

September 2005



2005 VINTAGE TRIUMPH REGISTER CONVENTION



Special Commemorative Newsletter

More than 200 Triumphs, great weather, meticulous preparation, and a large group of kindred spirits combined to make the VTR gathering of the tribe in 2005 an event that will be recalled by all those in attendance as one of the best ever. We hope you enjoy this “Special Edition” of the ISOA newsletter which is devoted to four days of Peace, Love, Rock and Roll, and Triumphs.



Above left: Participant's Choice Best of Show-1931 Standard Avon Special owned by Russ and Marj Bees of Indianola Iowa. Right: Concours Best of Show-1979 Spitfire 1500 owned by John and Elizabeth Reynold of Houston Texas

A VIEW FROM THE TOP OF
THE 2005 VTR NATIONAL
CONVENTION, ROCKFORD, IL

BY ANN "THE HAMMER" BUJA
CONVENTION CHAIR

Congratulations ISOA What a great convention! The number of "it can't get better than that" responses from the attendees is still overwhelming. The success of the 2005 VTR National Convention couldn't have been possible without the cooperation of all the attendees and their love of the Triumph automobile. Also, the willingness of all the businesses that supplied us products and/or services was remarkable. A true team effort!

After almost two years of planning, it was now time to act. On Saturday, July 23rd a few of us spent the day "stuffing" the registration packets, organizing the many auction items and preparing to move all of the supplies/information from my house to The Clock Tower Resort.

On Monday, July 25th, several eager ISOA members arrived for the big set-up day. One thing I kept thinking about was the weather. In 1995 it was 90+ degrees as it was the past few days! The forecast was for much cooler weather after a few rain showers on Tuesday. Let's hope so! The set-up went very smoothly. A big thank you to the ISOA men and kids for loading and unloading all the supplies. By mid-afternoon we decided a break for lunch and relaxing was in order. I stayed behind to continue to unpack, rearrange, test the registration process, and worry. Upon returning to the Registration/Information Room, Tim Buja, Sheri Pyle and I taught the others the check-in process. Jenny and Kathy Pawlak finalized the Craft/Model/Photo area as Diane Mueller continued to stock the regalia tables. Finally, all was in place. A group dinner was all that was left before calling it a day.

Opening day – Tuesday, July 26th, is finally upon us. Signage



was being placed throughout the hotel complex, tables were set up outside for technical inspections and car photography, car wash area stocked with buckets/sponges/hoses, and trailers parked. We were one hour ahead of schedule so we opened Registration at 11 am. So far so good! The mood in the Information Center was upbeat. It was so nice to see so many people from past conventions and to meet the people I had talked to or emailed regarding attending this convention. Billy Pyle and his crew set up the Funkhana in the parking lot and monitored the weather. After getting only a few cars through the course, a gentle rain started which eventually halted the event. It was decided that the Funkhana would be offered again on Wednesday morning. Throughout the afternoon, Dave Shedor and his team performed safety inspections on cars planning to run the autocross. Meanwhile, Stacy and Mike McReynolds snapped digital photos of individual cars and their owners. About 3 pm, I decided to make my way out to the Pavilion where the Welcome Reception was to be held that evening. I met with the Clock Tower staff to finalize the layout/timing/food and determined an alternative plan if the rain did not stop. The members of Spinal Tappets were just arriving and began setting up for their very first live performance.

On my walk back to the Information Center, I realize that time was getting short for me to finalize my speech for tonight's reception. As many of you know, I did not speak to the attendees at the 1995 convention but I was informed this was one of the requirements for being the 2005 chairperson – lucky me! Jack Billimack met with me to discuss moving tonight's technical session inside because of the weather. We quickly set up the extra meeting room and posted signs. Registration was going very smoothly so I disappeared into my hotel room to finish my speech. By 6 pm the rain had almost stopped. I was praying this would be the end of the rain for tonight and the rest of the week! I wondered outside to hear the Spinal Tappets practice – I was blown away – both by how loud it was and by how great they were! Time to close the Information Center. What am I forgetting? I have not seen our special guest, Tony Beadle, Editor of Triumph World magazine. Ken and Arlene Kendzy had agreed to meet Tony at O'Hare and bring him to Rockford. As I made my way outside, I was delighted to see Tony already at the Pavilion talking to the attendees. eah, all is well. Let's get the party started! Joe Pawlak welcomed everyone on behalf of ISOA, followed by Vern Brannon, VTR President. It was then my turn to explain what we

