

August 2005



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

Official Newsletter of the Illinois Sports Owners Association

TRIUMPH REGISTER OF AMERICA 2005 CONVENTION

BY JAY HOLEKAMP-PHOTOS BY THE AUTHOR AND MARK "GUZZLER" MOORE



Late morning on 21 Jun 05, I set the trip odometer of my 1964 TR4 to zero and departed Wheaton, IL, to drive to Branson, MO, to attend the 2005 Triumph Register of America (TRA) National Meeting. It was already hot with bright sun. The top was off and in the trunk, with the tonneau cover in place.

Since I'd decided to make it an easy two-day trip and travel on secondary roads, I headed southwest and at Ottawa, picked up the Illinois River Road. This route follows alongside the Illinois River downstream to where it joins the Mississippi and the only city of any significant size it passes through is Peoria. Almost the entire route is on two lane roads with very little traffic – perfect TR driving conditions. I crossed the Illinois River several times as the route meandered south. On one occasion a small flock of wild turkeys stopped me as they slowly walked across the road. Twice I saw a single deer run along and cross the road.

I chose the west side of the river as I went south and ended up in Calhoun County, which is a long narrow peninsula between the Illinois and Mississippi Rivers. I took the IDOT free ferry at Brussels eastbound across the Illinois River and went to Grafton, where I thought I might spend the night. After looking around Grafton, I decided it wasn't for me (too many gift shops) so I again crossed the Illinois River, this time westbound on the Brussels Ferry. I drove over



to the privately operated Golden Eagle Ferry that goes across the Mississippi River between Calhoun County, IL and St. Charles County, MO. For a \$6.00 toll, I crossed the Mississippi River into Missouri, about a fifteen-minute voyage.



From the landing I followed the excellent directions provided by Dave Massey of St. Louis, which led me to I-44 southwest of the built-up area of St. Louis. I drove around the end of the Spirit of St. Louis Airport, through St. Charles, along an old cobblestone and brick street, which reminded me of driving the TR4 on the cobblestones of German towns almost forty years

continued on page two

INSIDE THIS ISSUE OF ***SNIC BRAAAPP***

- Events Calendar
- “Stumpy Joe” Kayson’s Triumph Flush Cars Show Information
- Prewar Profile *The Dolomite*
- Boots & Bonnets
- Name the Pretty Car Contest
- Monthly Mumblings
- Advice to the Shopworn
- Classifieds

Lots of other stuff

ago. Briefly on I-70, I crossed the Missouri River on the interstate highway bridge (the ferry was a lot more fun). The complicated, but exact, directions allowed me to com-



pletely avoid St. Louis traffic congestion.

I exited I-44 at St. Clair, checked in to a Days Inn, took a shower and went to sleep. A great TR4 driving day! The next morning I briefly traveled on I-44 to Rolla, where I left the interstate highway and made my way toward Branson on two lane roads, mostly through the Mark Twain National Forest, almost having the road to myself. I ate at a crossroads country store lunch, [sardines and crackers], and finally knew I was nearing Branson when I was suddenly halted by stop and go, bumper-to-bumper traffic, several miles from town! An irritating hour later I arrived at the convention hotel, registered, looked at Triumphs, ate and went to sleep.

On Thursday I washed my TR4 and met Steve Yott and Mark Moore who arrived together in their two 1967 TR4As. On Friday Steve and I went to the Judge's School - we didn't learn much. Mark and his friend from the Six-Pack Club, Jeff Slaton (beautiful TR6), from southwest Kentucky, ran the poker rally, but missed a waypoint.

This was the first time the TRA National Meeting had ever been held west of the Mississippi. The host club, The Texas



Triumph Register, made a big effort to invite and make welcome those who have Triumphs other than TR four cylinder cars. Consequently, there were quite a few TR6s, GT6s, Spitfires, several TR250s, a Herald, TR7s & 8s, a Stag, and a Morgan, in addition to the usual TR2s, TR3s and TR4s. I think it made for a better meeting. The welcome buffet on Friday evening was held at the warehouse of Branson Collector Car Auction, with an assortment of interesting classic cars. Unfortunately the quantity of seating and food was less than those attending.

Saturday continued hot and sunny. After some initial confusion, the car show, Participants' Choice and Concours, got underway, with many nice Triumphs. The famous First TR2, TS1 LO, restored and



owned by Joe Richards, the first TRA President, [first exhibited at TRA 2003 at Auburn, IN], was on the show field and got a lot of attention. The heat hampered the judges, with one elderly judge retreating to a hotel room to revive. Temperatures each day approached 100° F (38° C) with high humidity and at the car show there was no shade, just hot pavement. Dave Kayson and his wife came for the day. On Saturday afternoon a well-attended Autocross was conducted, again a first for TRA. We avoided the heat with a long lunch.

At the Awards Banquet, we were pleased the three ISOA TR4/4As did very



well in the car show:

1st Place TR4/4A Class - Participants' Choice Steve Yott '67 TR4A

3d Place TR4/4A Class - Participants' Choice Mark Moore '67 TR4A

1st Place TR4/4A Class - Concours (94.03 pts.) Jay Holekamp '64 TR4

To my surprise, the Concours points score earned by my TR4 was high enough to be awarded "Best of Show." I'm especially proud of this recognition, since my TR4 doesn't move around in a covered trailer, like many concours entrants, but rather is driven as much as possible.

Early Sunday, Steve and Mark went north via the Interstate while I again used the secondary roads via Springfield, and Jefferson City, crossing the Mississippi River into Illinois, then to Peoria, Peru, and home. When I switched off in my garage Sunday evening, the trip odometer showed 1,267 miles (2,070 km). A fine TR4 drive.

