurting his feelings (they've only been married a couple of years). Click and Clack tell her that since guys don't have feelings to hurt about stuff like this, she should start talking with him now about letting him go on his own without worrying about hurting his feelings. (I can't do justice to the way they answered her - I was laughing too hard to remember all the details!)

All I kept thinking about during the rest of the trip to Road America was what a great bunch of people we have in ISOA and how many of our members attend ISOA events as a family. Very few, if any, people show up at an ISOA event and sit on the sidelines reading a book for the whole day. Judging from the number of people who have received participation points for the ISOA Cup, I think we're doing a good job at setting up events for the whole family. If you don't think so, please contact a Board member or come to a Board Meeting and give us some ideas and/or constructive criticism. Your ideas are always welcome!

Keep the shiny side up, Tim

why join vtr?

The club was founded to promote historic research, encourage sensible and accurate preservation of Triumph automobiles, maximize the enjoyment to be had from driving a Triumph, and emphasize camaraderie and social interaction among Triumph owners. As the only national organization which recognizes all Triumph automobiles, we hope you'll want to join us as we strive to achieve these goals.

We also hope you'll get involved in the annual operation of VTR. The national convention is always fun for first-time attendees, and joining a chapter will introduce you to others in your area who share your passion for Triumphs. Car shows, rallies, autocrosses, tours and parties are a regular part of the VTR scene, both local and national. Won't you join us?

Your dues provide the following:

- four (4) issues of our award winning color-cover magazine, The Vintage Triumph
- free classified advertising in the magazine
- technical assistance from our vehicle consultants
- VTR membership card and windshield decal

register services

- Back issues of THE VINTAGE TRIUMPH are still available and provide an invaluable reference source.
- Club identity items such as car badges, decals, jacket patches and other regalia will identify you as a knowledgeable and friendly Triumph enthusiast!
- The VTR book service searches out all significant and available Triumph publications and makes them available to VTR members at discount prices.
- The VTR occasionally makes unique and valuable items available to VTR members. Past efforts have included exact reproductions of TR-3 manuals, a beautiful TR-3 plastic model kit and a Triumph calendar.
- A staff of Vehicle Consultants is maintained to assist members with specific inquiries pertaining to vehicles recognized by the Register.
- Various supporting activities are provided to local VTR chapters.
- Assistance is offered to those individuals desiring to start new chapters.



club history

In spite of a long and prestigious history of automobile production dating to 1923 (earlier than many other British sports car constructors) . . . and a corporate history reaching back to the 1880's . . . Triumph, as of the early 1970's had no American organization dedicated to the history, preservation and enjoyment of those interesting cars. Aware that a large percentage of Triumphs built since World War II had been sold in the USA and Canada, a dedicated group of Triumph owners, enthusiasts and historians planted the early seeds of the VTR in 1973. During 1974 the organization took shape, and by January, 1975, the club's first professionally-edited and printed magazine had appeared. At last there was a group for all Triumph owners, and growth from that time forward has been steady and, at times, spectacular.

Milestones along the way have included:

- adoption of four-color covers on The Vintage Triumph
- reprinting of valuable Triumph manuals
- efforts to save obsolete Triumph spares from destruction
- a concerted effort to encourage quality reproduction of needed spares
- the establishment of a VTR archival collection
- the introduction of national VTR judging standards
- the creation of a discount Triumph book service
- absorption of the Triumph Sports Owners Association, (T.S.O.A.), the 26 year-old, factory-sponsored owners' club

An important annual event for VTR is our national convention which has been held in such diverse locations as: Colorado, Georgia, Illinois, Indiana, Kentucky, Michigan, New York, North Carolina, Pennsylvania, Texas and Washington. Each convention includes a full activity schedule including rally, autocross, concours, flea market, parts vendor sales and much more.

VTR's early years were exciting and rewarding and have produced fond memories. We hope you'll join VTR as well as one of our 70 local VTR Chapters or Zones, as we pursue a bright and promising future for the ownership, operation and preservation of Triumph automobiles.

