



# ***Snic*** For the active Triumph owner! ***Braaapp***

Official Newsletter of the Illinois Sports Owners Association

## 2005 WALTER MITTY CHALLENGE

TEXT BY IRV "ELWOOD" KOREY, PHOTOS BY ERNIE "EVIL BURT" HUSMANN



In 1992, the vintage racing organization SVRA chose to honor the 40th anniversary of the TRiumph sports car by making TRiumph the featured car at the Sprint Vintage Grand Prix at Mid Ohio. The event was a rousing success, attracting many TRiumph racers and hundreds of street TRiumphs. Many of those street TRiumphs were driven to Mid Ohio (and back) by ISOA members. Nothing impresses the organizers of such an event as good old-fashioned buckaroos, so SVRA wisely decided to make TRiumph the featured car again in 2002, also at Mid Ohio (and also attended by many ISOA members). Again, the event was a rousing success. The sight of all these TR people willing to drive and spend their buckaroos was not lost on others. As a result, there has been a focus event for TRiumph racers every year since. In 2003, we went to Mosport, a couple of hours east of Toronto. In 2004, the venue was Virginia International Raceway. This year, the place for TRiumph racers to be was Road Atlanta, for the Walter Mitty Challenge. Walter Mitty, a fictional character from James Thurber who daydreams his way to a more exciting life, has lent his name to this annual vintage race event. This year, there was an added twist, a challenge event between MG and TRiumph racers. Several of us from ISOA decided to attend.

The 28th annual Walter Mitty Challenge was April 29th - May 1st. Wanting to arrive early enough at the track on Thursday the 28th to get registered and get the cars through tech inspection, we left early on the 27th. "We" consisted of Joan and Dennis Delap with Dennis's TR3 vintage racecar, and

Evil Burt Husmann and myself, with my TR4. I had loaded the car on the trailer the night before, since I knew my neighbors wouldn't appreciate me starting up the un-muffled car at 4:30 in the morning to load up. Evil Burt and I had rigged a tarp over the interior to keep the rain out, since rain was in the forecast. Of course, it didn't rain at all, until 10 minutes before we were to leave. Of course, we couldn't trailer the car on an open trailer with a flapping tarp, so just as it was needed the most, the tarp had to come off. Fortunately, we drove out of the rain soon after departing, and the weather wasn't a factor for the entire drive.

We decided to meet at Route 30 and I-65 in Merrillville, a regular meeting spot for ISOA caravans heading south. EB and I arrived and gassed up, and pulled over to wait for the Delaps, who, while relatively new to ISOA, were well familiar with the concept of ISOA time. While sitting in the station, and after putting 20 gallons of gas in my Astro van, I was amused to see the station operators reduce the price of gas by .10/gallon. Guess who arrived and gassed up after the reduction?

Our drive down I-65 to Nashville, then onto I-24 towards Chattanooga, couldn't have gone smoother. We did have a special Indiana moment as we stopped in a rest area about 40 miles north of Indianapolis, to do what people usually do in a rest area. We pulled into adjoining spaces only to discover that

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## Monthly Mumbblings



The feeling of accomplishment, the joy of meeting a goal and then hitting your target date with time to spare is nothing less than a

Triumph! All of this proves that if you set your mind to a given task you will

Somewhat disappointing, but the hail and severe thunderstorms prevailed. Rain or shine, it will be in Champaign at the end of the month. This will be the first event for the car and the first ever for Sandy to show off her new car. I hate to tell Sandy that mom is threatening to keep the car.

While there were a few hiccups, the last couple of weeks went well. The core (the 1500cc lump) was activated the day of the ISOA spring tune up clinic which is why I didn't make it there. I

had my own tune-up to do. Like the other Hampshire Quarterhorse and Triumph Farm sports cars before it, the drive up and down 136 feet of driveway went without any issues. I have 3 installments left on the restoration story, but I may get lazy and just do one which would be an extended recap of the final fitments and the first startup of the car. Believe it or not, the photos here are of the SAME Spitfire. At least you can see what a little TLC for the LBC can do.

What does this all mean and what was accomplished by all of this? My whole family shares the joy of driving these little gems. I've owned my 65 Spitfire for 29 years and never looked back on why I still have the thing. All the girls are not opposed to the little work that has to accompany this type of ownership. You own a piece of history, it's loads of fun, it's unique and not everybody has one (or can). Both Jenny (Spider Lady) and Sandy (Chubby) were taught to be different and are proud to join the ranks of the other ISOA oddballs in Triumphland. My task is complete, I have officially done my part to pass on this hobby to the next generation. It's not hard if you set your mind to it.



reach your goals. Yes folks, the restoration of the 1976 Spitfire has surpassed the 98th percentile point of completion and is ready for the road. The other 2% are minor items that get done in due process, but the car is ready! I've been putting in some serious time to get the car completed before the Champaign British Car Festival. I need to give a lot of credit to Kathy as she has allowed me the latitude to get the project completed for Sandy. It was a team effort with the emotional support as well as her prowess at helping me bleed the hydraulics. Both were of great assistance. The weather didn't hold for it's first inaugural run to the British night held in Crystal Lake on May 19th.



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# ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
June	3-4	Fr/Su		Vintage Triumph of WI Door Cty. Bed & Breakfast Tour Call Mary Jo Ploetz 920/458-3831 for info.
	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 <i>Auto Appraisal Group</i> will be presenting on car appraisal]
	12	Sun.	9:00	Michiana British Car Day, South Bend, IN, ph. Randy Glanders 574-294-8950 E-mail: michiana@michianabrits.com
	18	Sat		Spring Campout Black Hawk Farms Raceway, Rockton, IL ph. Denny Cappetto 773/735-5822 for more info.
	19	Sun	9:00	Wisconsin British Car Field Day, Sussex, WI ph. 262/679-0041 [see flyer P. 14]
	23-6	Th/Sa		Triumph Register of America National Convention Branson, MO jwortmansr@yahoo.com [see flyer P. 16]
July	9-10	Sa/Su		British Boots & Bonnets Car Show see flyer P. 14
	10	Sun	9-4	Mad Dogs & Englishmen XV Gilmore CCCA Museum, Hickory Corners, MI ph. 269-344-5555 or www.maddogsandenglishmen.org [see flyer P. 19]
			7:00	General Membership Meeting <i>-note: not the first Sunday-</i> [Board Meeting 4:30]
	26-30	Tu/Sa		<b>2005 Vintage Triumph Register Convention. Hosted by ISOA</b> <b>ClockTower Conference Center. Rockford, IL</b> <b>Visit <a href="http://vtr2005.org">http://vtr2005.org</a> for more info.</b> [see flyer P. 14-5]
August	7	Sun		Transportation Extravaganza, Union, IL ph. 262/697-7474 [see flyer p. 19]
	7	Sun	7:00	General Membership Meeting [Board Meeting 4:30]
	12-3	Fr/Sa		Roadster factory Summr Party, Armagh PA, Ph. John Swauger, 1-800-283-3723
	13-4	Sa/Su		Heartland British AutoFest, Davenport, IA, Ph Naomi Swanson, 309/764-1423
	19	Fri	6:00	BBQ & Drive-in Movie Night [tentative]
Sept.				<b>No Club or Board Meeting!</b>
	11	Sun.		19th B.C.U. British Car Festival Morraine Valley Community College [see flyer P. 18]
	15-18	Th/Sun		Six Pack TRials, <a href="http://www.6-pack.org/6pack/html/images/custom/6packRegistration.pdf">http://www.6-pack.org/6pack/html/images/custom/6packRegistration.pdf</a> [see flyer P. 17] 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 [see flyer P. 16]
Oct.	2	Sun.	7:00	General Membership Meeting [Board Meeting 4:30]
Nov.	6	Sun.	7:00	General Membership Meeting [Board Meeting 4:30]

**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



a previous visitor to that area had left a brown paper bag of shit on the pavement between the spaces. How did we know the bag was full of shit? Well, it had been run over a couple of times, and so the secret was out.

Apparently what Chevy says is true, nothing works like a Chevy truck. Our 2 tow vehicles (Astro and Tahoe) performed flawlessly, our timing to get through the major cities (Indianapolis, Louisville, Nashville, and Chattanooga)



was spot on, and we found ourselves in the destination city for our first day before 6:00 PM. We actually could have continued on and gone all of the way to the Atlanta area, but we had motel reservations in Chattanooga, and decided to stay. Good move. Joan had checked out Chattanooga before we left and had learned that there was a brand new section in the downtown area. This area consisted of a River Walk along the Tennessee River, new Art Museum, new Aquarium, trendy shops and restaurants, the Walnut Street Bridge over the river (pedestrian traffic only) and more. Dennis unhooked the Tahoe from his trailer and we drove downtown, had an excellent Italian dinner, and then walked around for a couple of hours. It was the perfect way to end a long day spent on the road.

Thursday morning found us on the final leg of our journey to Road Atlanta, which of course, is not really in Atlanta.

The track is actually located near Braselton, GA, which is about 70 miles east and north of Atlanta. Those of us who have been in ISOA for quite a while may remember that the 1987 VTR Convention was held in nearby Gainesville, GA, and featured parade laps on the Road Atlanta track. Then again, those of us who have been in ISOA for quite a while are no longer young and may not remember much of anything.

Our timing and tow vehicles continued to be flawless, and we arrived at the track on schedule. Registration went smoothly, and then we were off to find the special TRiumph/MG paddock. We were told that there was a special paddock for the TRiumphs and MG's due to the number of cars (nearly 100) and because we were the featured cars. In reality, however, I think it was their way of minimizing the environmental impact of this many bottom feeder British cars in one location.

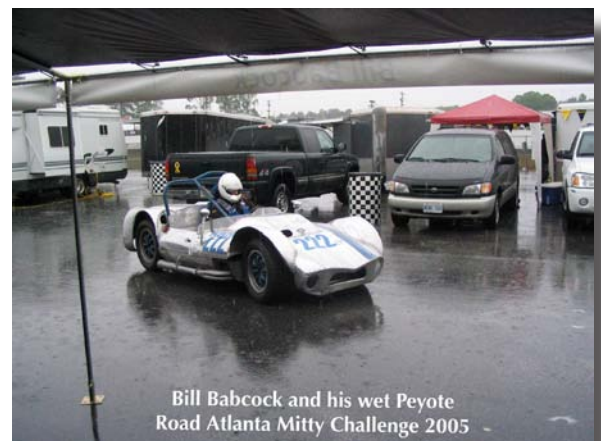
We climbed up a very steep hill to enter the paddock (more on that hill later), and luckily came across a race official who is also a TRiumph guy, and he led us to the right spot (back down that same hill). Dennis and I had reserved paddock spaces in the TRiumph Big Top. The TRiumph Big Top is the invention of Tom Strange, a Spitfire racer from Appleton, WI. The first appearance of the TRiumph Big Top was at Mosport. Those of you who have attended amateur races may have noted that many of the cars have canopies that provide a measure of weather protection/shade etc at the track. Often, the TRiumph guys will paddock together in a sort of bonding/misery loves company arrangement, and set up our canopies adjacent to each other in a little TR village. Tom came up with the idea of setting up a large canopy to house multiple TRiumphs, instead of each driver setting up his own canopy, and then arrived at Mosport with a setup large enough to park 6 cars. The Big Top has continued to grow, and was large enough to hold 10 cars and have room for a hospitality area in the center as well. My space was between Tom's Spitfire and Bill Babcock's Peyote. Peyote is an outrageous TRiumph based special, blazingly

fast and so special that it has been accepted to race at the Monterey Historic Races 3 times, and they actually called Bill this year to ask him to run there again as part of their focus on American built specials. The car is all



TR3 underneath, with a custom lightweight body that according to Bill, was constructed out of surplus road signs and old beer cans. EB and I met Babcock at the VTR Convention in Portland, OR in 2000, but this would be our first time seeing Peyote at speed on a racetrack. In fact, having Babcock there after driving his rig all the way from Portland emphasized one of the best parts, at least to me, of these TRiumph focus events. I have made many TRiumph friends over the years, but our country is so large, that often years go by without getting to see some of them. These special events bring more people from greater distances, and allow us to spend time together. And we made the most of our time together.

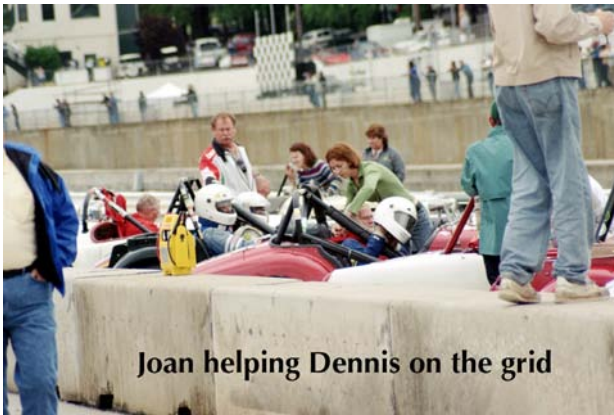
Friday was a perfect day for racing, sunny, mild, and dry. Due to the huge response from the TR/MG community, the cars had to be split into 2 race groups. One group was composed primarily of TR3's, MGA's, and the older T series MG's. The





other group consisted of TR4's, Peyote, a TR6, a TRiumph Dolomite saloon, and the Candy Box, a TRiumph Vitesse from the Kastner-Brophy racing team, as well as the MGB's and a couple of MGB-GT V-8's. The last time I saw the Candy Box was at Road America when TRiumph was featured there in 1996. That car is FAST! In fact, the Candy Box turned the fastest lap time of the weekend in either TR/MG group. There were Spitfires in both groups as well. I have no idea how they chose to split the Spitfires up, especially since the fastest Spits as well as the slower ones were in my group.