had planned for the week and introduce Tony Beadle. Tony spoke about Triumphs from different parts of the world and autographed prints of his cartoon. Next, Bob Streepy, Spinal Tappets manager introduced the band and the rest is history – the packed white tent went crazy! At some point, the attendees were dancing between the tables. A well-deserved standing ovation ended the evening. I hoped the next day would run as smoothly as today.

Day Two – Wednesday, July 28th. After only a few hours sleep, we opened the Information Center bright and early at 7 am. My prayers were answered – no more rain, sunny skies and a high of 80 degrees expected for the remainder of the week. More crafts, models and photos were on display, more cars were being safety inspected, more cars and owners were being photographed, and the Funkhana had a lineup of cars to run the course. Three technical sessions were on the day's schedule. This was a day designed to drive your Triumph with a navigator, either on the Fun Drive or TSD Rallye. We had decided early in the planning stages to make the Fun Drive "fun" with no time constraints. Jake Jaquet designed a very scenic route encompassing 87+ miles. One problem occurred which we could not have anticipated: Ogle County decided to begin construction (with fresh oil) on a road used in the route. We came up with a work around by looking at the map and told people of the change. Everyone was understanding and enjoyed trying to find the missing piece of the picture clues. Kim Joiner designed an interesting TSD Rallye. A small but very competitive group of cars were up for the challenge. The day quickly went by, and we closed the Information Room at 4pm. Megan and I are now off to retrieve our TR6 and get to The Rockford Speedway to finalize the evenings activities. Over 200 attendees enjoyed an evening of food, drink, and watching the races. ISOA members were blessed to be a part of the National An-

them parade lap – 6 different Triumph models following the pace car while waving American and checkered flags at the crowd. Next, to my surprise, I am told that I have been chosen to ride in a racecar at racing speed during the break between races. What a BLAST! Now, it was time for Sheri Pyle and I to get back and open registration from 10 – 11 pm for those who have arrived late. Attendees slowing made there way back to the hotel and stopped by to express their pleasure with the event at the speedway. All is well.

Day Three – Thursday, July 28th. It was hard to get out of bed at 5am. Tim, Megan and I met Jeff and Karen Rust and the Breakfast Tour helpers in the parking lot. Tim had the pleasure of Tony Beadle riding with him today. The helper group ran the



route to the checkpoint in the forest preserve and then I continued on to the HomeTown Buffet to make sure everything was set up. It was nice to have the restaurant open exclusively for us! Over 150 attendees enjoyed the all-you-can-eat breakfast. As I enjoyed my breakfast, Ernie Husmann and Irv Korey were getting the autocross set up at the Rockford Speedway. The autocross is a very big event that takes a lot of time and workers. I knew ISOA had the best people on hand to make this event successful. I finally made it out to get my 2 runs in the TR8 about 2 pm. The checkered flag goes out to all who helped with the Autocross. Two technical sessions were on today's schedule.

Attendees still had a chance to go on the Fun Drive. VTR Chief Judge, Darrell Floyd, held a workshop for attendees wanting to be a judge for the Concours. Just before dinner, VTR held the annual membership meeting to share ideas. Next, attendees who liked ice cream could pickup directions for a short but scenic drive to the Dari-Ripple in Belvidere for a sweet treat! Unfortunately, I did not get a chance to participate in this event, as I was working on finalizing reports needed for awards, laying out the parking lot for the car shows, etc. Sheri Pyle and Bob Streepy were also busy getting ready for the Auction. We had over 150 items to be sold. I'm not sure how Bob was able to talk for over 4 hours! While the auction was taking place, the Concours and Participants' Choice committees were laying out the parking lot for tomorrow's shows. After some discussion, it was agreed to put the cars by model next to each other instead of Concours cars in one lot and Participants Choice in the other lot. The workers proceeded to mark the lots with the signs that night. Another late night, but well worth it.

