

July 2005



Snic For the active Triumph owner!

Braaapp

Official Newsletter of the Illinois Sports Owners Association

Spinal Tappets

ISOA House band ready to put the "Rock" in Rockford!



Pictured [left to right] Dan "Wrongway" Swanson-keyboards and rhythm tambourine; Peter "Maestro" Conover-bass [usually second but sometimes third or shortstop]; Jim "Screamer" Aldridge-guitar, lead kazoo, and vocals; Dave "Stumpy Joe" Kayson-percussion; Mike "Wheelman" Konopka-guitar, and production impresario.



Look out Cheap Trick! Rockford will soon have a new band to attract arena sized crowds to "The Forest City." After months of painstaking rehearsal by the boys in the band, and several minutes of preparation by the band's manager and assistant lyricist, Spinal Tappets, has cut its "Debut/Farewell Tour" Album and will be supporting the CD with a special command performance at the VTR Convention this summer. [The command was from Ann "the Hammer" Buja]. This concert promises to make Altamont pale in comparison. All classic rock lovers, as well as friends of Triumph, will be eternally remorseful if they miss this once in a life time opportunity to see and hear the band which was described by Greg Kot as "...pretty damn loud, and not too bad for a bunch of guys who hardly knew each other a couple of weeks ago..."

INSIDE THIS ISSUE

- Events Calendar
- Monthly Mumblings
- Michiana Car Show
- Prewar Profile *The Gloria*
- Wisconsin Car Show
- Spring Campout
- Champaign Car Show
- Letters to the Editor
- Lots more !!**



IT'S TIME FOR TRIUMPHS!!

WHAT HAPPENS IN ROCKFORD, STAYS IN ROCKFORD

After literally years of planning and untold hours of preparation by your *volunteer* convention organizers, the moment of truth, i.e. the 2005 Vintage Triumph Register annual convention hosted by our club is just about here. For months, this newsletter has urged all ISOA members to become involved with the convention in any way possible. Hopefully all of the events will be adequately staffed and the corps of convention staff will not be overextended during the days and nights of July 26-29. Consider this one last plea, even if you can only help out for a day or part of a day, contact Ann Buja and let her know of your willingness to assist in making this year's convention one for the ages.

This will be the fourth time that we have hosted the event, originally known as the North American Triumph Challenge. Many of the components that ISOA originated in 1975, 85, and/or 95 have become standard operating pro-

cedure for other host clubs. A number of new "wrinkles" as well as some tried and true activities are on tap for this year and we hope that all of the conventioners, including our own ISOA people, find that the efforts on our part to make this convention a winner will prove worthwhile. We have scheduled some great guests, including some from the UK, to visit Rockford and we anticipate a large turnout of Triumphs from rats to trailer queens. It promises to be a great time. Also, making their world tour debut will be ISOA's own house band Spinal Tappets [see page one].

Don't miss out, but if you do, for whatever reason, we plan to publish a special VTR *Snic Braaapp Extra* with photos and stories on all of the activities as a souvenir.

On to Rockford!!-

Clock Tower or bust!

2005 VTR CONVENTION SCHEDULE OF EVENTS (subject to change)		
<p>TUESDAY, JULY 26TH Registration/Information Center Craft/Model/Photo/Color Contest Tech Inspections Funkhana* Technical Session #1 Welcome Reception</p> <p>WEDNESDAY, JULY 27TH Registration/Information Center</p>	<p>Craft/Model/Photo/Color Contest Hotel Rallye Technical Session #2 Technical Session #3 Fun Drive* Tech Inspections TSD Rallye* Speedway Spectacular [Rockford Speedway]</p> <p>THURSDAY, JULY 28TH Breakfast Tour* Registration/Information Center Craft/Model/Photo/Color Contest Autocross Tech Inspections</p>	<p>Fun Drive* Technical Session #4 Judges School/Workshop VTR Membership Meeting Ice Cream Run* Auction</p> <p>FRIDAY, JULY 29TH Panoramic Photo Shoot Concours Participants' Choice Show Technical Sessions Banquet - Cocktails, Dinner, Awards</p>

*denotes driving event

Registrant Information

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

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

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

Vehicle Information

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 Senior** Preservation**
 Panoramic Photo

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.

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 indemnity 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.

Events

Conventional 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 \$ 75.00 _____

Each Non Driver \$10.00 x _____

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

Additional cars each separating driver/other

Optional Events

Speedway Spectacular (includes meal) \$15.00 x _____

Breakfast Tour (includes meal) \$10.00 x _____

Awards Banquet Adult \$35.00 x _____

Child (2 & under) \$17.00 x _____

Regalia

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 / zipper = \$35.00 x _____

S 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

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 61105-4702

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

VTR Convention 2005

Official Use only Rev J



The autocross committee needs a few racing helmets to use at the autocross. If you can make your helmet available to conventioners at the autocross, it would be greatly appreciated. Your autocross committee promises to disinfect it after its last use. Contact Mike "Toofus" Mueller or Ernie "Evil Bert" Husmann if you can help out



VTR 400 POINT CONCOURS JUDGING FORM

By Ranay Mason

A. The Theories and Principles of Judging & Proper Use of the Judging Form

1. The correct procedure for using the judging form is to inspect the vehicle. When, in the opinion of the judge, a defect is located in the vehicle, find the offending component in the form and make an appropriate deduction. Don't overlook or the least find and then try to locate a corresponding defect on the car.

2. The standard of all proper judging is the way the car appeared (and functioned) when it left the factory, as a new vehicle, and as documented by the original catalog. Any deviation from that standard calls for a deduction. Judge each car against the standard; don't ever judge a car against the car parked next to it on the judging field.

3. Each judge should judge each component within his area of responsibility for authenticity, workmanship and maintenance. These are the three factors which can contribute to an component's ability to live up to the "standard" mentioned in section A-2. A liberty refers to any deviation in form or material from the original component, workmanship refers to any reduction in the quality of a restored component as compared to the way it appeared in the factory, when new; and maintenance refers to any deterioration which may have occurred since the component was new or restored which causes it to deviate from "like new" condition.

4. Each car starts out with a full 400 points, and the judging form serves as a guide or checklist to insure application of deductions and to assure that deductions are scored in a manner consistent with VTR judging standards. The judging form, however, is not sacred, and not all items deemed worthy of a deduction will appear on the form. Do not hesitate to use the "other" classification at the bottom of each category.

5. The maximum deductions are a guideline and refer to the amount which you might properly deduct if the component were failing or in the poorest possible condition. Your actual deduction is left to your judgment, and should be an equitable percentage of the maximum depending on the level of properness of the component. Use only whole-point deductions.

6. The car is to be judged and scores computed by component rather than process by process, such as paint, plating, etc. All aspects of a particular component are scored at once, such as dirt accumulation, poor quality repairs, faulty plating, incorrect color, etc. The only exception to this is when a defect is widespread over many components, such as excessively orange-peeled paint over the entire body, or an excessive amount of road dirt over the entire undercarriage. Such defects if not specifically listed, can be given an appropriate blanket deduction under "other."

7. Each component on the car may receive up to the maximum deduction. For instance, a 4 door car with its door missing would receive a 200 point deduction, whereas a 2 door car would lose only 100 points.

8. The judge should be kind to the car and give it the benefit of the doubt. Don't kill the car! Don't deduct ten points of authenticity if which you are not certain, and don't deduct for slight defects which are obviously fresh and might have been passed on prior to the meet.

9. All components must be operable. It is assumed that an engine runs because all cars are required to drive onto the field, however other components may be checked at the discretion of the judges if sufficient time is available.

10. Judging is a matter of good judgment. Judges must be knowledgeable and systematic.

11. Areas of questionable authenticity may be documented by the car owner. Such documentation should be considered at face value

by the judges. Any questionable areas of a vehicle which produce uncertainty on the part of the judges should be brought up to the car owner. His/her answer should be taken at face value.

12. With apologies to our English cousins, American terminology has been used consistently on the VTR judging form. This has been done to insure local usage.

13. Restoration of cars is better than being new condition. "Over-restoration" is discouraged by the VTR, but is not considered grounds for any point deductions at this time.

14. The presence of the judging fields in cars is encouraged by the VTR, and no point deduction shall be made for their presence, unless their appearance is particularly shoddy. Likewise, no deduction shall be made for a reasonable amount of luggage in the trunk of a vehicle, as this area is considered the owner's personal storage space.

15. All those involved in VTR class judging should be aware that the basic purpose of a judging event is to promote the proper restoration and maintenance of old-Trouple automobiles through healthy competition among the regular members. A judging event is only a means to an end, not an end in itself. It is not the duty or responsibility of field judges to provide restoration information to car owners, nor is it the purpose of the judging form to provide a handy guide for restoration. In order to do, proper research is the responsibility of the car owner, not the judging staff.

B. The Techniques and Practices of Field Judging

1. Although deductions may at times have to be implemented if to lack of trained personnel, the ideal judging team consists of five persons, four field judges and one team captain. Each field judge handles one of the four judging categories while the team captain handles the form for each car, handles any questions or disputes, supervises the judging operation, handles any liaison with the car owners while on the field, and handles, in the absence of the owners, any physical contact with the car.

2. Each team should ideally judge one class, or perhaps two small classes, although deductions in available trained personnel may cause doubling up at certain events. Judges should, whenever possible, be judge the vehicles most within their areas of specialized knowledge.

3. Depending on the workload of the judging team, many of the cars on the field may be judged visually, with no judging sheet actually being filled out, and no point score assigned. The elimination of low point cars from competition through visual inspection is a very legitimate procedure, but must be done with great care, and only by trained, knowledgeable judges. As a rule of thumb, if the 5-man team has more than a dozen cars to judge, and some obvious low point machines are a part of the group, it is quite permissible to eliminate some cars by visual judging. The final decision on visual judging lies with the team captain.

4. It is the responsibility of each team captain to be sure that each car is being judged in its proper class. After each car is judged, either visually or using a form, the word "judged" should be written on the vehicle's hands/field card.

5. Ideally, each car owner should be present when his car is being judged. The owner should open doors, hoods and trunk lids, and be available to answer any questions the judges may have. However, if the owner is not present, the team captain is responsible for opening various parts of the car. He should do so with the utmost care, being careful to treat the car as if it were his own.