The 2 groups went out to get their first taste of the Road Atlanta track. Even though I had studied a track map prior to going down there, the track map, while telling me which way the track went, did nothing to prepare me for the elevation changes and the blind corners. I remembered from 1987 that the last corner was a blind downhill corner, but I had no recollection of how blind and how downhill it is. It turns out that the steep hill that we had climbed to get into the paddock was also the same hill that led down into turn 12, the last turn on the track. From



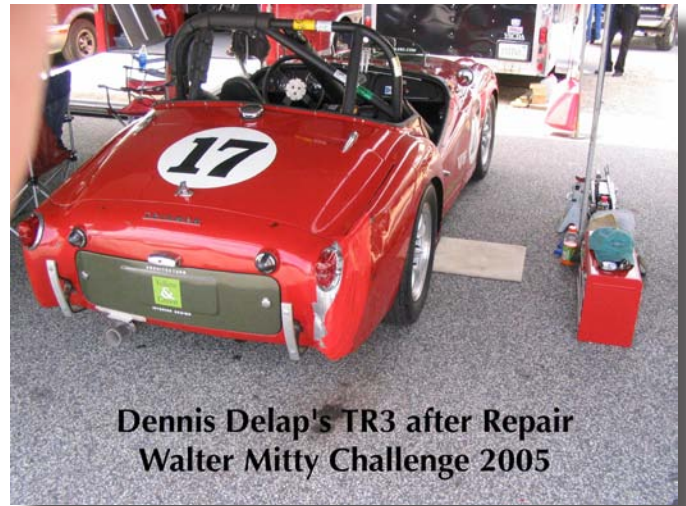
Joan helping Dennis on the grid

the car, it seemed like I was cresting the hill leading to the corner and seeing nothing but sky, and then driving straight down. At the bottom of the hill is a right-hander leading onto the short start finish straight. Along the left side of the track is the pit wall, a nice concrete barrier designed to keep errant race cars out of the pit lane. I had never before experienced such an elevation change on a racetrack. I had no idea of the correct way to drive it (not an unusual circumstance for me). As a result, my lap times were quite slow (also not an unusual circumstance for me). After my session, I was walking in the Big Top and came across Dennis's car, with a big tire mark and fresh body damage on the right

side. He had had a side to side coming together with a 1934 MG, one of those unfortunate occurrences that sometimes happen in vintage racing (sometimes cars slide backwards into walls also, but let's not go there). The car was evaluated, the damage was more cosmetic than structural, and Dennis and Evil Burt set out to make it race ready again. Some hammering, some safety wiring, probably a little bit of swearing, and the TR3 was proclaimed ready to race. Some red "racing tape" was acquired, and it made the repair look a little better. Fortunately, that was the only incident of the weekend among our group.

In our afternoon session, I made one lap and then saw waving yellow flags as I crossed the start finish line, and a debris flag was also displayed. These yellow flags were soon replaced by red flags. Here in the Midwest, a red flag means that you stop racing NOW, slow your car, and come to a complete stop, preferably within sight of a manned corner station. At the Mitty, they were using a different red flag procedure. The cars were supposed to stop racing, and then drive slowly in single file to the pit lane. Even though the red flag procedure had been covered at a drivers' meeting, some people were apparently confused, and chaos ensued. Some guys came in as required, some

guys stopped on the track, and some guys kept driving. While I was waiting in the pit lane, my car went dead electrically. Nothing worked, and so while the cars were driving around me back into the paddock, I was sitting there waiting for a course marshal to flat tow me back to my space. Along came Kas Kastner (don't know who Kas Kastner is? see below), and he and another guy pushed my car into the paddock. Then, the electrical system came alive again, and I drove to my space. I ran to attend the hastily called special drivers' meeting for my group only, which meant that my group was in for an ass reaming. It turned out that a famous author



Dennis Delap's TR3 after Repair  
Walter Mitty Challenge 2005

(The Last Open Road) in a borrowed MGB-GT V-8, was called in for passing multiple cars under the yellow flags. That is a VERY serious infraction, and led to the red flag, the resulting red flag chaos, and the special meeting. Of course, the famous author claimed that there were no yellow flags out when he made the passes, but since he was called in by more than 1 station, I think he might be mistaken. I got back to my car after the meeting and EB and Jack Drews were working on my car. I told them what had happened, and it was confirmed that my master power switch had failed. This shouldn't happen but sometimes does (NOT a Lucas part). I carry a spare switch with me just in case, and the repair was a pretty simple r & r procedure once the diagnosis was completed. I was glad the failure took place in the pit lane, instead of on track.

Friday night was a dinner for TRiumph and MG drivers and crew only. Dinner was an interesting combination of grilled sausage, fried rice, egg roll, lo mein, and a



Kastner checking  
spark plugs





Philly cheese sandwich that used Cheez Wiz instead of real cheese. I'll take mine with no cheese, please. The highlight of the evening was a talk by Kas Kastner. Kas Kastner was the US competition director for TRiumph in the 60's, and he literally wrote almost all of the TRiumph competition manuals. He is a wealth of knowledge and information, and he is a genuinely nice man who clearly enjoys that the cars he developed are still racing and winning 40 years later. He has had some amazing experiences over his career in racing (he retired as competition director for Nissan in 1995), and he had us in stitches as he told us stories about things that worked and some that didn't. He was pleased to find out that my electrical malady was easily corrected. Following the dinner, we returned to the paddock for the trackside version of ISOA parking lot patrol.

Saturday morning was not perfect weather for racing, unless you were a boat racer. Heavy rain fell, and only a handful of cars went out. Bill Babcock in Peyote was one of them, and his session did not go well. While crossing a portion of the track that he later described as a lake on one side and a river on the other, Peyote slid off the track and into an adjacent wall. Bill was able to drive it back into the paddock, and then revealed a set of body tools, an alignment rig, and the rest of the tools needed to repair the damage. With help from others, Bill re-set the front

end, replaced a broken exhaust clamp, pulled the aluminum body back into place using a ratcheting tie down, re-shaped the right front fender, and even re-sprayed the flat black paint that keeps the sun from reflecting into his eyes. By the afternoon session, Peyote was ready to go. And good thing too, as the weather had cleared up and we all went out. The track was clear and dry, and the sun was out, and I went slower than I went on Friday. Clearly, I shouldn't quit my day job. Afterwards, we went to a track sponsored party which also included a fundraiser auction, raising money for a charity. We grabbed some food, but

tracks in the South. We used some of the quiet time to check over the car, and to start getting ready to leave. After the quiet time, we watched some of the races from the inside on Corner 1. One of the races we were able to watch was Dennis's race (nice job Dennis). I learned something about the track while observing and when I went out for my race, I felt much more comfortable. I actually was in close proximity to a couple of cars, passed an MGB-GT and had a nice race with him before he passed me back. I was pleased to see that my times improved on Sunday, I ran 9 seconds a lap faster in the race than I had qualified at. By my measurements, this improved me from dead skunk in the middle of the road to quick snail. Back in the pad-

dock, with the racing done for another weekend, it was time to take down the Big Top, load up, and then go. We said our goodbyes to friends from near and far, and then headed out in a 5-unit caravan. This worked for approximately 5 minutes, as we got split up in traffic. Using cell phones, we were able to get 3 of our group back together, and we traveled homeward. One of our group was going to drive straight through, while Dennis and I had decided to keep driving until we got tired. Foremost in our minds was to get as far as we could, to enable us to have the best possible chance of missing the Monday afternoon rush hour. Interesting how you can be over 700 miles from

home, and still have that traffic nightmare on your mind. One of the side benefits of living in a world-class city, I guess. We actually

**"Learning at the feet of the Master", Kas Kastner holds court in front of the TRiumph Big Top".**



the auctioneer drove us away. Turns out the auctioneer was the same guy who had driven the borrowed MGB-GT V-8 past all of those cars while under a yellow flag. We went back to the paddock for more paddock patrol.

Sunday was another pleasant day, mostly sunny and dry. We were scheduled for 1 session only, our main event. There was a 2-hour period of quiet time, during which no race engines are allowed to be run. This quiet time is something that I have experienced before at

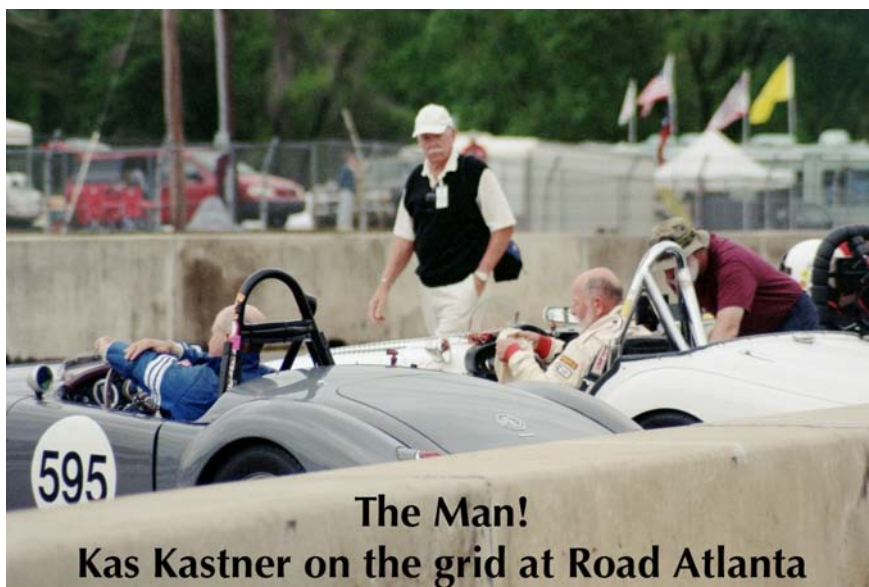




made it pretty far from the track, we got tired and pulled off at Cave City, KY at around 2:00 AM. We had no trouble at all getting motel rooms, and then met Monday AM after a refreshing nap. Once again, our Chevies were up to the task and ran flawlessly, and our timing was again spot on. By 3:00, EB and I were back at my house, looking forward to our next TRiumph adventure.

**SOME RANDOM TRIUMPH THOUGHTS:**

The huge number of registered cars, a symbol of the success of the Walter Mitty, is also the downfall of the event from a competitor's point of view. The large number of TRiumphs and MG's, coupled with the fact that we were in our own race groups, stretched the schedule beyond the limits. It is kind of like trying to put 20# in a 10# bag. Each on track session was very short, and the total amount of track time was the least that I have ever experienced, 17 laps by my calculation. While it was nice to experience



**The Man!  
Kas Kastner on the grid at Road Atlanta**

fast on the racetrack. The Grassroots Motorsports TR3 turned a big number on the chassis dyno, but it didn't translate to the track. The car didn't run right all weekend, and quit during the feature race (wonder if it was the master switch?).

TRiumph Vitesse, which actually had the fastest lap in the race even though the engine in the Vitesse is over 1 liter smaller than the 3.5 V-8's in the MG's. I would have loved to see those MG V-8's trying to catch up to the Group 44 TR8.



**Elwood one minute before launch**

The paddocks at tracks up in the Midwest are typically grass, but my 2 excursions into the south have seen gravel and asphalt paddocks. I think those are better in the rain, but I like the grass better in good weather.

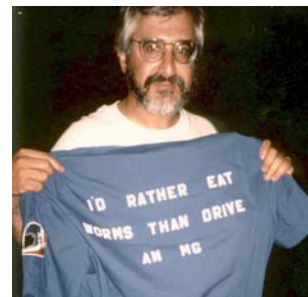
One of the neatest guys that we got to spend time with was Richard Taylor. Richard vintage races a TR4, and he does it the vintage way. He drives the car to the track, pulling his race tires on a little trailer. He also carries a small motorcycle on the trailer, and uses that for transportation while the car is in the paddock. Richard was a participant in a very neat adventure. In 1942, a squadron of P-38 fighters went down in bad weather in Greenland, along with 2 B-17's. The crews were rescued, but the planes were lost. They became known as the Lost Squadron. In 1992, Richard was part of an expedition to Greenland to find the Lost Squadron. The planes were located more than 250' below the surface, in solid ice. One of the P-38's was eventually recovered, and underwent a 10 year restoration. The plane is known as Glacier Girl. Earlier this year, Richard was part of a group that held a 90th birthday party for Paul Tibbets, the pilot who flew the Enola Gay to Hiroshima. Neat, neat, guy.

the event, and it looks good in a logbook (a racecar's resume), I doubt that anyone that I know will go back.