Finally, the day we all have been waiting for – Friday, July 29th, car show day! But first, the Panoramic Photo. Jeff Rust and Mark Moore had met with the photographer, Jay Best, on Thursday to lay out the photo at Baumann Park in Cherry Valley. Jeff and Mark were already at the park to make final preparations before the herd of Triumphs arrived. A group of over 100 cars lined up at The Clock Tower shortly before 7am. A police escort helped the group make it to the park in a very timely manner. I was the sweep car for this event. This had to be the fastest time for a panoramic photo. Great job and great picture! Jeff announced that ISOA members should leave for the hotel first in order to help park the cars for the show – this worked very well. I was greeted by Jerry Hurst seated in his wheelchair directing traffic. What dedication! It was a beautiful day once again. Vendors where set up for the au-

Convention Recap

to jumble, and two technical sessions were scheduled. I had to get some help to go to my house and bring over the awards. So, Megan, Diane Mueller and Joan Shedor volunteered to help. Off we all go in the Mueller truck – what a fun ride – 4 women stuffed into the cab of a small pickup! All of the banquet volunteers were in the banquet room decorating, so I had plenty of help getting the awards organized for the presentation. Now, Team ISOA was counting Participants Choice ballots, and VTR was tabulating Concours points. All that was left to do was enter the car show winners into the computer and review the banquet agenda with Sheri, Jack and Mike. At 5:30 pm everything was ready! As I made my

way around the banquet room during the cocktail hour, the number of people who stopped me to say how much they had enjoyed the week overwhelmed me. My last worry about the quality of the dinner proved to be unfounded, as I was very impressed with the service and food. Thanks Clock Tower staff. And finally, the awards! The awards presented are listed elsewhere in this publication. I want to thank all those who presented awards. And thanks to Spinal Tappets for ending the evening with your talent.

When I was asked by the members of ISOA to be the chairperson for this convention, I was honored. I was also worried that it would not be as successful as it was in 1995. ISOA, thank

you for making “it better than that” and thanks for keeping the Triumph spirit alive.



Ann Buja, Chairperson

GARAGE TALK SEPTEMBER 2005

Ok, I admit that I’m still smiling from the great time we all had at the convention.



Word on the street is that others feel the same and this is not just contained in Illinois. During this last week I walked into my company and my business partner AJ was playing the Spinal Tappets CD. She was able to attend the welcome party (business meeting of course to meet some of our clients) and has talked about how outstanding the event was. She said you Triumph folks really know how to party and she said she would “rock” with ISOA anytime! Coming from a

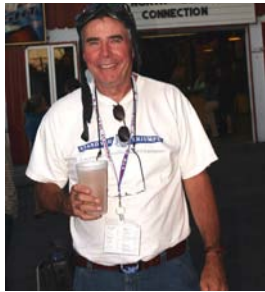
stalwart Harley Davidson rider and experienced party goer, I take that as a heck of a compliment and all of you should as well.

While somewhat related but observations by “outsiders” nonetheless were comments made to me about ISOA members. Our club has a decent reputation around the country as being one of the most active and fun-loving group of Triumph folks. People from around the country have commented on how everyone in ISOA gets along so well and we all seem to like each other. It’s pretty cool to hear things like; “I wish our club was like yours”, “I wish we could move to Illinois and be a part of you guys” and “how do you all get along so well”. My favorite and cherished was “you all seem like a big family”. I suppose that is true. We are all like brothers and sisters playing nice with our little cars. Then like typical siblings we do occasionally argue, yell at each other and get mad when things don’t go

right. When you really think about it we are a family. We have members who are loud, quiet and everything in between. We have members who keep things together, keep others in line. We celebrate with each other in good times and comfort each other in bad. We even have some dysfunctional members just like a real family. We even call each other names, with utmost affection and respect. Together we make up this little microcosm of societal automotive outcasts.