6. Judges should perform quickly, quietly and with the utmost care and courtesy. Especially to be avoided are any deliberations over any particular car, and the use of derogatory language concerning a particular car when the owner is present. Very little conversation should take place between field judges if they are operating efficiently. Concentration and professionalism are the order of the day.

7. Minimum point scores have been designated for trophy recognition, as follows: 1st, 350 points; 2nd, 300 points; and 3rd, 250 points. All cars must meet these minimum requirements in order to be awarded a trophy. If no car judged in a particular class meets the 350 point minimum for a 1st place award, then no "first" will be awarded in that class.

A

THE VINTAGE TRIUMPH REGISTER — OFFICIAL FORM — JUNE 1977

ENTRY No. _____ OWNER _____ YEAR _____ MODEL _____ CLASS _____

EXTERIOR		INTERIOR & SOFT TRIM		CHASSIS & UNDERCARRIAGE		ENGINE COMPARTMENT		SUMMARY	
MAX	DED	MAX	DED	MAX	DED	MAX	DED		
BODY:		SOFT TOP:		Tire		Block		DEDUCTIONS EXTERIOR _____ INTERIOR _____ CHASSIS _____ ENGINE _____ TOTAL _____ SCORE PERFECT SCORE 400 TOTAL DEDUCTIONS _____ NET SCORE _____ REQUIRED MINIMUM POINTS FIRST: 350 SECOND: 300 THIRD: 250 NOTES *Max. 10 points per vehicle M = Mandatory deduction APPROVAL _____ Team Captain	
Door	5	Missing	20M	Wheel (& rim)	3	Head (& valve cov)	3		
Fender	5	Folded	10M	Hub cap	3	Oil can	5		
Hood	5	Wrong material	10M	Valve stem/cap	1	Manifolds	5		
Quarter panel	5	Material	10	Bumper/B'ette	5	Radiator	10		
Trunk lid	5	Trim pieces	3	Front axle	5	Starter	3		
Top (fixed)	5	Fastener	1'	Front suspension	5	Generator	3		
Rocker panel	5	Rear windows	5	Rear axle	5	Carburetor	5		
Nose section	5	Top bows (all)	5	Rear suspension	5	Fuel pump	3		
Other panel	5	Side curtains	5	Trans/Driveshaft	5	Fuel line (all)	3		
LIGHTS:		Seat cushion	5	Shock absorber	3	Distributor	3		
Head	3	Trim panel	3	Gas tank	3	Coil	3		
Parking/Turn	3	Door panel	3	Steering assy.	5	Horn	3		
Tail	3	Cargo piece	5	Brake assembly	3	Clamp	1'		
License plate	3	Rubber floormat	3	Bolts	1'	Belt	2		
Driving	3	Steering wheel	3	Lube fittings	1'	Hose	3		
RADIATOR:		Pedal/Lever/Knob	2	Lack of lube	1	Firewall	5		
Shell	5	Dashboard	2	Excess lube	1	Water pump	3		
Grille	5	Instrument	3	Exhaust system	5	Wiring (all)	5		
Cap/Ornament	3	Glass (ea. pc.)	3	Springs	3	Tape/Tubing	1		
Horns (ext.)	3	Misc. trim pcs.	3	Chassis frame	5	Filter/Fan	3		
Mirrors (ext.)	3	Door/Dash edge	2	GEN. DEDUCTION:		Relay/Solenoid	3		
Wind. frame	3	Window frame	3	Messy or unrestored undercarriage	15	Air cleaner	3		
Wind. wipers	3	Door sill plate	3	OTHER:		Oil filler cap	3		
Door handles	2	Door jams	3			INCORRECT:			
Running bds.	5	Mirror	2			Engine	20M		
Bead/Welt (all)	10	Seat piping (all)	5			OTHER:			
Hard top	10	Trunk interior	10						
Key sockets	2	INCORRECT:							
Stone shields	3	Uphol. material	10M						
Trunk handle	2	OTHER:							
Luggage rack	5								
Emblem/Shield	2								
Hinges	2								
License plate	2								
INCORRECT:									
Body material	15M								
Color	10M								
OTHER:									
TOTAL DEDUCTIONS		TOTAL DEDUCTION		TOTAL DEDUCTION		TOTAL DEDUCTION			



Monthly Mumblings

A LITTLE BS FROM BS



New and Views from the
Busted Knuckle Garage

Despite my charismatic and charming demeanor and “man of intrigue” persona, I consider myself basically a curmudgeon at heart. [Actually there is a more precise term, which rhymes with *glass pole* that is frequently been used to describe me, but this is a family publication and we have attempted to refrain from profane vernacular, for the most part.] Granted, ISOA already has a designated curmudgeon, but, truth be told, Irv is actually a pretty friendly guy, as anybody who has ever attended any Triumph function will readily attest. The guy seems to know damn every Triumph owner in the universe. I, on the other hand, am euphemistically referred to by my own children, as Mr. Laffs, and for good reason—I’m just not too friendly to people I don’t know. Hell, I’m sometimes not friendly to people I do know – [just ask my mother-in-

law] and I seldom get confused with Jack Billimack when it comes to meeting strangers. Nevertheless, for four days and nights in July this summer in Rockford, I am going to try to be nice to people I don’t know, and I hope you too. Whether or not my Will Rogers persona becomes permanent, is highly unlikely, but I think it is our best interest as a club to try to be nice the registrants at our convention, as difficult as that may be. It is a widely known fact, to quote Cliff Claven, that 7% of the people who show up at VTR are going to complain about everything from the strength of the coffee at the Clock Tower restaurant, to the weather, to the registration procedures. Like Strother Martin said in *Cool Hand Luke* “Some men [and women] just cain’t be heped.” Conversely, there are probably 7% of the registrants that will go away saying it was the best convention ever, even if they get mugged in the parking lot and their cars blow up. Our task is to try to see that the rest of the people have a pleasant stay. They are in essence our guests so let’s try to treat them accordingly. If you see some out-of-towner struggling with something and you can help out, try to give them a hand, or at least steer them toward someone who can. Even if you aren’t from Rockford, and most of us aren’t, find one of our Rockford members who can be of assistance. Be nice to them. [When I

experienced some “difficulty” in Richmond at last year’s convention, I was extremely grateful to some of the Tidewater Triumph guys for referring me to a shop that specialized in foreign car repair. Those guys went out of their way to help me when I needed it and I was and still am very appreciative.] The presence of out-of-towners ten years ago left enough cash in our club coffers to keep us afloat for a decade and there’s no reason to think that this year will be any different. Money aside, put your self in their moccasins. You’ve driven a considerable distance to a gathering of the Triumph tribe in an area with which you are unfamiliar. You are driving a temperamental, at best, car, and maybe you are a little nervous. If we all make a sincere attempt to make these people feels like our guests and treat them with a little common courtesy while they are with us, it will go a long way to making their stay pleasant, and their recollections of ISOA positive. We’re not going to please all of the people all of the time, to paraphrase the Great Emancipator, but if each of us in attendance tries to treat the out-of-towners as we would like to be treated when we go on the road, our approval rating with most of them will be above the 93 percentile. As for the others, “They just got to get their minds right.”

JULY 2005 GARAGE TALK



And here they come around the final turn down the homestretch, the horserace known as VTR 2005 is closing in on us fast. The last details are getting worked out and everything is falling into place nicely. While we will be working throughout the convention, this does NOT mean you get out of participating in the fun! I encourage you all to do as many activities as you can as this exemplifies the ownership of the Triumph automobile and will most assuredly enhance the feelings toward your car and the others you will be playing with. This will be the first convention for many so let’s go through

just a quick review of what you should be doing during the convention.

First is the Funkhana. This is both a laugh a minute for the participants and observers. Grab your co-pilot and give a spin on this funny little obstacle course. The Welcome Party with the world famous recording artists, Spinal Tappets. Food, drink, friends and music, a great combination plus you personally know the guys in the band. Time Speed Distance Rallye, is a precision timed and navigation event. Try it at least once, you may find it quite the challenge. The novice class is designed for first-timers and just giving it a go makes you a winner. Ice Cream Run, you have got to be kidding. If you are an ISOA’er, you are already an expert in this activity. The club has the nationally known crown prince of frozen dairy products in Jack “Spuds” Billimack. Do NOT fear the Autocross. If you want to test your driving skills, you MUST participate. If you

think you are a hotshot driver, see how your times stack up to the other cars and drivers. While this is a competition, you compete against yourself. You get 3 runs at the course. You are a big winner if for each successive run, your time improves. Girls, this is your chance to show your prowess at the wheel. Many a spouse and girlfriend have beat out their “mechanics” in this event. The Concours event is a test of your restoration skills and attention to detail. See how well your car scores against to 400 point judging system. If time allows we will try to get a concours preparation day in before the convention. Each evening will undoubtedly have some level of Parking Lot Patrols. This is perfect time to talk shop and sit around and simply unwind. A cooler and a couple of folding chairs bring out the true essence of this activity. So get ready to have some fun, meet some new Triumph friends and add memories to last a lifetime

ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
July	9-10	Sa/Su		British Boots & Bonnets Car Show
	10	Sun/		Mad Dogs & Englishmen, Hickory Corners, MI ph. 269/344-5555 or www.maddogsandenglismen.org
	10	Sun	4:30	ISOA Board Meeting [<i>NOTE: NOT THE FIRST SUNDAY</i>]
	10	Sun	7:00	General Membership Meeting [<i>NOTE: NOT THE FIRST SUNDAY!!</i>]
	26-30	Tu/Sa		2005 Vintage Triumph Register Convention. Hosted by ISOA ClockTower Conference Center. Rockford, IL Visit http://vtr2005.org for more info
August	7	Sun		Transportation Extravaganza, Union, IL ph. 262/697-7474
	7	Sun	4:30	ISOA Board Meeting
	7	Sun	7:00	General Membership Meeting
	12-3	Fr/Sa		Roadster Factory Summer Party, Armagh PA Ph. John Swauger, 1-800-283-3723
	13-4	Sa/Su		Heartland British AutoFest, Davenport, IA
?	Fri	7:00	Drive-in Movie Night, McHenry	
Sept.	11	Sun.		B.C.U. Morraine Valley Community College
	15-18	Th-Sun		Six Pack TRials, call Jeff Rust 815/874-5623 for details
	24/5	Sa/Su		Lake Geneva Poker Rally & Car Show, call Dave Shedor 847/937-5078 for details
Oct.	2	Sun.	7:00	General Membership Meeting [Board Meeting 4:30]
Nov.	6	Sun.	7:00	General Membership Meeting [Board Meeting 4:30]
Dec.	4	Sun.	7:00	General Membership Meeting [Board Meeting 4:30]

SHERMAN'S LAGOON



Screamer and Wheelman discuss their favorite artists after the Spinal Tappets recording session.