Jay Holekamp



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

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

ISOA UPCOMING EVENTS

| Month | Date | Day | Time | Event |
|--------|-------|----------|---------|--|
| AUGUST | 7 | Sun | | Transportation Extravaganza, Union, IL ph. 262/697-7474 North Aurora Days Autofest ph. Michael or Stacey McReynolds [630/897-4962] for details |
| | 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 |
| | 16 | Tuesday | | Oak Park Cool Cars Night For more information call 773.622.0324 or email - avenue@ferencak.net. |
| | 20 | Saturday | | Drive-in Movie Night, Meet at Billmack's in Crystal Lake at 6:00 pm, Call Jack [815/4594721] for last minute details that day |
| | 21 | Sunday | | Orphan Car Show, Aurora. Contact Bill or Kim Jensen [815/729-9731] for details |
| SEPT. | | | | [No MONTHLY MEETING!] |
| | 2-5 | | | Fall Campout See details below |
| | 10 | Sat | 9-3 | Colony Park Retirement Center Car Show Carol Stream. Ph Bob Streepy @ 630/372-7565 for details |
| | 11 | Sun. | 4:00 -? | B.C.U. Morrairie Valley Community College Barbeque/Picnic at Capettos following the show |
| | 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] |

ISOA LABOR DAY CAMPOUT

September 2 - 5, 2005
Adams County, Wisconsin

It's camping time! New this year is a Labor Day camping weekend with opportunities to swim, boat, fish, and golf. So, bring your gear to the Buja's wooded acres in beautiful Adams County, Wisconsin.

Come anytime from Friday night to Monday afternoon. We may even find time for a scenic drive to a local restaurant. The tradition continues with ISOA style breakfasts and dinners around the campfire.

Situated in the township of Rome, just south of Wisconsin Rapids. Travel time from Rockford is 2.5 hours. The place: 277 9th Avenue, Nekoosa, WI.

For detailed map and/or driving

directions see: <http://maps.google.com/maps?q=277+9th+Ave,+Nekoosa,+WI&spn=0.029220,0.039791&hl=en>

Detailed information provided before the trip for those signed up. Visit www.adamscountywi.com for area information.

Please sign up at the August meeting or contact Ann or Tim Buja at (815) 332-3119, before August 30th.

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

Bob Streepy 850 Kent Circle Barlett, IL 60103 email: editor@snic-braaapp.org

Monthly Mumbblings

AUGUST 2005 GARAGE TALK



By time you read this the 2005 VTR National Convention has wrapped up and we are all home reveling over the fact that we attended the best damn

Triumph Party of the year! For those who could not make it due to prior commitments, it's too bad you couldn't participate we missed you. For those who couldn't make it because you thought it wasn't worth the trouble, I'll let your

fellow club mates fill you in on the time they had. This was a chance to get the "convention" experience since it was sooooo close to home. Yet the trip to and from a convention location is over 50% of the fun and where all the good stories originate. The September Snic Braaapp will have full convention details with photos proving that there was a fun time occurring in Rockford. I see the beer distributors bringing in shipments to replenish low stock levels.

Kudos to ALL of the ISOA's who were able to help at the convention. You should be proud that you showed the rest of the Triumph world how great this club is. Your hospitality to all our fellow Triumph drivers is key and you welcomed everyone as a friend. Kudos to the convention committee, a superb

job! Finally, Super Kudos to Ann & Tim Buja for being the core in pulling the whole thing together. They covered the big organization stuff as well as small stuff that can slip through the cracks. While big details were worked by each of the sub-committees, it's those small details that make or break the convention experience.

Now that this party is over, we'll try to get back to our normal level of insanity. We've got some great activities to wrap up the year. The ISOA board also has an agenda of some new things to try as a club. Don't know if they'll work, but we should have fun trying. For me, after spending weeks prepping four cars, I'm going to leave them with their road grime (a Triumph owners badge of honor) for a while. They earned it and I need a rest.

A Little BS from BS



News & Views from the Busted Knuckle Garage



As you receive this issue of the snooze letter, the 2005 version of the Vintage Triumph Register Convention will already be history. At this writing, we are still making the last-minute preparations that we trust will assure a smooth event.

The lovely and talented Mrs. Suds recently observed that the VTR preparations are eerily reminiscent of planning a big wedding; i.e.-you work your ass off for months, in some case years, so that a bunch of out of town-

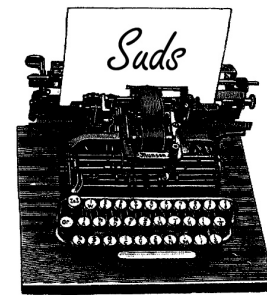
ers you barely know can show up, take advantage of your hospitality, and then go home, hopefully leaving a few dollars behind to offset the costs of the event.

I attended a wedding just the other night and couldn't help but notice the look of relief on the part of the bride's parents as the reality that their lives would soon be returning to normal began to set in; [that and numerous trips to the open bar made the father of the bride appear very relieved and relaxed for the first time in quite a while] They had spent countless hours, and certainly more than a few dollars in making sure that all of the arrangements were in order, and while it seemed to go smoothly from the perspective of an impartial observer, I know from first hand experience from the wedding's of my own progeny, that behind the scenes there was a constant state of heightened frenzy on the part of the chief organizer, in this case Mrs. Suds, in the case of VTR, Mrs. Tool-man.

Those of us who were not

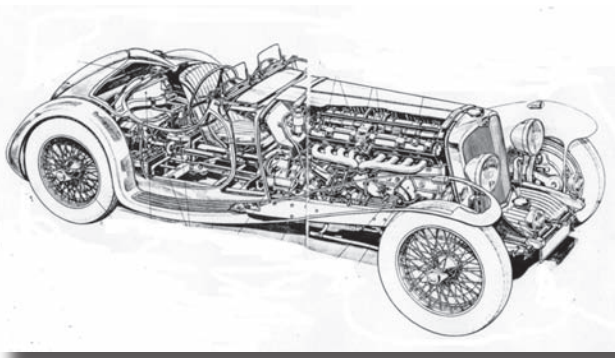
among the VTR convention inner cadre of organizers will certainly never know the energy and effort that went into the preparation of this event and I would certainly like to use my meager skills from this forum to acknowledge their efforts and to publicly thank not only Ann, but Sheri, Jack, Mike and Joe for all that they did to make VTR 2005 the success that I know [hope?] that it was.

You will note that the size of this edition of Snic Braaapp is somewhat diminished from past months. We went to press earlier than usual due to VTR. In our September newsletter we hope to publish a super-sized edition which will feature stories and photos of all the



major, along with some lesser, events that we hope will have made VTR 05 one for the ages.