More on next page.....

vtr magazine



THE VINTAGE TRIUMPH is our professionally-printed magazine which features attractive four-color covers and quality, coated-stock paper. Its contents emphasize original articles of historic or technical significance, but features such as reprints of period articles, maintenance and restoration columns, spares news, and book reviews are commonly found in its pages. The staff of THE VINTAGE TRIUMPH is mostly volunteer, but we are proud to include among its contributors some of the world's leading Triumph experts. The magazine covers all Triumph cars built from 1923 to 1981, but the emphasis is on the models owned by the majority of our members.

Also included within THE VINTAGE TRIUMPH are articles that are designed to keep VTR members informed of club events, both past and future, as well as news from the chapters and zones across the United States and Canada. Major suppliers of Triumph parts and accessories frequently advertise in this section of the journal. The classified ad section is free of charge to members, and puts you in contact with the largest all-Triumph marketplace in the USA!

Organization

The national administration of the VTR consists almost entirely of unpaid volunteers who are dedicated to preserving the Triumph legend. These folks all strive to maintain the high-quality standards to which the VTR has been dedicated from the beginning. The National Board of Directors and staff is comprised as follows:

President	Chapter Coordinator
Vice-President	Magazine Editor
Treasurer	Book Service Manager
Membership Secretary	Chief Judge
Corresponding Secretary	Archivist
Public Relations Manager	Chapter Insurance Coord.
Vehicle Insurance Advisor	Rally Advisor
Autocross Advisor	Event Coordinator
Regalia Manager	Vehicle Registrar

Vehicle Consultants are available in the following areas:

Pre-1940	Italia	TR-4/4A/250
Roadster	10	TR-6
Renown	Herald	Stag
Mayflower	Spitfire	TR-7
TR-2/3/3A/3B	GT-6	TR-8

Local chapters of the VTR exist all over the United States. Members located within the reach of a chapter have the option of joining that group and participating in rallies, tours, technical sessions and social events which they sponsor. In addition, new zones continue to form, which are local groups pursuing chapter status.

The vintage triumph register

MAKE CHECKS PAYABLE TO V.T.R.

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\$30 CANADA

\$35 ALL OTHER

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the vintage triumph register

15218 W. Warren Avenue, Dearborn, Michigan 48126 U.S.A.

APPLICATION FOR MEMBERSHIP PLEASE PRINT

Name _____ Spouse _____
(Last) (First)

Street Address _____ Tel. () _____

City _____ State _____ Zip _____

*TRIUMPH AUTOMOBILE(S) OWNED

YEAR _____ MODEL _____ COMM. NO. _____ COND. _____

YEAR _____ MODEL _____ COMM. NO. _____ COND. _____

YEAR _____ MODEL _____ COMM. NO. _____ COND. _____

(Condition Codes O-Original M-Maintained R-Restored B-Being Restored P-Parts Car)

*It is NOT necessary to own a Triumph to join VTR

EFI Conversion Kit, with LS-14 Laptop Programmable ECU

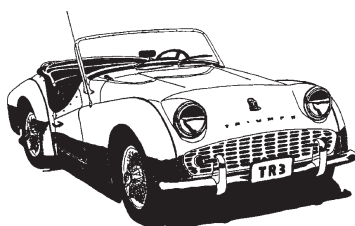
By Mark Fisher

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



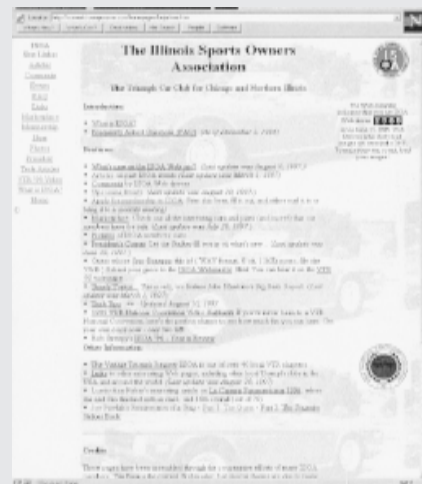
Did you know that the May meeting will be held at Mack's Golden Pheasant?