Champaign British Car Show

CARMINE RED CHARISMA & THE CHAMPAIGN CAR FESTIVAL



BY: SANDY "CHUBBIE" PAWLAK



First things first...my dad presented me with one of the greatest surprises that would later sweep a first place trophy at my first car show. This carmine red gem of a car was revealed to me only minutes before the 3 hour drive to Champaign. Asked to cover my eyes, my dad led me to the car in the front yard. Once revealed, my eyes welled with tears as I could only make out the words..."this car is awesome." Not only did this wheeled beauty look awesome, but it drove awesome too. The only practice run I had before leaving for the show was a short trip to the local gas station to fill up, which turned the odometer to a whopping 18 miles before adding another 300 over the weekend. The drive down was great, the top was down and the weather could not have been better. She ran smoothly and comfortably, not to mention that every corner I took received a nice hug. My fiancé, Bob, never was much of car guy and really only saw automobiles as a way to get from point A to point B, and nothing else. However, I am pretty sure his

opinion changed once seeing the reactions from people on the trip down, at least enough to ask me how my dad would respond if he came home with a car for my dad to restore for him.

Upon arrival in Champaign, I parked my newest toy alongside my Dad's Stag and my sister's TR7. Seeing my car against the other competitors, I thought to myself..."Damn this car is hot." Immediately it grabbed the attention of fellow ISOA members who were more than impressed with the results. Far from the mess of rust and Java Green, the car had metamorphosed into a smooth chick and guy magnet...hell this car could get whoever it wanted to. That night we all took it pretty easy to prepare for the day to come. Participating in a fairly new tradi-



tion, I joined a group of ISOA members for a great meal at El Torro, a nearby Mexican restaurant.



It wasn't until the next morning that I was able to show off my ability to drive this car. Participating in my first Funkhana event, I was the driver with Bob (my fiancé) as my co-pilot.

I stalled a bit on the reverse gear, which at that time I still had to get used to the whole "pull up and then shift into reverse" motion. Luckily Bob won us a lot of points through being a good shot with a nerf gun and a master at tossing plastic food into skilletes. We swept a second place trophy for our efforts with my dad and Bob received a first place with the Stag. After a couple of hours of soaking up the sun, giving it a chance to leave an attractive burn on my exposed skin, the driving tour was about to begin. Like many of the car owners, I opted to take the longer cruise that didn't stop at the reindeer ranch. Needless to say, the tour was great and the weather was once



again just as beautiful as the day before. The group of cars was huge not to mention that the motor cop who stopped traffic for our parade to pass was an added bonus. The best part of the tour for me was not so much driving further into the country in a seemingly endless road to nowhere, but instead it was when I was stopped in downtown Champaign traffic receiving open-mouthed gawks and drools from SUV owners who only wish they could drive what I had. Later that night, a large group of us ISOA members ate a nice Steak dinner with plenty of beers...and well...one



alone Mai Tai (sorry Mr. Kolton). A new nickname was born at that meal, FooFoo. Choosing to continue to entertain together, we arrived back at the hotel and set up chairs for the evenings "Parking Lot Patrol."

Though Sunday was the last day of the Wild Brits weekend, it was the biggest day of the weekend...the day of the show. My dad informed me that I needed to solicit votes, and if that



meant lifting my shirt... then so be it. I knew it was going to be tough competition in my class, considering the number of Spitfire entries. I hoped that people would vote for my little Spit not because I happened to know a lot of the "votes" but because my car just so happened to look that good. In the end, when my name was stated as the winner of the first place trophy for the Spitfire class, I knew that it was ultimately the hard work that my dad put forth in this car that won the crowd over. Thanks dad, for not only giving me a great car, but giving me a winner.



Tim and Natalie Smith suffered a devastating blow in Champaign when their TR250 was vandalized at a British Car event.

Now the British car community is built on mutual trust and an appreciation for times best automobiles. We are also good people. Most of us. Apparently our community has been infiltrated by the same flying scum that has become far too common place in today's news casts. In one act of ignorance someone has destroyed the irreplaceable TRiumph artifact that Tim has treasured and coveted for years. It was an original Kas Kastner signature inside a TR250 engine compartment. The car that jump started Mr. Kastners career in six cylinder TR racing history. It was also signed during a historic TRiumph vs MG vintage race that chances are can never be duplicated.

Smash an orginal Triplex windshield, slice a yellow strip hose, puncture a Goodyear G800 redline. They can all be replaced. This was just stupid. How can anyone claim any kind of appreciation for British Cars then do something this destructive. It's immature high school stupid. It wasn't "cool." It wasn't "funny." It was vandalism by someone that knew it's value and I'm sure thought they were taking somthing from just Tim.

Not since Karen witnessed the thief openly stealing from vendors at the British car flea market in Des Plaines, (a fellow vendor no less!) have I been so pissed off. Like the thief at that flea market this person(s) has stolen something from me, the ISOA organization and the entire British Car community with one senseless act.

I hope Tim and Natalie are able to find this scum out. ISOA has it's own way of dealling with slime like this. Sorry, Tim. Sorry for your loss. Sorry for our loss too.

Jeff and Karen Rust

Since the vandalism occurred, Kas Kastner has contacted Tim and is sending him a temporary "tracing" to put on his firewall until Kas can re-sign the 250 - ed.

The following report was filed by newsletter editor Emeritus and chief Racing Correspondent Irv "Elwood" Manteno. Let's all pray that this senseless violence doesn't spread to Chicagoland. Keep a good thought for our members to the North, ISOAers Bob and Sue Lee.

YAH...SURE...YA BETCHA...DAT
DER'S SCARY STUFF:

Decorah, IA - The debris-strewn streets of this remote Midwestern hamlet remain under a tense 24-hour curfew tonight, following weekend demonstrations by rock- and figurine-throwing Lutheran farm wives that left over 200 people injured and leveled the Whippy Dip dairy freeze. The rioting appeared to be prompted, in part, by a report in Newsweek magazine claiming military guards at Spirit Lake's notorious Okoboji internment center had flushed lutefisk down prison toilets. Newsweek's late announcement of a retraction seems to have done little to quell the inflamed passions of Lutheran insurgents in the region, as outbreaks of violent mailbox bashings and cow tipplings have been reported from Bowbells, North Dakota to Pekin, Illinois.

Whether the violence was triggered by Newsweek's report of lutefisk desecration or frustration over chronic shortages of Beanie Babies and Old Style, one thing seems certain – occupying U.S. troops face a steep road to reestablish trust in this tinderbox of ancient hatreds and delicious dairy products. Some analysts say the latest outbreak represents the most vexing challenge to US strategy since its invasion the region three years ago.

"It could be months before we get the area back under control," said Brigadier Gen. Glen Hastings of the US Army's Southern Minnesota Command. "We're hoping the tractor pull and swap meet seasons will help calm down some of the violent elements."

~CAMPGROUND OF EVIL~

Military efforts to stabilize the violent ethnic Protestantism of the region have had a mixed record of success. U.S. paratroopers first landed along the Iowa/Minnesota border in early 2002 to root out extremist Uff Da militants, followers of the charismatic Lutheran cleric Pastor Duane Gunderson. Despite fears of being bogged down in the harsh Mankato winter, troops encountered little resistance, save sporadic eggings from ill-equipped insurgents atop the grain elevators of local cornlords. U.S. forces achieved swift success, taking as many as 1,500 Lutheran rebels into custody and bringing a momentary measure of stability to what has long been considered a dangerous Scandinavian backwater.

The initial battlefield victories, however, have since proven to be only the beginning of the American struggle here. The subsequent occupation created a number of difficult challenges critics claim were overlooked by the White House's top Midwest war planners. The tipping point seems to have been a 2004 incident at the now notorious Okoboji.

First constructed as a boredom punishment camp for Midwest dissident youth, the US Military Command converted the sprawling Arnold's Park / Lake Okoboji area into an internment facility to house insurgent detainees. Almost immediately stories began to surface of prisoner mistreatment, including vivisections, anal probes by extraterrestrial strippers, and blackouts of Viking games.

American military spokesmen initially dismissed the stories, but several news organizations – led by Newsweek – obtained a series of shocking photos of a Texas Army Reservist, Tyffanie Cruddup, laughing as she humiliates a naked inmate by putting a Dallas Cowboys stocking hat on his head.

The photos sent the Lutheran street into riots as far as Rhinelander, Wisconsin, and sent shockwaves throughout the media world. The incident

received heavy play on network and cable news, the New York Times, Washington Post, Le Monde, the Guardian, Packers Illustrated, and was the subject of over a dozen off-Broadway dramas during the 2004 season. For its part, Newsweek ran a record eight consecutive covers on Okoboji, along with a special commemorative November 3 collector's issue with pull-out humiliation poster.

LUTING AND LOOTING

In the wake of the incident, American military spokespeople have taken pains to defend handling of prisoners at Okoboji. A series of new guidelines instruct guards to respect the rituals and traditions of our valued Lutheran prison guests, including dietary needs, Wednesday Nite Bingo, and twice daily viewing of Wheel of Fortune.

"It is important that we remember that Lutheranism is a religion of peace," said Army spokesman Maj. Richard Lehrman. And we need to remember to avoid insensitive behavior and remarks that will cause these peaceful Lutherans to go on another bloody killing rampage.