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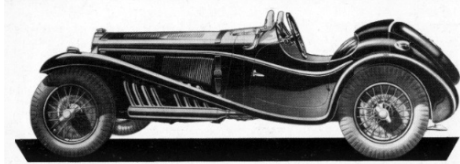
PRE WAR TRIUMPHS - PART IV

THE DOLOMITE

BY BOB "SUDS" STREEPY

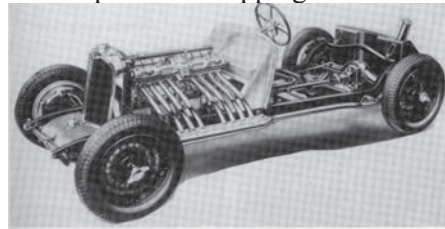
Following the retirement of Siegfried Bettman, the founder and CEO of Triumph in 1933, Claude Holbrook took over the reins of the company. Bettman had never felt the need to capitalize of Triumph's success in motorsports competition, but Holbrook felt that victories on Sunday could translate into sales on Monday. Not only did he advertise the success of the Gloria in rallying, but he also decided to create a vehicle capable of challenging the Italian and German "Big Dogs". The British motoring press was vexed over the lack of a home market presence in international racing competition and to that end Holbrook engaged Donald Healy to "study" the Alpha Romeo 8C 2300, one of the world's most potent race cars in the mid thirties.

Healy traveled to Italy to speak with Vitori Jano, the designer of the 8C, and there was even a rumor that Triumph would provide motorcycle technology to Alpha in exchange for the knowledge of the big Alpha. At any rate, Triumph engineers created the Dolomite, so named for the mountain range where the Alpha was manufactured, supposedly out of respect to the Italians. In six months, Triumph had their car.



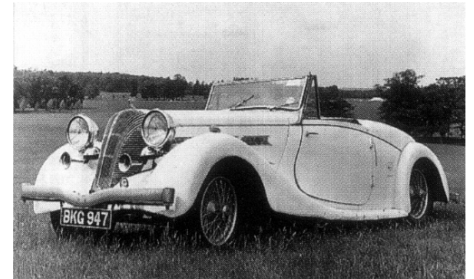
Designed by Frank Warner, with lots of "assistance" from Alpha, the Dolomite had a twin cam straight 8 with a supercharger, and although the similarity in appearance and design to the Alpha was beyond coincidental, there were no interchangeable parts. The Triumph displaced 1990 CC compared to the 2300 of the Alpha in order to compete in the under 2-liter class. Crankshaft problems plagued the car from the beginning and Healy bemoaned that lack of funding from the company that might have eventually solved the problem. The same was true for the gearbox that also was so underdeveloped so he was forced to rely on a proprietary 4 speed from Wilson that was less than satisfactory. The car had semi elliptical springs that Healy later reported provided a less than smooth ride. Twelve-inch hydraulic brakes provided stopping.

The biggest cosmetic difference between the Triumph and the Alpha was in the fender treatment, the Triumph having cycle fenders instead of flowing fenders with running boards.



Three cars were eventually manufactured bearing the license plate DMH [Donald M. Healy] 1, 2 and 3. Healy wanted to compete in the 1935 Monte Carlo rally, which he had won in 1931, but a collision with a train in the middle of the night at an unlit crossing totaled the car. Fortunately Healy and his co-driver survived, but the management canceled the project afterwards. The name survived on the badge of Triumph's last production car, which featured a controversial "waterfall/fencer's mask" grille, similar to a

Hudson. The rest of the car "borrowed" heavily from Mercedes. The look was such that a customer actually had to the option of ordering a less avante garde grille if he thought that the look was too over the top.



Two racing Dolomites were rebuilt using spare parts from the one that was wrecked and after the war resurfaced, somewhat modified from their original design. The company sold the motorcycle division off in the late 30s in order to raise cash to keep soldiering on, but it wasn't to be. The last independent Triumphs were built in 1939 and four years later much of the factory which had been converted to defense manufacturing was obliterated during the Blitzkrieg.

Who knows what the fate of the company might have been if Healy hadn't wrecked the Big Dolomite, but it's brief existence represented the high point of Prewar Triumph engineering achievement.

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THE PERFECT HAND

BY DAVE "STUMPY JOE" KAYSON



While examining my current Triumph collection [TR3A (60), two TR250's (68) and a

TR6 (72)], I realized my best poker hand was only a pair of 250's. I decided that that's not going to win much in "Triumph" Hold 'em, or five car stud, [even if I were a good bluffer.] But, with the addition of another Triumph, I could have a TR Flush, so I sought out Lady Luck to help me decide on my next car.

I looked at a TR6 offered for sale in the Snic Braaapp classifieds, but WasBeard had already told the owner that the car was worth \$2000 and my \$750 offer was one bluff she was ready to call. A couple more TR6's on E-bay were possibilities, but the pot grew higher than I thought I could afford, so I dropped.

While browsing E-bay for a rear fender for one of the 250's, I saw a 65 TR4 with "a ton of parts" for sale. After a few e-mails to the owner, I had a list of parts, some history, and was ready to ante up my paypal dollars and go "all in". The best part of the game was that the car was in St. Louis, on the way to "Triumphant Restorations", my warehouse and TR collection in central Missouri.



Although the pot was in check for most of it's e-bay time, at the last minute there was plenty of raising. When it hit \$3600, the other player dropped and

I had won, but it would be three weeks before I would actually see the car. This was kind of like the game "No Peek." I sure as hell hoped I hadn't screwed up on this hand.

I retired from teaching on June 4, went to Hooters to celebrate and wound up having the van towed while I got my fill of butts and boobs. \$150 dollars to the tow pirates and my tow vehicle was back in service. I planned on leaving Roselle with an open U-haul trailer, parts from my TRs that were too greasy and nasty to go in the van, and then pick up the engine and trans and other parts on my way through St. Louis. I'd haul them to Triumphant Restorations, unload the trailer, rent a car hauler and go back the next morning to get the TR4. So like the Jed Clampett, I set off with 4 transmissions, a 1275 Sprite engine block, and rollaway toolbox to finally see "my hole car(d)".