In addition to TRiumph guru Kas Kastner and his delightful wife Peggy, other special TR racing community people included J K Jackson and his delightful wife, nationally known autocrosser Chris Moore (TR6), Fletcher Williams (SCCA E Production National Champion in a TR6), Grassroots Motorsports/Classic Motorsports publisher Tim Suddard, and friend to TRiumph people Ted Schumacher.

Group 1 TR/MG race was won by Jeff Snook in a TR3, followed closely by Randy Williams in another TR3. Their finish was especially impressive since the organizers chose to start them from the back due to a "qualifying infraction". Jeff and Randy carved their way through the field like the proverbial hot knife through butter, leaving MG's in their wake. It was a beautiful sight..

The Group 2 TR/MG race was won by an MGB-GT V-8, with another of those in second place. Third was the Candy Box



*"Elwood"*

It takes more than horsepower to be

### A LITTLE BS FROM BS



### NEWS & VIEWS FROM THE BUSTED KNUCKLE GARAGE



So I'm on my way home from the barbershop, and I decide to stop by my buddy's repair shop to shoot the breeze. Vinnie "the Ratchet" works out of his garage and caters to a very eclectic clientele. One day you might find a prewar Packard in for a brake job and the next day there's a Taurus wagon there for a mass air-flow sensor. On this occasion he was installing a super charger on a 350Z car, which, in his opinion [and mine] would make the car "stupid" fast. As usual our dialogue eventually reached the same old refrain, "So tell me again why you drive a Triumph when, for the same dough, you coulda hadda nice Chevelle?" inquired the Ratchet, his legs protruding from beneath the Nissan as he lay on his creeper. "On accounta," says I again for the umpteenth time, "I like the looks and the ways it handles, and besides, I got too much dough tied up to ever get out from under without

losing my ass."

But this particular time, I actually began to reflect on Vinnie's query, and this was before he cracked open a six-pack to mark the official end of the job and the beginning of happy hour. In my mind I had always blamed Dave Kayson for my Triumph addiction. He and I used to talk during our breaks at work about getting an old car to restore and he actually followed through when he bought a TR6 in parts. [He claimed, the assembly process was proceeding nicely, and I naively believed him.] I took the Triumph plunge in June of '84 and bought Lucille [the Wonder Car - I wonder if anybody would give me 0.20 on the dollar for what I tied up in this thing-], not knowing what pitfalls were in store for me over the next 20 years.

But on this day, I began to wonder, when had I actually thought about a Triumph, versus say an MG or a Healy? I actually had a TD in college, but it was a very short-lived relationship, destined to end due to my inability to keep it running and the fact that the winters in DeKalb seemed to last at least 10 months out of the school year and the heat from a 54 Chevy, as opposed to keeping an old dog on lap to pant for a source of warmth in the MG, prompted the end of my love affair with the octagon badge. Healy? Nice looking car, but way too much money for me then and now. I guess the Triumph image

was in between the two; a little more performance than a contemporary MG, but not as pricey as a Healy. It also had a hint of badass image compared to other British marques, not that anybody from "Rebel Without A Cause" would be caught dead at the wheel of a TR. I did know a guy in college who drove a ratty TR4. He dated Mrs. Suds' roommate for a while and the four of us had a few laughs in his four, but since this is a family newsletter, we won't go there. Then it struck me - Sue Schoenning's mother!

Let me backtrack nearly half a century to the upper west side of Rockford circa late 50's. This atmosphere served, I am not making this up, as the inspiration for the Cleaver's, the Anderson's, and the Stone's neighborhoods. The homes were all modest and white, as were the occupants. The yards, like the residents, were well manicured. Every dad was a WW II vet who worked at a blue-collar job and all the moms stayed home to nurture their kids and make sure there was a hot meal on the table when Dad got home, except for Mrs. Streepy, who worked. For this offense, she was not branded with a scarlet letter, but she was never really welcome among the "ladies" of the neighborhood either. Then the Guams moved out and all hell broke loose on Yonge Street.

The new owners weren't owners; it was an owner and it

**Newsletter Submissions:** *SNIC-BRAAAPP* is published 12 times a year and should be received it 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: [editor@snic-braaapp.org](mailto:editor@snic-braaapp.org)**



was a she and she wasn't married. To make matters more scandalous, she was d-i-v-o-r-c-e-d! She also had a teenage daughter who went to Muldoon. [For those of you not familiar with the Rockford school system fifty years ago, Muldoon was an all girls' Catholic high school and everybody knew that only two types of girls went there; those who would be entering the convent and the "fast" girls. Suffice to say Sue Schoenning was not headed to a nunnery any time soon]. I think deep down, my Mom was glad to see the new neighbors move in, because this would move her up a notch on the social pecking order in the neighborhood, since the fact that she worked now paled in comparison to the status of "the divorcee."

As a 7th grade boy at that time, I was only vaguely aware of the fact there were definite biological changes were taking place in my body. Suddenly, there was hair where the day before there was only pink skin. [Today, the reverse is in effect, only the effected body parts are now much further north and thus visible to all to see.] For Sue, puberty seemed to have taken an accelerated approach to her body; she knew it and flaunted it. Not that she ever her in life gave a rodent's rectum about the kid who lived across the street and two doors down; she regarded me with kind of

disdain usually reserved naval lint. I wasn't smitten; I was too intimidated. She openly bragged about making out in the balcony of the Coronado Theater with some college guy she barely knew and wasn't even planning to marry! And the acorn hadn't fallen far from the tree; her mom went out with guys, as in plural. But that didn't shock the neighbors as much as what she drove. You have probably guessed by now – a Triumph TR3.

I remember it like it was yesterday. She showed up one spring afternoon on a Saturday behind the wheel of a new, wide mouth light blue TR with white walls and wire wheels. I don't think I had ever seen one before, and if I had, I hadn't paid too much attention to it. I sure did this time though. The dads in the neighborhood were outwardly critical of the car, not unlike Vinnie is today, and certainly of Mrs. Schoenning and her unconventional [remember- it was the 50's] lifestyle, but I suspect inwardly, they were envious, and not just of the car if you get my drift. I can still see the two of them, mother and daughter together against the world, tooling around in that TR3, symbolically thumbing their noses at the rest of a society that had found them unworthy of acceptance without ever taking the time to find out what circumstances may have led to their situation.

I saw Sue for the last time

in 1963. By then, our age difference [one year] didn't seem quite so cavernous, but I was still intimidated. She remained unsettlingly attractive and the fact that she had become very independent woman didn't surprise me. No matter how cool I tried to be around her, it had no effect. To her, I might as well have been a microscopic particle of pond scum in another solar system. This is the first time I have thought of her and her mom in forty years. Today, the actions of Mrs. Schoening and her daughter would most likely produce a hearty "ho-hum" from just about all of us. They were ahead of their time, in terms of lifestyle and attitude; [you can be the judge of whether or not the societal changes they symbolize over the last four decades are for the better or worse], but as for me, I'm convinced it all started with that Triumph back in 1958.

I then pondered how to express my little triumph epiphany to Vinnie. How could I craft a verbal tapestry that would express the subtle nuances of my little revelation? "Well Vinnie" I said, "It all started with a broad."

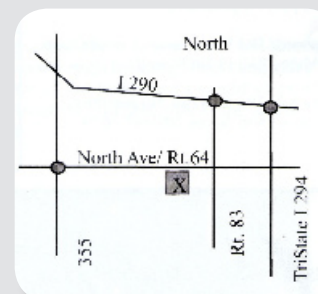
"I figured," replied the Ratchet, "but still you coulda hadda Chevelle."



### 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), 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 TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month, at Bill & Sheri's house at 320 Linden St. in Itasca, at 4:30 PM. Everyone is welcome to attend the Board meetings.



## THE LAWS FOR BRITISH SPORTS CARS

By Don Hayward

*MANY DISTINGUISHED SCIENTISTS HAVE WORKED THEIR ENTIRE LIVES TO TRY AND FIGURE OUT WHY BRITISH AUTOS NEVER SEEM TO OBEY ANY SCIENTIFIC LAWS KNOWN TO MAN.*

**M**ost of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like 'For every action there is an equal and opposite reaction' and 'if you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree'

Issac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough He is also the reason why, even today, people who work in apple orchards often wear large, protective hats

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed

Many distinguished scientists have worked their entire lives to try and figure-out why British autos never seem to obey any scientific laws known to man

These eminent scientists, with names like Morris, Healey, Leyland, Mowog, and Murphy, shook the scientific community when they published their new theory of mechanical behavior called 'THE LAWS FOR BRITISH SPORTS CARS'. Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each

### LAW OF PECULIAR RANDOM NOMENCLATURE

'The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning'

This law explains why British cars always have spectacularly bad names like 'XKE or worse yet, 'MGBGT.

### LAW OF CRYPTIC INSTRUCTIONS

'Any book, manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect'

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: 'Before rebushing the lower grunion banjos, you must remove the bonnet fascia and undo, the A-arm nut with a #3 spanner.' All attempts to

publish an English-language version of this manual have failed

### LOVE OF HARDSHIP LAW

'The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner'

You buy a British Sports Car. You have had it a year and a half and have replaced every item on the car at least twice When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because 'It is like part of the family and besides, 'It is so much fun to drive'. British Sports Car owners often stare into space and smile a lot This is referred to as the 'Foolish Person Syndrome'

### LAW OF NON-FUNCTIONAL ATTRIBUTES

'All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-function^ basis.'

The famous Lucas Electrics Law

### RECENTLY DISCOVERED COMPONENT FAILURE LAW

'Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail.'

Case in point I have owned a rather natty MGB for six years I never knew there was such a thing as a 'Gulp Valve' until I saw new ones offered for sale by Moss Motors. The next day while driving my MGB to work, the Gulp Valve fell off the engine and was run over by a truck.

I do not know what the Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see LAW OF CRYPTIC INSTRUCTIONS, above).

◆While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the NON-FUNCTIONAL ATTRIBUTE LAW, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decide not to replace it after all

Three days later the engine had no more oil in it and promptly seized into a solid mass of metal The tow truck operator, being ignorant of the LOVE OF HARDSHIP LAW, offered to take the car off my hands for \$100.00. I just smiled

*Ed. note: The preceeding text courtesy of the Manteno Brothers Archives, October 1988*





## Triumph Prewar Profiles

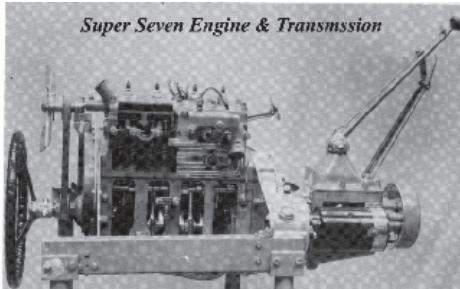
### *Triumph Super Seven*

Part II, by Bob "Suds" Streepy



After four years of somewhat lukewarm sales, [probably fewer than two thousand cars built], Triumph directors decided to introduce a

new line of cars that company promotions referred to as "the last word in the smallest class." The Triumph Super Seven had an 81inch wheelbase, and a width of 51 inches. Power was provided

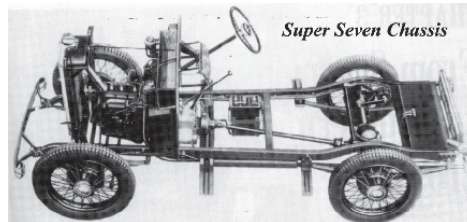


by an 832 CC [56.5 mm bore x 83.00 mm stroke] four banger flathead, which produced twenty-one horsepower. The block was cast iron and had aluminum pistons. Fuel from the *four-gallon tank* was supplied to a single Stromberg carb, although some models apparently used a Solex. It featured a three-speed gearbox and a ladder frame with semi-elliptical springs and shock absorbers [dampers to the home market] on all four wheels. All four wheels also had hydraulic brakes; an upgrade over many cars in this size range that usually had mechanical brakes and often only on two wheels. The wheels were nineteen inches and could be order in stamped steel or spokes. Contemporary testers were able to coax 55 mph out of the little Triumph and recorded mileage at 42 mpg.

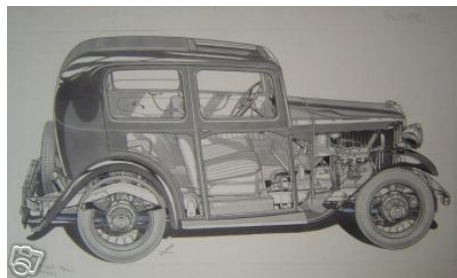
Buyers had the option of buying a complete car for £149.00 pre-depression pounds or a bare chassis for £113.00, more than the comparably sized Austins or Singers, Triumph's primary com-



petition in "Light Car" market. Custom coachbuilders, who usually tended to deal with more expensive [and much larger] frames, would frequently buy just the Triumph Super Seven running gear and then finish the body according to a customer's wish list [and pocketbook.]

