

May 2005



Snic For the active Triumph owner!

Braaapp

Official Newsletter of the Illinois Sports Owners Association

2005 Tune Up Clinic



Of the many technical clinics sponsored by ISOA over the course of a given year, the most popular always seems to be the annual spring “tune-up” clinic. Looking through back issues of Snic Braaapp, even before it was Snic Braaapp, we were not surprised to find that this tradition dates back at least thirty years. Perhaps its due to the fact that all of our cars need routine maintenance, while the trans, hub, differential, clinics have more limited appeal. The other, and equally plausible explanation, is that its always nice to get the cars out for the first time of the year, and for some folks who find meeting attendance difficult, acquaint themselves with club members with whom they’ve been out of touch since the previous fall, especially on a nice warm spring day. This year however, despite a spate of pleasant weather earlier in the week, the conditions were more winter like than spring like. Saturday, April 23rd, saw showers – snow not rain- and meteorological conditions in Alaska were infinitely preferable to the climactic situation here in the Heartland The Tribune weather report actually stated that the daytime highs on January 1st were higher than they were last Saturday.

At any rate, this year’s rendezvous drew a large crowd to Pyle’s Itasca “Home to Wayward

Triumphs.” The usual suspects, brandishing more umbrellas than Michael’s Jackson’s bodyguards, began to roll in around 8:00 AM. Billy had the garage warmed up and set for diagnosis by plugging in the club’s vintage Sun Machine to measure dwell, timing etc. By 9:30 unofficial estimates put the crowd at nearly twenty ISOAers, with more were on the way.

First up was Bill Jensen’s Spitfire. Fresh plugs and a carb tweak by Billy seemed to greatly solve some of his idling issues. Doug Larson’s six was a bit more cantankerous and was still reluctant to restart as your humble and obedient scribe made his way home, but late word has it that his ignition problems were ultimately sorted out. Chris Smit sought out the advice and consul of Dave “Snake” Shedor on a lack of power above 3,000 RPM on his GT6.



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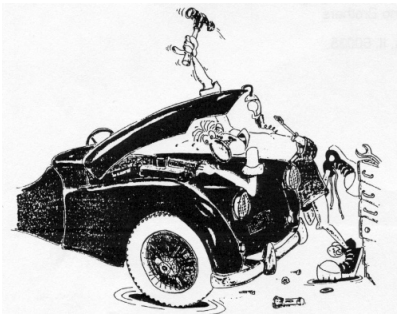
Events Calendar
Caravaning Guidelines
How to Choose the Right Tires
Prewar Triumphs, Part I
Name the Ugly Car Contest
Lots other stuff

Tune Up Clinic [cont'd]

Other ISOA "tech" spurts provided advice and consul to the less talented wrench masters and there was plenty of kibitzing about various "how to's" exchanged by members who had already "been there, done that" to their cars.



A tasty lunch was prepared by Big Mama, along with some help from Sam's, and although not a seven-course turkey dinner, was more than satisfactory for the hungry wrenchers. As always, it was a day well spent for those who attended, despite the unseasonable weather.



Suds



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|---|---|
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From the Famous Spuds "Why is it making that funny sound?" Parts Hall of Shame



Left: TR6 U-joint before massive amounts of torque applied. Right: after



ISOA MEMBERSHIP: Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All you need to do is pay your annual dues of \$30.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Sheri Pyle 320 N. Linden St., Itasca, IL 60143

ISOA UPCOMING EVENTS

| Month | Date | Day | Time | Event | |
|--------|-------|---------|-------|--|---|
| May | 1 | Sun | 7:00 | General Membership Meeting [Board Meeting 4:30] | |
| | 7 | Sat | 8:30 | Breakfast Run #1 [to United Classic] - Nest Cafe, Rte 59 & Stearns, Bartlett | |
| | 7 | Sat | 9-4 | United Classic Motors Spring Event, 1700 Quincy, Naperville Food & Drink provided, Raffles & Giveaways, Lift Time, Impromptu Swap Meet ph. Paul Watts 630/669-1582 for information | |
| | 19 | Th. | 6-9 | Crystal Lake Free Concert & British Car Show featuring <i>American English</i> [Beatles Tribute Band], Special Display of British Cars, [see article p.5] call Jack Billimack, 815/459-4721, for more information | |
| | 28 | Sat/Sat | | British Car Week. Drive your car as much as you can. Contact BritCarWeek @arczip.com , [Scott Helms] britishcarweek.org | |
| June | 27-9 | Fr/Su | | Champaign British Car Show www.wvbsc.org/cbcf/ Hawthorne Suites, Champaign 217/398-3400, [see caravan details on p. 15] | |
| | 3-4 | Fr/Su | | Vintage Triumph of WI Door Cty. Bed & Breakfast Tour Call Mary Jo Ploetz 920/458-3831 for further information | |
| | 4 | Sat | | Peoria Downtown Riverfront Car Show, 420 SW Water St. ph. Jim Busch @ 309/444-7226; agslfr@mtco.com | |
| | 5 | Sun | 7:00 | General Membership Meeting [Board Meeting 4:30] [Jim Evans of Auto Appraisal Group will attend our June 5 meeting to give a presentation on auto appraisal] | |
| | 12 | Sun. | 9:00 | Michiana British Car Day, South Bend, IN, ph. Randy Glanders 574/294-8950 Email: michiana@michianabrits.com | |
| | 18 | Sat | | Spring Campout Black Hawk Farms Raceway, Rockton, IL ph. Denny Cappetto 773/735-5822 for more details | |
| | 19 | Sun | 9:00 | Wisconsin British Car Field Day, Sussex, WI ph. 262/679-0041 | |
| | 23-6 | Th-Sa | | Triumph Register of America National Convention Branson, MO jwortmansr@yahoo.com [see flyer p. 15] | |
| | July | 9-10 | Sa/Su | | British Boots & Bonnets Car Show |
| | | 10 | Sun | 9-4 | Mad Dogs & Englishmen XV Gilmore CCCA Museum, Hickory Corners, MI ph. 269/344-5555 or www.maddogsandenglishmen.org |
| | | | 7:00 | General Membership Meeting [<i>note: not the first Sunday</i>] [Board Meeting 4:30] | |
| | 26-30 | Tu/Sa | | 2005 Vintage Triumph Register Convention. Hosted by ISOA ClockTower Conference Center. Rockford, IL Visit http://vtr2005.org for more info | |
| August | 7 | Sun | | Transportation Extravaganza, Union, IL ph. 262/697-7474 [see flyer p. 18] | |
| | 7 | Sun | 7:00 | General Membership Meeting [Board Meeting 4:30] | |
| | 13-4 | Sa/Su | | Heartland British AutoFest, Davenport, IA | |
| | 19 | Fri | 6:00 | BBQ & Drive-in Movie Night [tentative] | |
| Sept. | 11 | Sun. | | No Club or Board Meeting! 19th B.C.U. British Car Festival Morraine Valley Community College | |
| | 15-18 | Th-Sun | | Six Pack TRials, http://www.6-pack.org/6pack/html/images/custom/6packRegistration.pdf ph. Jeff Rust 815/874-5623 for details | |
| | 24/5 | Sa/Su | | Lake Geneva Poker Rally & Car Show, ph. Dave Shedor 847/937-5078 for details | |
| | Oct. | 2 | Sun. | 7:00 | General Membership Meeting [Board Meeting 4:30] |



A LITTLE BS FROM BS



NEWS & VIEWS FROM THE
BUSTED KNUCKLE GARAGE

By now you've probably heard enough urgent pleas from Ann, Joe, and yours truly about how you should help out at the VTR convention this July in Rockford for the good of the club. I'm guessing that there may be a some Ayn "What's In It For Me?" Rand types out there who are thinking along the lines of BFD. How about this? You might make a few bucks at the convention off the auction! Maybe you heard Ed Krakowiak at the February meeting mention the ungodly sum fetched by a Spitty at the Barrett-Jackson auction and we've all heard of fantastic prices paid for virtual junk on E-Bay. On the other hand, you could stumble across a good deal.

I have attended several VTR and TRA auctions and I have can personally attest that prices brought by some Triumph "stuff" is unbelievable. Ask Ken Briegl or Jay Holekamp how much a Triumph brand AM radio sold

for at TRA in Auburn or what a pair of driving light covers brought in Red Wing. On the other hand, there have been some great bargains for those who stuck around for the whole show. I saw a brand new, still in the box, TR 250 interior kit [door panels, seat covers, carpet] sell for less than \$100.00 and a TR3 hardtop go for \$10.00. Good deals do happen at VTR auctions too.

As this year's "gavelmeister" I'd like to encourage everybody to rummage through that pile of Triumph trash [remember, one man's trash is another man's treasure] that Old Missus has been nagging you to get rid of and bring it to the VTR auction in Rockford. We have the advantage of being the host club, so even if you need to make a separate trip with your items, we can probably arrange temporary storage for unwieldy parts, just help us out by cleaning them up a little first. [The patina may be an important on the Antiques Road show, but it's a PIA for us to move oily, greasy, and sometimes heavy, car parts a couple of times before the auction.] You may put a reserve on your parts and if you don't get your price, you don't have to sell. The club keeps 20% of the sale price and everybody wins, including your significant other [and ergo you

since she'll certainly want to express her "gratitude" to you for cleaning out the garage – just don't tell her you bought more stuff to replace the stuff you sold, at least not until after she has "thanked" you].

My favorite event at the '95 convention was the auction. We had a great time while we made a couple of dollars for the ISOA coffers. This year should be no different, but we need a variety of items to sell. Despite my best efforts to "entertain," [and we will have plenty beer expressly to make me seem amusing to the audience – the more you drink, the funnier I get], if we don't have a lot of good stuff to sell, the auction will flop. Here's your chance to help the club and yourself at the same time and maybe have a couple laughs doing it.

Suds



Newsletter Submissions: *SNIC-BRAAAPP* is published 12 times a year and should be received before the monthly ISOA membership meeting. Submissions received by the 10th of the month will probably appear in the next newsletter. Submissions received later may be held until the following month. Late submissions, accompanied by a sizeable gratuity, are occasionally squeezed in at the last minute. Submissions can be either "electronic" or good old fashioned paper. All photos and disks will be returned upon request. [email to the editor]. We will try to make it as easy as possible for you to get your submissions included in this publication. Decisions of the editorial staff are final, *maybe*.

Bob Streepy 850 Kent Circle Barlett, IL 60103 email: trstreep@sbcglobal.net

GARAGE TALK



Over the last couple of weekends, Spuds and Elwood dropped by to give me a hand

on Sandy's Spitfire. As they put it, they wanted to help with the "unskilled" labor portions of the project. This is their way of providing some "payback" for work I have done for them. I don't look at it as payback, I look at it as friendship. As in any relationship it has to be a two way street or it just doesn't work out. You should never expect people to help you in return, as that just seems to be the way it is at times. However when they do help you, no matter how little they think it was, it goes a long way in the mind of the recipient. I really appreciated the assistance as this freed me up to do, as Spuds and Elwood say, "skilled" operations with the final assembly stages. ISOA is great source of assistance but always show your appreciation by returning the favor or by some other act of kindness. It goes a long way, plus you won't have people talking about you in context with such words as leach or parasite.