Despite officials' claims of intensified sensitivity, rumors have persisted of continued prisoner abuse at Okoboji, including lutefisk desecration – an especially heinous crime under Lutheran doctrine. Some analysts have viewed the rumors skeptically, pointing to the Uff Da insurgent training manual "How To Lie About Lutefisk Desecration By Infidels." Still, dozens of news organizations continue to investigate the charges.

In its May 6 "Midwest Quagmire Wire" section, Newsweek appeared to have confirmed the lutefisk rumors. Bylined by Senior Correspondent Michael Isikoff, the magazine cited an unidentified source claiming that Okoboji guards had deliberately flushed an entire batch of the pungent cod-and-lye concoction that prisoners had been aging in a specially prepared commode. "The guard smelled it and thought it was

prison burrito night," the source was quoted as saying.

News of the desecration spread quickly from Iowa to the Dakotas to Minnesota and Wisconsin, fanned by radio soybean reports and Lutheran clerics in fiery pancake breakfast sermons. Soon, enraged farm wives, clad in their traditional sweater vests and Disney jackets, had taken to the streets and begun a wild spree of destruction, overturning hundreds of rusty Blazers and Pontiac Grand Ams and hurling flaming Lladro porcelain figurines. Decorah was particularly hard-hit, as a frenzied throng of ululating Iowa women were seen looting needlepoint geese and rabbit tchotchkes from a Victorian craft shop. In a chilling moment caught on Army night vision cameras, their plus-size leader urges the mob to attack the near-by Pamida.

"Ya, you betcha!" came the chant of her enraged co! religion ist.

After battling back the women with volleys of teargas and Land's End catalogs, a detachment of California reservists finally quelled the riot early Sunday morning, and attended to the injured.

FAKE BUT NOT COMPLETELY IMPLAUSIBLE

As soldiers patrolled the streets of Decorah, Faribault and La Crosse Sunday, Newsweek Editor Mark Whitaker issued a surprising, terse clarification of the original story, saying that the magazine could "no longer vouch for every detail of the story, including the brand of lye used, the number of soldiers and prisoners present, or possibly whether any of it actually happened."

Whitaker, however, declined to retract the story, saying that the magazine was standing behind its essential plausibility."

"Obviously, if it causes thousands of native gals go on a berserk looting rampage, there's got to be something believable in there somewhere," said Whitaker. "Obviously, it's now up to the Administration and the DoD to disprove these charges, once they finish cleaning up the carnage."

In a later and terser clarification, Whitaker said that the magazine's anonymous source could no longer remember whether he had ever been to Iowa, was in the military, or knew how to

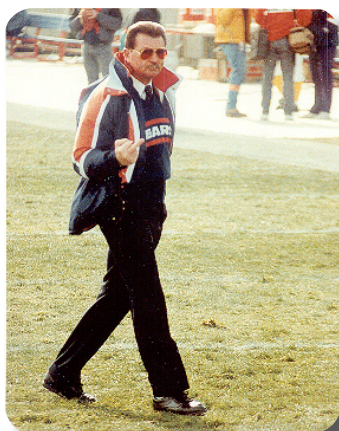
pronounce "lutefisk." In a still-later, and yet-terser clarification, Whitaker finally retracted the story after revealing that its anonymous source was Kippy, Michael Isikoff's imaginary childhood friend.

"This is a really unfortunate accident for everybody," said Whitaker. "But let's not forget the real victims here, Newsweek, Mike Isikoff, and especially Kippy."

While retracting the Okoboji accusations, Whitaker said Newsweek stood by the original article's final two sentences, "Boo-yah! In your FACE, Chimpy!"

Despite the Newsweek's humiliating public retraction of the controversial lutefisk abuse charges, tensions remain high across the upper Midwest. Many here discount the retraction as being coerced by White House "crusaders,! " and believe that other abuses are being covered up at Okoboji.

"Oh yahh, I tell ya what, dere's a lotta bad stuff goin on in dat outfit over dere," said a young Decorah cleric who identified himself only as "Pastor Doug." "I heard dem infidels are switchin da prisoners' Leinies with Schlitz."



Former Bears player and coach, Mike Ditka expresses his sentiments after hearing about Yacker's "KAS" signature being eradicated in Champaign.

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

Spring Campout



STORY BY BOB "SUDDS STREEPY,
PHOTOS BY STEVE YEZO AND BOB STREEPY

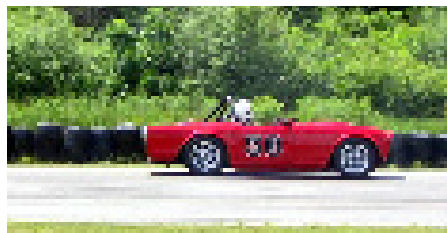
Finally, the meteorological curse of 2005 seems to have lifted. The weather conditions over the weekend of June 19th for the ISOA spring, [summer doesn't officially start until the 21st], was about as close to ideal as one could hope for. A assemblage of about 20 club members ventured out to Black Hawk Farms raceway to enjoy good racing, good company and, courtesy of Chef Billy "Whizmo" Pyle, good food. Our motorcade consisted of Mike "Toofus" Mueller in his TR8, Jack "Spuds" Billmack, accompanied by son Tim and grandson Zach in an Acura – Jack's TR6 clutch was being uncooperative, "Peetso" Eckstein, the aforementioned Bill Pyle along with granddaughter Kelsey in the Ford chuckwagon, Chuck Montague in his Spitfire, Steve Yezo in his 250, and your humble and obedient scribe in Lucille, the Wonder Car. We met and Jack's place and then proceeded to the Three Brothers Restaurant in Woodstock for breakfast before making the trek to Rockton. When we arrived at the track we met Ken and



Arlene Kendzy in their PT[R] Cruiser and who had preceded us by a few minutes We were pleasantly surprised to find Pat "Judge Dred" Morse in the paddock preparing to race his TD in a special T series MG race. It marked the world debut of his honor as an official gentleman hotshoe and the joy he radiated from getting out on to the track far



exceeded his actual position in the standings. Later, club members, Denis Delap in a TR3, Irv "Elwood" Korey, in his TR4, along with his entire crew, [Ernie Husmann who had driven his Six], Joe Alexander, "Uncle Jake" Drews, and Tony Drews all took to the 1.6 mile asphalt to go to wheel to wheel. Later that day Ed and Kathy Mitchell along with their twins arrived to watch the action.



Bill was filling in as chief cook and bottle washer for Denny Capetto, who was delayed to a malfunctioning motorcycle somewhere in Iowa. Billy brought enough provisions to feed the multitudes and we were given strict orders that no one would be allowed to leave until all of the food was consumed. [Had we actually obeyed this edict, we would all still be there]. Those of us who chose to spend the night, began establishing our base camp and Mueller and I erected my new tent. The fact that it was the first time this piece of equipment was actually used and the accompanying first time setbacks caused our comrades to have some additional amusement, at our expense.



Eventually we "got it up," so to speak and walked around the paddock.

There was a group 44 Jaguar clone autographed by Bob Tullius and a kick ass TR6 that suffered a brake failure before the end of his heat. One of the most interesting sights was a Mini that consistently managed to take the corners on three wheels. Mike and I also happened to be in the right place at the right time when a Fiat's engine let go and dumped enough fluid on the track to cause the next four cars to spin out. Fortunately, they somehow managed to avoid swapping any paint with one another, although I'm still not sure how they kept from smashing 'em up real good.

By evening, the racing was over for the day and we settled around the campfire to sing Kumbaya, but fortunately, I had a copy of "Spinal Tappets, which we played until the beer ran out.



The next morning dawned warm and clear, and Bill was up early frying away, as if he'd never missed a beat. Eggs, sausage, toast, hash browns all prepared over a camp stove and prepared to perfection, plus copious quantities of coffee managed to assuage the effects of the previous evening's celebratory nature. Irv and Ernie stopped over for breakfast before their final run and the roar of race motors aroused the heaviest sleepers. As we made our way out of the campgrounds, we observed Burnout Steele just entering. All in all it was an excellent day and night and one that we hope to recapture next year.



*Snic Braaapp is published monthly by:
VIDataPrint LLC - 847/683-9683*



WISCONSIN BRITISH CAR FIELD DAY,

STORY AND PHOTOS BY BOB STREEPY

Tempting the fates, Mike Mueller and I decided to push our luck and go for two events in a row, hoping that the weather and our good fortune would hold for a second day. Following our most excellent adventure at Blackhawk Raceway on Saturday, we elected to head to Sussex Wisconsin for the XXIVth annual British Car Field Day in Sussex. Upon leaving Blackhawk farms, we came upon a detour in Rockton with a sign that tread “Bump” It should have said,



“Crater”. After traversing the chasm, slowly I might add, the dB level on my exhaust system immediately increased by about double – and I have a Monza system, which is often criticized for being too noisy. The

deafening, but kind of neat roar aside, we headed to suburban Milwaukee where about 200 cars had already gathered around the green at the village park. There was a great collection of British cars, including many really nice Triumphs.



After registering, we met Mark “Guzzler” Moore and Jay Holekamp who had driven their respective TR 4s and Bill and Kim Jensen in their Spitfire, who had already arrived. Peter “Maestro” Conover was also present in his Austin Healy 3000. We also met Jay’s Brother Harry from Madison who was there in a pristine TR6. Although it seems as if there is British Car Show just about every weekend within an hour or two of the Chicagoland area, each seems to have its own personality and this one has been one of my favorites. The people are friendly, even though we had come from the “Flat Land,” with the possible exception of a guy from Green Bay who expressed his anti-Illinois

sentiments to Mike. The Boy Scouts cook reasonably priced cuisine for the assemblage, and all in all it’s usually a pretty pleasant way to spend a Sunday afternoon in late June and this year was no exception.



Besides the typical collection of MGs, Triumphs and the kinds of British cars one usually encounters at such events, this one also included some neat stuff not often seen. There was an Austin sedan delivery, and Aston Martin roadster, and, although not British, certainly worth mentioning, a Tucker and a Kaiser Darin that *drove in*.



By around 2:00 Mike and I decided we had had enough fun for one weekend, so we headed back. Our trip home was pleasantly uneventful, the extra sound from my exhaust notwithstanding. All in all, it turned out to be a great weekend. Racing, tire kicking, bsing, neat cars, and neat people; what more could you possibly hope for?