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



TR7/8 HEADLIGHT WINKING

By: Philip Johnstone
Photos by: Joe Pawlak

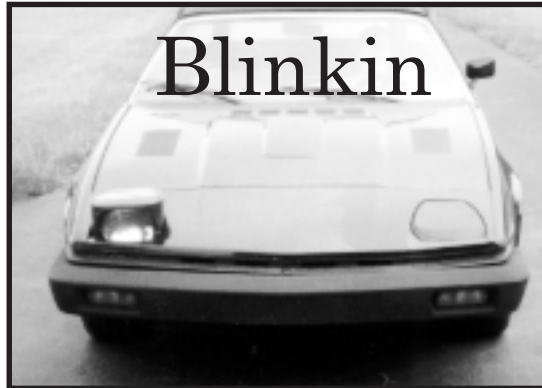
Does your wedge have an embarrassing wink when the headlights are operated? If so, then it is time for service to the mechanism. The following points are a guide to the key areas of inspection and should be considered in conjunction with the instructions given in your workshop manual.

First, a note of caution: Before any work on the headlight lifting mechanism is undertaken the main battery lead must be disconnected! The power of the actuating motor and the hinge action of operation make a most effective finger catcher. This can be most painful if they should operate while you are making adjustments, particularly as the motor cannot be readily reversed or the battery disconnected.

If one headlight refuses to lift then pull apart the block connector of the headlight wiring just behind the radiator bulkhead and clean off any corrosion. Repeat this procedure for the other side. If still no success, operate the main switch to ON and turn the manual control knob on the motor. If the headlight pod rises under motor control and stays up then the main switch in the cockpit is OK and there is probably a problem with the mechanical hinge mechanism.

If the pod rises with the lamp illuminated and then retracts back into the body, then the main switch is OK but the relay is probably defective. To check the relay, interchange it with that from the other side. If the motor appears dead then check the circuit breaker (a flat plastic pack about 20 x 12 x 4 mm which says Pektron) mounted near the

relays.
Some simple adjustments can be



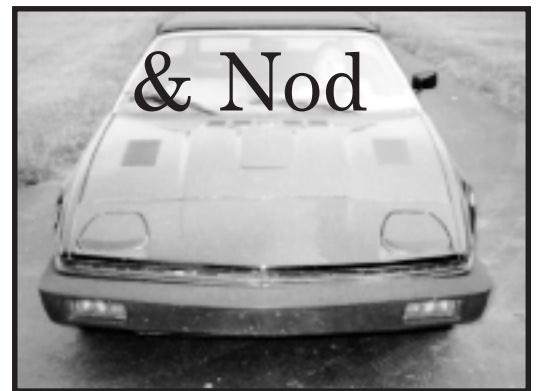
made to compensate for wear or damage that may have occurred. Because of the fiddly task in positioning the assembly in the front panel, it is desirable that the complete assembly remain in-situ unless it is absolutely necessary to remove it from the vehicle.

The first point to check is for a corroded or seized hinge. This is simply done by removing the circlip from the motor crank arm and slipping off the control rod - do not loosen the length adjustment in the rod. The pod should now gently spring up almost to the end of its stop without any assistance. Note that in this fully extended position the wiring harness should be fixed well clear of the alloy frame. This is most critical for it is very easy for the wires to be chafed or even severed.

Next, check that the crank arm is firmly fixed to the gearbox shaft.

Tighten the nut if necessary. If it is apparent that the nut has been loose for some time it may be necessary for the hole to be hammered smaller (or possibly welded up) and filed out to fit.