As I write this I know that I will not make it to this year's tune up clinic. I have a major tune up to do on a certain 76 Spitfire, like finishing the install of the ignition system and starting the car for the first time! This is scheduled on the same weekend. I'm sure this will produce some additional conversation tidbits. Just remember that the best carburettor adjustment that you can do is making sure the ignition system and timing are absolutely correct and working properly.

According to Einstein's basic relativity concepts, the faster you go, time should slow down. All I know is that I am going as fast as I can yet time seems to be speeding up with very little of this precious commodity to spare. Working two full time jobs is wearing me down and there is a plan in place to phase out this ridiculous way of life (or lack of). I am sure many of you are in the same predicament in trying to balance work life and family and Triumph time. Why and how is it that we are putting ourselves in this situation and what is the solution? I'd tell you, but I gotta go as I just ran out of time.

Stagmeister

For the past several years, Crystal Lake has hosted cruise nights on Thursday nights. This year they start on June 2 and run until Sept. 1. They are in Downtown Crystal Lake (the old center of town), usually from 6:00 - 8:00 PM.

I just received a call from the person who coordinates the shows. This year, a couple of weeks before the "official" cruise nights begin, the Downtown Merchant's Association is promoting a couple of concerts in mid-May by a group called American English, a "Beatles sound alike" band. I've heard them before and they are quite good. I believe the concerts will be on Friday, May 20 and Saturday, May 21 at the Raue Fine Arts Center in Crystal Lake. Tickets will be sold through the Raue box office, I believe.

Now for our part. The Merchant's Association told me that American English is also scheduled to give a free outdoor "roof top" performance on Thursday, May 19 between 6:00 and 8:00 PM. The Association will promote the concert in the greater McHenry County area. Part of the promotion will include hosting an event which will include a mini car show with various clubs invited. Only groups that have prearranged participation will be able to park in the on-site lots. They would really like to get British cars of all kinds and "VW Beetles." They have asked if we would want to have a space reserved for our group. An area would be set aside for our use only and would be within sight and sound of the roof top concert.

Even though this is a week night, I told them that BCU with its member clubs could probably field at least 20 cars that night. Since there is no financial commitment for us, I thought this would be safe to do. There are several restaurants and watering holes within a block or so of the lot so anyone who wants to eat or drink should be able to do so with little trouble. Or, bring a picnic dinner and folding chairs.

If you or anyone else with a British car or cycle wants to attend, please let me know and I will keep a "sign up list" to plan the number of spaces we will need. Then, when I receive more information, I will give everyone more details. If we need to expand the number of spaces, we can probably do so.

This sounds like it might be a fun time with something a little different to do. Most of the cars should be out of moth balls by mid-May so we might be able to attract a good size group. Hopefully the weather will also be good by then.

Please pass the word on and let me know who might want to attend.

Spuds



Roster Updates Needed

The 2005/6 ISOA Membership Roster will be printed in June. Please check your roster information at the May meeting or online via the *Members Only* pages on the ISOA website. Tim Buja, membership chair, has asked that any members who have changed addresses, phone numbers, email accounts, gender, etc, or who have added or subtracted Triumphs to their personal fleets, contact him as soon as possible in order to try to make sure that information in the directory is accurate. Phone Tim at 815/332-3119 or email him at: buja@insightbb.com or membership@snic-braaapp.org

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[With the driving season soon upon us, this might be a good time to review *Uncle Spuds' Guide to Great Caravaning*- He wants make sure its good for you too. Ed]

ISOA CARAVAN GUIDELINES

TYPICAL DAILY SCHEDULE

(The specific day's schedule will depend on how far the caravan plans to go, road conditions, number of cars in caravan, frequency of problems, etc.)

- Be ready to start on the road between 8:00 - 9:00 am (or whatever time is agreed upon).

- Optional -- sometimes it is necessary to make a brief "pit stop" not long after the start (for personal comfort after pancake breakfasts, etc.). If necessary, we can make a brief pit stop, often at a highway rest area. But everyone should try to be ready to proceed in about 10 minutes.

- Stop for gas and a stretch about 10:30 am. (Try to limit stop to 15 minutes)

- Stop for gas and lunch about 12:30 - 1:00. (Try to limit stop to 1 -- 1-1/4 hours including getting gas)

- Stop for gas and a stretch about 3:30 - 4:00. (Try to limit stop to 15 minutes)

- Stop for the evening about 6:00 - 7:00

- If desired, meet for dinner (pizza, etc.) about 30-45 minutes after arrival and check-in.

Distance between stops is determined by time of day, weather conditions, car performance, smallest gas tank, weakest bladder, etc. We generally try to go 2 - 2-1/2 hours between stops, sometimes 3 hours. Too many stops can result in arriving at our destination town quite late in the evening.

HINTS FOR HAPPY CARAVANING

GENERAL

- Make sure you understand the planned route, approximate distance the caravan plans to travel that day, and the planned evening stop location. Have hotel number, road, town, etc.

- At the beginning of the day, be

ready to leave at the agreed upon time. Have a full tank of gas, full stomach, empty bladder, etc. by the departure time.

- If you have a CB radio, tune it to the agreed upon channel.

- Caravan will have a "lead car" at the front and a "sweep car" at the rear. The lead car will do its best to know the route and have a working CB radio.

- The slowest cars (or the car which is expected to be least dependable) should take positions near the front of the caravan.

- The "sweep car" (last) should drive with headlights on so it's easier for the lead car to see where the end of the caravan is. Sweep car should have a working CB.

- Once driving, try to keep a consistent interval between you and the car ahead of you. This helps avoid frequent speed changes farther back in the caravan.

If you think the caravan is going too fast or slow, call the leader on your CB or signal some other car in some way. However, keep in mind that no two Triumph speedometers read the same. Some can be 10-20 mph off. The leader usually tries to drive at about the legal speed limit. Therefore, it's important to keep your interval with other cars to minimize need to slow way down or speed way up.

- If the caravan needs to make an unplanned stop for repairs, personal comfort, etc. and the group has been driving for at least 1-1/2 hours, fill up with gas if you have a chance. Will prevent getting "out of sync" with the other cars.

- For driving variety (especially on Interstates), switch driving order once in a while by passing a couple of caravan cars or having several pass you. Keeps the "scenery" a little different and occupies your mind.

COMMUNICATIONS

- A CB radio is most effective and enjoyable for short ranges. At the start of the day, find out which channel will be used. Use the CB to give instructions, tell of problems, comment on society,

etc. Makes the trip seem shorter.

- If you have an operating cell phone, give your number to leader (if leader has a phone) and get other car's numbers. Shouldn't need the phone, but it might help if group gets separated.

- If you see a problem with anyone else's car, try to signal them and explain what it is.

TROUBLE/UNPLANNED STOPS/EMERGENCIES, ETC.

- If your car has trouble (or if you need an emergency stop for personal reasons) try to locate a rest area or wide shoulder. Signal caravan leader that you are pulling off. Entire caravan will probably stop if it's safe to do so. If not, caravan will pull off on next exit or road.

- Pull as far off the pavement as possible. Turn on flashers (if you have them)

- If you get out of your car to work on it, try to stay on the passenger side of the car, away from passing traffic. Keep anyone who is helping you on that side too. Don't forget about passing high speed traffic which will be surprised by a number of cars parked along the shoulder.

- When pulling back onto the highway, it usually works best if everyone is ready to roll, then the last car pulls on to the road to "block" for the others. Sounds good but doesn't always work, especially on Interstates.

LEAVING THE CARAVAN

- If you decide to (or are forced to) leave the caravan for personal or mechanical reasons, make sure someone knows that the caravan shouldn't wait for you or look for you. Try to inform the caravan leader or sweep car.

If you plan to meet up with the caravan later in the day or at the evening stop, know where caravan plans to stop for the night. Get hotel phone number, etc. if possible.

SUMMARY

Remember, this is our vacation. *We must have fun.*

Jack Billimack 8/24/98

Perhaps you have given some consideration to the prospect of "trailer" your Triumph rather than driving it, to various Triumph events. Your humble and obedient scribe has had some limited experience in this endeavor and would like to share a few observations on this topic. The advantages to dragging your Triumph are significant; you arrive at your destination somewhat less the worse for wear; you can enjoy creature comforts, not to mention peace of mind, not usually found in forty year old British sportscars, i.e. air conditioning, heated seats with voice activated lumbar support, CDs or satellite radio, cruise control, etc. The other advantage to trailering is that when one of the cars in the caravan breaks down [note I said when, not if] the caravan will cheerfully commandeer your tow vehicle for the car that has been disabled and you will get to drive your car after all, whether you wanted to or not. Your ISOA comrades will also help fill all that surplus space you have by loading their luggage, spare parts, tools, pre-schoolers, extra coolers, free weights, etc in your tow vehicle. For these reasons, trailers are always welcome on ISOA caravans.



With this in mind, we can't have our "chase car" be just any old SUV with a trailer hitch and thus we here at Snic Braaapp Towers have given serious thought to the selection of our ISOA tow vehicle and have selected the above truck as the official ISOA tow vehicle for 2005.

Vitals Stats: Turbocharged 7.6 liter diesel, 220 Hp @ 2,000 rpm, 5-speed automatic, 258" long, 101" wide, 108" high, 153" wheelbase, 14,500 pounds, 25,999 gross vehicle weight rating, 17,000 pound towing capacity, 73 gallon fuel tank, 8 mpg, \$93-120,00



INTERNATIONAL® CXT
Product Specifications

| | |
|---------------------------|---|
| Base Model | |
| Body Type: | 8-Foot Dualie Pickup Bed |
| Dimensions: | Overall Length: 258"; Cab Height: 108", Bed Height: 58" |
| Drive Train: | 4x4, On-Command All-Wheel Drive |
| GVWR: | 25,999 lbs. (Non-Commercial Drivers License applicable) |
| Curb Weight: | 14,500 lbs. |
| Engine: | International® DT466 I-6 diesel, 220 HP, 540 lb.ft. Torque |
| Transmission: | Allison Automatic 2500 HS 5-speed |
| Transfer Case: | 2-speed Hi-Lo |
| Brakes: | Air with 4-channel ABS |
| Axles: | Front Driving 10,000 lbs.Capacity , Rear Driving 17,000 lbs.Capacity |
| Fuel: | Polished Aluminum 70 gallon Diesel |
| Cab: | 5 - Passenger, 4- door Crew Cab with Rear Cab Air Suspension |
| Seats: | Air Suspension Cloth Passenger and Driver |
| HVAC: | Air Conditioning (Standard) |
| Wheels/Tires: | Polished Aluminum Wheels, 11R22.5 Goodyear Tires (Dual Rears) |
| Other: | Bright Finish Heated Mirrors, Exterior Sunshade, Keyless Entry, Base Coat / Clear Coat Paint, Fog Lights, Air Horn, Tilt Steering Wheel, Vertical Bright Finish Tailpipe, Polished Front and Rear Bumpers, 9000 lbs. Hitch. |
| Optional Equipment | |
| Custom Interior: | Leather Multi-Position Individual Front Seats, Rear View Camera, 10.5" Drop Down DVD Screen and Player, Deluxe Center Console, Rear Fold Down Bench Seat, Carpeting, Back Walnut Wood Trim, Custom Alpine XM Radio / CD Player. |
| Rear Bed LRT Kit: | With Remote Control For Tilling Pickup Bed |
| Extended Cab: | 26" Extended Cab with Rear Bench Seat, ILO of 4-Door Crew Cab |
| Power Offerings: | Higher Horsepower International Diesel Engines Available |

Additional information at your International Truck Dealer or visit www.internationaldealers.com/cxt





Editor's note: We here at Snic Braaapp Towers have always been extremely concerned with preserving the environment [Save the ales!] and, as stewards of Mother Earth, we proudly recycle, especially when it comes to articles for the newsletter. The following text first appeared on the pages of Snic Braaapp in March of 1987. We felt with the driving season upon us, and the likelihood of long, intervals between pit stops, this information would be most appropriate. The suggestions here are intended for those individuals whose personal plumbing systems are of the "convex" variety. For any readers of the "concave" [and you know who you are] persuasion, remember what the nuns always told you—"Keep those legs crossed!" The text below is reprinted here as a public service with [or maybe without - we're not sure] permission from Jake and Elwood Manteno, who probably never got permission in the first place.