Well the TR4 was in the owner's basement. This was my real peek at my hole car(d) and it looked pretty rough, but that game was already over. The owner started hauling out parts. The engine had been completely rebuilt along with new sleeves, pistons and a reground Isky cam. It went on the trailer and we started loading parts. I filled up the 5 by 9 trailer and the back of the van and drove to Triumphant Restorations another 3 1/2 hours from St. Louis. The next morning, bright and early, I rented a car transport and drove back to St. Louis. Like I said before, the TR4 was in a basement. We had to remove some patio doors, maneuver the car around on jacks and then push it on the trailer. I had made arrangements to meet with my family in St. Louis at

a nephew's. When I pulled up with the TR4, my brother-in-law said, "I hope you got that for nothing." I wasn't about to reveal the amount I'd spent so I just answered, "I got a good deal." In reality when I got back to Triumphant Restorations, I needed to figure out how badly I had been screwed. I decided to inventory the "ton of parts" as I put the stuff away. The new stuff was mostly from Moss, with some from Roadster Factory and Victoria British. I collected prices from a Moss catalog and was pleasantly surprised that I had over \$5000 in new parts purchased for this TR4. So I guess my brother-in-law was right, I had gotten the car for nothing.

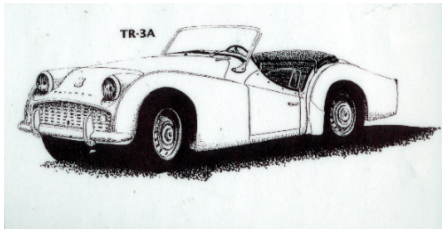
The car is a 1965 British racing green TR4, commission # CT38832. It was originally purchased by a US serviceman and picked up in France. It's just a few numbers away from Jay Holecamp's TR4 which was delivered in Germany. Very likely the two TR4's were built on the same day. Being a European delivery car, it has a few unusual features. The oil pressure gauge is metric, but the speedo is in miles per hour. Inside the engine compartment is a pop-riveted



plate with all the specs in French. But the coolest part was that the car had yellow headlamps. The person I bought it from had found and included a pair of beautiful yellow Lucas headlamps. I plan to restore the car to a French TR4. I have a new MIG welder, lots of new sheet metal that came with the deal, and of course a great amount of time now that I'm retired.

So I have improved my TR collection by gambling on e-bay. I now have a Triumph Flush and the makings of a TR straight flush: TR3A, TR4, TR5 (that's the 2-250's) and the TR6 and on my way to the perfect hand.

GRAND TOURING RELIVING PAST TRIUMPHS.



BY WILLIAM JEANES

I reined in my Dodge Dakota pickup at a traffic light the other day, and before I could say, “Deja vu,” a pale blue TR3 stopped just beneath the left window, its driver treating himself to a well-executed throttle blip. A lovely blonde sat in the car’s passenger seat. From the truck, I looked down, not into an aging sports car, but into my past.

In 1962, when the Navy wasn’t busy sending me somewhere on my ship, I and three fellow officers lived a marvelously good life at Virginia Beach, with some fine women and some terrific cars.

At that time, one of the few perks you had as a naval officer; beyond no-charge ugly eyeglasses if you needed them, was the opportunity to buy nifty cars overseas at duty-free prices. As a result the streets of Norfolk, Virginia, and environs teemed with sports cars and Volkswagens.

One officer on our ship even bought a Renault Caravelle and was promptly transferred to Cuba—as if he didn’t have enough trouble as it was. My friend Phil Thibedeau bought an Alfa Giulietta Spider and also was sent to Cuba, evidence that the Navy really didn’t persecute only Renault Caravelle owners.

My TR3 came into this country under the aegis of an officer from another ship. His fiancée shared a house with my then girlfriend of record, a lovely teacher of French from Washington, North Carolina, named Carol.

Carol told me about the TR3’s availability, and that it sat in the garage under her house at that very minute. I walked the

half-mile down the beach to look at the car, knowing even as I trod the hard wet sand that I was going to do something stupid, like buy a sports car in the middle of the winter.

The TR3 sat across the inside end of the garage, covered with an MG Mitten. The upholstery was that pale, corpse-gray color that both MG and Triumph were fond of fobbing off on purchasers of that day. My first sports car, an MGA, had been similarly upholstered. There, however, the resemblance ceased.

Whereas the MGA had been a gentle sort of car, the TR3 rumbled and pulled like the tractor descendant it was. With its low-cut doorsills and tail seat bottoms, you felt every bit as exposed as if you were on a tractor.

And, God, the car was absolutely perfect not a scratch marred the powder blue finish. The gray leather seats looked as if they had yet to accommodate their first passengers, and the odometer showed only 3500 miles, as I recall. On top of all that, the car was cheap.

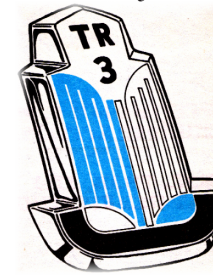
At \$1150, it seemed cheap even in 1962, never mind that it took a lieutenant five or six months to earn that much after-tax money, I eased the car out of the garage and drove it a mile down Atlantic Avenue. Maybe even two miles. And then I bought it.

George Metes, one of the occupants of our beach house, also had a TR3; George’s was white and had wire wheels. My blue one had steel wheels, the car’s sole disadvantage in my eyes. Metes and I, who also shared a stateroom on our ship, must have logged 5000 miles in the two Triumphs, on sorties into New England, to New York, and to visit friends in Chapel Hill, North Carolina.

On one of the trips to Chapel Hill, as we neared Danville, Virginia, George’s TR3 shed a fan belt. It was Sunday, always a desperate time for sports car owners, but salvation (in the form of a filling station that looked as if it had been there since the invention of gasoline) squatted a half-mile away.

Everyone who has ever owned a sports car

knows the conversation that ensued with the station’s operator. After making the inevitable jokes about funny little cars,



the overalled owner turned us loose in the building’s dirt basement, a dank cavern whose original purpose we didn’t want to think about. Whatever the original purpose of the basement, we

found it bulging with belts. Fanbelts, generator belts, water pump belts: belts of all kinds, lengths, and thicknesses.