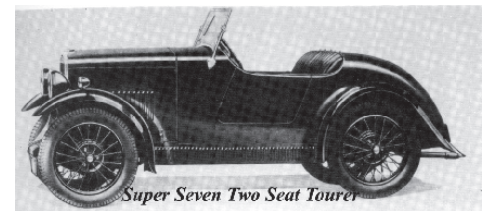


Factory complete cars were available in six body styles; Popular Tourer [entry level with seating for four], Tourer Deluxe [upgraded trim], Two Seater Deluxe, [two seater with rumble seat and the best performer] Coachbuilt Saloon [sedan with built in bar?], Fabric Saloon, Gordon England Fabric Saloon [top of the line offered with leather interior]. The following year, 1928, an additional model was added – The Special Sports that featured a *supercharger*. It was priced at £250.00 and encountered success in competition, but proved to be somewhat temperamental.



It was during the production run of the Super Seven that one of the most names in British automotive history joined ranks with Triumph. Donald Healy, who had earned a reputation as a successful racer while campaigning a Super Seven

joined the company as experimental manager in 1933. Healy was not the only driver to take a victory lap in a triumph. Triumph Super Sevens achieved numerous victories in the late twenties and early thirties in the UK and in Australia.



The Seven was Supersized in 1932 as the Super Eight and later, sporting a new and larger Coventry Climax motor, appeared as the Super Nine. It was this power plant, mated to a new body shell that would launch Triumph into automotive history.



Coming next month: *The Southern Cross*

### Bibliography

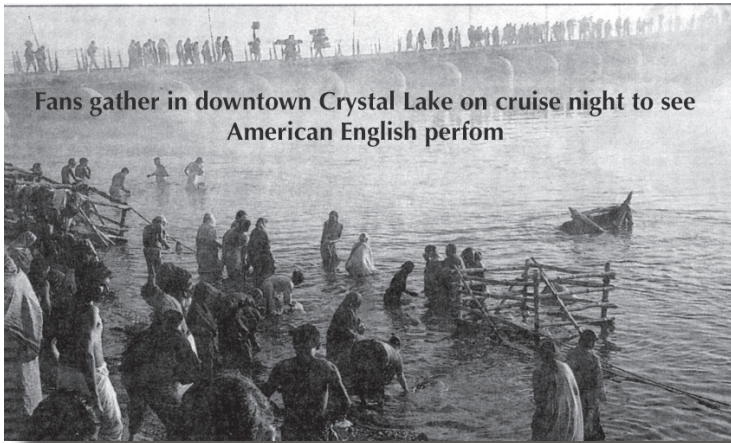
Krause, William G. *Triumph Sports Cars*. MBI Publishing, Osceola, WI: 1998.

Newton, Richard. *The Illustrated Triumph Buyer's Guide*. MBI Publishing, Osceola WI: 1984

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Triumph Sports, 54 "Competitive Years". An Autocar





Fans gather in downtown Crystal Lake on cruise night to see American English perform

When we think of cruise nights, we generally imagine pleasant summer evenings under the stars, kicking tires, and shooting the breeze with other gear heads, but “cruise” also brings to mind ships or in the case of the Crystal Lake inaugural cruise night – an ark! It seems as if the weather gods have entered into a colossal conspiracy to sabotage any and all ISOA sanctioned springtime activities this year. Thursday May 20 was no exception. Hail and rain of biblical proportions combined to ruin what could well have been a really good time. The organizers of the event had planned to have the Beatles Tribute band, American English, play on a downtown Crystal Lake roof top to simulate a Beatles concert surrounded by vintage British cars and VW Beetles [Beetles – Beatles get it?]- but the concert had to be moved in doors and most of the cars and their owners also opted to stay dry [and away] that night. Most, but not all, as ISOA had the biggest turnout of any group there.

Pat “*Judge Dred*” Morse Morganed in from Wilmette to field test the water repellency of the new ISOA jackets. He informed those there that the outerwear may stand well up against some light precipitation, but failed the hail test he performed by driving in the elements with his top down. In his defense, he was stuck in a gridlock and couldn’t get his top up in time to prevent the drenching. Ryals drove there in his MGA, which has no top, at least none on the car, so he too had an opportunity to test his raindrop avoidance driving techniques too. Jack “*Spuds*” Billimack took his latest addition “Old Weird” Harold the whole two blocks from his home with no difficulty. Your humble and obedient scribe made the trek from Bartlett via the infamous *Randle at Rush Hour Rallye*, while Pete and Christine had the good sense to drive the minivan.

We all had need for some sustenance after our respective adventures and fortunately, “The Cottage” one of Crystal Lake’s finest eating and drinking establishments provided shelter from the storm as well as wide variety of beverage options. As we celebrated Christine’s birthday, Bob “*Burnout*” Steel, who had apparently taken the Great Circle Route from the northwest suburbs joined us as we tried to make the best of a soggy experience. The ISOA contingent was completed when Mark “*Silo*” Fisher and daughter arrived in the fuel-injected TR7. [Apparently Lorri Ann was intimidated by the forecast of serpents and lizards falling from the sky.] All in all, it was a great example of trying to make the best of a bad situation for all of us. Maybe we’ll have better luck next time.

*Suds*



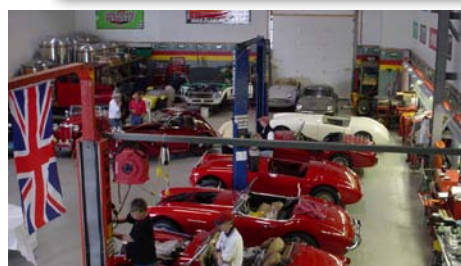


On Saturday May 7th, the first official ISOA driving event of the year, a breakfast run/tech session to United Classic Motors in Naperville took place. Operated by ISOA member Paul Watts, UCM celebrated its bi-annual anniversary by hosting its first spring open house for British cars. Jack "Spuds" Billimack, Sandy and Jerry Hurst, and your humble and obedient scribe convened at the Nest Café in Bartlett to break their fast before the arduous 10-mile trip to Naperville. All UK marques were welcome, but Triumph seemed to outnumber the octagonal badged two seaters from Abbingdon by a modest margin. Unlike the Jets and Sharks, the Capulets and the Montagues, or the fans of the Cubs and Sox, there was an atmosphere of camaraderie present throughout the day among all of those present. Estimates put the total number of cars around 40, the majority of which were from ISOA. Paul allowed lift time for drivers to perform minor repairs and adjustments as well as a delicious lunch for everyone present. First up on the rack was ISOA's Tim "Yacker" Smith in his 250. Tim hoped to rectify and OD problem, but a lack of proper parts prevented full remediation of his problem. Next came our beloved Lucille [Loose Seal] the Wonder Car [I wonder if anybody would give me 20 cents on the dollar for what I've spent on the thing] that was experiencing a lack of response on the big gauge to the left, following the recent Toyota 5-speed "trans"plant. It turned out, as we suspected, the male end of the cable had experienced an erectile dysfunction [cabelus interruptus] that was corrected by a little tweaking, always easier when one can actually see what one is doing. Jack then decided to tempt fate after already repairing a bonnet latch and replacing a hood release cable, ascended into the thin air to replace his clutch slave shaft to see if it would solve his constant clutch/trans issue [it didn't]. By early afternoon, the assembly began to make its way home. All in all, it was a most pleasant way to spend part of a Saturday in May. Our collective thanks to Paul and his staff for their hospitality and for making their shop available to us.



[PS - On the way home, Jack's speedo crapped out, thus making the day wash in terms of repairs.]

Suds







## Vintage Wheels & Wings Auto Show Sunday July 10, 2005

**7<sup>th</sup> Annual *All British* Car Show  
& Optional Pre-show Rally\***

\*(Rally will begin in Rockford on Saturday afternoon preceding the Car Show)

- Time: 10:00-3:00 (judging is Noon-2:00pm)
- Where: Poplar Grove, Illinois (Rte. 76 & Orth Road)
- Cost = \$15 for pre-registrations & \$20 day of show

Co-sponsored by the British Boots & Bonnets Car Club of Rockford, Illinois and the Poplar Grove Airport Museum.

Visit us on the Web at [www.britishbootsandbonnets.com](http://www.britishbootsandbonnets.com) for complete show and registration information.  
Or call our show chairman for more information,  
Andy Palmouist. (815) 885-9042

### 7<sup>th</sup> Annual Vintage Wheels & Wings All British Car Show Information

**Event Description:**  
This family-oriented all British car and vintage aircraft show is held in northern Illinois. We anticipate over 100 cars representing many marques. Vintage aircraft will be in the air and on display (weather permitting). The Poplar Grove Airport Museum ([www.poplargoairmotive.com/museum](http://www.poplargoairmotive.com/museum)) will be open for tours; with guides on hand to answer questions and share information. An awards ceremony will conclude the show with awards presented to cars from each marque and also Best of Show. Proceeds from the show will help support the operations of the airport museum. Both children and adults enjoy this unique vintage car & aircraft event.

An optional Saturday (you can't get lost!) car rally will be organized for interested drivers the day prior to the show. The route will highlight some of club's favorite back roads of northern Illinois, and will include some challenges for both drivers and navigators. Plan to join us on July 9th for an organized afternoon rally and Saturday night dinner at Thunder Bay Grille. A driver's meeting will be held in the parking lot of the Rockford Thunder Bay Grille on East State Street beginning at 1:00 sharp. The rally will begin from this location. Directions can be found off the link on our website.

**When: Sunday, July 10, 2005**  
Car show admission to the grounds begins at 10:00am. Show hours are Noon - 3:00pm. Judging will be Noon - 2:00pm.

**Where:**  
The Poplar Grove Airport Museum is located at Illinois Route 76 & Orth Road in Poplar Grove, Illinois. Poplar Grove is conveniently located off major interstates; approximately 90 miles northwest of Chicago. Take Route 76 north from Belvidere, Illinois or go south from Clinton Wisconsin, the airport is about 10 miles south of the Illinois-Wisconsin state line. Maps to the show site (courtesy of [www.mapquest.com](http://www.mapquest.com)) are on our website at [www.britishbootsandbonnets.com](http://www.britishbootsandbonnets.com).

**Registration:**  
Pre-registrations will be accepted prior to July 4, 2005 and are \$15 for the first car and \$10 for a second car. All other registrations will be \$20 for the first car and \$10 for a second car. We encourage you to pre-register by mail to help us determine space requirements and assure your place on the field. Your completed Pre-Registration Form should be mailed with payment (checks to British Boots & Bonnets Car Club) to the address listed on the Registration Form.


**Awards:**  
Marque awards will be determined by popular vote on ballots provided to all registered participants. Dash plaques will be given for the first 125 registered cars. Registered cars will be eligible for donated door prizes, which will be announced at various times during the show.

**Misc. Notes**

- Show shirts and duffel bags can be pre-purchased with your pre-registration. There may be limited regalia items for sale on the day of the show. We encourage you to order items when you pre-register to insure your selection.
- Food and beverages will be available on the grounds. You may bring your own picnic lunch and non-alcoholic beverages. One lunch ticket (\$4 value) will be included in each car registration and will get you a sandwich, bag of chips and a drink of your choice. Additional lunch tickets can be purchased for \$4 through pre-registration.
- No alcoholic beverages of any kind are allowed on the grounds. The Poplar Grove Airport Authority strictly enforces this regulation and offenders will be escorted off the grounds.
- There are numerous hotels conveniently located in Rockford or Belvidere, approximately 10 miles from the show site.
- A sponsor donation of \$1 per person will be collected at the gate to help support the Poplar Grove Airport Museum.
- This is a rain or shine show. No rain date is planned.
- Show 2005 updates can be found at [www.britishbootsandbonnets.com](http://www.britishbootsandbonnets.com).

**To pre-register or for more information, contact:**  
Andy Palmouist, PO Box 2422, Loves Park, Illinois 61132, (815) 885-9042; email: [andy@lvcvtr.org](mailto:andy@lvcvtr.org)

Sunday July 10, 2005  
**Come and enjoy the day with us!**  
The British Boots & Bonnets Car Club of Rockford



### 2005 Vintage Wheels & Wings Registration Form

Please complete this registration form  
And mail it with your check to the address below.