RELIEF AT SEVENTY.
BY GORDON BAXTER

I've learned something from every good driver I've ever ridden with. Stayed tuned to what he was sensing, felt the subtle shift of weight from wheel to wheel, remembered the downshifting onrush of corners as he saw them, the braking point, the time to feed it again. I've learned, always wishing there were more. Better machines, better drivers to sit beside. I always hunger for the limits.

"Works of art are indeed always products of having been in danger, of having gone to the very end in an experience, to where man can go no further."—Rainer Maria Rilke (1875-1926), Letters.

I am not ashamed of the times I have made a fool of myself. I once tried to learn four-wheel drifts at low speeds on glare ice. I brought out the neighbors, shouting, and paid for the shrubbery. But I've never had a car over on its back. Never hurt anyone.

I have never driven in real competition, so I have no idea of how good or bad I may be. In midnight drags back in my salad days I had a full-house Ford tudor that looked stock except for the 800-16s on the rear. I could leave its driveshaft lying hot and smoking on the pave any time I wanted to. But by careful milking I could devour those first-year Olds 88s and Hudson Hornets, which had six pistons, big as syrup cans. That was back when those cars were the devourers.

Fiftyish and bifocaled now, but the tiger still alive, I drive pussycats with good handling. My frontal lobe holds the whip over the tiger, who still pads to and fro in the dark back caves of my mind. A reasonable man must bargain honestly with his years. I am a survivor more than a hero.

And yet I come before this company of good drivers, men the age of my sons, and offer to you something that may be of value: a driving technique, if not invented by me, at least being first told by me.

My native state of Texas is embarrassingly big. Not so big as Alaska, true, but Alaska is not paved with tens of thousands of miles of straight, flat asphalt that sometimes notches both horizons, the one before you and the one behind you, without a curve or a side road to surprise you. There are deer, both buck and John, to test you. A John Deere tractor on the road in transport gear appears to be standing still when

suddenly uncovered in a low valley from a rise that has lifted your car on its springs, But Texas farm-to-market roads are cut to a 50-foot right-of-way instead of the usual 35, and with a steady hand and good steel radials a combine can be taken on either side. Do not go back, however, to help him find his hat. He will kill you, and tell God you died

I drive to Dallas a lot. It's five hours at a steady 70, if you do not stop to eat. A long way. You could fit the entire troubled Middle East into central Texas

We respect the Texas State Highway Patrol DPS, we call them—Department of Public Safety. Trained in driving academies, the trooper in his broad-brimmed hat is mounted in a black-and-white Plymouth that shudders when it idles. Do not contest him. But he is fair, and unspoken is the belief that the DPS will allow you 9 mph over 55 if you look sane and sober and are not crowding the weather or the traffic.

Texas plants wildflowers along the beautiful, loping miles. A Texas trip is a car tester. Along the endless open miles you see fan belts, twisted and blown treads, and many "last chance" signs at desolate little wayside stops: "Last chance for fuel, for coffee, or whatever needs may be pressing you."

We plan a Texas cross-country as carefully as any pilot would. We figure lime, distance, fuel, and many of us carry a thermos of hundred-mile coffee.

The coffee solves one problem, creates another: to ride on into the pain and pressure, or to make an average-destroying pit stop. This is how I discovered, may have invented, the 70-mph relief.

At 70, even at 60, there is sufficient slipstream around a slightly opened car door to create a powerful low-pressure area. A localized venturi effect. Do not be encumbered. All lower garments should be down around the

knees; farther down hogties the ankles, and the feet must be apart. The right is positioned steadily on the accelerator, the left slightly drawn back to provide a strong knee brace against the open door without distraction. Serious concentration is vital to this operation.

The seat harness must be removed, of course, in order to roll one's body to the left, hips thrust as far as possible toward the rush at the door. Pick light traffic—the novice may swerve or veer a little at first. Then have confidence in the venturi effect.

It is here that my experience in aeronautical matters has proven to be so valuable to me, although this feat is not possible in light cabin planes so far as I know. The problem in planes is that the door can't be closed again against the extreme low-pressure area at that point of the fuselage curve. Also, the 100-mph-plus speeds tend to empty the cabin of vital navigational charts, loose items of clothing, small pets, etc. An open door in most general-aviation aircraft is not a control hazard, but there usually must be a landing to close it, and in the interval all communications will be in sign language.

In aviation there are devices available from pilots'-accessory stores that will aid a pilot in matching the five-hour endurance of his aircraft. But we are not speaking here of airplanes, we are

speaking of sports cars. A sports car is any car that is driven in a sporting manner. I learned of the venturi effect through flying, and with enough passage of air you may count on this phenomenon with utter certainty. There is a vacuum, a funneling and channeling effect, on the downstream side of a venturi. Your partially opened car door provides the venturi. Experience will teach you the optimum speeds and the best door-opening angle.

The two primary elements here, other than the driver's individual nervous system, are a solidly braced knee at the open door and close attention to driving with one hand. Keep your eye on the road, trusting that everything else is going according to proven scientific principles. Do not keep glancing away from the road with an overconcern about neatness. The partial vacuum and centered wind pressures will direct everything for you with only the most casual aim. Drive the car.

Out of social courtesy, avoid populated areas. But insofar as I know, only the speed laws are being violated here. Avoid tailgating, so as not to have sudden need of your left foot for braking. Even if you are a skilled right-foot brake man, braking will cause an unwanted drop in wind velocity, a sudden deceleration might cause the open door to swing forward and cause eddies and burbles in the slipstream and a reversing of the venturi effect.

Swerving or hard braking might also upset your own delicate balance. There is some element of chance in this system of relief, but there is no truly flawless scheme. In this case your door is open and you are leaning toward it—braced, balanced, but with no seatbelt. A mishap might leave you to be found on some desolate stretch of highway, pants down around your knees, and the wreckage of your car perhaps miles on down the road. Friends, relatives, county officials, and the local press would forever be at a loss to explain how you did it.

In this age of elevated awareness of lime and energy management, we think the 70-mph-relief concept might be of value to some. The idea is not without historical precedent. During the great age of steam, the then carefully managed railroads provided at intervals a long, shallow trough of water between the rails, and a signal board to tell the engineer when to deploy the scoop beneath his mighty, rushing locomotive to fill the tender with boiler feed water without the costly and time-consuming tank stops.

What we have here, in essence, is the same concept with reverse flow. Slightly hazardous, yes. But so is space flight, and man's reach should always exceed his grasp.

MAY 1982

[Ed Note: In case Mr. Baxter's "Venttri" method is not for you, try one of these handy unisex portable commodes. Rumor has it that the Bujas have invested in several in preparation for next year's ChiliFest]

THE GO-ANYWHERE SOLUTION FOR MEN

This holiday season, show your man you love him—give him the freedom to relieve himself whenever, wherever he chooses. The portable commode from Duluth Trading Co. (www.duluthtrading.com) is the perfect potty solution for hunters, construction workers or guys too lazy to come in from the garage to use the bathroom.

It resembles a bucket with a toilet seat slapped on it. Actually it is a bucket with a toilet seat slapped on it. The basic unit (seat only) costs 10 bucks, the deluxe set (bucket included) sells for \$5 more. Duluth guarantees that their product is hygienic, which should allay those germ-phobic men who publicly use pails as waste receptacles.

With 5 gallons of capacity, the portable commode can be used time and time again, ensuring that your man will remember your generosity well into the coming year.

—Chris McNamara, CHICAGO TRIBUNE



THE FOLLOWING ARTICLE APPEARED IN THE SUMMER 2004 MOSS MOTORS PUBLICATION
 "BRITISH MOTORING."

IT IS REPRINTED HERE IN ITS ENTIRETY WITH PERMISSION FROM THE AUTHOR

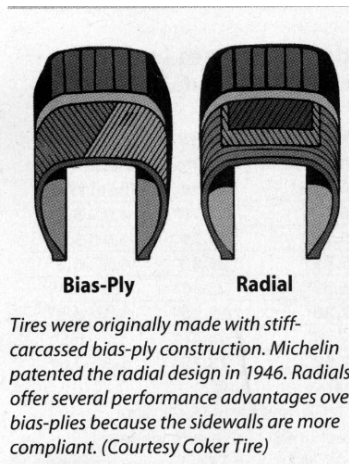
MODERN TIRES FOR CLASSIC
 SPORTSCARS

Re-shoeing with radials
 By Kelvin Dodd

One of the most frequently asked questions faced by the Moss Motors technical department is, "What size tire should I buy?" In response, here's a size-matters look at the four black round things that keep your sportscar from dragging on the ground.

Luckily, British sportscars were originally designed with a fairly limited range of wheel and tire combinations (see OEM Sizes chart.). So, we can begin by lumping some applications together. In the interest of simplicity, the original fittings are followed by some caveats. (Purists please note: We are quite aware of the minor production differences and have chosen the most popular OE sizes.)