Suds



ISOA Membership: Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All we need you to do is give us your annual dues payment of \$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

MICHIANA BRITS CAR SHOW

Text by Peter “Maestro” Conover,
Photos by Bob “Suds” Streepy



Sunday, July 12 dawned cloudy, warm and humid – a perfect day to head to South Bend for the 18th Annual Michiana Brits Car Show. Although ISOA has been listing this event in Snic-Braaapp for quite some time, it seems it never had much of a following by our Chicago-bound contingent. That is, until now.



I attended last year and was impressed by the forest-like setting of Bendix Woods County Park, where the show is held. The park itself was originally property owned by the Studebaker Corporation. Today, on the east end of the park, a half-mile pine tree sign spelling out the word “Studebaker” is listed in the Guinness Book of World Records. From the Hinsdale Oasis on I-294, the distance to the park is just over 100 miles; a fine distance for a morning’s drive. So it was that 4 TR-6s [Paul Watts-twice-, Bob Streepy, Bernie Sapato] and an Austin Healey [the author] went roaring southward. Of course, since we have some loyal club members who happen to reside in the area south of Chicago known as “The People’s Republic of Indiana,” there was no reason not to stop by and pick them up. Our small British car caravan turned a few heads as we snuck into Chesterton, IN, where we picked up a TR-4 [Pat Lobdell] and an additional TR-6. [Tim and Sheila Mantel] Following donuts, and a photo op on Gizmos lawn, another hour brought us to our destination.



Joining about 60 cars that had already arrived, we took our designated places on the field among the Triumphs, MGs, Healeys, Jaguars, and other marques. No sooner had we gotten the morning’s bugs and road grime wiped off our cars, we were notified that the annual drive on the track adjacent to the Park was about to begin.



Now owned by the BOSCH Braking Systems Corporation, the track was once part of the Studebaker proving grounds. As it exists today, it is over 2½ miles long, a simple oval with banked corners. After a group photograph, we were permitted some track time. Under the strict guideline that we were not to pass the Pace Car (unlike last year!), we all managed to get 3 or so laps in. For anyone with real racing experience this is probably not very exciting, but for some of us, this is as close as we’ll ever get to knowing what it’s like.

Returning to the Park, popular choice voting was open until 2:00. Considering the ever-darkening skies, the organizers of the event counted votes and made the awards presentation as quickly as possible. As is often the case, many ISOA drivers went home with awards.

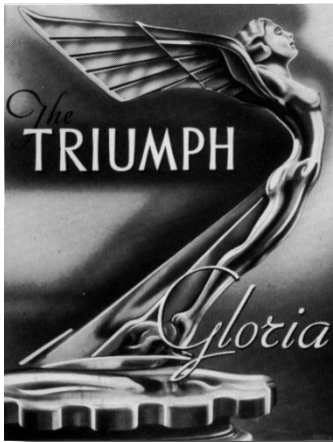


It seems there are more and more car events being scheduled every year. The Michiana Brits Car Show is established enough to be well organized, and in a pleasant enough setting to continue to be an annual destination for area British Car enthusiasts.



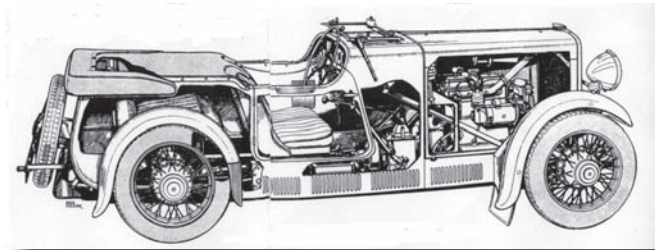
Maestro

PRE WAR TRIUMPHS - PART III *THE GLORIAS*
 BY BOB SUDDS STREEPY



By 1933, Triumph had been producing automobiles for 10 years, and although the motoring press was generally favorable when evaluating the product line, sales continued to lag. It should be noted that the Great Depression had already claimed countless auto manufacturers during this period. Triumph brought out its first six cylinder, the Scorpion, in 1931 to a lukewarm reception. The extra weight caused

handling problems and the six was dropped in 1933. Triumph introduced their Super Eight and Super Nine models shortly thereafter, and one particular derivation of the Super Nine is generally recognized as the first real Triumph Sports car-the 1932 Southern Cross. [Australia was Triumph's largest overseas market and the



name was selected for what was hoped would be its appeal to the buyers down under.] Siegfried Bettman, Triumph's director since the beginning was approaching 70 and the reigns of the company were turned over to managing director Claude Holbrook who had noticed Triumph's success in competition, even though the company had not adopted a policy of "Race on Sunday, sell on Monday" he would go about changing that philosophy.

Holbrook recruited Donald Healy who had campaigned successfully in many rally's driving several marques, including Triumph was brought in as a technical director in 1934. It was probably not coincidental that in the same year Triumph brought out its most dramatic car to date - G-L-O-R-I-A, ["gonna shout all night"]. The six cylinder Gloria is is the only model Triumph that has been designated a "Classic" by the Classic Car Club of America. It was styled by Frank Warner and revised by Walter Belgrove, and



has been described by William Krause as "looking like an MG on Steroids." It is undoubt-



edly the most sought after prewar Triumph production vehicle. By 1935, there were 29 different variations on the Gloria theme. Those that were tuned for high performance were known as Gloria Vitesse.

The 1935 Gloria Southern Cross shown on the back page had a four cylinder 1232 [66mm x 90mm bore and stroke] CC engine with overhead intake and flathead exhaust valves. It also features one downdraft and one sidedraft SU carburetor. The car had a four-speed transmission, [no synchro], and 5:22:1 axle ratio. The wheelbase was 96", and the overall length was 13'9". It weighed 2744 lbs and was capable of over 70 mph, but that wasn't enough performance for Holbrook and Healy. They had something far more potent in mind. Coming next month in our conclusion

The Dolomite Supercharged Straight Eight



Bibliography

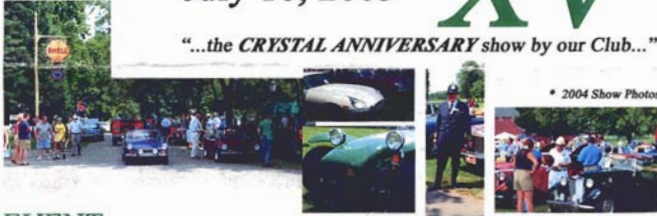
- Krause, William G. *Triumph Sports Cars*. MBI Publishing, Osceola, WI: 1998.
- Newton, Richard. *The Illustrated Triumph Buyer's Guide*. MBI Publishing, Osceola WI: 1984
- Robson, Graham and Langworth, Richard. *Triumph Cars, the Complete Story*. Motor Racing Publications LTD. Croydon, England:1988.
- Wood, Jonathon. *Great Marque of Britain*. Octopus Publications, London. 1989
- Triumph Sports, 54 "Competitive Years". An Autocar Special, London, 1978.
- Taylor, James "On the Way Up" *Triumph World*, Vol. 52 (Oct/Nov. 2003), 44-47

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 !!

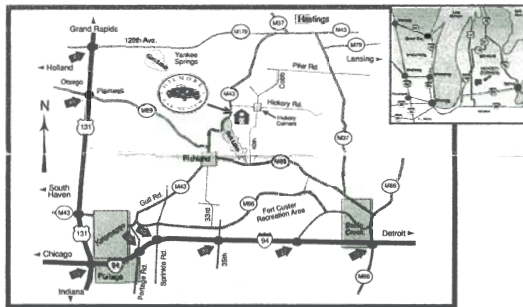
REGISTRATION -- SMMA, Inc., 269.344.5555, or at the Club website: www.maddogsandenglishmen.org, or register at the Show !



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.

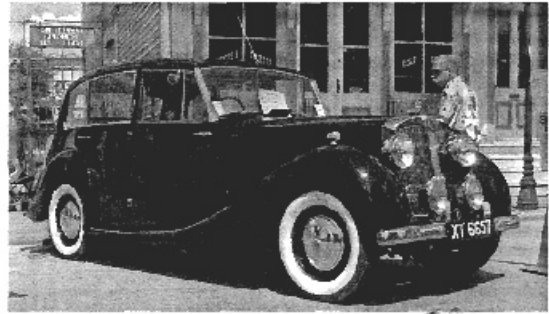
Arriving From US-131 to North of Kalamazoo

- 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 Delton to Hickory Road.
- Turn left (east) onto Hickory Road. (Note several large red barns)
- Museum entrance is on the right.

18th ANNUAL HEARTLAND BRITISH AUTOFEST



AUGUST 13 - 14, 2005

Saturday - Scenic Drive & Dinner

Sunday Auto Show - Village of East Davenport, IA

Offering 19 Classes for Auto Show Cars

Awards to 3rd Place in Each Class

Best of Show Award

Long Distance Award

Hosted by

Quad City British Auto Club

HEARTLAND BRITISH AUTOFEST INFORMATION

Friday Aug 13

Scenic Drive - 2:00pm Start Time - Office Max Parking Lot, 4215 27th St., Moline, IL (Next to Southpark Mall) near 6:00pm (following drive)

Saturday Aug 14

Auto Show Site - Village of East Davenport, Iowa (Mound Street and East 11th Street) **Enter at Jersey Ridge Rd & 11th St.**

Vendor Registration 8:00am -- 9:00am

Car Registration & car Clean-Up 9:00 am - Noon

Auto Show 10:00am 4:00pm

Awards 1:00pm - 2:00pm

Awards 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.qcabc.org>) 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 (XKL) |
| MGA | H. Spitfire, GT6 | N. Jaguar XJ Series |
| MGB/C & GT Chrome Bumper | I. Austin Healey (Big) | O. Other Marquees |
| MGB, Rubber Bumper | J. Midget/Sprite | P. Motorcycles/Bikes |
| TR1, TR3 | K. Pre 1969 Saloons (Sedans) | Q. Daily Driver |
| TR4, TR250 | L. Mini | R. 1969-on Sedans |
| | | S. Jaguar XK120, XK140, XK150 |

Please 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: naomiswanson@mchsi.com

Fill out form below, detach and mail to: QCBAC, 4328 47th Ave., Moline, IL 61265

Name _____

Address _____

City _____ State _____ Zip _____

Telephone _____ Miles Traveled to Event _____

Registration fee First Car _____ (before 8/11/05) _____ (after 8/12/05) _____

Car Make _____	Model _____	Class _____	\$15.00	\$20.00
----------------	-------------	-------------	---------	---------

Second Car: _____

Car Make _____	Model _____	Class _____	\$5.00	\$5.00
----------------	-------------	-------------	--------	--------

Saturday Dinner: Number Attending _____ (Order off the Menu)

Space 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 _____



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

PARTICIPATION	Classic, Antique and Special Interest Auto; Owners, Drivers and Riders.
REGISTRATION	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
RULES	"According to Hoyle" Best (20) Poker Hands are Trophy &/or Prize winners.
PRIZES	Trophies, and Prizes Donated by Participating Destinations, Local Merchants and Rally Participants.
DOOR PRIZES	Eligibility by depositing stubs from 12 noon to 2 p.m. Sunday ONLY.
DASH PLAQUES	First 500 Cars Registered will Receive Dash Plaques.
DONATION	\$10. to Cancer Society Per Hand Played (2 Hand Minimum)- Advance registration details below.
DEALING	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)
HOSPITALITY HOUR	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.classicarrally.net, E-Mail: jfiftz@mia.net

GRAND CAR SHOW FINAL SUNDAY AT INTERLAKEN AT 12 NOON

PRIZES AWARDED SUNDAY 2:30 P.M.