As my daughter Jenny once said to a professor at U of I in describing ISOA. She said “they are the Animal House of British Sports Cars”. The family has events all year around, so be a part of them. So to our some of our ISOA family members who feel distant from the core family unit, come join us, you are missing some of the brothers and sisters you never knew you had.

A LITTLE BS FORM BS
NEW & VIEW FROM THE BUSTED
KNUCKLE GARAGE



We sincerely hope you enjoy this VTR special edition of the Illinois Sports Owners Association newsletter. The club board authorized funding the additional expense of publishing this booklet to commemorate the VTR convention as our way of thanking all who joined us in Rockford July 26-30. In effect, it is our September club newsletter, without the local club stuff that probably would be of no interest to you. [Hell, it's not of much interest to our own club members most of the time.] We hope you think of it as keepsake for what we hope was a pleasant event for you.

I would be very remiss if I didn't take this opportunity to thank all of the people who contributed to this special publication.

Kim Jensen was invaluable in assisting with this issue of the newsletter for writing several articles on events that I could not attend. Ann Buja took time out from her rehabing in her sensory deprivation chamber following the convention to put together an article. Jeff Rust, using his unique understatement, described the Hard Luck awards and Jay Holekamp prepared a story on the Breakfast Run. I would also like to express my appreciation to newsletter editor emeritus Kim Joiner for creating one of his patented verbal tapestries for the TSD Rallye and to Ernie Husmann

for his description of the autocross.

I would also like to acknowledge tech presenters Tim Dunderdale, Stacy McReynolds, Ted Schumacher, and Mark Fisher, who in addition to giving presentations, also provided articles on their workshops, as well as Pete Eckstein and Ron St. John for their articles. Al Christopher, Tim Buja, Jack Billimack, Chuck Montague, Paul Kurtzner, Bill Jensen, Mike Blonder, Ken Kedzy, Jeff Lathrop, Stacy McReynolds, Mike Mitsch, Kevin Boylan, Ron St. John, and Jack Gleason were also invaluable for taking photographs of virtually all of the activities that took place. Blake Discher of the of Detroit club also took some excellent pictures which he published on his blog that are reproduced here. Regrettably, I wasn't able to credit each individual shot to the person who took it.

While we are on the subject of pictures, the photos of registrants on pages 33-38 are arranged in the order in which they were taken. The biographical information was taken from the master registration list. Any misspelled names or incorrect year, model, or hometown are my fault. Mea Culpa. If you had your car photographed and it isn't included, I'm sorry, please accept my apologies for any errors, omissions typos, or other screw-ups. I promise, it won't happen again.

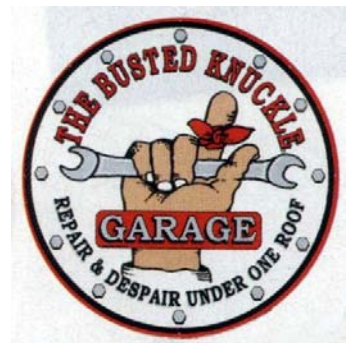
I'd also like to express my appreciation to Dave Kayson, Bill Pyle, Tim Mantel, Bruce Barnet and Jeff Lathrop, the last two of whom were "undocumented" volunteers, for all of the work in assisting me at the auction. Also, we must acknowledge all of the work that went into the Spinal Tappets concerts. Mike, Dave, Jim, Dan, and Peter, along with Mark, Sheri, Sandy, and Kathy were awesome! And let's not forget the work of Mike Blonder work-

ing the mixing board

For those of us who have been involved with this organization for some time, you know what I mean when I say that ISOA people are like family, only better. Club members tend to come and go, but the core of ISOA has been together for quite awhile and these are great people, and I consider them to be among my best friends. Their hard work and dependability are what made this convention a success. My thanks, and the thanks of the entire club, to Ann & Tim, Barb & Jack, Mike & Diane, Bill & Sheri, and Joe & Kathy: You guys did a fantastic job, and we're fortunate to have you as fellow club members and friends.