BEHIND THE NUMBERS



These factory-fitment tires have Numeric System sizing. The first digits indicate the nominal cross-sectional width of the tire, and the last digits are

| Radial Recommendations | |
|--|---|
| Here are tire sizes that will ensure safe handling and maintain an original look. | |
| A-H Sprite/MG Midget and Triumph Spitfire with stock 4" steel or wire wheels | 145/80 or 155/80 |
| Later Triumph Spitfire with 4.5" or 5" steel wheels | 165/80 or 175/70 |
| Triumph TR7/TR8 | The original 185/70 tires are readily available. 205/60 tires may be safely fitted. |
| Early MGB with 4" steel wheel | 155/80 or 165/80 |
| MGB with wire wheels | 165/80 or 175/70 |
| MGB with "Rostyle" 5" wheels | 175/70 or 185/70 |
| MGB with 5.5" alloy wheels | 185/70 or 195/65 (check for clearance on the inner and outer rear fenders) |
| A-H 100, MG TD/TF, MGA, TR2-4 with original early 4" steel or 48-spoke wire wheels | 155/80 or 165/80 |
| A-H 100/100-6, MGA, TR2-4A with 4.5" steel or 60-spoke wire wheels | 165/80 or 175/80 |
| A-H 100-6, MGA, TR2-4A with 5.5" 72-spoke wire wheels | 175/80, 185/70, 195/70 (check for clearance on the wider tires) |
| 6-cylinder Jaguar E-Type, TR250/6 with original 5.5" wheels | 185/80, 195/75, 205/70 |
| 12-cylinder Jaguar E-Type and XJ sedan | 205/70 |

Tire Diameter =
(Cross-Section Width X Aspect Ratio/100) X 2
+ Wheel Diameter.

the wheel rim diameter. The approximate diameter of the tires can be determined by digging into old tire lore. An aspect ratio is the percentage of the section height to section width, and Numeric System tires had a nominal 88-92 aspect ratio. Compare this to modern tires with 50-60 aspect ratios (commonly called "series") and it becomes obvious that your classic chariot was designed to operate on tires that were very tall and skinny in comparison to the rubber strips masquerading as tires on today's sport-compact street racers.

Original-style bias-ply (known to Brits as "cross-ply") tires

have a much narrower tread width or contact patch than modern radial tires. This becomes an important issue when understanding the loading experienced by early suspension designs. With a typical tread width of less than 4", the original bias-ply tires break free easily, reducing the loading on the wheels and suspension. Watching early sportscar racing footage shows that the current sport-compact "drifting" craze is far from a modern phenomena. Going sideways around corners with the tail hanging out was the real test of sportscar driving. Even with these early tires, wheel failure was a problem, and most manufacturers had to increase wheel strength to withstand spirited driving.

As tire technology advanced, these changes influenced factory chassis engineering. Radial tires were first fitted as options, then later as standard equipment.

The first radial tires to see service on British sportscars were labeled in the Metric Sizing System, which again did not have a stated aspect ratio. By this time, "low profile" tires were popular, and the aspect ratio ranged from 78 to 82 depending on manufacturer and date, the earlier tires being taller. Comparing the original-fitment radial tires with the earlier OE bias-ply sizes shows how little the diameter—and hence, gearing—changed (see Original Fitment Sizes chart, page 18).

Unfortunately, many of the original sizes are no longer available, so wider, lower-profile tires are sub-

OEM Sizes

| Application | Size |
|--|---------|
| A-H Sprite/MG Midget and Triumph Spitfire | 5.20x13 |
| MGB | 5.60x14 |
| Austin-Healey 100-3000, MG TD/TF, MGA, TR2-TR4 | 5.90x15 |
| Jaguar E-Type | 6.40x15 |

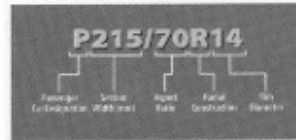
Original Fitment Sizes

| Designation | Aspect Ratio | Width | Diameter |
|----------------|--------------|--------------|---------------|
| 5.20x13 | 90 | 5.20" | 22.36" |
| 145R13 | 82 | 5.71" | 22.36" |
| 5.60x14 | 90 | 5.60" | 24.08" |
| 155R14 | 82 | 6.10" | 24.01" |
| 5.90x15 | 90 | 5.90" | 25.62" |
| 165R15 | 82 | 6.50" | 25.65" |
| 6.40x15 | 90 | 6.40" | 26.52" |
| 185R15 | 82 | 7.28" | 26.94" |

• Recommended fitments are in bold.

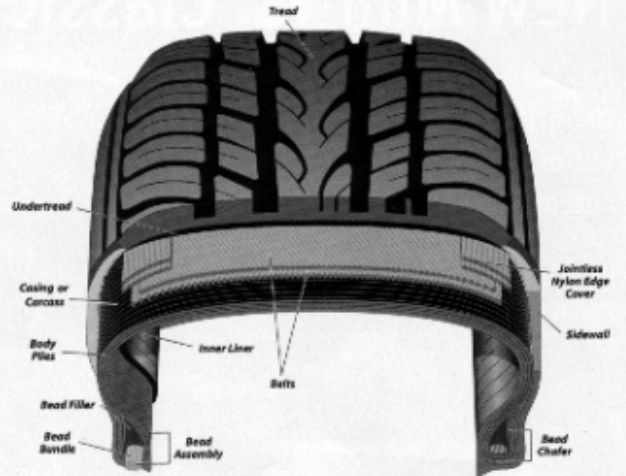


Numeric sizing was the standard through the late-sixties. Section widths ending in zero were 90-series, and 82 aspect ratios were indicated by section widths ending in numbers other than zero. (Courtesy Yokohama)



Metric sizing uses millimeter measurements instead of inches. P-metric sizing appeared in 1976 for small cars that require higher inflation pressures. (Courtesy Yokohama)

Anatomy Of A Radial Tire



stituted. The resulting domino effect causes changes in gearing and steering effort—and often a decrease in safety and handling. Much of these cars' charm comes from their nimble feeling, which is often lost with overly wide tires. Heavy low-speed steering and a lack of crispness when cornering are symptoms of too wide a tire. At a certain point, wider isn't better, and it's important to check wheel widths and choose tires that are matched correctly to the wheel. In some cases this means ordering tires from companies that specialize

in vintage tires because modern radials are too wide to be safe on the original wheels.

Matching factory tire diameter is also necessary to retain correct odometer accuracy, ride height, and final-drive gearing. Aesthetically, a tire that's too short may look out of place in the wheelwell. The Typical Modern Tire Sizes charts that follow on page 18 give calculated dimensions of available tires; compare these diameters and recommended

wheel widths. (Wheel width is measured between the two bead mounting surfaces of the wheel, not from edge to edge.)

When completing a restoration, many choices affect safety. Maintaining the car's original look and handling are important to many restorers, yet when it comes time to choose tires, cost and availability often outweigh aesthetics. Luckily, a few companies (some of which are listed below) specialize in stock, period-correct bias-ply tires for British sportscars for those who want to accurately restore early cars. If driving safety is a priority, though, modern-tech radials are available that fit well and offer increased handling and safety. Just don't be tempted to install an incorrect-size tire because it's on sale. Use this article to help enjoy your sportscar the way its engineers intended.

Typical Modern Tire Sizes (actual sizes vary by manufacturer)

Modern 13" Tires

Original 5.20x13 Tire Diameter Approx. 22.5"

| Size | Width | Diam. | Wheel Width |
|------------------|--------------|---------------|------------------|
| 145/80R13 | 5.71" | 22.13" | 4.0"-5.5" |
| 155/80R13 | 6.10" | 22.76" | 4.0"-5.5" |
| 165/80R13 | 6.50" | 23.39" | 4.5"-5.5" |
| 165/70R13 | 6.50" | 22.09" | 4.5"-5.5" |
| 175/70R13 | 6.89" | 22.65" | 5.0"-6.0" |
| 175/60R13 | 6.89" | 21.27" | 5.0"-6.0" |
| 185/70R13 | 7.28" | 23.20" | 5.0"-6.5" |
| 205/60R13 | 8.07" | 22.69" | 5.5"-7.5" |

- Recommended fitments are in bold.
- Wire wheels and early Sprite/Midget and Spitfire steel wheels were 4.0" wide. Rostyle and later Spitfire wheels were 4.5" wide.
- The 1980 Spitfire was fitted with 5.0"-wide steel wheels.
- TR7s/TR8s were fitted with 5.5" wheels.

Modern 14" Tires

Original 5.60x14 Tire Diameter Approx. 24.0"

| Size | Width | Diam. | Wheel Width |
|------------------|--------------|---------------|------------------|
| 165/80R14 | 6.50" | 24.39" | 4.0"-5.5" |
| 165/65R14 | 6.50" | 22.44" | 4.0"-5.5" |
| 175/80R14 | 6.89" | 25.02" | 4.5"-6.0" |
| 175/70R14 | 6.89" | 23.65" | 4.5"-6.0" |
| 175/65R14 | 6.89" | 22.96" | 4.5"-6.0" |
| 185/70R14 | 7.28" | 24.20" | 5.0"-6.5" |
| 185/65R14 | 7.28" | 23.47" | 5.0"-6.5" |
| 185/60R14 | 7.28" | 22.74" | 5.0"-6.5" |
| 195/65R14 | 7.68" | 23.98" | 5.5"-7.0" |
| 195/60R14 | 7.68" | 23.21" | 5.5"-7.0" |
| 205/60R14 | 8.07" | 23.69" | 5.5"-7.5" |

- Recommended fitments are in bold.
- Early MGB roadster steel wheels were 4.0".
- Wire wheels and early GT steel wheels were 4.5".
- Rostyle and Alloy wheels are 5.0"

Typical Modern Tire Sizes (cont'd) (actual sizes vary by manufacturer)

Modern 15" Tires

Original 5.90x15 Tire Diameter Approx. 25.6"

| Size | Width | Diam. | Wheel Width |
|------------------|--------------|---------------|------------------|
| 155/80R15 | 6.10" | 24.76" | 4.0"-5.5" |
| 165/80R15 | 6.50" | 25.39" | 4.0"-5.5" |
| 175/80R15 | 6.89" | 26.02" | 4.5"-6.0" |
| 175/65R15 | 6.89" | 23.96" | 4.5"-6.0" |
| 185/70R15 | 7.28" | 25.20" | 5.0"-6.5" |
| 185/65R15 | 7.28" | 24.47" | 5.0"-6.5" |
| 195/70R15 | 7.68" | 25.75" | 5.5"-7.0" |

- Recommended fitments are in bold.
- A-H 100, MG TD/TF, MGA, and early TR2-4 were equipped with 4" steel or 48-spoke wire wheels.
- Later A-H 100-6/3000, MGA, and TR3-4A were equipped with 4.5" steel or 60-spoke wire wheels.

Original 6.40x15 Tire Diameter Approx. 26.5"

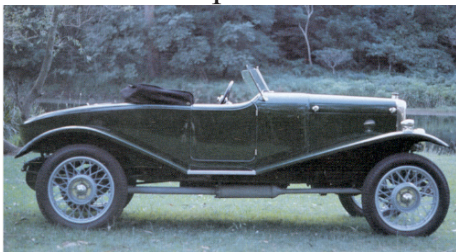
| Size | Width | Diam. | Wheel Width |
|------------------|--------------|---------------|------------------|
| 185/80R15 | 7.28" | 26.65" | 5.0"-6.5" |
| 195/75R15 | 7.68" | 26.52" | 5.5"-7.0" |
| 195/70R15 | 7.68" | 25.75" | 5.5"-7.0" |
| 195/65R15 | 7.68" | 24.98" | 5.5"-7.0" |
| 195/60R15 | 7.68" | 24.21" | 5.5"-7.0" |
| 205/70R15 | 8.07" | 26.30" | 5.5"-7.5" |
| 205/60R15 | 8.07" | 24.69" | 5.5"-7.5" |

- Recommended fitments are in bold.
- TR25/6 were fitted with 5.5" steel and 72-spoke wire wheels.
- 6-cylinder Jaguar E-Types and early sedans were fitted with 5" wire wheels.
- 12-cylinder E-Types and the XJ series were fitted with 6" wheels.