Vintage Wheels & Wings Auto Show
Sunday July 10, 2005

7th 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 for complete show and registration information.
Or call our show chairman for more information, Andy Palmquist. (815) 885-9042

2005 Vintage Wheels & Wings Registration Form

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

1. **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

2. **PRE-ORDER YOUR BBB DUFFLE BAG:** Not big on t-shirts? 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 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

3. **BRITISH CAR ENTHUSIAST INFORMATION:**

Name: _____ 1st Car pre-registration = \$15.00
Address: _____ 2nd 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: _____

4. **BRITISH CAR AND MARQUE INFORMATION:**

Make: _____
Model: _____
Year: _____

5. **Make check payable to:**
BRITISH BOOTS AND BONNETS CAR CLUB

6. Mail registration and payment to:
Andy Palmquist
British Boots and Bonnets Car Show
PO Box 2422
Loves Park, Illinois 61132

7. Questions or comments? Call Andy at:
Phone: (815) 885-9042
E-mail: andy@lloydsheeringa.co.uk

Overnight Lodging Recommendations:
Best Western Clock Tower Resort, 7801 East State Street, (815) 398-6000
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.

Newsletter Submissions: *SNIC-BRAAAPP* is published monthly and you should receive it before the first membership meeting of every month. **Submissions received by the 10th of the month** will appear in the next newsletter. Submissions received later may be held until the following month. Late submission accompanied by a large gratuity or plausible threat 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. Electronic submissions can be PC or MAC formats (PC in MS Word is preferred but not mandatory) or email to the editor. I will try to make it as easy as possible to get your submissions included in this publication. Decision of the judges is final, maybe.

6-Pack Trials 2005 Welcome Back to North Carolina

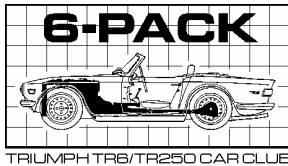
It is with great pleasure that we once again host the 6-Pack Trials this September 15-18. Little Switzerland is located on the scenic Blue Ridge Parkway in the middle of the Blue Ridge Mountain range. You are in for a real treat if you have never driven on this Parkway. Every turn will provide a scenic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

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

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

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

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



Trials 2005 Registration September 15-18, 2005

Name _____ Email _____

Address _____

City _____ State _____ Zip _____

Number of Children attending _____ Ages: _____

Additional names for name tags _____

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

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

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

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

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

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

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

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

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

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

TOTAL _____

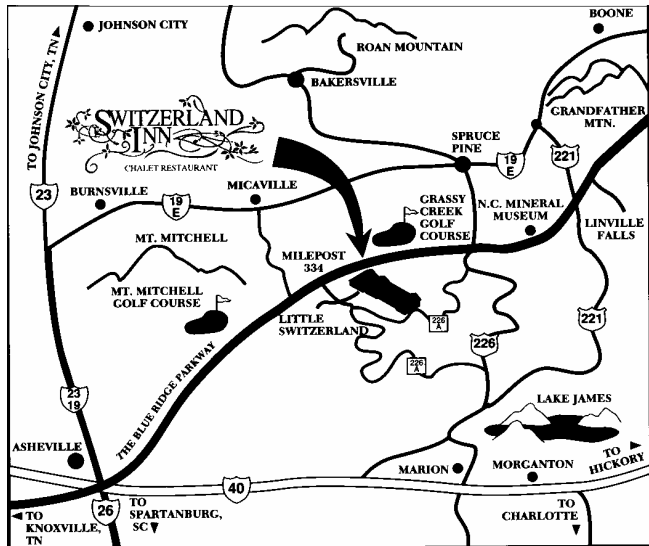
Make your checks payable to "6-Pack Trials 2005" and send c/o Pat McMullen 365 Gregory Road Salisbury NC 28147 (pmcmull@attglobal.net) or register on line at: 6-Pack.org

Waiver of Liability

Must be signed by the owner of the car to participate

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

Signature _____ Date _____



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



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



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)

**FOR BRITISH CAR, MOTORCYCLE
OWNERS AND ENTHUSIASTS**
Ample Spectator Parking Available

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: (sn) \$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 @ \$10.00 ea \$ _____

Festival **Embroidered Polo-Shirts** can only be guaranteed through pre-registration.
Quantity of each size desired: S M L XL XXL Total Shirts @ \$25.00 ea \$ _____

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
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 45) south to 197th 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

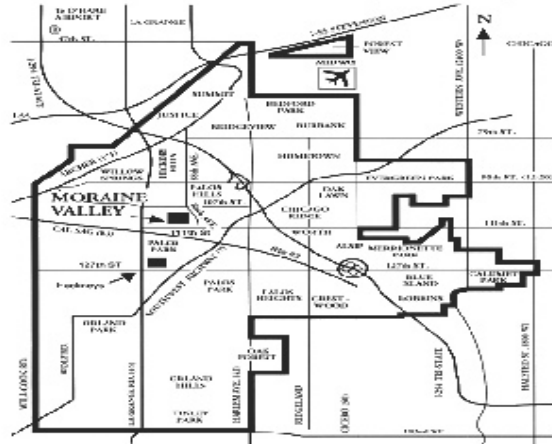
From Rt 83, exit at LaGrange Road-Route 45 north to 111th
Street. Turn right...the Festival is on the left just after Kean Ave.



**BRITISH
CAR
FESTIVAL**

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.



**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 CLOSES.



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, identify, and defend it from any and all claims for any losses, damage, or
expenses whatsoever arising in whole or in part from operation, transportation, or display of applicant's vehicle. Send 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 Fall

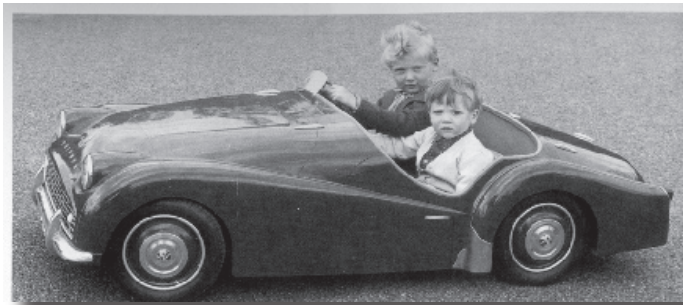
234



Hi there-
I saw this really sweet photo of a cute little Triumph toy car with these two adorable boys in it. Perhaps you or one of your many subscribers could tell where I could find a car like this for my ranch? I know my young guests would really

enjoy it. Better yet, can anyone tell me where the boys are?

The King of Pop, Neverland, Ca.



[Ed. Note: Perhaps some reader can help Mr. Jacko out. Address your correspondence to:
Dept. of Corrections, Hollywood, CA]

Dear Editor,

I seen in yer goofy gnusletter that youse needed somebody as tekknickel expert for paint an' bodywerk. I does both. Here's a sample of some of my best work Steve



Dear Editor-

I have been a member of ISOA for almost two months now and I still haven't had my picture [or my car's picture] in the newsletter. It seems like there's always pictures of the same people. Just because I have never been to a meeting [can't miss an episode of *Desperate Housewives*], a clinic, a car show, or a party, what does a guy got to do to get a little recognition around here?

Rufus Leaking, [no phone or address included]

PS- Can you have the Tech-Spurts please help me get my car running right? I think maybe its the carbs or the ignition, but it could be the muffler bearings. I live in Chicago, but I store it at my mother's farm in North Dakota. I'll be out there visiting over Christmas, so maybe they can come by on the 24th. Be sure you have them call first cause Mom's Doberman doesn't like strangers.

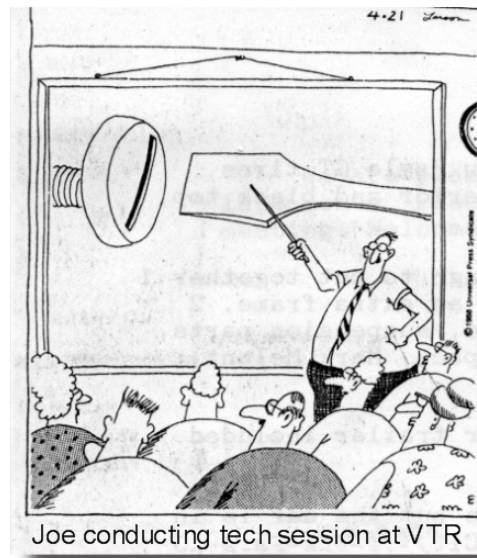
Hey!

How come that Pawlak guy only writes tech articles about Spitfires, Stags, and TR7s? I got a Mayflower with a small block Chevy and he never writes anything about my car .