After a full hour of grubbing through this cornucopia of rubber products, we learned something that no TR3 owner in the world knew: that a generator belt from a 1950 Diamond T truck matched every critical dimension of a 1961 TR3 fan belt.

We bought every one that he had, which was what sports car people did then. Knowing what to do in a road crisis and keeping an inventory of high-failure TR3 bits simply came with the territory. The TR3 that had been my second real sports car fetched up against a six-foot tree stump late in the evening of June 6, 1963. It pains me that I was in it when it did that. Sound asleep. For my pains then—and they were considerable, I spent forty days as a guest of Portsmouth Naval Hospital. One of my shipmates from the Intrepid brought me the chromed rim from around one of the little Triumphs bashed-in popeyes. Beyond that brief and abbreviated glimpse, I never saw the car again. But I never forgot about it. TR3s are like tattoos; if you’ve ever had one, it never quite goes away. I The traffic light changed to green, and the blue TR3 I had been watching in Jackson, Mississippi, pulled ahead of me, its age underscored by a trail of blue smoke the indicated ring wear. I followed it for two blocks and then returned, reluctantly, to 1987 and my air-conditioned pickup.





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.

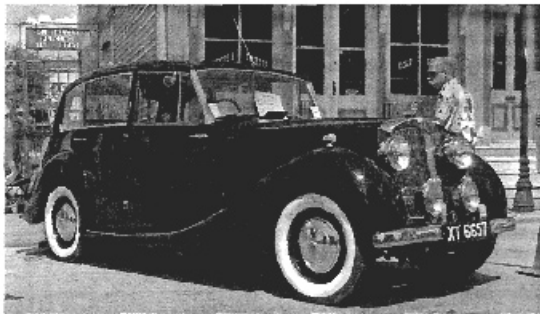
For additional information call: (262) 248-2764 or (262) 275-6354

Web Site: www.classiccarrally.net, E-Mail: jfitz@mia.net

GRAND CAR SHOW FINAL SUNDAY AT INTERLAKEN AT 12 NOON

PRIZES AWARDED SUNDAY 2:30 P.M.

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

Saturday 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)

Sunday Aug 14

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

Auto Registration & car Clean-Up 8:00am - 9:00am

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

Auto Show 10:00am - 4:00pm

Auto Show Noon - 2:00pm

Awards 2:00pm

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

WE STRONGLY urge you to pre-register by mail or online (<http://qcbac.home.earthlink.net>) 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 | T. Austin Healey (Big) | O. Other Marques |
| MGB, Rubber Bumper | F. Midget/Sprite | P. Motorcycles/Bikes |
| TR2, TR3 | K. Pre 1969 Saloons (Sedans) | Q. Daily Driver |
| TR4, TR250 | L. Mini | R. 1969-on Sedans |
| | | S. Jaguar XK120, XK140, XK150 |

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: swansonzi@qcbac.com

Fill out form below, detach and mail to: QCBAC, 4828 47th Ave., Moline, IL 61265

Name _____
Address _____
City _____ State _____ Zip _____
Telephone _____ Miles Traveled to Event _____

| | | | |
|----------------------------|-------|------------------|-----------------|
| Registration for First Car | | (before 8/11/05) | (after 8/12/05) |
| Car Make | Model | Class | \$15.00 \$30.00 |
| Second Car | | | \$5.00 \$5.00 |
| Car Make | Model | Class | \$5.00 \$5.00 |

Hardy Dinner: Number Attending _____ (Order off the Menu)
Space is limited; please register early to guarantee a place!

QCBAC ANNUAL DUES (Aug 05 - Aug 06) \$15.00 _____

Check payable to: Quad City British Auto Club TOTAL _____

6-Pack Trials 2005 Welcome Back to North Carolina

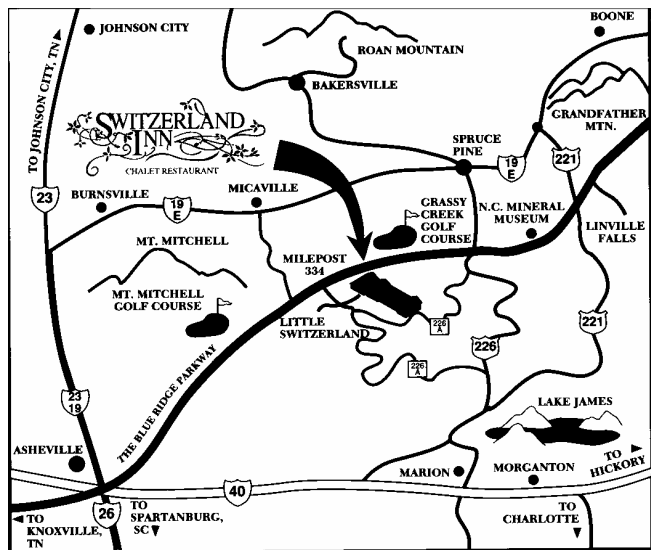
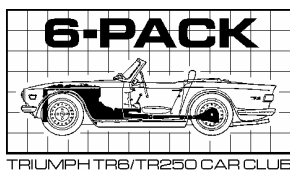
It is with great pleasure that we once again host the 6-Pack Trials this September 15-18. Little Switzerland is located on the scenic Blue Ridge Parkway in the middle of the Blue Ridge Mountain range. You are in for a real treat if you have never driven on this Parkway. Every turn will provide a scenic 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 finding 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" Poushee 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.



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.

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 _____

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

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

As epitomized in the classic Triumph TR6. At its heart, a beautiful high-performance 6-cylinder engine developing 106 horsepower and 133 ft. lbs. of torque. Two powerful reasons for its quick response.

To that, add precise rack & pinion steering, plus 4-wheel independent suspension, and the twists and curves of English roads become more than just negotiable. Triumph engineering keeps the TR6 four-square in the groove on the hairiest hairpin turn.



The Classically British Triumph TR6.