Sources

- Coker Tire, (800) 251-6336, www.coker.com
- Hoosier Tire, (574) 784-3152, www.hoosier-tire.com
- KelseyTire, (800) 325-0091, www.kelseytire.com
- Michelin, (800-847-3435), www.michelin-us.com
- Yokohama, (800) 366-8473, www.yokohamatire.com

Triumph Prewar Profiles Triumph 10/20



Part I, by Bob "Suds" Streepy

The history of the Triumph Motorcar Company may be divided quite simply into two phases; Prewar Independent-1923-39 and postwar subsidiary of Standard [and later of British Leyland]-1948-81. Prior to the Second World War, Triumph produced a series of critically acclaimed, but largely unprofitable and slow selling automobiles. Had it not been for the outbreak of World War II, it is quite probable that the marque would have faded into oblivion permanently with the collapse of business as a car manufacturer, which coincided with the Nazi invasion of Poland. Following the war, the Standard Motorcar Company, under the direction of the mercurial Sir John Black and builder of generally stodgy sedans, bought the rights to the Triumph name, hoping to give their image a lift. By the 1950's Standard-Triumph, as it was then known, had launched a series of sportscars that would ultimately become extremely popular, particularly in North America.

Triumph fanciers here on the left coast of the pond are quite understandably unfamiliar with pre-war Triumph automobiles, since so few were exported to these shores. In my twenty years of attending VTR's and various British Car shows, I have only seen two prewar Triumphs, both of which were Glorias. To that end, [and because we are still rehabbing from back surgery and we would rather read and write about Triumphs than keep up with daytime soap operas], your humble and obedient scribe has taken it upon himself to do a little scholarly research on this topic and share his findings with you in a series of Snic

Braaapp installments starting with the first four wheel Triumphs of the 1920's and 30's.

The English motorcar company that bore the name of Triumph was actually begun by a German immigrant whose business career started with selling American sewing machines. Siegfried Bettman arrived in London in 1884 seeking employment as a translator. The work was too dull for his tastes and he took a job with the London branch of the White Sewing Machine Company, eventually starting his own sewing machine import/export business. He observed the increased popularity of bicycling which occurred in the late 19th Century and decided to enter that business. Along with fellow German immigrant and partner Mauritz Schulte, they chose the name Triumph for their venture since they believed it had a universal connotation for success.

In 1902 Bettman and Schulte decided to follow the precedent of many other bicycle manufacturers by attaching a gasoline engine to their bikes, thus entering the motorcycle business. With the outbreak of World War I in 1914, the company received an order for 100 motorcycles and the bikes earned such a reputation for dependability that they became known as the "Triumph Trusty." Before war's end, thirty thousand bikes bearing the name Triumph went off to war.

Following the Armistice, many motorcycle builders in England branched out into production of automobiles, and Triumph followed suit in 1923 with the production of the 10/20 [10 Royal Automobile Club horsepower rating/20 brake hp]. The first car to bear the name Triumph, the one whose automotive DNA is in all of ours today, had a wheelbase of 102 inches and was powered by a 1393 CC four cylinder sidevalve [flathead] engine, mated to a four-speed transmission, capable of propelling the little car at a top speeds of 62 MPH according to a 1923 test drive by Autocar Magazine. Buyers could choose from three body styles, two or four seat touring cars and

a saloon [always a favorite of mine, but I digress.] AKA a sedan to us Yanks. The bodies were produced by a separate coachbuilder.

The company attempted to market the car as "The Quality Light Car," pricing it above the entry level models from Austin and Morris, but below the more upscale competition. Company advertising emphasized the fit and finish and the leather appointments, but the plan did not work out particularly well and sales were less than anticipated. [Apparently the "niche" market wasn't what Triumph had anticipated.] Eventually the 10/20 was followed by the more powerful 13/35 [the first British car to feature four wheel hydraulic brakes]. and, later the 15/50, none of which caught the buying public's fancy to the extent that the company hoped. Actual production figures were destroyed in the Blitzkrieg, but sales were "soft" [estimates put the figure at about 2000] at best,

The car shown above right and on the back page is the oldest known Triumph Sports Tourer in existence. In 1990 it was located in Australia and had received a complete restoration, [and you thought you trouble finding parts.]

By the late 20's the company decided it was time to come out with a new product line, and thus was born the Super Seven. *to be continued*

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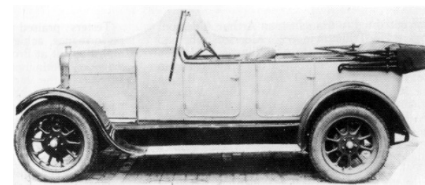
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Newton, Richard. *Illustrated Triumph Buyer's Guide*, MotorBook International, Osceola Wisconsin, 1984



While recuperating from our most recent [and hopefully final] back“procedure” we found ourselves with way too much time on our hands and took some small solace in browsing through a stack of old British car magazines courtesy of ISOA Secretary Emeritus Ken Kedzie. The styling of some of the cars that came from the UK and the continent was certainly “interesting”. We are all familiar with the old saying “Beauty is in the eye of the Beholder,” and to that end, we here at Snic Braaapp Towers have decided to put that old adage to the test. Here is a dozen “beauties” your editor came across. These are cars of marginal pulchritude, in our eyes at least, that only a mother [or in this case] their designer could love. [Odds are that these lovelies were designed by a committee.] Among these works of rolling art is a Triumph. See if you can pick which rose from among these thorns, came from Coventry. E-mail your pick to “trstreep@sbcglobal.net.”. The first correct respondent receives a hearty handshake and a free beverage of his/her choice at an ISOA meeting on his birthday. Bonus points for identifying any of the non-Triumphs in the other dozen. Answers will appear in next month’s newsletter *Suds*



A



B



C



D



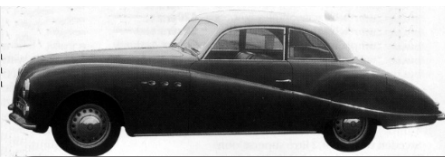
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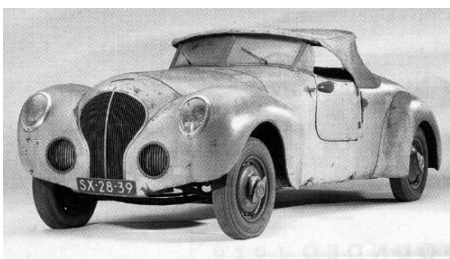
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H



I



J



K



L



BRITISH CAR FIELD DAY

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

SUNDAY JUNE 19, 2005

Field admission opens at 10:00 a.m. Show from noon to 3:30 p.m.
Rain or Shine!

WHERE: SUSSEX Village Park, in Sussex, Wisconsin
Follow Interstate 94 West from Milwaukee to Exit 295, County "F" (formerly Hwy. 164 North) which becomes Hwy 74 North, continue approx. 5 miles (in total), to Main Street in Sussex. Take Main Street west one mile to Weaver Drive. Follow the BCFD signs and look for Sussex Village Park on the left.

BACK FOR 2005! - British Car Field Day Tee Shirts!! Quality 50%-50% Cotton / Poly Blend with BCFD Logo. Purchase yours with this Pre-Registration to Save \$\$! Tee Shirt Orders must be received by MAY 18 in order to insure availability and size.

"Diamond in the Rough" Award! New for 2005! Let's recognize a participating car with the potential to be a FUTURE first-place winner!

Refreshments: will be available on the grounds! All proceeds go to the Boy Scouts of America!

Walk in visitors: A minimum donation of \$2.00 in support for a local charity is requested from all adults ages 18 and older. All others are FREE.

PRE-REGISTRATION: Pre-registration will speed your entry onto the field as you will not need to exit your vehicle to register. Pre-registrations prior to June 12th are \$10.00 for the first car or cycle and \$8.00 for the second. Register by May 18 with Tee Shirt Orders!

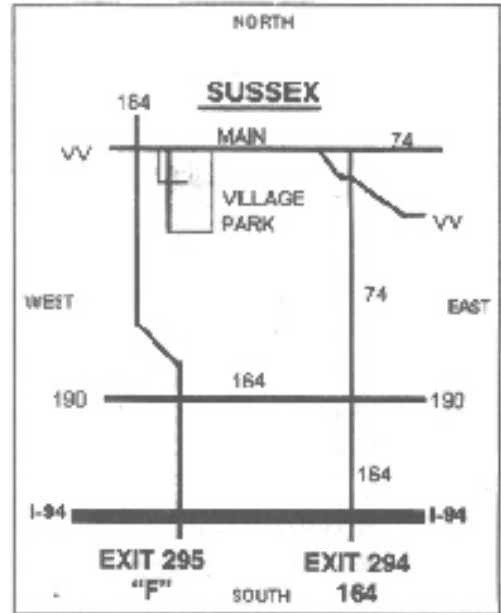
Registration after June 12th or on the day of the event increases to \$15.00 per vehicle.

Award winners will be determined by a popular vote by registered event participants on ballots provided by BCFD. "People's Choice" Award selected from the balloting of public viewers.

Dash plaque for registered cars and cycles. (Limit first 300)

THIS EVENT BENEFITS CHILDREN'S HOSPITAL OF MILWAUKEE AND THE BOY SCOUTS OF AMERICA.

For additional information write to: British Car Field Day
W 191 S 7865 Overlook Bay Dr.-3C
Muskego, WI 53150



The Hawthorn Suites' 199 beautifully appointed king and double bed suites with queen-sized sleeper sofas feature all the comforts of home. Standard in every suite are well-lit work areas with data ports and a refrigerator, microwave and coffeemaker with complimentary coffee, plus remote-controlled color TV with a super selection of cable and movie channels.

When making reservations, mention that you are with the "Champagne British Car Festival" to receive a reduced room rate of \$79 plus tax per night, which includes hot breakfast buffet.



Hawthorn Suites Champaign
101 Trade Centre Drive
Champaign IL 61820
Phone: 217.398.3400
Fax: 217.398.8147



Hawthorn Suites <http://www.webeventplanner.com/directory/hawthornsuiteschampaign>

Champagne British Car Festival <http://www.wvbsnc.org/cbcf/>

Event Registration (Please Print Legibly. Name Tags Will Be Provided)

Name: _____
 Street Address: _____
 City: _____ State: _____ Zip _____
 Phone: (____) _____ E-Mail _____



Champagne British Car Festival
May 27, 28, 29, 2005

Updates will be sent via E-Mail

Sorry, I can't be there. Please keep me on the mailing list!