While checking the tightness of the crank, note the end float in the mainshaft of the motor by observing the movement of the plastic knob. If an adjustable thrust screw and locknut are fitted, then slacken the locknut and screw in the thrust screw until resistance is felt. Unscrew the thrust screw one quarter of a turn, maintain this position and tighten the locknut. Connect up the control rod and attach the circlip. Operate the manual knob and note that when the pod is in the fully raised position, the pod mount should be firmly touching the limit stop. If not, lengthen the control rod to ensure that the light pod does not vibrate while the vehicle is running.



A secondary method of holding the pod up is by a spring loaded arm, which drops into position when the pod is fully raised and is unlocked by the rotating crank arm. After much use, this pawl becomes slack in its pivot. When the headlight motor operates, the crank arm may not move it out of the locked position.

ISOA Caravan to VTR 1998 Departing on Monday, July 20th

This will only happen once because the torque of the motor and the force on the mechanism will quickly punch out the cross brace from the alloy frame! Although this can be repaired if the pieces have not been lost it is not really essential and unless all the slackness is carefully removed it will probably happen again.

If the headlights now do not snap smartly to attention then a full overhaul will be required.

<PJohnsto@vcrpcsd1.telstra.com.au>

Useful part numbers

Headlamp lift motor

(veh to approx. 1978 / ACG25000)

RKC822

(veh from approx. 1978/ACG25001)

PKC1287

Headlamp motor relay

DRC1820

Circuit breaker

151244

Bracket & Hinge assembly

RTC1411

Link assembly

RTC1992

Originally published in the WWWedge Ezine No. 1, December 19, 1997

<<http://www.team.net/TR8/mp/html/ezine.html>>

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The WWWedge Ezine is a free email newsletter for anyone who is interested in the Triumph TR7 and TR8. It is edited by Johan Vorsterman van Oijen, Apeldoorn, the Netherlands. <wo@voskotan.com>

More details about (un)subscribing can be found at <<http://www.voskotan.com/man2.html>> or at the WWWedge web site.

Attending the 1998 VTR National Convention in Hudson, WI? Join fellow ISOA members on a leisurely tour via the back roads of northwest Illinois and southwest Wisconsin on Monday, July 20th. Plans are to meet at the TA Travel Center at the former Union 76 Truck Stop at I-90 Northwest Tollway and Route 20 (Marengo exit) at **8:00 am**. Lunch stop will be in beautiful Galena, IL. After lunch we will follow the Mississippi river for a very scenic drive to Prairie Du Chien, WI, for an overnight stay. Tuesday morning we will continue on to Hudson for the start of VTR 1998. If you plan on joining this caravan, you must make your own motel reservations in Prairie Du Chien. There is limited space at this motel, so don't delay, make your reservations today!



The motel information for Monday, July 20th, is as follows:

Super 8 Motel

Prairie Du Chien, WI

(608) 326-8777 hotel direct

(800) 800-8000 Super 8 reservations

Hwys. 18, 35, 60 South

For more information, please call Ann or Tim Buja at (815) 332-3119.

ISOA BBQ, BS & Drive-In Movie Event

Saturday, June 20



Attend one or both parts of this ISOA event.

Part I — BBQ & BS Session at Billimack's

Arrive anytime between 2:00 - 4:30. Relax and BS. (*If you just can't relax, Jack's TR-3 will be available for disassembly. Take up where we left off last year when Greg & Pat Hetzel's TR-3 put on its "overheating demonstration" and captured everyone's attention. There may be a prize for largest piece removed.*) Will begin eating about 4:30, then leave for the Drive-In about 6:45.