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 _____ Model _____ Year _____
or Cycle _____
(No Replicas Please)

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

British Car-2 Make _____ Model _____ Year _____
or Cycle _____
Pre-Registration fee: \$15.00 \$ _____
(\$20.00 after August 22th
and day of the event)
Additional Vehicle: (20) \$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@10.00ea \$ _____

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

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

TOTAL ENCLOSED \$ _____

Make Checks Payable to "British Car Union"
Please send your check and registrative 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 75) 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 66th Avenue north to 111th Street. Turn
right...the Festival is on the left just past Kean Avenue

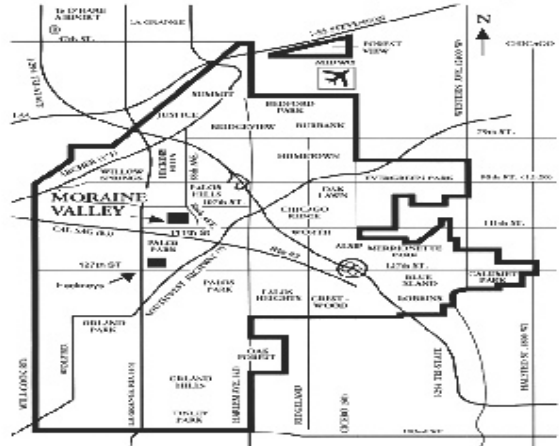
From Rt 83, exit at LaGrange Road-Route 45 north to 111th
Street. Turn right...the Festival is on the left just after Kean Ave.



**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 CLOSURE.



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



AIR CONDITIONED
RESTROOMS AND
SITTING AREA.

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

*****DISPLAY ONLY*** Dash Plaques Awarded to first 800 arrivals.**

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

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

CUT HERE CUT HERE CUT HERE CUT HERE CUT HERE

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

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

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

NAME _____
ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

AREA CODE / PHONE # _____ E-MAIL (OPTIONAL) _____
VEHICLE YEAR, 1990 OR OLDER _____ MAKE _____ MODEL _____

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

Club Office Use Only Paid
234

SPECIAL SNIC BRAAAP THANKS TO CHUCK MONTAGUE, STEVE YAEZO, KEN KEDZEY, AND PETER CONNOVER FOR SHARING SOME OF THEIR PHOTOS FROM SEVERAL RECENT ISOA EVENTS, INCLUDING THE MICHIANA CAR SHOW AND BLACK HAWK FARMS CAMPOUT.



Additional Snic Braaapp thanks go to senior legal analyst and North American "British Roadster Club" correspondent Mel Merzon for sharing the March 2005 cover of that club's newsletter "Triumph Roadster Review." shown at right. Close observation reveals that Mel, his lovely bride Joan and his 1947 and 1948 Triumph Roadsters are featured.



In our June issue we asked our readers, all three of them, to try to identify a Triumph from among several British cars of marginal pulchritude. The feature created such a stir that we decided to turn the tables and include some British [and one Italian] cars of the classic prewar period. See if you can find which of these bore the logo of our beloved LBC. Give yourself a point for each "other" marque that you correctly identify. Answers will appear next month. The first person to e-mail or mail me with the letter of the Triumph will receive a complimentary beverage of his or her choice at the next meeting. Fill out the answer sheet on the next page and mail it to : Bob Streepy, 850 Kent Circle, Bartlett, IL, 60103 or e-mail your answers to trstreep@sbcglobal.net. Good Luck



A



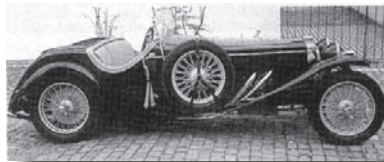
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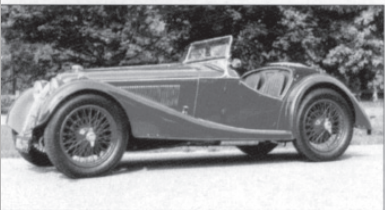
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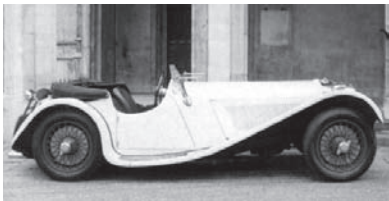
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 W _____

Bonus Question: What year and model is the Triumph? _____



What sort of man reads SNICC BRAAAPP?

A young man in touch with himself and his own imagination. Self-reliant, and with an appreciation for his personal privacy, he keeps his hand close to his chest and an eye out for unexpected interruptions of his daily routines. With confidence in his ability to handle himself in tense situations, the SNICC BRAAAPP reader wrings every last drop of satisfaction from his private pursuits. Helping him stand up to that challenge is his favorite magazine. Fact: SNICC BRAAAPP'S read by nearly half of all young men who eventually excel at tennis, handball, or arm wrestling, and spent at least \$12 on fine spurting goods last year alone. To reach that young man, put yourself in SNICC BRAAAPP. He does. (Source: 1973 TGIF.)

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.



Dear Sir Bentley,
I seem to have a dilemma that I hope you help me extricate myself from. I found a very masculine TR6 that I thought would provide me with the constant pleasure and ecstasy that I crave. I test drove it before I put down a deposit and made arrangements to close the deal, but then I suffered a case of buyer's remorse and now I want to try to get out of the deal. Is there anything I can do to extricate myself from this mess? I guess I just have trou-



ble committing to a relationship. The thought of all that raw power both attracts and frightens me, and I'm torn by the temptation of all that muscle and what it feels like to drive a TR6 real hard.
JW

My Dear Woman-

You seem to be experiencing a common case of pre-Triumph jitters, nothing to be worried about. Many young women, just before consummating their relationship with such a masculine car have last minute second thoughts about whether they can handle the manly pounding of such a virile machine on a regular basis. Not to worry! Even though it may seem a little rough and maybe even too much to handle at first, on the night you "close" the deal, just think of the queen and remember, its good for the mother country

At first, all that power may seem threatening and maybe even a little scary, but all young Triumph owners have felt that way right before the "moment of truth" It won't hurt,

trust me.

If you insist on backing out of the deal, you'll need to make arrangements with a competent solicitor; no easy task in North America. I recently had occasion to deal with a lawyer in Barrington Illinois and I am taking the liberty of sending you his card. Hopefully, his services won't be necessary, but he does have quite a bit of experience in Triumph related issues.