First Car Entry

Year _____ Make _____ Model _____ Class _____ \$15.00 \$ _____

Second Car Entry

Year _____ Make _____ Model _____ Class _____ \$ 5.00 \$ _____

Optional Events

- ▶ Friday Dinner at Famous Dave's. Pay at restaurant. Reservations are required.
For faster service, please indicate choice of entrée: _____ Moo _____ Oink _____ Cluck Cluck
- ▶ Saturday Hardy's Reindeer Ranch Dinner & Hoe Down Number attending _____ X \$35.00 ▶ \$ _____
Limited seating available-reservations required-register early for this event.
- ※ Dawn Patrol-Please indicate interest in attending _____ No _____ Yes

Regalia

T-Shirts Adult _____ Medium _____ Large _____ XLarge _____ XXLarge (add \$2 each for XXL) X \$15.00 \$ _____
 Sweatshirts Adult _____ Medium _____ Large _____ XLarge _____ XXLarge (add \$2 each for XXL) X \$20.00 \$ _____

Make cheques payable to: Champagne British Car Festival
c/o Dick Brown, Registrar
19378 Woodland Trail
Bloomington, IL 61704

TOTAL PAID \$ _____
 ▶ Indicates registration must be received by May 13th, 2005

Currently, there are three separate caravans planning to attend this event. The first group will leave on Friday afternoon and travel south along Highway 47. Contact Joe Pawlak if you would like to accompany them. The second group will also leave Friday afternoon and take I-57. Call Joe Kaplon for more information if you would like to join this caravan. The third will depart Saturday morning and probably take I-57. Call Sheri Pyle for additional details if you would like to join her entourage.

Triumph Register of America National Convention 2005 Branson, Missouri June 23-25 2005 Hosted by Texas Triumph Register

Registrant & 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 member name for name tags _____

Street Address _____

City, State, Zip _____

Home Phone _____ E-mail address _____

Local Triumph Club Affiliation _____ TRA membership number _____

Triumph Year/Model/Commission # _____ Stock/Modified/Prepared _____

Convention Fees

Early Registration (if postmarked on or before April 15, 2005)
You will receive 15 free raffle tickets.

TRA Member Per Car \$65.00 \$ _____

You must be a TRA member to show your car in Concours d'Elegance

Non TRA Member Per Car \$65.00 \$ _____

If you wish to become a TRA member \$25.00 \$ _____

Additional Cars Add \$15 per car \$15 X _____ \$ _____

(Attach separate forms with registrant and vehicle information only)

Convention Fees above includes the Welcome

Dinner for two. Additional guests \$5 X _____ \$ _____

Base Registration

Postmarked from 4/16/05 to on or before 5/31/05
will receive 7 free raffle tickets

Late Registration after 6/1/05 or on site
Fee for first car \$85 Additional Cars \$20 per car
No free raffle tickets will be issued

We cannot guarantee that regalia will be available onsite or that the
Riverboat Show & Dinner seating will be available after 6-1-05.

Your registration includes the following events:

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

| | | |
|----------|--|-------|
| Thursday | Breakfast Drive (Meal at your expense) | _____ |
| Friday | Breakfast Drive (Meal at your expense) | _____ |
| | Welcome Dinner | _____ |
| Saturday | Auditorium | _____ |

PROOF OF INSURANCE / INSPECTION

Proof of automobile insurance is required to participate in driving events. Failure to provide proof of current insurance will result in disqualification from participating in the TRA sponsored driving events. Technical and safety inspections are required in order to participate in the Auditions. Any vehicle may be disqualified at the Technical Inspector's discretion for safety reasons, or for refusal to allow said inspections.

WAIVER/INDEMNITY PROVISION

PLEASE READ CAREFULLY AND SIGN THE FOLLOWING

I am aware of the hazards inherent with motor vehicle events, and I specifically release the organizers, supporting sponsors, Texas Triumph Register, TRA, and their respective officers and event volunteers ("The Released Parties"), both collectively and separately, from any and all liability for any and all claims, demands, actions, INCLUDING CAUSES OF ACTION BASED ON ANY ALLEGED NEGLIGENCE OR GROSS NEGLIGENCE OF THE RELEASED PARTIES, judgments, liens and causes of action of whatever nature or character, caused and/or incurred by me, while participating in this convention and its related events. It is further agreed that any lawsuit for claims, demands, judgments, liens and causes of action described above, shall be subject to the laws of the State of Texas and its case law. I further hereby, indemnify and hold harmless the organizers, supporting sponsors, Texas Triumph Register, TRA, and their respective officers and event volunteers ("The Released Parties") from any and all claims, demands, actions, INCLUDING CAUSES OF ACTION BASED ON ANY ALLEGED NEGLIGENCE OR GROSS NEGLIGENCE OF THE RELEASED PARTIES, judgments, liens and causes of action of whatever nature or character, including the contribution and indemnity, which have been asserted or which may be asserted by any party, settling party, person, firm, corporation or business entity arising out of, resulting from, or in any manner connected with the allegations of any lawsuit resulting from participation in this convention, including, but not limited to, third party actions. This indemnity agreement includes, but is not limited to, any and all claims, demands, actions, judgments, liens, and causes of action of any other party, settling party, person, firm, or corporation seeking contribution or indemnity from the Released Parties for any sum whatsoever in connection with any of the claims made. The indemnity provision contained within this waiver applies even if such claims, demands, judgments, actions and causes of action were caused in whole or in part by any act, omission, negligence, gross negligence, breach of contract, intentional conduct, violation of statute or common law, breach of warranty, product defect or conduct of any type of the Released Parties.

Optional Events

Riverboat Show Dinner \$45 per person X _____ \$ _____
(Must receive confirmation and money by 5/31/05)

Awards Banquet \$30 per person X _____ \$ _____

Price per child (12 & under) \$15.00 \$ _____

Dinner selection:

(Please indicate your choices and how many of each)

Prime Rib of Beef _____

Pork Loin Medallions _____

Seafood Pasta _____

2005 TRA National Convention Regalia

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

Golf Shirt \$30.00 ea. (Indicate # of S,M,L,XL,XXL)
_____ \$ _____

Sweatshirt \$25.00 ea. (Indicate # of S,M,L,XL,XXL)
_____ \$ _____

For XXX sizes and larger, plus add \$2.00 per shirt.

Total Amount Enclosed: \$ _____

Please make checks or money orders payable to **Texas Triumph Register** and mail along with this registration form to:

Texas Triumph Register
C/O Vern Burnett
14611 Dale Hollow
Cypress, TX 77429

Cancellations before June 1, 2005 will be subject to \$15.00 cancellation fee. Sorry, no refunds will be made on or after June 1, 2005.

If you need more information, please contact:

Jim Wortsman 713-937-8247 jwortsmanr@yahoo.com
Vern Burnett 281-373-1060 vemburnett@hotmail.com

or visit our website at: TexasTriumphRegister.org

Accommodations

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

The Dutton Inn (Host Hotel) \$40.00 888-388-8661

Day's Inn \$49.99 417-334-5544

Both hotels will extend their prices for the full week prior to and after the event. When you call to make reservations, identify yourself as a TRA or Triumph show attendee.

You must make your own reservation

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

I would like to be a Concours judge in _____ class.

(Indicate Model)



6-Pack Trials 2005 Welcome Back to North Carolina

It is with great pleasure that we once again host the 6-Pack Trials this September 15-18. Little Switzerland is located on the scenic Blue Ridge Parkway in the middle of the Blue Ridge Mountain range. You are in for a real treat if you have never driven on this Parkway. Every turn will provide a scenic view as beautiful as the last. Near by is Mount Mitchell, the tallest peak east of the Mississippi. Drive to the top of this State Park and enjoy the view from its 6,684' elevation. There are several Gem mines nearby where you can try your luck at sluicing for that rare keepsake. Nearby are lots of area artisans. Blacksmiths, glass blowers, potters and wood carvers abound. Penland School of Folk Art is a scenic drive away. Take a trip into Asheville and visit the Folk Art Center and the Biltmore House. North Carolina offers lots of hiking trails and beautiful waterfalls just waiting for your exploration. Our host hotel, the Switzerland Inn, has a stunning view off the back of the mountain it is located on. So just pull up a chair and enjoy the beauty of North Carolina. It's good to have you back again!

Thursday, September 15 Arrivals. Registration will be open from 3:00pm to 8:00pm. Make yourselves at home. Test your skills on our Name the Part Contest. Check out the brochures of all the area attractions.

Friday, September 16 Registration opens at 8:00am and closes at 5:00pm. There will be a general membership meeting from 9:30am to 11:00am. Please plan on attending. Our activities start out with a Poker Run at 1:00pm. We have a very special Tech session scheduled for 3:00pm. Our honored guests, Lawton "Lanky" Foushee and Bill Warner, will be talking about the Group 44 TR6 that won the 1975 and 1976 SCCA D production championships. Yes, the car will be on display as well. Don't miss this one! Friday evening we hope you bring your appetite. There will be an outdoor BBQ dinner at 7:00pm. Join us after dinner for the Spark Plug Challenge and a "very special game".

Saturday, September 17 Registration opens at 8:00am and closes at 10:00am. Water hoses will be available for cleaning cars (and drivers if necessary). The car show will begin at 10:00am and run until 1:00pm on the hotel grounds. Following the car show, we have a scenic fun rally planned. A great ride to enjoy the area countryside. The Awards Banquet will begin at 7:00pm.

Sunday, September 18 I can't believe the weekend is over already. Breakfast, goodbyes and talk of Trials 2006 before you head out. Thanks for attending and have a safe journey home.

Trials 2005 Registration September 15-18, 2005

Name _____ Email _____

Address _____

City _____ State _____ Zip _____

Number of Children attending _____ Ages: _____

Additional names for name tags _____

Years of Cars Registering TR6 _____ TR250 _____ 1968 _____ Other British _____

Concours: 69-73 TR6 _____ 74-76 TR6 _____ TR250 _____ Modified _____ Senior _____

Participants 69-73 TR6 _____ 74-76 TR6 _____ TR250 _____ Modified _____ Other British _____ **Choice:**

Please check at least one of the mandatory driving events you will participate. Poker Run _____ Fun Rally _____

Register _____ Triumphs before July 10, 2005 at \$40.00 each. _____

Register _____ Triumphs after July 10, 2005 at \$50.00 each. _____

Reserve _____ Friday night Barbeque at \$20.00 each _____ \$10.00 each ages 5 - 12. _____

Reserve _____ Saturday night Awards Banquet at \$25.00 each _____ \$12.50 each ages 5 - 12. _____

Trials 2005 T-Shirts L _____ XL _____ @ \$14.00 Each _____

2XL _____ 3XL _____ @ \$16.00 Each _____

TOTAL _____

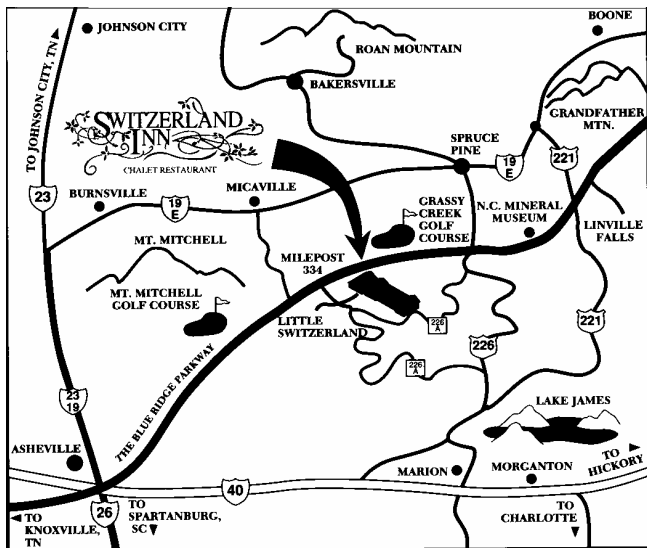
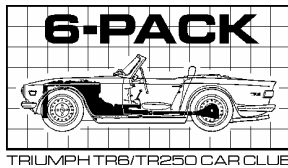
Make your checks payable to "6-Pack Trials 2005" and send c/o Pat McMullen 365 Gregory Road Salisbury NC 28147 (pmcmull@attglobal.net) or register on line at: 6-Pack.org