- ***If you are going to eat at Billimack's***, let them know ahead of time. Brats, dogs & burgers will be provided as will pop/beer. If you want, bring a dish to pass (consider a snack, salad or desert item, the name of which starts with the same letter your last name starts with.). Donation can will be provided for filling. If you want special food/beverage, feel free to bring it.
- **Directions to Billimack's house.** Billimack's live at 23 Elmhurst Ave. in Crystal Lake, just north of Crystal Lake Ave. General area is about 4 blocks south of Rt. 176, and about 1-1/2 miles west of Rt. 31. From Chicago area:
 - Take the Northwest Tollway (I-90) to the Randall Rd. north exit.
 - Proceed north about 8-1/2 miles to McHenry Ave. (Among others, pass Higgins Rd., Huntley Rd., County Line Rd., Algonquin, Miller Rd., Ackman Rd.). Important — Get into center lane sometime between Miller Rd. and Ackman Rd.
 - Left onto McHenry Ave. (Goofy intersection just after Ackman Rd. Randall curves right **immediately** after Ackman. As you exit the curve, **immediately** get into left turn lane for McHenry Ave. and turn left. Confirmation of correct action will be a view of school busses ahead once you make the turn.)
 - Take McHenry Ave. to the traffic light at Crystal Lake Ave.(about 2-1/2 miles). You will cross Rt 14 (among others, pass Virginia St. and Coventry Motors).
 - Proceed "straight" across intersection. McHenry becomes Elmhurst St.
 - Billimack's is first house on the right side of Elmhurst St., just after church parking lot. Park in church lot (if open), in driveway, or on *east* side of Elmhurst. Come in for a beverage. If you need other directions, call.

Part II — Drive-In Theater & Go-Cart Race in McHenry

We will caravan to the drive-in from Billimack's, trying to arrive about 7:15. Show should start about 8:45-9:00 — whenever it gets dark enough. If we get there early enough, we can spend some time at the go-cart track across the street, acting like kids again.

- **Directions to McHenry Drive-In:** If you want to meet the group at the theater, it is on Chapel Hill Rd., north of Rt 120, just east of the town of McHenry. Chapel Hill Rd. is between Rt. 12 and Rt. 31. There is a traffic light at Rt. 120 and Chapel Hill Rd. Go north on Chapel Hill. Theater is on right side (east) of road at stop sign.

For More Info. or Directions — Call Barb or Jack at 815-459-4721

Make Your Plans Now!

1998 Vintage Triumph Register National Convention

July 21-24, 1998

Hudson, Wisconsin

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 sessions 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

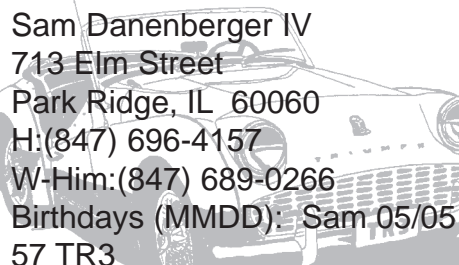
Address Correspondence to vtr-www@www.vtr.org.

Copyright 1995 - 1998 The Vintage Triumph Register

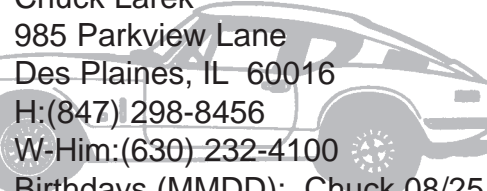
Welcome New Members



Schillo, Mark & Pam
221 E. Monterey Avenue
Schaumburg, IL 60193
H:(847) 985-4315
W-Him:(847) 985-4317
Birthdays (MMDD): Mark 04/19 & Pam 06/26
63 TR4



Sam Danenberger IV
713 Elm Street
Park Ridge, IL 60060
H:(847) 696-4157
W-Him:(847) 689-0266
Birthdays (MMDD): Sam 05/05
57 TR3



Chuck Larek
985 Parkview Lane
Des Plaines, IL 60016
H:(847) 298-8456
W-Him:(630) 232-4100
Birthdays (MMDD): Chuck 08/25
73 GT6

Happy Birthday to:

Gary Metke on 06/21
Pam Schillo on 06/26



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

Local Triumph Club Affiliation

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

CONVENTION FEES

Base Registration

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

VTR Member Per Car \$70.00 \$ _____
Non VTR Member* Per Car \$95.00 \$ _____

*Includes 1 year VTR Membership

Additional cars? Add \$25.00 per car \$25.00X____ = \$ _____

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

Your base registration includes the following events:

Please indicate the number of people who will be participating in the planned events.