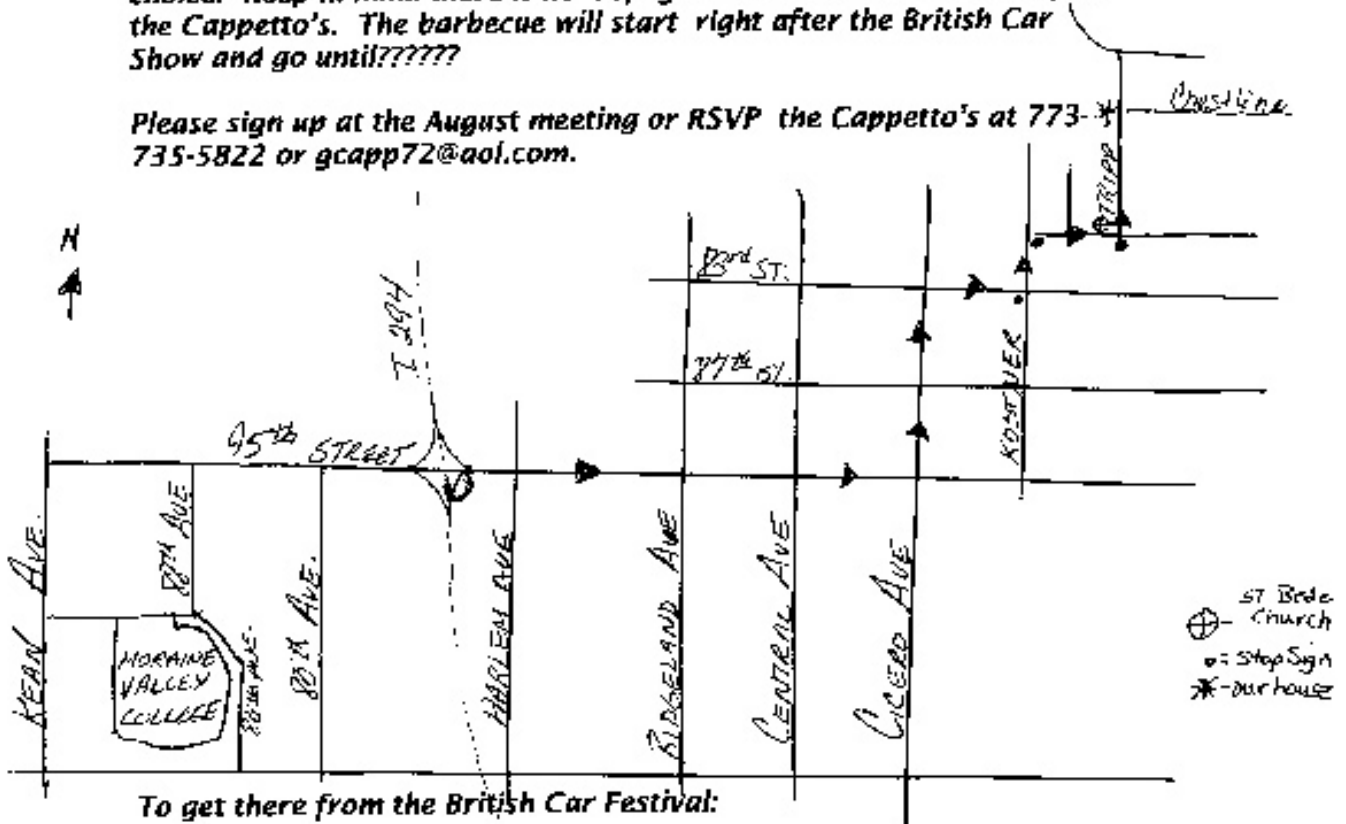
Newsletter Submissions: *SNIC-BRAAAPP* is published 12 times a year and should be received before the monthly ISOA membership meeting. Submissions received by the 10th of the month will probably appear in the next newsletter. Submissions received later may be held until the following month. Late submissions,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

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

BRITISH CAR FESTIVAL
Post Event Party at Queenies Castlet

The 2005 Post- Chicagoland British Car Festival Barbecue will be held at Gloria and Denny Cappetto's house after the British Car Festival, on Sunday, September 11. Please join us for a "royal festival of food." Burgers, Italian Sausage, Chicken Wings, beer, wine, glasses, napkins, pop, plates, tableware, and a variety of salads will be provided. Please let us know what you are able to bring, dessert, chips or munchies, extra sodas, beer, lite-regular or non-alcoholic, or your beverage of choice. Keep in mind there is no refrigeration until later in the day at the Cappetto's. The barbecue will start right after the British Car Show and go until?????

Please sign up at the August meeting or RSVP the Cappetto's at 773-735-5822 or gcapp72@aol.com.



To get there from the British Car Festival:

Go north on 88th avenue, at 95th street turn right (east), continue until you get to Cicero Avenue, turn left (north) - when you reach 83rd Street (light), turn right (east), at Kostner make a left (church and stop sign are at the intersection of Kostner and 83rd). At the First Stop sign, make a right, at the first sstop sign (2 short blocks) make a left onto Tripp Avenue. Go down Tripp Street until Crestline Street intersect with Tripp (1st street you could turn on--don't turn though). We are right at the intersectionthe address is 8144 S. Tripp Avenue.....

Ladies and Gentlemen of ISOA-
 It is with great sadness that I must inform you that I have just received notice that the company I work for has lost the Vivid, Inc. account. As you may, or may not know, Vivid, Inc. is the holding company which has control of *The House on the Rock* and related resorts. Due to this extremely unfortunate turn of events, I will no longer

be able to provide a contact for the free admission and lodging for ISOA members participating in the annual House on the Rock tour held each April 31. I am sorry that I have to be the provider of such news and hope this does not overtly and/or negatively impact future ISOA plans. If necessary I can look into grief consoling for members who may feel that such a service would

be of benefit to them. I assure you that future efforts will be made to regain Vivid's business. The loss of this business has impacted those of us at Cambridge a scant dimini-mus amount more than most ISOA members. Sincerely,
 Earnest Husmann, ESQ.