Waiver of Liability

Must be signed by the owner of the car to participate

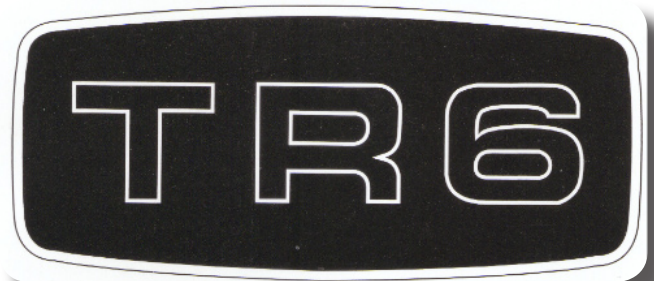
Neither I nor my heirs or assigns will hold the Triumph Club of the Carolinas or 6 PACK and or it's volunteer workers or members liable for any damages or injuries done to or by me or my vehicle while engaged in or traveling to or from this event.

Signature _____ Date _____



1-828-765-2153 or 1-800-654-4026
P.O. Box 399, Little Switzerland, NC 28749
www.switzerlandinn.com

All rooms for this event will be between \$85.00 and \$120.00 plus tax, double occupancy. These prices include a full buffet breakfast every morning. Extra person charges are \$5.00 ages 5-12 and \$15.00 age 13 and over. Pets are allowed on a limited availability for an extra \$20.00. There is a 7 day cancellation policy. Check in anytime after 3:00pm and check out is by 11:00am. Please check the web site or call for other details.

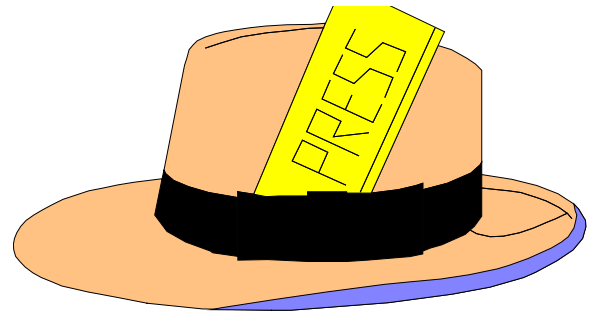




**Announcing the 2005
Greater Chicago Area
British Car Festival**

- Sunday September 11, 2005
9:00 a.m. - 4:00 p.m.
- Moraine Valley Community College
Palos Hills, Illinois
West of I-294, between 107th & 111th Street
on 88th Avenue.
- Pre-registration forms will be mailed
to last year's registrants, or available on website.
- Special door prizes for pre-registrants
- Mark your calendar today.

Presented by the British Car Union
Web address: <http://www.britishcarunion.com>
Call (630) 773-4806



Help Wanted!!

Your newsletter needs you! If you plan to attend the VTR convention [and you should!], we want and need your help. We need members to attend the various activities that will be occurring simultaneously at the convention and write a brief report on the event. No experience or talent needed. [God knows, we don't have any.] We would like 3 or 4 paragraphs and some digital photos of each activity to publish in the August "VTR Special Edition" Snic Braaapp and we can't cover all of the activities without some assistance. If you are willing to help out, please notify Bob Streepy at 630/372-7565 or email trstreep@sbcglobal.net [note new address]. Excellent working conditions and fantastic fringe benefits [you get to hang around Triumphs and Triumph people and rumor has that there may be beer involved]. Base salary plus commission commensurate to 50% of editor's salary, plus unlimited opportunity for advancement. See your byline featured on the pages of this prestigious publication! [The fish around which it is often wrapped and birds, whose cages are lined with it, will most definitely be impressed.]



**ILLINOIS
RAILWAY
MUSEUM**

7000 Olson Road, Union, Illinois 60180
(Located in Union, Illinois, 5 miles off I-90 via
Route 20, Marengo exit)

**15TH ANNIVERSARY
VINTAGE TRANSPORT
EXTRAVAGANZA**

SUNDAY, AUGUST 7, 2005
9:00AM UNTIL 5:00PM

**THE BIGGEST ANTIQUE VEHICLE SHOW IN ILLINOIS!
OPEN TO VEHICLES 1990 AND OLDER**

Vintage Cars, Trucks, Tractors, Buses & Motorcycles!

FREE* ADMISSION, Send NO money. We pay you with FREE* train tickets to passengers in pre-registered vehicles. Free tickets good for Extravaganza day ONLY!

*A \$5.00 per person admission charge will be required for all passengers in vehicles registering at the Museum gate on August Seventh.

THE VINTAGE VEHICLE GATE CLOSES AT NOON, NO FREE TICKETS AFTER GATE CLOSURE.



FOOD AND BEVERAGES
AVAILABLE AT THE
SNACK BAR AFTER
9:30AM



AIR CONDITIONED
RESTROOMS AND
SITTING AREA.

YOUR VEHICLE PASS WILL BE MAILED TO YOU IN EARLY JULY !!!

DISPLAY ONLY Dash Plaques Awarded to first 800 arrivals.

For more information call Mike Wende, (262) 697-7474, evenings 5pm to 9pm.

Our PROVEN, FASTER entry procedures are in place again this year for PRE-REGISTERED vehicles, save TIME & TEMPER, REGISTER NOW!

CUT HERE CUT HERE CUT HERE CUT HERE CUT HERE

CUT AND SEND THIS PART ONLY TO: VINTAGE TRANSPORT EXTRAVAGANZA
c/o MIKE WENDE, 7114 96th AVENUE, KENOSHA, WI 53142-8201

ATTENTION: We request vehicles arrive on museum grounds before noon and remain until 4:00PM. By submitting this application, applicant agrees to release Illinois Railway Museum and protect, indemnify, and defend it from any and all claims for any losses, damages, or injuries whatsoever arising in whole or in part from operation, transportation, or display of applicant's vehicle. Said applicant and guest(s) also agree not to consume alcoholic beverages at the show.

>>> EACH VEHICLE REQUIRES A SEPARATE REGISTRATION FORM !!! <<<
PLEASE PRINT LEGIBLY, I WANT TO SEND YOUR ENTRY PASS TO THE RIGHT PERSON AND ADDRESS !!!

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP CODE _____
AREA CODE () PHONE # _____ E-MAIL (OPTIONAL) _____
VEHICLE YEAR 1990 OR OLDER _____ MAKE _____ MODEL _____

PRIMARY CLUB AFFILIATION IF ANY _____
Office Use Only: Registrar Number: _____ For more information call (262) 697-7474 -- Evenings 5pm to 9pm

| | | |
|------|-----------------|-------|
| Club | Office Use Only | Field |
| 234 | | |



HEAD CASE

How do you diagnose a blown head gasket? By observing the head-to-block joint, maybe, or with a compression tester, perhaps.

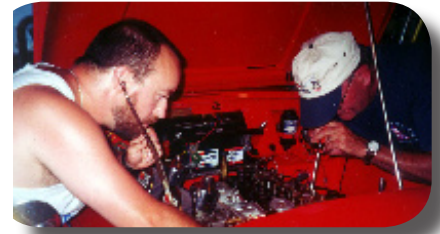
Well, there are other ways. A nutty geezer I know suspected the gasket had blown on his Vitesse, disappeared down the tail-end with the engine running and reappeared to confirm that the gasket was indeed, faulty.

So how did he know? Well, pretty simple, he put his hand over the exhaust and then licked it proclaiming that there was the distinct taste of antifreeze.

I kid you not. What about bad breath? Well, in his case, at least it toned it down a little.

TedConnolly

Triumph World February/March 2005



ISOA TECHNICAL EXSPURTS

- TR3 Bill "Whizmo" Pyle
630/773 4806
- TR4 Pat "PowerBuldge"
Lobdell
219/942 1263
- TR4A Steve "Drippy" Yott
847/249 1723
- TR250 Tim "Yacker" Smith
630/428 2620
- TR6 Early Jeff "Stalker" Rust
815/874 5623
- TR6 Late Irv "Elwood" Korey
847/831 2809
- TR7 Phil "Factor" Fox
630/662 7721
- TR8 Tim "Tool Man" Buja
815/332 3119
- Spitfire - (Early) open
- Spitfire - (Late) Steve "Sniffy" Yezo
847/855 9482
- GT6 Dave "Snake" Shedor
847/9375078
- Stag open
- General Tech-Weenie Bill "Whizmo" Pyle
630/773 4806
- Machinist Bob Crowley
630/355 2170
- KeyMaster Bob "Senile" Donile
630/837 3721
- Electrical open
- Paint, Body,

April 6th

ISOA General Meeting Notes,

[In Case You Missed It]

A crowd of nearly sixty ISOAers celebrated the beginning of daylight savings time, and hopefully, some daylight for a change, by attending the April meeting of the Illinois Sports Owners Association on Sunday April 6th. It was the nicest day of the year to date and this was further evidenced by the presence of at least ten Triumphs in the parking lot, surely the largest assembly of Triumphs in the state to this point in the year.

President Joe Pawlak got the proceedings under way a little after seven by introducing the board and the officers. There were no new members in attendance this month. Sherri Pyle announced that the club coffers were still ample and Tim Buja provided a VTR Convention update. To date there were 38 cars preregistered. Tim also displayed some of the regalia, which is now beginning to come in from various vendors. Some of the items appear on page 23 of this month's newsletter.



Dave Kayson [pictured above] also spoke of the progress being made by the ISOA house band [Spinal Tappets] and listed some of the songs that will be performed at the welcome reception on Tuesday at VTR. Among the repertoire will be: *Rust in the Tin*, originally performed by Kansas, *Gearbox* [the Who], *Losing My Transmission* [REM], and *Smoke on the Dashboard* [Deep Purple]. The band also plans to perform an encore after the banquet for ISOA in particular and any out of town guests in general. It should be a good time. Your humble and obedient scribe also spoke briefly to the audience in hopes of recruiting several reporters to jot down a few lines and snap a picture or two for our special edition Snicc Braaapp Extra covering the convention. [So far the response has been underwhelming].