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

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

OPTIONAL EVENTS

Awards Banquet \$25.00/person \$ _____

SCENIC RIVER REUNION REGALIA

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

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

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

Baseball Cap \$15.00 # _____ \$ _____

Total Amount Enclosed: \$ _____

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

Minnesota Triumphs
PO Box 201054
Bloomington, MN. 55420

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

ACCOMMODATIONS

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

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

You must make your own reservations

PROOF OF INSURANCE

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

WAIVER

PLEASE READ CAREFULLY AND SIGN THE FOLLOWING:

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

Signature (Driver A)

Signature (Driver B)

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

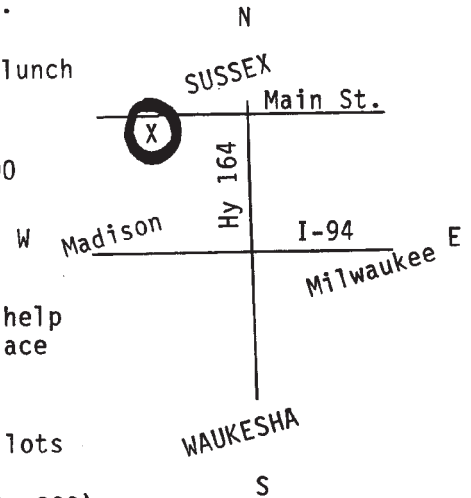
WHERE..... SUSSEX VILLAGE PARK
 Main Street and Weaver Drive - Sussex, Wisconsin
 I94 West from Milwaukee, exit Hy 164, north 5 mi.
 to Main St. left 1 mi. to park.
 Refreshments available or bring your own picnic lunch
 Walk-in admission - \$1.00 - under 12 free

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		

1998 Annual Transmission and Carb Rebuild Clinic

Joe "Stagmeister" Pawlak



I don't know how the Pyle's can consistently order up great weather for their sponsored events. The Tranny and carb clinic was another gorgeous Saturday. As can see by the pictures, all that was needed was your favorite greasy sweatshirt or your filthy "working in the garage coat". The transmission dismantling was supervised by Bill Pyle and there were several being worked on. Taking these things apart are much easier than putting them back together, especially since they look so much different after many of the parts are cleaned of 20 plus years of grime. As was overheard at one recent meeting, "there

were lotsa volunteers to take apart, but everyone disappeared when it was time for reassembly". Since the clinic was a team effort, Sheri "big mama" Pyle got into the act with the 12 ton press operations. I wondered if that press is used on other nuts besides the ones in a transmission. Look at the determination on her face and the grip she has on that bar!

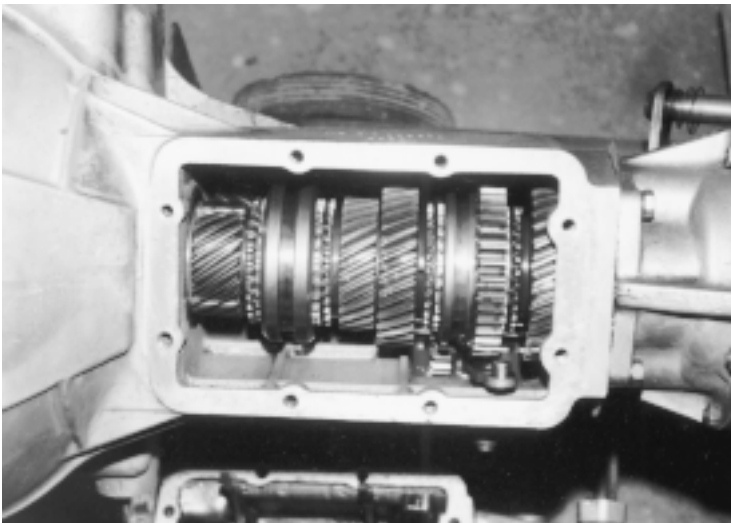
Pat Lobdell was appointed carb man for the day and he brought his own table and chairs to the party to go through a entire Stromberg 175 rebuild. Pat pointed out various wear aspects of these carbs and made a point of showing the proper disassembly and cleaning of these precision instruments (oh pleeease!). More to the point, Pat is shown here using his pointing finger to point to the pointed end of the throttle shaft reaming tool. A couple of



quick tips on properly reaming the carb bodies to

make way for new throttle shafts. Now Pat's shafts from his TR4 weren't as worn as my Spitfire shafts. I guess I've used my shafts more than he has. More on this in a later issue.