JULY 10TH ISOA GENERAL MEETING NOTES, [IN CASE YOU MISSED IT]

Mack's Golden Pheasant extended its hospitality to nearly 50 ISOA members, many of whom arrived in Triumph, on Sunday July 10th, 2004. Back after a long absence was new/old member Rich Gudmansen. President Joe "Stagmeister" Pawlak got proceedings got under way at precisely 7:13 [7:00 official ISOA time]. by introducing the club officers in attendance

Mark "Guzzler" Moore described his trip to Branson Missouri for the TRA convention and then also recapped the festivities at the Boots & Bonnets Vintage Wings & Wheels" car show. Jack "Spuds" Billimack outlined some of the events planned in the near future. Among other events, Jack spoke about upcoming VTR convention, The Union Transportation Extravaganza, the Orphan Car Show in Aurora, the British Car Union Show at Moraine Valley Community College in September, and a fall colour tour in October. Ann Buja elaborated on the last minute preparations still taking place for VTR and that agenda of events was now in its 13th revision.

Following the break, nominations were placed for the Peter M. Roberts and the Boomer Awards. It seems that since the bent wheels was not returned from the previous month's recipient, no one would actually be encumbered with the trophy. With that in mind, July became "true confessions" night for many in the assembly. Mark Moore nominated himself- three times!! First he described how he put the wrong rotor in his Tr4, then he

explained how he and Ken Crowley mushroomed a rear hub, and finally he added copious amounts of oil to his car, primarily due to not putting his dipstick back. Not to be outdone, Jeff "Stalker: Rust went in to great detail about locking the keys to his trailer inside the trailer. Then it was Tim "Yacker" Smith's turn to fess up about how he rebuilt his wiper motor only to have it 180 degrees off. Paul "Spirit Crusher" Watts was nominated in absentia for starting his car in gear, while he was standing along side it, twice; once at Six Pack in Door County nearly driving over a concours judge in the process and again before the Michiana Car Show in his shop. Apparently confession is good for the soul, since none of these acts can be counted against these members in the future, maybe.

The Peter M. Roberts was won jointly by Mike "Toofus" Mueller and Bill "Whizmo" Pyle for their culinary efforts at the Spring Campout at Black Hawk Raceway. Tim Buja also received a nomination from Ann for getting their Stag ready for VTR and "Yacker" offered up a courtesy nomination to Kas Kastner for sending him a duplicate autograph for his 250. Following the awards ceremony, Mike Mueller won the raffle and chose a set of sockets. The crowd then broke into smaller groups to focus on VTR work details and most headed for the exits around 9:30.

With apologies for any unintentional errors or omissions, your humble and obedient scribe-

Suds



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" Streepey 630/372-7565 trstreepe@earthlink.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 |

Classifieds & General Information

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

For Sale: 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: 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: 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]

Wanted: I want to buy a 1960s Spitfire in excellent condition Tom Scaletta, tomscaletta@ameritech.net, 630-525-5025 (LaGrange, IL). [8/05]

Wanted: Spitfire 1500 rear bumper, disk wheel, and/or carpet kit. Jack Coda 847/487-1607. [8/05]

Snic Braaapp is deeply saddened to inform our readership of the passing of Garry Fawson Rust, brother of Jeff Rust. He died at his home in Houston, Texas on June 20th.

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



| | |
|---------------------|-----------------------|
| Gary Revis 8/03 | Ken Kendzy 8/23 |
| Steve Yezo 8/08 | Jim Hussey 8/24 |
| Lynn Schuld 8/10 | Arlene Kendzy 8/27 |
| Dennis Delap 8/10 | Chris Crosbie 8/27 |
| Michael Mitsch 8/11 | Bob Lee 8/28 |
| Jean Merzon 8/14 | Bill Bentley 8/28 |
| Denny Smalley 8/18 | Bill Marscin 8/29 |
| John Neis 8/21 | Erik Quackenbush 8/30 |
| Phil Slagle 8/21 | |

Chris and Keith Gill had a baby boy June 7th. William James Gill, 8lbs 15oz 21" long. He is a beautiful [according to his father] baby and everyone is doing well. They are trying to re-learn all the baby stuff they forgot after Valerie. Valerie is now 3 and is a very proud big sister.



MEMBERSHIP
COUNTS:

of memberships is 127
of members is 188



Any ISOA members who attend the VTR convention and take pictures, digital or print, are invited to share them with the rest of the club. Next month's newsletter will include numerous colour photos taken by club members. If you take one or ??? pictures, please send them, either electronically or traditional US mail, to me. We may not be able to include all of them, but the more we have to select from, the better. Contact me if you have questions. Prints will be returned.

Bob Streepp, trstreepp@sbcglobal.net , 630/372-7565

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

The name and password are case sensitive. This is information for ISOA member[s] only



Moore [TR4A], Bill & Kim Jensen [Spitfire], Ryals Cheeks [as a passenger in an MG], Jeff Lathrop [TR6], Tom and Pat Morgan [TR6], Tim Smith [TR250] Ed Mitchell [Morgan and your humble



Sunday, July 16th, saw the hosting of the 7th annual "Vintage Wheels & Wings Auto Show" at Poplar Grove Airport by the British Boots & Bonnets Car Club of Rockford. The venue is located only about an hour's drive from the western suburbs and the ride out along the back roads, espe-



to view at your leisure as an alternative to looking at and/or jawboning about British cars. The event organizers also provide a free lunch for all registered show car participants and seemed concerned that everyone have a pleasant time at their event. One of the door prizes this year was a ride in an antique plane, not your



and obedient scribe [TR3A - not the world's nicest, just the most expensive].



cially before the temperature got into the nineties was quite pleasant. As one might expect in the Midwest this time of year, the weather was hot, but several ISOAers endured the high temperatures in order to attend the event and many were rewarded for their efforts with trophies. Among the members of our club in attendance were Mark



everyday giveaway.

All in all, it was a very well organized and pleasant event, made a bit less pleasant by the weather, but that is certainly no fault of the host club

Suds



As a matter of note, Tim's 250 was sporting an autograph from Kas Kastner, sent to him by the man himself after he heard of the vandalism to Tim's car in Champaign.

One of the nice features of this show is the presence of an air museum, which also houses several antique cars, trucks, and motorcycles. While not to be confused with the Smithsonian, it offers relief from the heat and some interesting artifacts



AUGUST 2005



The Rear View Mirror - 1934 Triumph Dolomite Supercharged Straight 8

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