Miles Standish, Plymouth Mass

Dear Miles,

The last time we checked, Joe has a Spitfire, and a Stag, and he has restored a TR7 for his daughter. Unlike some of us, he tends only to write about those things with which he is actually familiar.



IT WAS TWENTY YEARS AGO TODAY . . .

THIS MONTH IN *SNICC BRAAAPP* - JULY 1985

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 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.]

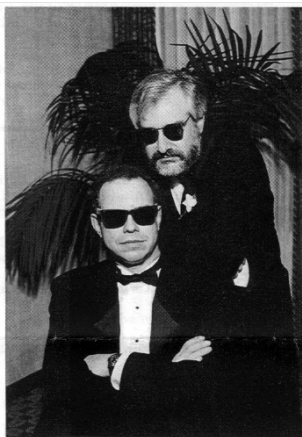
The July 1985 issue of *Snicc Braaapp* included a reminder to attend the meeting at the Round Up Saloon and a welcome new member Bob Weiss. Jake and Elwood also included some of their monthly correspondence from devoted readers. [Reprinted below right]

Peggy Tiffany had just bought a Mayflower to join her 2000, TR3, TR6, GT6, and Herald.. Jake and Elwood wrote about the Wisconsin British Car Show and mentioned that more than 150 cars were anticipated, some of which they believed would actually arrive under their own power.

The Brothers Manteno also included a plea to all ISOA members to participate in the 1985 VTR which would be held at Pheasant Run in St. Charles. The '85 convention anticipated that participants from the UK were planning to attend. [It seems that history is repeating itself.]. Then, as now, workers were urged to pitch in to make the convention a success.

There was a report on the Mini II Rallye which included more than 50 cars, 8 of which bore ISOA members including the aforementioned Peggy Tiffany, accompanied by friend Kathy Garvey, Earl and Dolores Wright, Bill Reutsche, Sally Keyes and Don Griggs, Ron Pinaire and Mike Pederson, and John and Vickie Ludvig.

In the classifieds 20 years ago, a time-traveller would have found a prepared 1969 TR6 with lots of go-fast stuff for \$6900.00, a 35,000 mile Stag for \$4200.00, a GT6+ with less than 30,000 miles [?] and a TR8 with a removable hardtop [no asking prices on the last two]. Also, Irv was looking for a canopy [I wonder if he ever found one?]



And that's the way it was, July 1985, [imagine Walter Cronkite's voice] **except now, you were there!**

Snicc Braaapp[®]

ILLINOIS SPORTS OWNERS ASSOCIATION

ALL THE NEWS THAT'S FIT TO PRINT...AND QUITE A BIT THAT ISN'T.

VOLUME BASS TREBLE



LETTERS

Hey, kids! What time is it? It's the best of times; it's the worst of times. Howdy Dickens London, England

Sirs:

RABID DOG MAGAZINE has just been started, to entertain, inform, and amuse all fans of rabid dogs and their activities. We feature articles and pictures of all your favorites, plus late breaking news on foaming up and comers. Your assurance of quality? We're the same people that put out SMIC-BRAAAPP.

The Editors

RABID DOG MAGAZINE

Sirs:

Remember moi? Here eez a heent. Schuss schuss, bang bang. I have really dropped out of, how you say, the sight. Unlike my old boyfriend, who was exactly in the sight. Keep een touch, okay? Merci beaucoup.

Claudine Longet Living quietly, non?

Sirs:

Smurfs up! Mainly, our profits are up. As long as we can keep conning little kids into thinking we're lovable little elves instead of the greedy little bastards we really are, we'll be rolling in dough. Eat your heart out, Herve Villechalze,

The Smurfs At the Bank

Sirs:

*Good day. I am a monsignor based at the Vatican, and I accompany Pope John Paul II on all of his excursions through Europe and abroad. An interesting thing occurred on a recent trip that I thought your readers would like to hear about. We were on a lengthy flight between countries, and the Holy Father was passing the time doing a crossword puzzle. He leaned over to me and asked, "Begging your pardon, what's a k letter word ending in u-n-t that means woman?" *I replied, "Why, Your Holiness, it's aunt, of course." The Pope said, "Have you got an eraser?" I love our Father very deeply, but sometimes I can't figure him out.*

Monsignor Carlino

Rome, Italy

Sirs:

Here at Chrysler, we know we make good cars, so we'll do anything to get you to buy them. That's why we started our new buyer incentive plan. We've taken more than 50 Americans hostage and we won't let them go unless you all go out and buy Chryslers. And we mean lots of them, 5 or 6 cars for each family. If you don't, we'll kill the hostages, every one. It's that simple.

Iacocca Khomeini Dearborn, Mi.

Advice to the Shopworn

Sir Bentley Haynes, a distinguished man of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of Snicc Braaapp. Due to the unusually high volume of questions from ISOA members, he has requested that all technical inquiries be screened and forwarded to him by way of the secretary of ISOA using the digest mode; He is not able respond to direct questions, but your letters are very important to him and they may be monitored by Scotland Yard for quality control. E-Mail him at: trstreep@sbcglobal.net.



Most esteemed technical mentor- While recently engaged in spirited vintage wheel-to-wheel competition at the Walter Mitty Vintage Races, I began to suspect that some of the participants were using banned substances in their Triumphs in order to gain an unfair advantage over the rest of the field. I am tempted to try these illegal additives in order to level the playing field. What are your thoughts on this topic?
Elwood Manteno

Dear Irv-

Please do lower yourself to the same levels of any who might cheat in order to win a trophy, [unless of course you really want to win]. One of my colleagues, the First Earl of Wright, has often "stretched" the rules in order to avoid going home from car shows empty [not to be confused with under]-handed, and nothing ever came of it aside from a modest amount of derision from those who found him out. I suspect, however, that you have the disadvantage of actually possessing some semblance of a

conscience, and therefore, I recommend you refrain from supplementing your car with banned additives to enhance its performance. You, and your significant other, Mr. Evil Burt, will be glad you did. Besides, those substances have been known to cause your paintwork to break out in blotches. If that's weren't bad enough, some drivers have also observed a decrease in horsepower after prolonged usage, and therefore, instead of improving their performance actually diminished it, something no red-blooded racer ever wants to experience. Stay clean Elwood, and Ernie will thank you in the morning.

BH

Dear Sir Bentley,

My wife sometimes has trouble operating the clutch on my Triumph and I am contemplating adding a Pacific Rim six-speed transmission to my TR6 to make the shifting easier for her, but I have read that some people have experienced difficulty with the conversion. What suggestions or advice might you provide? Many thanks in advance.

BS, Bartlett

Dear Suds-

There is no need to give any serious deliberation to this scheme. The Asian transmissions on the market simply are not engineered to withstand the substantial amounts of torque at

the flywheel put out by the Standard-Triumph TR6 motor. I have even heard of them blowing the rear seal from too much pressure built up by these high performance engines. Even after being partially strangled to meet the unrealistic emission standards of the North American whale huggers, the TR6 still is much too potent for any Far Eastern gearbox. The only conversion that I am familiar with of that is worth considering is the "DynaFlow" conversion currently exclusively available through the ThunderCheese House O' Pretty Good Parts in Madisonville Kentucky [motto: "we screw the other guy and pass the savings on to you"] This kit includes all of the bits and adapters, solenoids, input flanges, output flanges and an especially machined set of neoprene gudgeon pins that make the conversion very smooth. With this kit, you'll have all the recompense of improved performance as well as better economy. You need only locally source the transmission from a suitable donor car, ideally a 1948-56 low mileage Buick, [preferably later, and not built on a Friday or Monday] and follow the straightforward instruction booklet provided by ThunderCheese. For further information, contact their web site [aerolsol/overhaul.com]. I'm sure you'll never have to be bothered about grinding gears.

Happy Shifting-BH

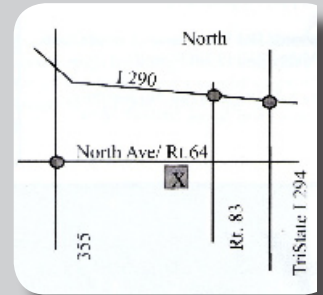


**This cartoon
inspired Spinal
Tappets chart-topping
single**

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 some 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.



YOUR DO IT YOURSELF GUIDE SCROTUM SELF-REPAIR

BY William A. Morton



One morning the head ER nurse called me to the emergency room. She directed me to a patient who had refused to describe his problem other than to say that he "needed a doctor who took care of men's troubles." The patient, about 40, was pale, febrile, and obviously uncomfortable, and had little to say as he gingerly opened his trousers to expose a bit of angry red and black-and blue scrota! skin.

After I asked the nurse to leave us, the patient permitted me to remove his trousers, shorts, and two or three yards of foul-smelling stained gauze wrapped about his scrotum, which was swollen to about twice the size of a grapefruit and terribly tender. A jagged zigzag laceration, oozing pus and blood, extended down the left scrotum.

Amid the matted hair, edematous skin and various exudates, I saw some half-buried dark linear objects and asked the patient what they were. Several days earlier, he replied, he had injured himself in the machine shop where he worked, and had closed the laceration himself with a heavy duty-stapling gun. The dark objects were one-inch staples of the type used in putting up wallboard.

We x-rayed the patient's scrotum to locate the staples; admitted him to the hospital; and gave him tetanus antitoxin, broad-spectrum antibacterial therapy, and hexachlorophene sitz baths prior to surgery the next morning. The procedure consisted of exploration and debridement of the left side of the scrotal pouch. Eight rusty staples were retrieved, and the skin edges were trimmed and freshened. The left testis had been avulsed and was missing. The stump of the spermatic cord was recovered at the inguinal canal, debrided, and the vessels ligated properly, though not much of a hematoma was present. Through and-through Penrose drains were sutured loosely in site, and the skin was loosely closed.

Convalescence was uneventful and before his release from the hospital less than a week the patient confided the rest of his story to me. An unmarried loner, he usually didn't leave the machine shop at lunchtime with his co-workers. Finding himself alone, he had begun the regular practice of masturbating by holding his penis against the canvas drive-belt of a large floor-based piece of running machinery. One day, as he approached orgasm, he lost his concentration and leaned too close to the belt. When his scrotum suddenly became caught between the pulley-wheel and the drive-belt, he was thrown into the air and landed a few feet away. Unaware that he had lost his left testis, and perhaps too stunned to feel much pain, he stapled the wound closed and resumed work. I can only assume he abandoned this method of self-gratification.