- PRE-ORDER A SHOW T-SHIRT:** We are offering unique T-shirts marking the club's annual car show. These shirts will be heavy weight superior quality with a custom designed logo on the front. Order your shirts when you pre-register and pick them up the day of the show. Shirts are \$14.00 each. Indicate a quantity for each size. Shirts will be made to order so place your order today!  
 \_\_\_ Medium \_\_\_ Large \_\_\_ X-Large \_\_\_ XX-Large x \$14.00 each = \_\_\_\_\_ Total T-Shirt Cost
- PRE-ORDER YOUR BBB DUFFEL BAG:** Not big on suiters? How about a duffel bag that shows off your love of British cars? Order your bag today and we will have it ready with your other pre-registration items when you arrive at the show. Bags are approx. 16x16x20 nylon and perfect for small tools and other items you frequently take on the road.  
 Quantity ordered \_\_\_\_\_ x Bag Price = \$20.00 each = \_\_\_\_\_ Total Duffel Bag Cost
- BRITISH CAR ENTHUSIAST INFORMATION:**  
 Name: \_\_\_\_\_ 1<sup>st</sup> Car pre-registration = \$15.00  
 Address: \_\_\_\_\_ 2<sup>nd</sup> Car pre-registration = \$10.00  
 City: \_\_\_\_\_ YES or NO Sat. Car Rally (Dinner On Your Own)  
 State: \_\_\_\_\_ Zip: \_\_\_\_\_ Extra Lunch Tickets @ \$4 per ticket  
 Home Phone: \_\_\_\_\_ TOTAL PRE-REGISTRATION FEES  
 Email address: \_\_\_\_\_
- BRITISH CAR AND MARQUE INFORMATION:**  
 Make: \_\_\_\_\_ Club Only: \_\_\_\_\_  
 Model: \_\_\_\_\_ Amount Collected = \_\_\_\_\_  
 Year: \_\_\_\_\_ Marque Category = \_\_\_\_\_  
 Note: \_\_\_\_\_
- Make check payable to:**  
**BRITISH BOOTS AND BONNETS CAR CLUB**
- Mail registration and payment to:  
 Andy Palmouist  
 British Boots and Bonnets Car Show  
 PO Box 2422  
 Loves Park, Illinois 61132
- Questions or comments? Call Andy at:  
 Phone: (815) 885-9042  
 E-mail: [andy@lvcvtr.org](mailto:andy@lvcvtr.org)

**Overnight Lodging Recommendations:**  
 Best Western Clock Tower Resort, 7801 East State Street, (815) 398-4000  
 Courtyard By Marriott, 7676 East State Street, (815) 397-6222  
 Holiday Inn of Rockford, 7550 East State Street, (815) 398-2200  
 Ramada Suites, 200 S. Bell School Road, (815) 226-2100

**OPTIONAL PHOTOS:**  
 Event photos MAY be available for you and your car. Photos may be taken upon entering the car show grounds or at other times during the show with no obligation to purchase. Order forms from the photographer will be included in your registration packet when you arrive. There is no obligation to order any photographs.

## A Time for Triumphs July 26 - 30, 2005



We will celebrate the 35th year of the Stag and the 50th year of the TR3.

2005 VTR National Convention - Rockford, Illinois

STAG BY TRIUMPH



**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 FDN-Khana**  
**... and much more!**

**VTR 2005 Convention Information**

Website: [vtr2005.org](http://vtr2005.org)  
 email: [bugs@triumphbb.com](mailto:bugs@triumphbb.com)

(815) 332-3119 before 10pm CT  
 Ann or Tim Baja  
 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 5<sup>th</sup> time at hosting the VTR National Convention. We encourage all Triumph enthusiasts to bring a car - no matter what it's condition.



Registrar Information

Driver A (Name as you'd like it to appear on your name badge) Nickname\* Driver

Name B (Name as you'd like it to appear on your name badge) Nickname\* Non-Driver

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

( ) \_\_\_\_\_  
Home Phone \_\_\_\_\_ Email Address \_\_\_\_\_

Names of additional non-driving family members for convention name tags \_\_\_\_\_

Vintage Triumph Register membership # \_\_\_\_\_ Local Triumph Club Affiliation \_\_\_\_\_

Year/Model/Commission # \_\_\_\_\_

**Please indicate which events you will be participating in:**  
(Note: maximum 2 drivers/car/driving event)

Tues.  **Funkhana**  Welcome Reception \_\_\_\_\_ people  
 Craft/Art Display  Craft  Model  Photo

Weds.  Speedway Spectacular  **Fun Drive**  
 TSD Rallye

Thurs.  **Autocross** If selecting Autocross, please indicate:  
 Breakfast Tour  Stock  Modified  Prepared   
 Ice Cream Run

Fri.  Concours If selecting Concours, please indicate:  
 Participants' Choice  Stock  Modified   
 Panoramic Photo  Senior\*\*  Preservation\*\*

I would like to be a Concours judge in \_\_\_\_\_ class.  
(indicate model)

\* If you do not list a nickname, one will be assigned!  
\*\*Must Pre-Register for Senior & Preservation

**Participation in at least one Moving Event is required to enter the Concours and Participants' Choice car shows. Moving Events are denoted by bold print.**

Waiver

Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car shows 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. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Illinois Sports Owners Association, 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. I understand that the Illinois Sports Owners Association reserves the right to revoke my registration and retain my registration fee should I engage in reckless, dangerous and/or unsafe behavior. I have read, understand, and agree to this release.

Signature (Driver A) \_\_\_\_\_ Date \_\_\_\_\_  
*We must have your signature to process your registration.*

Convention Fees

**Base Registration**

VTR Member 1 car, 1 driver \$ 90.00 \_\_\_\_\_  
Non-VTR Member\* 1 car, 1 driver \$120.00 \_\_\_\_\_

\* includes 1 year VTR Membership

**If postmarked before May 15 deduct: -\$10.00 \_\_\_\_\_**

Additional Driver \$ 15.00 \_\_\_\_\_

Each Non-Driver \$10.00 x \_\_\_\_\_

Additional cars, same driver(s) \$25.00 x \_\_\_\_\_

Additional cars attach separate registration sheet

**Optional Events**

Speedway Spectacular (includes meal) \$15.00 x \_\_\_\_\_

Breakfast Tour (includes meal) \$10.00 x \_\_\_\_\_

Awards Banquet Adult \$35.00 x \_\_\_\_\_

Child (12 & under) \$17.00 x \_\_\_\_\_

**Regalia (no orders taken after 7/1/05)**

Baseball Cap = \$15.00 x \_\_\_\_\_

T-Shirt short-sleeved      = \$10.00 x \_\_\_\_\_  
S M L XL XXL

T-Shirt long-sleeved      = \$15.00 x \_\_\_\_\_  
S M L XL XXL

Polo Shirt      = \$25.00 x \_\_\_\_\_  
S M L XL XXL

Sweatshirt 1/4 zipped      = \$35.00 x \_\_\_\_\_  
M L XL XXL

Sweatshirt Hooded Pullover      = \$30.00 x \_\_\_\_\_  
S M L XL XXL

Denim short-sleeved      = \$30.00 x \_\_\_\_\_  
S M L XL XXL

Denim long-sleeved      = \$30.00 x \_\_\_\_\_  
S M L XL XXL

\*XXL sizes add \$2.00 per shirt \$2.00 x \_\_\_\_\_

Regalia can be viewed at the convention website!

**Grand Total**

**Mail with this registration form to:**

2005 VTR Convention  
c/o Ann or Tim Buja  
1173 Butler Road  
Rockford, IL 61108-4702

**Please make checks or money orders (in U.S. Funds) payable to:**

**VTR Convention 2005**

Official use only Rev 3

**2005 VTR CONVENTION SCHEDULE OF EVENTS**

*(subject to change)*

**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

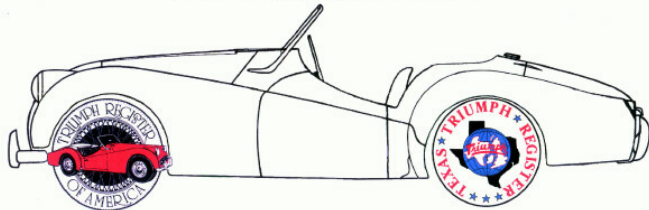
\*denotes driving event



# Car Show Information

## The Triumph Register of America and Texas Triumph Register

cordially invites you and your family  
to join us in Branson, Missouri  
on June 23, 24, 25  
for the first ever  
"West of the Mississippi"  
2005  
TRA National Meet



A family oriented place known as the "Live Music Capital" of the world, the Ozark Mountains, over 40 theaters with over 100 shows, over 350 restaurants, two beautiful lakes, the Showboat Branson Belle with a show and dinner, several theme parks, Stone Hill Winery, over 200 outlet malls and lots more. And that's just for starters! There will be the Concours d'Elegance with separate classes for TRA's through TRAA's. We also want to welcome all Triumphs from 1923 to the last Triumph, the TR8, to a Participant's Choice Car Show with separate classes. That's right, we want all Triumphs, east and west of the Mississippi, to show up for this great event. More information will follow soon. So...mark your calendar now and plan to join us for a great meet!

### 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 members (name for name tags)

Street Address

City, State, Zip

Home Phone

E-mail Address

Local Triumph Club Affiliation

TRA membership number

Triumphs Year/Model/Commission #

Stock/Notified/Prepared

#### Convention Fees

Early Registration (if pre-announced on or before April 15, 2005)

You will receive 2 free trade 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 \_\_\_\_\_ \$ \_\_\_\_\_

NO TRS/TRA tickets will be issued.

We cannot guarantee that regatta will be available inside or that the

Recreational Show or Dinner seating will be available after 6:00 PM.

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 2 free trade tickets.

Late Registration after 6/1/05 or on site

Fee for first car \$85 Additional Cars \$20 per car

NO TRS/TRA tickets will be issued.

We cannot guarantee that regatta will be available inside or that the

Recreational Show or Dinner seating will be available after 6:00 PM.

Your registration includes the following events:

Please indicate the number of people who will be participating

in the planned events.

Thursday Breakfast Drive (Check at your expense) \_\_\_\_\_

Friday Breakfast Drive (Check at your expense) \_\_\_\_\_

Welcome Dinner \_\_\_\_\_

Saturday Luncheon \_\_\_\_\_

#### Optional Events

Fiverboat Show Dinner \$45 per person X \_\_\_\_\_ \$ \_\_\_\_\_

(Please receive confirmation and money by 5/31/05)

Awards Banquet \$20 per person X \_\_\_\_\_ \$ \_\_\_\_\_

Price per child 112 \$8 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

Completions 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 jwortsman@ttra.org

Vern Burnett 281-373-1060 vemburnett@hotmail.com

or visit our website at: [texasTriumphRegister.org](http://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 \$49.99 417-334-3544

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 Participant's Choice competition,

you must participate in at least one (1) driving event.

I would like to be a Concours Judge in \_\_\_\_\_ class.

Signature

Date

Signature

Date



28th ANNUAL

LAKE GENEVA

CLASSIC CAR RALLY

2005

"According to Hoyle" Automobile Tour

AMERICAN CANCER SOCIETY CHILDHOOD RESEARCH BENEFIT

SATURDAY & SUNDAY, SEPTEMBER 24 & 25, 2005

Sponsored by...CORINNE KREISSL MEMORIAL FOUNDATION, INC.



Host site... Interlaken Resort & Country Spa  
Highway 50 West, Lake Geneva, WI 53147

<b>PARTICIPATION</b>	Classic, Antique and Special Interest Auto; Owners, Drivers and Riders.
<b>REGISTRATION</b>	Saturday 11:30 a.m. to 6:00 p.m. at Interlaken Chalet and Sunday 8:00 a.m. to 11:00 a.m. at Interlaken Chalet
<b>RULES</b>	"According to Hoyle" Best (20) Poker Hands are Trophy &/or Prize winners.
<b>PRIZES</b>	Trophies, and Prizes Donated by Participating Destinations, Local Merchants and Rally Participants.
<b>DOOR PRIZES</b>	Eligibility by depositing stubs from 12 noon to 2 p.m. Sunday ONLY.
<b>DASH PLAQUES</b>	First 500 Cars Registered will Receive Dash Plaques.
<b>DONATION</b>	\$10. to Cancer Society Per Hand Played (2 Hand Minimum)- Advance registration details below.
<b>DEALING</b>	Saturday 12:00 p.m. to 5:00 p.m. - Sunday 9:00 a.m. to 1:30 p.m. (no extensions except at Chalet)
<b>HOSPITALITY HOUR</b>	Saturday at Interlaken Chalet 11:30 a.m. to 12:30 p.m. for Rally Participants.

#### POKER RALLY TOUR ROUTE

Participants can tour around Geneva Lake on Saturday or Sunday stopping in five zones around the lake at participating stops. Saturday participants need not attend Sunday event, to be eligible for Poker Hand prizes, as completed hands can be turned in on Saturday at Interlaken Chalet until 6 PM.

NO VEHICLE JUDGING - JUST FUN, FUN, FUN

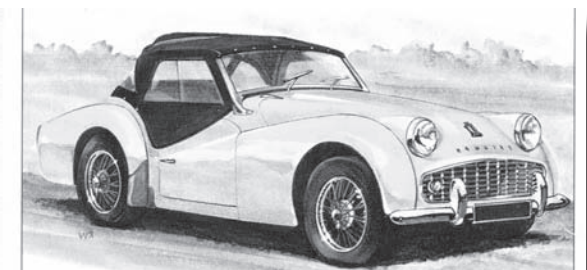
CLASSIC VEHICLES NOT NECESSARY- Participation can be with or without a classic vehicle.

For additional information call: (262) 248-2764 or (262) 275-6354

Web Site: [www.classiccarrally.net](http://www.classiccarrally.net), E-Mail: [jfritz@mia.net](mailto:jfritz@mia.net)

GRAND CAR SHOW FINAL SUNDAY AT INTERLAKEN AT 12 NOON

PRIZES AWARDED SUNDAY 2:30 P.M.





# 6-Pack Trials 2005

## Welcome Back to North Carolina

# Trials 2005 Registration

## September 15-18, 2005

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 east. 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" Foshee 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.