There was a lot going on during that Saturday with the transmissions and carbs. We may look at having separate clinics to cover tricks and tips of the various rebuilds. If you have any suggestions, please let one of the board members know.





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)

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.



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)

1976 TR6. Java Green, looks great and runs very strong, modifications to enhance performance and safety. Koni springs and shocks, front and rear, with rears converted to telescope shocks. Pirelli P600's mounted on Panasport mini-lites, Less than 1,000 miles on new transmission, clutch and radiator. Steering rack completely rebuilt, interior has been recarpeted, is fitted with Corbeau rally race seats, full 4-point racing harness system, roll bar, a red leather Momo steering wheel, carbs been rebuilt within the last 5k miles, and breathe through a K & N filter system. very nice stereo, which you need to turn up loud to hear over ANSA exhaust. Past 7 years, car has only been driven on days 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. 79k mi. 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

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)

1971 TR6 Complete mechanical & drivetrain renewal. Body restoration done by the Last Detail in Red Imron. Differential replaced, new frame members at trailing arm mounts Diff and suspension mounts reinforced, dash refinished, Ansa exhaust, Michelin redlines. 3rd owner, owned for 12 yrs, indoor storage no rain or snow all invoices. Car needs nothing. \$13,500 Bruce Haynor 847/615 9541

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)

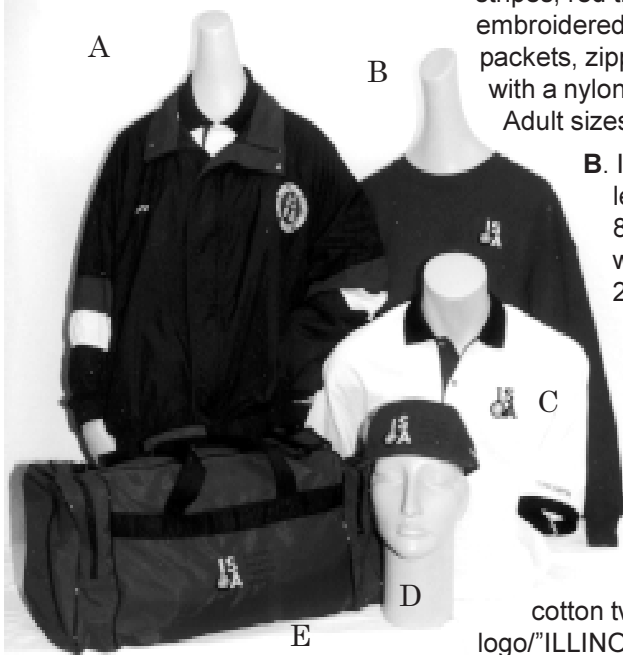
Wanted for 75 Spitfire. Headlight switch, floor panels, wiper switch, hardtop hardware, glove box, bonnet prop, components for overdrive. Nikki 847/361-3374 or nikkimw1@aol.com (Sep)

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.

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

Need Triumph Keys? Original British keys cut by code. Call Pete & Susan Groh. 410 750 2352 Evenings. 9957 Frederick Rd. Ellicott City, MD 21042-3647

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.