William A. Morton is a retired urologist residing in West Chester, Pennsylvania



from the Manteno Archives, April 1992

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** Bill "Whizmo" Pyle
630/773 4806
- Exorcist** open
- Electrical** Bob Crowley
630/355 2170
- Machinist** Bob "Senile" Donile
630/837 3721
- KeyMaster** open
- Paint, Body, Welding** open



Meeting Notes

JUNE 5TH ISOA GENERAL MEETING NOTES, [IN CASE YOU MISSED IT]



A group in excess of 40 ISOAers gathered at Mack's Golden Pheasant on Sunday, June 5th to attend the club meeting and socialize. The parking lot

was temporary home to more than 10 Triumphs that evening, despite forecasts calling for nasty weather, [so what else is new this year?]

President Joe "Stagmesiter Pawlak called the meeting at 7:00 PM precisely ISOA time, 7:17 civilian time. He welcomed newcomer Patrick St. John of Palatine who owns a 1970 Mark III Spitfire. [To make sure he comes back, we rigged the raffle so that he would win -That always gets them]

Ann" the Hammer" Buja provided a VTR update report. She mentioned that we are currently lagging behind the pace we set in 1995. We have 115 cars preregistered so far meaning we are a little over way to our objective in order to break even on the convention. Ann also brought convention worker regalia and allowed member to volunteer for various activities that will need assistance from the membership in order to be successful.

Following Ann's report, Joe gave a synopsis of the recent Champaign show which saw the club do

quite well in the awards category, including a first place trophy for the recently restored Pawlak Spitfire, among others [[The House of Pawlak entered four cars in Champaign and went home with four trophies for their efforts, surely some kind of ISOA record, if not the entire universe.] ISOA was on such a roll that Jack "Spuds" Billimack received a trophy and didn't even attend the show; the second time that he has done so.

Events coordinator Billimack described some of the activities on tap for the immediate future, including the campout at Black Hawk farms on June 17 and the Wisconsin British Car Field day the following Sunday. He also outlined tentative plans for a Chicago land caravan to the British Boots and Bonnets car show in Poplar Grove, near Belvidere in July. Jack also mentioned tentative plans for an ISOA Movie night for mid August as an alternative tour our White Trash Night at Sycamore Speedway. Specific detail have yet to be finalized, but will appear in this newsletter when they become available. Jack went to speak on the British Car Union Show at Moraine Valley Community College in September and the Lake Geneva Poker Run later that same Month.

Following Jack's report, Pete "Peetso" Eckstein introduced Jim Evans, a certified appraiser of the Auto Appraisal Group, Inc., who spoke about the process of estimating the value of special interest cars. [Jim is active in the MG club and has coordinated the Swap Meet at DuPage County Fairground held in February for several years.] He gave a most interesting presentation.

After our guest speaker, Joe entertained nomination for the coveted Boomer and Peter M. Roberts

awards. The Roberts nominees were: Jack Billimack from Jack Gleason, for helping locate the correct TR3 rotors and fixing hardware needed to solve a vexing issue for the Gleason's; Mike "Wheelman" Konopka from yours truly, for making the arrangements, physically and musically, that allowed Spinal Tappets to get their CD professionally recorded. [Ed. note: I've heard it and it's FANTASTIC!!!], Mark Fisher, from his bride Lori Ann, for driving his TR7 in inclement weather and getting a ticket [we're still not quite sure why this was P.M Roberts material, but she knows him better than we do], and lastly, Bailey Capetto from his master [Bailey is a canine] for relieving himself on a blanket in Champaign emblazoned with an octagonal logo bearing the initials of the Morris Garage. Mike Konopka, in absentia now has possession of the award, at least vicariously, defeating Capettos dog in an extremely close vote.

The Boomer went to the Fisher household, as Mark received the only nomination for whatever he had done to get the Roberts. By this time it was getting late, and the meeting broke around 9:30. With apologies for any errors and omissions, your humble and obedient scribe.



Suds

Following the presentation by Jim Evans of Auto Appraisal Group at the June meeting, senior actuarial correspondent Mike "Toofus" Mueller took it upon himself to do some exhaustive scholarly research and prepared the table of Triumph values below. These are intended as a guide to what our cars may be worth.

Triumph	Model	Fair* #4	Excellent* #2	Good* #3	% Change
1947-49	1800 Roadster	12,125	19,550	15,150	Ø
1948-49	2000 Roadster	14,000	20,700	16,950	Ø
1954-55	TR 2 Convertible	11,875	18,925	14,500	+2
1955-57	TR 3 Convertible	6,300	19,950	11,425	Ø
1957-61	TR 3 Convertible	7,250	21,950	13,000	Ø
1962-63	TR 3 Convertible	7,750	23,600	13,650	Ø
1962-65	TR 4 Convertible	5,325	15,400	9,700	-2
1963-68	Spitfire Convertible	2,650	7,450	4,100	Ø
1965-68	TR 4A Convertible	6,375	17,000	10,650	-2
1965-68	TR 4A Convertible IRS	6,675	18,300	11,150	-2
1967-73	GT 6 Coupe	2,675	7,900	4,350	+2
1968	TR 250 Convertible	6,575	18,375	10,000	+3
1969-73	Spitfire Convertible	2,000	6,750	3,525	Ø
1968-73	TR 6 Convertible (Early)	4,800	15,250	8,925	+3
1971-73	Stag	4,100	12,325	6,850	-2
1974-75	TR 6 Convertible	5,150	16,000	9,300	+3
1974-78	Spitfire Convertible	2,350	7,100	3,800	Ø
1976	TR 6 Convertible	6,350	18,450	10,600	+3
1976-78	TR 7	1,725	5,450	3,125	Ø
1978-80	Spitfire Convertible	2,525	7,500	4,175	Ø
1979-80	TR 7 Coupe	1,825	5,450	3,275	Ø
1975-80	TR 7 Convertible	2,400	6,200	3,875	Ø

*DEFINITION OF CATEGORIES

EXCELLENT - # 2: Nearly perfect condition. The vehicle has usually been professionally restored to the current highest standards, but a few exceptional well cared for original cars may qualify. All components are original or are an exact replacement. Most EXCELLENT cars are not driven more than a few miles per year, if at all. There are vehicles, usually due to an interesting history or special circumstances, which will sell for more than EXCELLENT figure, but these are extremely rare and would require extensive documentation.

GOOD - # 3: Very nice condition. In fact, most casual observers would describe the vehicle as EXCELLENT. GOOD cars show very little wear and driven sparingly. Many are used as weekend drivers. Many older restorations fall into this category.

FAIR - # 4: Presentable condition. Runs and drives and will pass a state safety inspection. May be driven on a daily basis. Generally in need of a cosmetic restoration, but not a BASKET CASE. It may have a replacement engine. There are many cars on the road that fall below the FAIR category, and should be priced accordingly. These are commonly referred to as BEATERS and are usually not worth restoring, as the restoration costs will almost certainly exceed the value of the finished vehicle.

NON-RUNNING VEHICLES: Older vehicles that are either disassembled or not running fall below the FAIR category.

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.

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

For Sale: 1972 Triumph GT-6 Mark III approx. 30,000 miles yellow. I have been the exclusive owner except for the first 9 mons It has been sitting in the garage for years except for running it occasionally to keep everything going. It is in good shape but needs electrical work on the headlights. \$4,000.00 ph. 630-665-6089 Patricia Hall. [7/05]

For Sale: Spitfire with Sprite engine. Weber carb, overdrive, 127,000 miles, GMC Emerald Green, \$4,000. Tom Thomas ph. 815-758-0281 home; 973-610-6864 cell [7/05]

For Sale: 1951 Triumph White Renown Four Door Saloon, Vintage A/C., over \$80,000.00 spent on restoration costs. "Reasonable" offers considered. Larry Kappauf ph. 941/698-7968, RLFK@NETZERO.COM [7/05]

For Sale: Parts 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; Ph. Michael after 700PM 847-520-9499 [6/05]

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

For Sale: 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 ph. 262-679-5365: [6/05]

Wanted: I want to buy a 1960s Spitfire in excellent condition Tom Scaletta, tomscaletta@ameritech.net, 630-525-5025 (LaGrange, IL).

**Coming soon, to a newsletter near you:
The Dolomite, Reports on TRA and Boots &
Bonnets , and Lots more in your August
SNIC BRAAAP**

In Memoriam

Alice M. Billimack, nee Walters. Born in Chicago July 8, 1910, the daughter of the late Henry and Marie, nee Kroll, Walters. Loving wife to the late Clifford Billimack; proud mother to Jack (Barb) Billimack, Robert (Patricia Hall) Billimack, Richard (Donna) Billimack and Mary (John) Klos; grandmother to 13; and great-grandmother to 16. She was a surgical nurse for Commonwealth Edison for many years. She loved music, and her many friends. Her family was her greatest joy. Visitation was on Friday, May 27, 2005 at the Schneider-Leucht-Merwin & Cooney Funeral Home, Woodstock. The Funeral Mass was at St. Mary Catholic Church, Woodstock. Burial was held at Calvary Cemetery in Woodstock.

[Published in the Chicago Tribune on 5/26/2005].

NEW MEMBER

Susan & Phil Slagle
1412 Spyglass Ct Itasca, IL 60143-1971
H:(630) 285-8922 W-Him:(630) 825-1249
EMAIL: elgals76@sbcglobal.net
59 TR3

BIRTHDAY GREETINGS!

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



Dan Jungels on 07/02
Tom Schuld on 07/05
Gail O'Brien on 07/07
Natalie Smith on 07/09
Alice Marski on 07/13
Kathy Wettengel on 07/14
Steve Bailey on 07/19
Mark Moore on 07/20
Joan Delap on 07/21
Philip Fox on 07/24
Lynn Mullin on 07/25

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 - \$35.00 (not available in small)



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

ONLINE ROSTER ACCESS INFO

JULY 2005



The Rear View Mirror -1935 Triumph Gloria Southern Cross

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