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** \_\_\_\_\_

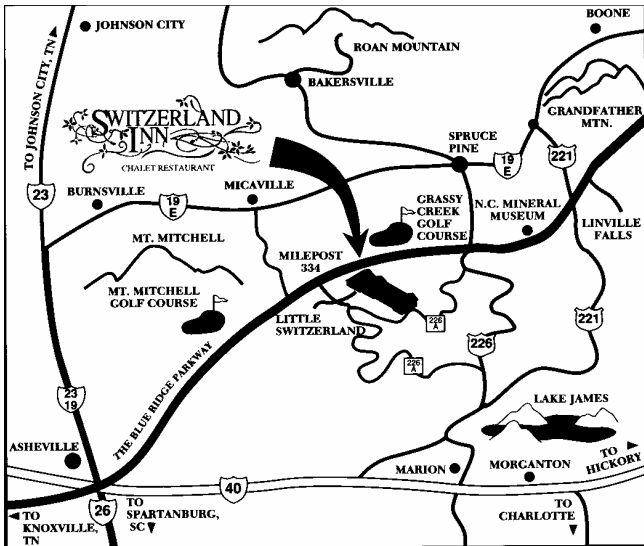
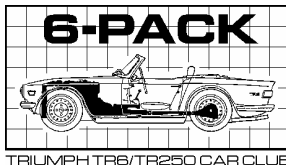
Make your checks payable to "6-Pack Trials 2005" and send c/o Pat McMullen 365 Gregory Road Salisbury NC 28147 (pmcmull@attglobal.net) or register on line at: 6-Pack.org

*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.



The British Car Union  
presents the 19th annual

**BRITISH  
CAR  
FESTIVAL**



September 11th, 2005

Come Experience the Exquisite

**British Motoring**

Technology of

**Yesterday  
and  
Today**



- Over Nineteen Car Clubs
- Informative Tech Sessions
- Historic Narrative Tours

**When • Where • How**

- 19th Anniversary • September 11th, 2005 • 9:00am to 4:00pm •
- Registration 9:00AM to 12:30PM – Awards at 3:00PM •
- Moraine Valley Community College, Palos Hills, Illinois •
- <http://www.britishcarunion.com> • 630-773-4806

**Pre-registration...that's the way to go!**

To guarantee your apparel order and to qualify for door prizes,  
you must be pre-registered by **August 22, 2005**

Name \_\_\_\_\_

Address \_\_\_\_\_ Apt \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-Mail \_\_\_\_\_

British Car-1 Make \_\_\_\_\_  
or Cycle \_\_\_\_\_

Model \_\_\_\_\_

Year \_\_\_\_\_

*(No Replicas Please)*

British Car-2 Make \_\_\_\_\_  
or Cycle \_\_\_\_\_

Model \_\_\_\_\_

Year \_\_\_\_\_

**Pre-Registration Fee:** \$15.00 \$ \_\_\_\_\_  
(\$20.00 after August 22th  
and day of the event)

**Additional Vehicle:** (ea) \$5.00 \$ \_\_\_\_\_

Festival Souvenir **T-Shirts** can only be guaranteed through pre-registration.

Quantity of each size desired  S  M  L  XL  XXL Total Shirts@\$3.00ea \$ \_\_\_\_\_

Festival **Embroidered Polo-Shirts** can only be guaranteed through pre-registration.

Quantity of each size desired  S  M  L  XL  XXL Total Shirts@\$25.00ea \$ \_\_\_\_\_

TOTAL ENCLOSED \$ \_\_\_\_\_

Make Checks Payable to "British Car Union"

Please send your check and registration form to:

**British Car Union**  
P.O. Box 928  
Downers Grove, Illinois 60515

**Need Hotel Information?**

[www.britishcarunion.com](http://www.britishcarunion.com)

or call us

**630 • 773 • 4806**

I'd like to have some fun helping  
for an hour or two at the festival!

**Sorry, No Alcohol - No Pets**

All registrant show vehicles must carry valid and current registration plus insurance  
coverage per State liability requirements! (Trailer vehicles are welcomed)



**"You'll have a grand day...  
it's well worth the trip"**

The Festival is being held at the Moraine Valley Community  
College, located southwest of Chicago in Palos Hills, Illinois

**Driving from Chicago,** take the Stevenson Expressway (I-55)  
to LaGrange Road (Route 75) south to 107th Street. Turn  
left...the Festival is on the right just after Kean Avenue.

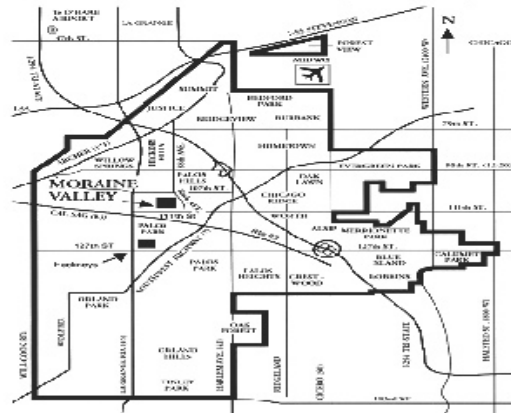
**Access from the Tri-State Tollway,** is 95th Street west to  
Roberts Road. South (left) Roberts Road. West (right) on  
111th Street. North (right) into Festival lot.

**From I-80,** exit at 96th Avenue (LaGrange Road-Route 45)  
north. Take 96th Avenue north to 111th Street. Turn  
right...the Festival is on the left just past Kean Avenue

**From Rt 83,** exit at LaGrange Road-Route 45 north to 111th  
Street. Turn right...the Festival is on the left just after Kean Ave.



**September 11th, 2005**  
Moraine Valley Community College



**Sorry, No Alcohol - No Pets**

Moraine Valley Community College rules specifically prohibit pets, and all alcoholic beverages  
(including beer). The British Car Union expects complete cooperation of all registrants and guests.



**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 \$3! 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.

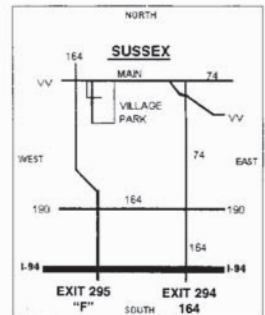
For additional information write to: British Car Field Day  
W 191 S 7865 Overlook Bay Dr.-3C  
Muskego, WI 53150

Or Call:  
262.679.0041  
262.521.1072

Please retain the top part of this form for your record.  
Your Check No. \_\_\_\_\_ Date Mailed \_\_\_\_\_

Note! If you have no interest in this event and wish to have your name removed from our mailing list, please call one of the  
numbers listed above or return the envelope with your address label intact, marked "remove", to the address listed above.

Please detach on the dotted line and mail your pre-registration early.



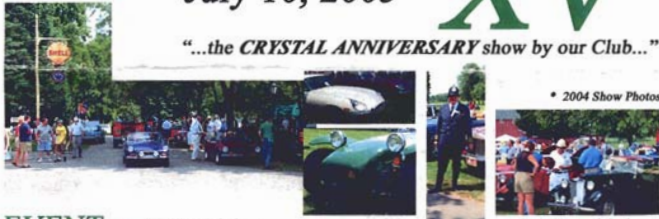


Southwestern Michigan Motoring Association, Incorporated, PRESENTS:

# Mad Dogs & Englishmen XV

July 10, 2005

"...the CRYSTAL ANNIVERSARY show by our Club..."



\* 2004 Show Photos

**EVENT** -- All-British Auto Faire, with an expected 400 vehicles on exhibit !! (Beginning at 9 am to 4 pm)

**LOCATION** -- Gilmore CCCA Museum, Hickory Corners, Michigan (269.671.5089)

**ACTIVITIES** -- Auto games - challenging and fun !! Family activities, and bring the children; Vendors; Auto Jumble / Sales; Awards, Show Prizes and Trophies !!

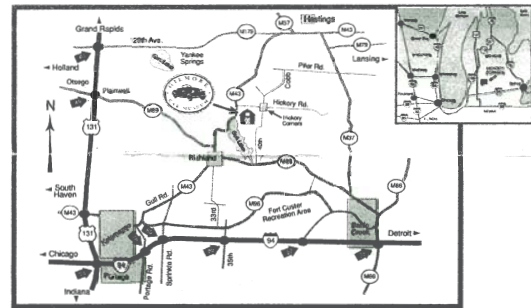
**REGISTRATION** -- SMMA, Inc., 269.344.5555, or at the Club website: [www.maddogsandenglishmen.org](http://www.maddogsandenglishmen.org), or register at the Show !



Featured Marque -- the SUNBEAM



6865 Hickory Road • Hickory Corners • MI • 49060 • 269.671.5089 FAX 269.671.5843  
www.gilmorecarmuseum.org



**Arriving From DETROIT OR CHICAGO traveling on I-94**

- Exit I-94 at Exit 85 - Galesburg
- Travel north on 35th street to the traffic light at M-96
- Turn left (west) onto M-96 and follow for one mile to 33rd street.
- Turn right (north) and follow 33rd street for approximately 6 miles to the traffic light in the village of Richland.
- Continue straight thru the light (33rd Street becomes M-43)
- Follow M-43 (north) 6 miles (winding around Gull Lake) to Hickory Road.
- Turn right (east) onto Hickory Road. (Note several large red barns)
- Museum entrance is on the right.

\*\*\* Due to construction we do NOT recommend using Exit 80 - Sprinkle Road at this time.

**Arriving From US-131 to North of Kalamazoo**

- Exit US-131 at Exit 49A - Plainwell
- Follow highway M-89 east 12 miles to stop sign at M-43
- Turn left (north) on M-43 and continue for 5 miles to Hickory Road
- Turn right (east) onto Hickory Road. (Note several large red barns)
- Museum entrance is on the right.

**Arriving From LANSING AREA**

- Follow highway M-43 southwest thru Hastings
- Continue approximately 5 miles south of Delfon to Hickory Road.
- Turn left (east) onto Hickory Road. (Note several large red barns)
- Museum entrance is on the right.

**HEARTLAND BRITISH AUTOPEST INFORMATION**

**Friday Aug 13**  
 6:00pm - 2:00pm Start Time - Office Max Parking Lot, 4215 27<sup>th</sup> St., Moline, IL (Next to Southpark Mall)  
 6:00pm (following drive)  
**Saturday Aug 14**  
 10:00am - Village of East Davenport, Iowa (Mound Street and East 1<sup>st</sup> Street) Enter at Jersey Ridge Rd. & 11<sup>th</sup> St.  
 10:00am - 9:00am  
 9:00am - 1:00pm  
 1:00pm - 4:00pm  
 4:00pm - 2:00pm  
 2:00pm - 3:00pm

**REGISTRATION CLASSES** - Tentative to Registration (Three (3) cars make a class)

**WE STRONGLY urge you to pre-register by mail or online (<http://www.heartlandautofest.com>) to help us determine space requirements and assure your place in the proper class of cars**

MG T-SERIES	G. TR6	M. Jaguar E-Type (XK15)
MG4	H. Spitfire, GT6	N. Jaguar XJ Series
MGBC & GT Chrome Bumper	I. Austin Healey (Big)	O. Other Marquees
MGB, Rubber Bumper	J. Midget/Sprite	P. Motorcycles/Bikes
TR2, TR3	K. Pre 1969 Saloons (Sedans)	Q. Daily Driver
TR4, TR250	L. Mini	R. 1969-on Sedans
		S. Jaguar XK120, XK140, XK150

Just pick the class that your British car/bike fits in by letter and place it on your registration form before mailing it.

For questions or hotel/motel info, contact: Naomi Swanson 309-764-1423 or email: [nswanson@mcsh.com](mailto:nswanson@mcsh.com)

Send form below, detach and mail to: **QCBCA, 4828 4<sup>th</sup> Ave., Moline, IL 61265**

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Telephone \_\_\_\_\_ Miles Traveled to Event \_\_\_\_\_  
 Pre-Registration Fee: First Car (before 8/11/05) \$15.00 (after 8/12/05) \$20.00  
 Second Car \_\_\_\_\_  
 Third Car \_\_\_\_\_  
 Dinner: \_\_\_\_\_ Number Attending \_\_\_\_\_ (Order off the Menu)  
 Race is limited, please register early to guarantee a place.  
 TRAC ANNUAL DUES (Aug 05 - Aug 06) \$15.00  
 Check payable to: Quad City British Auto Club TOTAL \_\_\_\_\_



**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, hold harmless 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 Fee

IT WAS TWENTY YEARS AGO TODAY . . .

THIS MONTH IN *SNICC BRAAAPP*  
A BRIEF TRIP BACK DOWN MAMMARY LANE  
WITH JAKE & ELWOOD MANTENO



RETURN WITH US NOW TO THOSE THRILLING DAYS OF YESTERDAY AS WE TRAVERSE THE WORMHOLE OF TIME BACK THROUGH THE MAGIC AND MYSTERY OF TIME-TRAVEL. CALIBRATE YOUR TRANSPONDERS TO 1985 [JUST BE SURE TO LINE YOUR HELMET WITH COPIOUS AMOUNTS OF TINFOIL AND POLYUNSATURATED LUNCHEON MEAT.]

The June 1985 issue of Snic Braaapp included a reminder to attend the meeting at the Round Up Saloon and a welcome new members Marv & Pat Goeke and Tom Copeland. Jake and Elwood also included some of their monthly correspondence from devoted readers.