While Tim had the floor, he also mentioned that he would updating the membership roster soon and that anyone with changes in address, name, email, phone number, gender, etc, should email or call him to make sure that the data base is accurate. Joe also mentioned that Bob Donile has had some health issues and asked that we keep him in our thoughts as he recovers, hopefully in time to lend his key making expertise to the tune-up clinic scheduled for the 23rd

Following Tim's report, Jack "Spuds" Billimack spoke about events, past, present and future, with the emphasis on the latter. He began by encouraging members to attend the aforementioned tune-up clinic at the Bill and Sheri's home in Itasca on the 23rd of April. [Sheri did mention that a turkey dinner with all of the fixin's was NOT scheduled for this event] As an added incentive, this month's raffle included a tune kit [plugs, points, rotor, cap and air filter [s]. [Pat Lobdell was the lucky winner.] Jack then went on encourage everyone to attend Paul Watts' spring get together at United Classic Motors on May 7th. Tentative plans included getting together at the Nest Café in Bartlett at 8:30 on Saturday morning and the driving to Naperville to UCM. The clinic will provide lift time and also a chance for under carriage inspection according to VTR concours guidelines for anyone planning to participate in the judge concours in Rockford this summer. Jack also described a special cruise night in Crystal Lake on May 17th, which will include a concert by American English, a Beatles tribute band that is highly regarded. Jack has told the event organizers that we provide about twenty cars, so if you're free on Thursday the 17th [if you aren't free, maybe you at least reasonable] come on out for a free concert under the stars in beautiful downtown Crystal Lake. The Peoria British Car show will be on June 4th and Jack, who has attended in the past, indicated that is a worthwhile event to keep in mind. The Champaign Show will be held over Memorial Day weekend and several members indicated that would be caravanning down on Friday. The Michiana show in South bend will be June 12th and the ISOA Spring campout will be at Blackhawk Farms on June 18—19th. Denny Capetto is heading up this activity. Call him if you have questions or concerns about the activities. The following day, June 19th is the Wisconsin British Car Show in Sussex. Jack concluded by mentioning the Triumph Register of America national

convention in Branson Missouri on June 23-5. Tim Smith indicated that he planned to attend, as has Mark Moore. If you are interested in caravanning, call Tim or Mark to make arrangements,

After a break, Bill Jensen announced that he was now the proud owner of a TR3, much to the relief of former co-owner Barb Billimack. Joe Kaplon announced that he was back ordered on floor pans for his TR3 but that he hoped that with Denny Capetto's help, he would have it done in time for VTR. Ed Krakowiak brought a few spare TR6 parts to sell. Tim Buja announced that he was making progress on getting his Stag back on the road and Joe Pawlak said that his Spitfire project was approaching completion. Paul Watts asked if any body had any TR3 front fenders for sale, Al Christopher said he was looking for TR2 over riders, Joe said he is looking for bonnet latches for his Spit and Jack Billimack indicated he was searching for a gearbox tunnel for his Herald, which he added is now sporting powder coated wheels, thanks to Joe's House of Powder in Hampshire.

The Peter M. Roberts nominees were: Bill Jensen for buying Jack's TR3, Joe Pawlak, for powdercoating Jack's wheels, Bill Pyle for helping Phil Fox repair a transmission, and Jack Billimack [the winner] for delivering Sherri's Boomer from last month so that she could ride her bike to the meeting.

The Boomer nominees were Denny Capetto for repairing the Horns on Gloria's TR3 only to find that now the turns signals don't work, and the Sherri for not displaying her previous month's Boomer with the prominence that it so richly deserves [She had the audacity to keep in the trunk of her Buick all month!]. Sherri will now get a second opportunity to display her award in an appropriate place of prominence on Linden Street. As mentioned above, Pat Lobdell won the raffle for the tune-up parts and Jack won the grab bag for a new flashlight, always a good thing to have on hand when driving a Triumph at night. The meeting adjourned around nine.

With apologies fro any errors or omissions, your humble and obedient scribe.

Suds



Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain.

For Sale. 1971 TR-6 and 1967 Triumph 2000. These are Texas and Calif. cars respectively. Phone 817-431-9205. Joe McCabe. AlfaJCar@aol.com [3/05]

For Sale Nice rolling frame completely redone and coated with Imeron \$1000 call Bob 815-398-3044 cell 815-218-1260 [3/05]

For Sale 10 X 20 Freestanding canopy. Red & White, no rips, tears or stains. Includes all 1” conduit steel framing. \$25. Used Spitfire/GT6 parts: One 1500 bare block \$20. One 1147 (??) bare block # \$20.. Used windshields for Mk4/1500 \$5 each. Three rail gearbox \$20. GT 6 Mk3 Hatch with heating wires \$10. 2 Rear springs for Mk4 /1500 \$5 each. Kim Casper 262-878-2337 or kimcasper@wi.rr.com [3/05]

For Sale: Spitfire Parts-1500 Chrome Frt Bumper-\$50, Rollbar-\$75, J-Type OD Trans & Bell Housing-\$600, 1500 Plastic Grill-Free, Seats (straight but ratty)-Free Chuck Hall ph. 630-709-1992 chall-cart@worldnet.att.net [5/05]

For Sale Four wire wheels, painted, 72 spoke, with hubs. Off of a 72 TR6. Good condition, straight, no rust. \$ 350.00 OBO. Doug Larson 815 / 370-0065 [4/05]

For Sale: 1957 TR3 Complete except for fenders, but in parts. Misc. extra parts from 2nd car included. \$600.00 Doug Campbell 708/485-6722 demmgood@aol.com [4/05]

Wanted: Used wiring harness for Tech demo at VTR. Tim Buja ph. 815332-3119; buja@insightbb.com [4/05]

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

- Bill Jensen on 05/03
- John Randall on 05/04
- Burns Rafferty on 05/06
- Mary Lou Gleason on 05/08
- Vickie Korey on 05/09
- Joan Shedor on 05/09
- Ernie Husmann on 05/09
- Mark Anderson on 05/15
- Diane Mueller on 05/18
- Debbie Larson on 05/25



Coming in June

Road Atlanta Report

Answers to “Ugly Car “ Contest

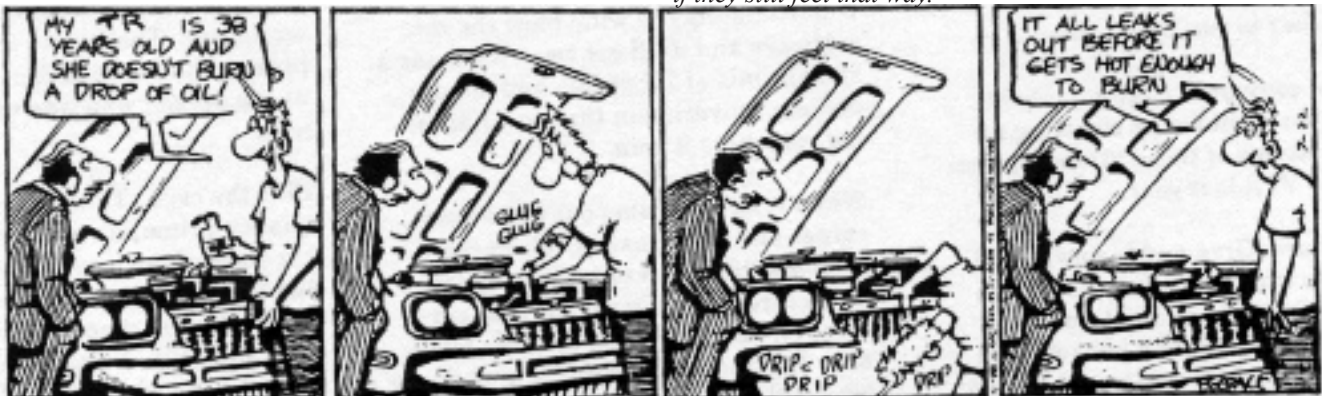
PreWar Profile - Super Seven

Flash Braaapp a look back at Snic Braaapp circa 1985

Lots More!



Bill and Kim Jensen are proud to announce their newest addition to their family - a 1961 TR3A. The bundle of joy weighed 955 KG and measured 151 inches. It was adopted from the famous “Spuds Collection,” in Crystal Lake, much to Barb’s dismay. Parents and baby were doing well at press time. Stay tuned to see if they still feel that way.



Bill Jensen finds out why Jack’s cars never use oil.



2005 VTR CONVENTION
SCHEDULE OF EVENTS*

TUESDAY, JULY 26TH

- Registration/Information Center
- Craft/Model/Photo/Color Contest
- Tech Inspections
- Funkhana*
- Technical Session #1
- Welcome Reception

WEDNESDAY, JULY 27TH

- Registration/Information Center
- Craft/Model/Photo/Color Contest
- Hotel Rallye
- Technical Session #2
- Technical Session #3
- Fun Drive*
- Tech Inspections
- TSD Rallye*
- Speedway Spectacular
[Rockford Speedway]

THURSDAY, JULY 28TH

- Breakfast Tour*
- Registration/Information Center
- Craft/Model/Photo/Color Contest
- Autocross Tech Inspections
- Fun Drive*
- Technical Session #4
- Judges School/Workshop
- VTR Membership Meeting
- Ice Cream Run*
- Auction

FRIDAY, JULY 29TH

- Panoramic Photo Shoot
- Concours
- Participants' Choice Show
- Technical Sessions
- Banquet - Cocktails, Dinner, Awards

2005 VTR National Convention - Rockford, Illinois



A Time for Triumphs

July 26 - 30, 2005



We will celebrate the 35th year of the Stag and the 50th year of the TR6.



Welcome Reception
 Autocross
 TSD and Fun Rallye
 Special Evening Event
 Technical Sessions
 Breakfast Drive
 Parts Vendors
 Auction
 Photo/Model/Craft Contest
 Local Tours
 Awards Banquet
 A Midwest FUN-Khana
 ... and much more!

VTR 2005 Convention Information

Website: vtr2005.org
email: buja@insightbb.com

(815) 332-3119 before 10pm CT
Ann or Tim Buja
1173 Butler Road
Rockford, IL 61108-4702

The 2005 Vintage Triumph Register (VTR) National Convention, will be hosted by the Illinois Sports Owners Association (ISOA). ISOA is focused on providing good-spirited competition and fun events for all participants. This will be ISOA's 5th time at hosting the VTR National Convention. We encourage all Triumph enthusiasts to bring a car - no matter what it's condition.

The winding, twisting, narrow roads of England make the TR6 solid, tough and beautiful to drive.

In England, we're not enthusiastic about driving in a straight line. Here cars must be built with an uncanny ability to handle and perform, safely and accurately.

As epitomized in the classic Triumph TR6.

At its heart, a beautiful high-performance 6-cylinder engine developing 106 horsepower and 133 ft. lbs. of torque. Two powerful reasons for its quick response.

To that, add precise rack & pinion steering, plus 4-wheel independent suspension, and



The Classically British Triumph TR6.

the twists and curves of English roads become more than just negotiable. Triumph engineering keeps the TR6 four-square in the groove on the hairiest hairpin turn.

In addition, because you don't know what's around the next bend, it's good to know the TR6 has big 10.9 inch disc brakes up front to stop you even more quickly than it goes.

If you share our passion about driving, test drive a TR6.

On the winding, twisting, narrow roads of America.



VTR REGALIA NOW AVAILABLE



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MAY 2005



The Rear View Mirror - 1923 Triumph 10/20 Two Seat Tourer

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