Marketplace



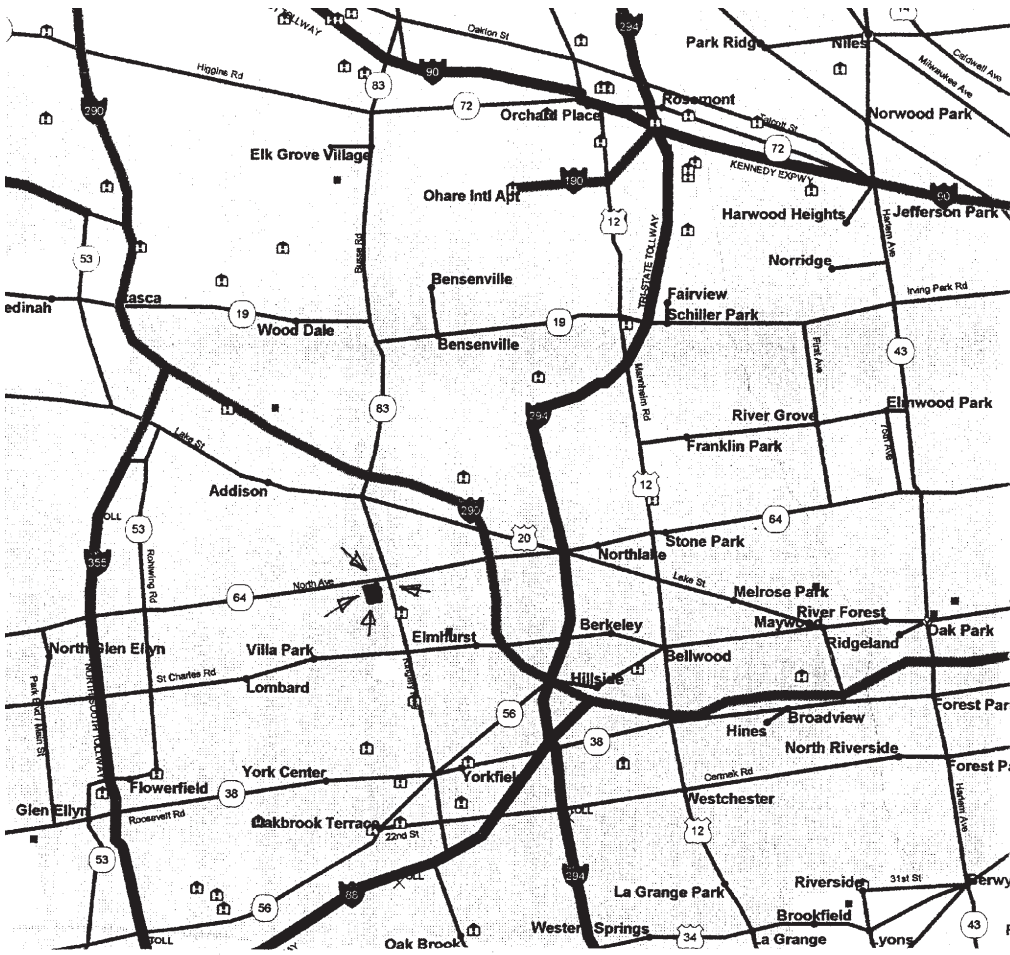
Wanted 1967 TR4A IRS. I'm looking for a complete solid car that could would make a good restoration project. Looking to spend \$2000 - \$4000. Contact Steve Yott at 847/249-1723 or Joe Pawlak at 847/683-4184.

Wanted front center and rear bumpers for a 1972 TR6. Call Joe at home 847/683-4184, work 847/635-2281 or e-mail at japawlak@xn.xerox.com

For Sale 1968 TR250. Never rusted, originally from Texas. Rare options include, Fixed rear glass with hardtop insert as well as soft "Surrey" top setup. Dealer installed American Racing (like minilites) aluminum wheels. Valencia Blue, black interior. Virtually all original, Only change is addition of front and rear sway bars. Owned 9 years, pervious owner was also long term. Much documentation and also have extensive spares available at extra cost. Asking \$9000. Aaaron Lopas 847/982-1170 home, 312/836-2941 work. (AUG)

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.



**Monthly Meetings are at
Mack's Golden Pheasant!**

Snic Braaapp

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