[Dear Americans,  
Thanks to you and the "We Are The World \* record for the famine relief. It has helped keep my family alive. I have sent a family portrait to let you see how well fed we are thanks to you.  
Dbula Nklomtoo Ethiopia

SIRS:  
We've been having; an argument with the Defense Department over political geography in the Aegean. If the Soviets attacked Turkey from the rear, would Greece help? I say it wouldn't. Casper says it does for him,  
Al Haig  
The Pentagon],

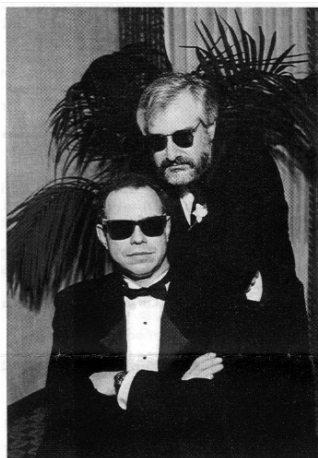
A Mini I Report contributed by club president Sally Keyes listed the results and place finishes by ISOA members, there was also a report on the annual slalom driver's which school took place May 5th in a new location; the parking; lot of Waubensee College in Sugar Grove, The newsletter reported that on May 19th, assorted hot shoes gathered at the Bennett Raceway outside Utica, Illinois for the first event in our slalom points series. The event was hosted by Salt Creek and the terrific weather made the turnout large. ISOA was well represented with 10 cars and 14 drivers. Some of whom were actually in Triumphs

For those not going to the June Sprints or the Detroit Grand Prix, there were 2 other choices; a slalom scheduled for the Nike Base in Vernon Hills hosted club is Salt Creek and on the 23rd there was the British Car Field Day held at Nagawaukee Park near Hartland, WI. ISOA was invited to tour with Vintage Triumphs of Wisconsin.



Summer, and a young man's fancy turns to

. . . TRIUMPHS



North American Triumph Challenge X [now more commonly referred to as the VTR Convention] was held at Pheasant Run in Saint Charles in 1985 and ISOA was the hosts Members [then and now] were urged to attend

In the ISOA classifieds twenty years ago, you would have seen these ads:  
63 TR-4- alleged by the owner to be in excellent condition. Many extra parts. \$^500 or best.  
71 TR-6 with Webers, Isky cam, headers, extra stock engine, many, more parts. \$2500 or best, will consider parting out.

AND THAT'S THE WAYS IT WAS, JUNE 1985, [IMAGINE WALTER CRONKITE'S VOICE] EXCEPT NOW, YOU WERE THERE!



# TR6 TOYOTA FIVE-SPEED CONVERSION - CHAPTER II

By Bob "Suds" Streepy



Mark Moore, Dave Kayson, and my buddy Art [AKA: Vinnie "the Ratchet"] set out to replace the gearbox. I had gutted the interior and put the car on jack stands before they showed up. We supported the engine with one jack and disconnected the starter, driveshaft, and fasteners between the black and the bell housing. Herman van den Akker, the designer and manufacturer of the conversion kit had provided me with a replacement bell housing and new clutch disk on an exchange basis for no charge because he wanted to check



his parts for wear. To make the switch, I had to source a new/used gearbox from an 82-85 Celica and get a seal from NAPA. Herman provides everything else necessary to do the job. The first step is to remove the Toyota bell housing and attach Herman's bell to the Toyota gearbox. His bell housing is basically Triumph in the front and Toyota in the back. The next step is to convert the shift tower and install the Triumph gearshift selector. The kit comes with a detailed instruction

manual that even I was able to follow. The next step is to install the rear oil seal and convert the rear output flange. After that, it's time to install the hydraulic clutch

measured the thickness of the play-doh, made our final adjustments, and shoved her back in for, hopefully, the last time. We re-installed the fasteners, hooked up the driveshaft, and starter, bled the system [No Silicone in the clutch master on this set up], and fired the old girl up. We took her through the gears on the jack stands with no problems and then put in a seat and took her out on the Stearns Road proving grounds. No leaks! [Too bad I didn't road test it before I put the trans cover back in the first time]. By two in the afternoon, we were done and it was time for celebratory cocktails. Kayson and Vinnie had to take off, but Mark stuck around and we put the carpet, radio and passenger seat back in. A this writing, the speedo cable is still fighting us a bit, but other than that, everything is as good as before. My gratitude goes out to Dave and Mark for giving up a day to help this old gimp out on his project. Hopefully we'll manage to go a little longer on this gearbox than on the last one.

Regular readers of this venerated Journal [those of you who suffer from irregularity may wish to increase your fiber intake] may recall that your humble and obedient scribe wrote a serialized article last year about the frame-off re-restoration of his beloved TR6 Lucille [AKA Loose Seal – the Wonder Car -as in I wonder if anybody would be fool enough to give 20 cents on the dollar for what I've tied up in this thing-]. Following a veritable grand anvil chorus of gear grinding in the hills of "Ol' Virginny" we replaced of the rear transmission seal on the Toyota 5 speed at VTR in Richmond last summer, the gearbox was quiet and fully operative. Our bonsai trip home appeared



to have no ill effects on the car, [if only the same could be said for the driver] and we motored about uneventfully until the BCU show last September, when on our return trip from Moraine Valley, the gearbox let out a cacophonous death groan just before the car "locked up real good." Apparently the tranny was trashed, mortally wounded in the hills two months earlier.

We decided that it would be more cost effect to just get a replacement five speed rather than pay for time and material to rebuild this trans. [\$150.00 vs. "How much you got boy?"] Our original plan was to do the "transplant" over the winter, but a recurring issue with disk L5 S1 kept that out of the question recently. On April 20,

installation. This is probably the most intricate step in the process. The measurement between the output shaft on the trans and the fingers on the pressure plate is critical to the performance of the conversion and digital calipers, or a very skilled machinist is essential to getting the figures just right. Since Vinnie and I had done this before, [and so had Mark,] we able to move through this procedure pretty efficiently. [This was actually the third time I had done this, once with Tim Mantel, once on my car and again this time.]

We placed some Play-Doh on the pressure plate before the trial fit, installed the tranny, removed it,

measured the thickness of the play-doh, made our final adjustments, and shoved her back in for, hopefully, the last time. We re-installed the fasteners, hooked up the driveshaft, and starter, bled the system [No Silicone in the clutch master on this set up], and fired the old girl up. We took her through the gears on the jack stands with no problems and then put in a seat and took her out on the Stearns Road proving grounds. No leaks! [Too bad I didn't road test it before I put the trans cover back in the first time]. By two in the afternoon, we were done and it was time for celebratory cocktails. Kayson and Vinnie had to take off, but Mark stuck around and we put the carpet, radio and passenger seat back in. A this writing, the speedo cable is still fighting us a bit, but other than that, everything is as good as before. My gratitude goes out to Dave and Mark for giving up a day to help this old gimp out on his project. Hopefully we'll manage to go a little longer on this gearbox than on the last one.

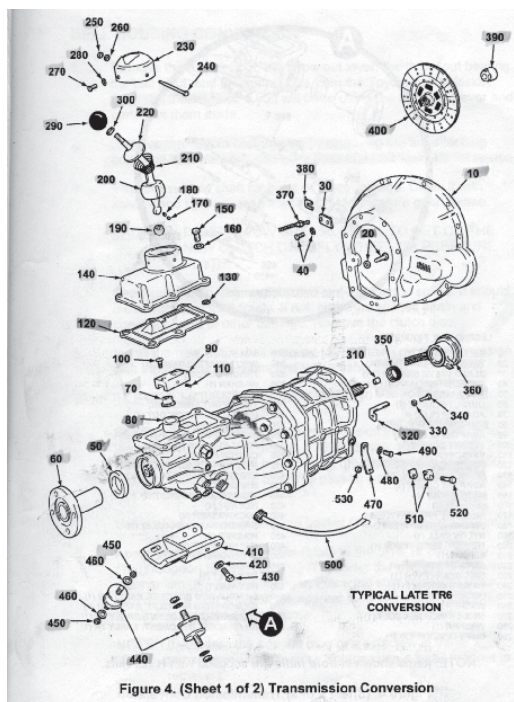


Figure 4. (Sheet 1 of 2) Transmission Conversion

## Meeting Stuff

MAY ISOA MEETING NOTES,  
[In Case You Missed It]

Mack's Golden Pheasant extended its hospitality to more than 50 ISOA members, several of whom drove in Triumph [despite unseasonably cold temperatures,] on Sunday May 1st 2005. Doug Clark [didn't he used to have a band called the Hot Nuts?], who owns a TR4 [and two MGs but we won't that against him - yet], made his ISOA debut at the meeting and was the only first timer in attendance.

President Joe "Stagmeister" Pawlak got the meeting under way at precisely 7:13 [7:00 official ISOA time]. The meeting started with a round table discussion of "project updates" from those of us completing various tasks in time for the driving season, even though the weather continues to make top down driving a fantasy more than a reality. Joe described firing up his [actually his daughter Sandy's] Spitfire for the first time since a full scale restoration, only after discovering that the new header was not allowing a sufficient flow of O2 into the carb. He rectified the problem with a socket and a BFH, and now the car is running great. He also found that the **brand new** wheel cylinder [he did **not** buy the part from the vendor in Lincoln in the UK] for the rear brakes had a bleed screw, but no orifice. [makes bleeding pretty tough], but a little time with the drill press, and all was well. Tim "Toolman" Buja described how he left his battery charger on his TR8, only to have his bride inquire as to "what died in the garage? It stinks out there." [This after they hosted the chili party, so you know the smell had to be pretty intense.] Turns out, the battery was cooked. Needless

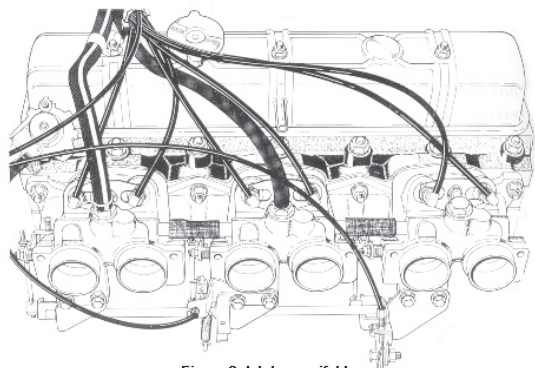


Figure 2- Intake manifolds

*Above: We have taken the liberty of including a graphic showing the correct sequence for connecting TR6 spark plug WIRES, just in case anybody in the club needs a "cheat sheet."*

to say, this story was not forgotten at Boomer time.

Jack Billimack inquired as to tried and true techniques about cleaning the rear window of a convertible top after it had been yellowed by age and neglect, I suggested toothpaste ["You'll wonder where the yellow went when you clean you top with Pepsodent"], and other recommendations included Novus Plastic Polish, but the consensus was that it might be time for a new top]. Doug Campbell asked about the secret to removing the uppermost bolts on a TR3 rear fender, which Billy Pyle revealed. Your humble and obedient scribe also described "trans"plant II on his Tryota TR6 five speed.

Tim Buja then outlined some the latest preparations made for the national VTR. Convention. He stated that the number of registrants is actually ahead of the figures from 1995 and that the Stag vs. TR3 wager currently favored Stags by a wide margin. Jack [a TR3 owner] then suggested that, in true Chicagoland fashion, we change the ground rules of the bet. Dave "Stumpy Joe" St. Kayson shared some of the latest developments of the house band "Spinal Tappets," which will be making its world debut at the welcome reception at VTR. The band is cutting a CD and rumor has that Sir Bentley Haynes will also be reading some of his advice columns to preface the songs. Tim also took orders for official ISOA convention worker shirts, sure to become a fashion classic. These are available only to ISOA members at cost for \$15.00.

Jack "Spuds" Billimack recapped some of the recent club events form the past month. Among other things, Jack described the annual tune-up clinic held at Pyle's the preceding week, after which Joe, filling in for designated nickname assignor Irv Korey, who was racing at Road Atlanta, baptized Doug Larsen "Wires." [Read on to the Boomer Awards paragraph to find out why.] Jack also described the House the Rock Tour held the previous day, April 31st, for the benefit of the "Black Lung Escadrille" Members. Tom Morgan also spoke about the clinic held at LaFox, at which he had the place all to himself.

Jack then spoke about upcoming events, including the first Breakfast Run, [hopefully not runs]. We will once again to convene at the Nest Café [we know that it will be open this time] in Bartlett, and take the scenic route [Rte 59 straight south] to the United Classic Motors spring British Car event in Naperville. Jack then spoke about the Peoria Car Show coming up June 4th, the campout at Black Hawk farms, the Wisconsin Show in Sussex, and Boots and Bonnets at the Poplar Grove Airport.

He also mentioned that after VTR, we would have a club presence at the Union Transportation Extravaganza, the Orphan Car Show in Aurora, Heartland Car Show in Quad Cities, and the lake Geneva poker Ralley in September. We also began discussion on a caravan to Little Norway in North Carolina for the Six Pack Trials

Following Jack's presentation, nominations were placed for the Peter M. Roberts and the Boomer Awards. The Boomer nominations went to Chris Smit for burning up half a tank of gas at the tuneup clinic and then running out of fuel on his way to the meeting; Doug "Wires" Larsen for replacing the plug wires on his TR6, but not in the right order; Tim "Toolman" Buja, for his battery episode described above, and Jack Billimack for failing to deliver the Boomer Award that he got the Peter M. Roberts award last month. Jack won unanimously and has temporary custody of the accolade. Your humble and obedient scribe nominated Mark Moore and Dave Kayson for their help [actually they did most of the work,] on his "trans"plant; Dave "Snake" Shedor, was nominated for spending quite a bit of quality time on Chris Smits; GT6 at the tuneup clinic, Billy Pyle, was nominated for bringing the Boomer back, as was myself myself for towing a trailer to Tennessee and back to retrieve a TR6 frame with Tim "Gizmo" Mantel. After an extremely close vote, using the Earl Wright ballot counting method, your humble and obedient scribe has temporary possession of the Chalice

The meeting broke around 9:00. With apologies for any unintentional errors or omissions, -

Suds





**ANSWERS TO LAST MONTH'S  
"NAME THE UGLY CAR" CONTEST**

A: 1961 SABRE FOUR  
[NOT VERY SHARP]

B: 1958 LANCIA FLAMINIA BERLINA  
[FLAMING UGLY!]

C: TRIUMPH 2000  
[CLEARLY THE MOST ATTRACTIVE]

D: SIMCA ARONDE  
[NAMED AFTER LATKA GRAVAS' WIFE]

E: 1962 ASHLEY SPORTIVA  
[MORE LIKE "UGLIVA"]

F: ALVIS  
[IT SHOULD NEVER HAVE LEFT THE BUILDING]

G: 1954 SAAB 92B  
[THE SALESMEN WERE SOBBING]

H: BEUTLER BRISTOL 401  
[THIS BEUTLER DIDN'T DO IT]

I: MESSERSCHMIDT KR200  
[MORE LIKE MESS 'O SHIT]

J: GASTONIDES KWIK  
[KWIK, HIDE YOUR EYES!]

K: CITROEN DS CABRIOLOET  
[LOOKS THE SAME GOING & COMING]

L: 1961 VAUXHALL VX4/90  
[INSPIRED FAMILY TRUCKSTER]

**2005 ISOA OFFICERS**

- President & Newsletter Publisher** Joe "Stagmeister" Pawlak  
847/683-4184  
stagfire@elnet.com
- Vice President** Mike "Toofus" Mueller  
630/860-9118  
greenjet3@aol.com
- Treasurer** Sheri "Big Mama" Pyle  
630/773-4806  
sherip@ix.comcast.com.
- Secretary/ Newsletter Editor** Bob "Suds" Streepy  
630/372-7565  
trstreep@sbcglobal.com
- Events** Jack "Spuds" Billimack  
815/459-4721  
jbillimack@aol.com
- Membership/ Webmaster** Tim "Tool Man" Buja  
815/332-3119  
buja@insightbb.com
- Motorsports/ Curmudgeon** Irv "Elwood" Korey  
847/831-2809  
emanteno@attglobal.net
- Meeting Stuff** Pete "Peetso" Eckstein  
peetso@aol.com
- Tech Editor** Erik "Iceman" Quackenbush  
847/482-1673  
erik@midwestfilter.com

**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,**

**SHOE**



# Letters to the Editor



Editurd-

What the f\*#@#! do you mean “ugly” you a@!##\*#e? That was my f\*%#@!ing car in your dumb “Name the Ugly Car Contest.” If you think that was ugly, wait until you look in the mirror after I get my hands on you, you f\*#@!\* hack!

Jeff Rust, Rockford

PS Did I win a free drink, did I , did I, uh?

Ed Note: Sharp eyed reader Mr. Rust was the first [4/27/05 6:15 PM] and only respondent to our “Name the Ugly Car” Contest when he correctly identified a 1967 Triumph 2000 [Car “C”] among the vehicles pictured in our May Issue of Snic Braaapp.



It seems Mr. Rust owns a similar vehicle and appear to have taken umbrage at the implication that his vehicle lacks “curb appeal”. The 2000 was clearly the most attractive car [a rose among the thorns to be sure] in the group. Snic Braaapp sincerely regrets any misunderstanding-

Edicur-

I was disgusted and appalled at the content of your April issue of the newsletter. Oh the depths to which you have sunk! Shame on you! Where is your sense of decorum? You call yourself an archivist? Don’t you realize that you have a tradition to uphold? I didn’t work my ass off creating an image for this newsletter so that you could f#@k it up. You have abandoned the legacy of myself and the Manteno Brothers with your feeble attempt at editing. In my day, Snic Braaapp stood for all that was that was good and decent among Chicagoland Triumph owners. I realize that you haven’t been at this too long, but where were the condom ads, the fornicating swine [aka “Makin’ Bacon”], the bare-breasted women? I hope you get some f\*\*kin’ class, or I’ll be forced to cancel my subscription, if I have one.

Rick Dentino

What he said,

Jake Manteno

Ditto,

Elwood Manteno

Now I know what Diana meant when she wrote to the Manteno Brothers back in ‘84 that not all rulers have twelve inches.

Camilla, Duchess of Cornwhole



Dear Editor,

A twenty-three year employee of International Truck (fka Navistar aka International Harvester Co.), I read with some degree of amusement and pleasure your “General In”TR”est” column in this month’s Snic Braaapp.

Would that you had contacted me first: I could have furnished



you with additional information on this splendid vehicle, our first new pickup in many decades. Though some refer to the CXT as a “Hummer Killer,” I prefer to look upon it as “The Brilliance of Common Sense.”

Able to outmaneuver a standard-size pickup (of wimpy dimensions), the CXT can easily haul 6 tons. (How many Triumphs would that be?) Able to turn a few heads,

the CXT’s commanding presence has been known to create onlooker traffic jams. Able to stir the blood of any big bore fan, the CXT gives you the strength of 540 ft lbs of brutish (not British) torque.

For your visual pleasure, let me enclose a few photos. You may add them to your collection, mount them on your bedroom wall, or lasciviously savor them in private.

But one word of caution, Bud, you need to give to our membership: No, a CDL license is not required to operate the vehicle. However, because of the CXT’s weight, any Illinois driver must have a Class C license.

Sincerely  
Melvin S Merzon,

How youse doin’?”



So I stored da TR6 at my Aunt Wanda’s, da one who can predict the future from coffee grounds, over by Fullerton an’ da Kennedy for da winter, an’ when I backed it out for da fist time dis year, der’s dis big oil slick on her garage floor an’ I know she’s gonna be pissed, so I gotta come up wit sumpin quick, ya know? So I yells out, “Aunt Wanda, come quick, der’s a stain onna floor looks like da Holy Virgin!” An’ so she hobbles out to da agage [it takes her awhile onacounta da walker] crossin’ herself

an’ she calls her lady friends from Bingo, an’ before ya know it, der’s candles all over da place, and she never says nuthin to me about my car leakin’ on her garage floor onnacouta it’s a sign from God an’ I tinkin’ to myself, I gotta light a candle too fer comin’ up wit dis scam cause I put out a coffee can fer donations an’ by da end of da week, der’s like eight bucks in it.

Apex Mosier,  
Nortwes Side

*pictured above “the miracle” right: just a few of the Aunt Wanda’s friends flock to her garage to pay homage*







Jack "Spuds" Billimack beams with pride after receiving new and improved Boomer at May meeting



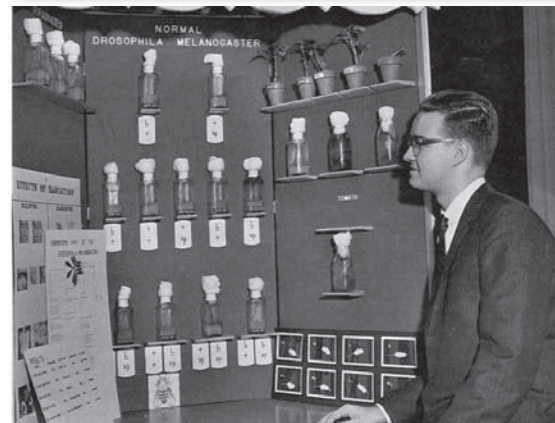
Shown above: Sheri "Big [Motorcycle] Mama Pyle as seen the Daily Hearld on May 2, before her 1800 mile ride around Lake Michigan. [Not shown in the paper was the photo below which was taken a week later after she completed her trip]



Tim "Toolman" Buja surveying the remains of his home after the mysterious gas explosion following the Chili festival



Tim "Gizmo" Mantel and Bob "Suds" Streepy trying to blend with the locals during their recent road trip to Tennessee



Joe "Stagmesiter" Pawlak preparing for his technical presentation at VTR

Also in the news, the spring issue of *Moss Motoring* had a nice write up about club newsletters and included a photo of SNIC BRAAAPP among their examples. Look closely at the back page of the Roadster Factory spring sale flyer and you'll see a white TR3 [not the world's nicest, just the most expensive] with an ISOA logo magnet on the side, plus a black TR3 with the license plate "Pappy's Three," and in the May/June issue of *Triumph World* there's a nice reference to Joe Pawlak and ISOA in Ted Connolly's column. ***We're everywhere!!***

## Classifieds & General Information

*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:** 1972 TR-6 65,000 original miles. wire wheels a new trailing arms and all U-joints/gaskets/seals/shocks replaced. Some detail work remains, asking \$7500. /offer John Johannes 262-679-5365: [6/05]

**For Sale:** Spitfire Parts-1500 Chrome Frt Bumper-\$50, Roll-bar-\$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]

**Parts for Sale:** from TR6 bought new in '69 in UK. [Car stolen in 72 and never recovered.] items are all like new: 1969 TR6 Air Cleaner Cover \$20; 1969 TR6 Inside Hardtop Cover Black-\$100 ; 1969 TR6 Tonneau Black-\$180; TR 6 Rear "Metallic" Break Shoes \$30; bbulfer@powersales.com; Phone Michael after 700PM 847-520-9499 [6/05]

### NEW MEMBER

Matt Krajniak  
7705 Baimbridge Dr  
Downers Grove, IL 60516-  
H:(630) 964-3478  
W-:(630) 548-9700 x203  
Birthdays 02/07 72 TR6

Bill Ruetsche  
5 S Highview Cir  
Hawthorne Woods, IL 60047-  
H:(847) 719-2386  
EMAIL: bfr5@comcast.net  
Birthdays 04/03 74 TR6

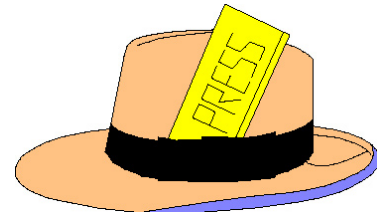
Bernie Sapato  
321 Pinehurst Dr  
Palos Heights, IL 60463-  
H:(708) 371-4349  
W-:(312) 474-4601  
EMAIL: bsapato@bear.com  
Birthdays Bernie 03/17 73 TR6

### Happy Birthday



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

Eric Nielsen on 06/05  
Janet Revis on 06/07  
Jim Holland on 06/07  
Doug Campbell on 06/12  
Bob Erickson on 06/13  
Terri Anderson on 06/16  
Denny Cappetto on 06/30



## Help Wanted!!

**Y**our newsletter needs you! If you plan to attend the VTR convention [and you should!], Snic Braaapp wants your help. We need a few members to attend the various activities that will be occurring simultaneously at the convention who would be willing to write a brief report on the event and takesome digital photos of the activity to publish in the September "VTR Special Edition" If you'd rather not write, please share any pictures you take at the convention Snic Braaapp and we can't cover all of the activities without some assistance. If you can help out, please notify Bob Streepy [630/372-7565; trstreep@sbcglobal.net] or Bill or Kim Jensen [815/562-6318 stingo@ixnetcom.com]. No experience necessary. Excellent working conditions and fantastic fringe benefits [you get to hang around Triumphs and Triumph people]. Base salary plus commission commensurate to 50% of editor's salary, plus 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 be impressed.]



Congratulations to Dave Kayson on the newest addition to his ever-growing Triumph Family; a European Spec TR4



## VTR REGALIA NOW AVAILABLE



*Available with short or long sleeves, embroidered with the VTR 2005 logo - \$35.00*



*Custom embroidered cap with the VTR 2005 logo - \$15.00*



*1/4 Zip Sweatshirt embroidered with the VTR 2005 logo - (not available in small) \$35.00*



*ISOA workers may order an exclusive convention polo shirt for only \$15 Red 50/50 cotton/polyester knit button shirt with the convention logo embroidered on the left chest.*



*Polo Shirts  
Custom embroidered with the VTR 2005 logo  
\$25.00*



*Denim Shirts  
Available with short or long sleeves, embroidered with the VTR 2005 logo.  
\$30.00*

### ISOA ON THE INTERNET

You can always get the latest news directly from the ISOA web site. <http://www.snic-braaapp.org> To subscribe to the ISOA electronic mailing, list [editor@snic-braaapp.org](mailto:editor@snic-braaapp.org)

### ONLINE ROSTER ACCESS INFO

JUNE 2005



The Rear View Mirror - 1930 Triumph Super Seven Two Seat Tourer

**Snic**  
c/o Bob Streepy  
850 Kent Circle  
Bartlett, IL 60103  
**Braaapp**