Finally, I'd like to express my gratitude to all of you Triumph aficionados from across North America and the UK who attended this year's convention. Your presence was as important to the success of this event as was the preparation of the host club. Thanks for coming. We hope you enjoyed yourselves as much as we enjoyed hosting you. We look forward to seeing all of you in 2006 in Las Colinas, Texas.

Bob "Suds" Streepy



PS. It's not too soon to block your calendars for the summer of 2015 when we hold the convention next.

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Welcome Party by Bob Streepy

I remember reading the journals of some early 19th century mountain men. These were the solitary trappers, who lived [although often not for long] off the land in the far west before “civilization” encroached, by their wits and their resourcefulness. For the for-



tunate few who could avoid hostile first Americans, disease, belligerent grizzlies, etc, their payoff occurred each summer at what came to be known as a “rendezvous.” This was an annual get together sponsored by the trading companies at which these guys, some



of whom had virtually no human contact for a year, would come to sell and barter the hides of the deceased woodland creatures that they had murdered with agents from the big eastern trading companies. The city dudes would provide liquor, women of easy virtue,



and games of skill and chance to try to separate the mountain men from their newly acquired wealth.

The annual VTR convention in many ways is reminiscent of these trappers’ rendezvous [without the loose women]. Guys who haven’t seen each other for a year come to some distant



place, swap stories, compete in silly games [can you say “funkhana”?] and also some serious stuff [can you say Concours?"] for a few days each summer. Then they head back to wherever



they came from with the promise of seeing their kindred spirits a year later at some other, faraway location, assuming they survive another year.

This year’s VTR welcome reception certainly was more analogous



to the mountain man’s party than some of the other VTR receptions I have attended, more Animal House than Pebble Beach, and I didn’t notice anyone complain.

Following the traditional welcome by ISOA President Joe Pawlak, and VTR President Vern Brannon, Ann Buja, convention Chair, introduced her co-leaders, Sheri Pyle, Jack Billimack





and Mike Mueller before introducing special guest, *Triumph World* editor Tony Beadle. Following the awarding of some door prizes, yours truly introduced the house band “Spinal Tappets” which established the tone for the whole convention.



When I think of reception, two things come to mind: open bar and a loud kick-ass rock and roll band. Our band consisted of supporting vocalists [The Tapettes] Sandy “Hotshoe”



Hurst, Sheri “Big Mama” Pyle, Kathy “Schnapps” Pawlak and Kim “Wacker Drive” Jensen.



Since rock and roll owes such a debt to the blues, no true rock band is complete without some blues harmonica thrown in, and ours featured fuel injection specialist Mark “Silo” Fisher injecting some sweet blues harp into several tunes. The primary band members, all of whom are active members of ISOA and own [or owned] Triumphs, were: on lead guitar and vocals-Mike “Wheelman” Konopka [TR6], who also served as the recording engineer for the CD; working the keyboards and also doing vocals as well as strutting his stuff ala Mick Jagger was Dan “Wrongway” Swanson [Spitfire]; on percussion was the man with a flair for the snare, Dave “Stumpy Joe” Kayson [TR3, TR4, 250, TR6], keeping the base line that kept



the band so tight was Peter “the Maestro” Conover [Austin Healy 3000] and on guitar, kazoo, and lead vocal was the Jim” Screamer” Aldridge [Spitfire].

Working the mixing board during the two sets was Mike “Hands” Blonder [TR4]. The band was great, and most of the crowd even laughed on cue at our attempt to provide a little humor through the parody lyrics. An impromptu Conga line led by ISOAers set the tone for the rest of the event.

After it was all over, my friend Tim Mantel said he overheard a very prim and proper lady tell her husband, “The band was rather loud, but whoever wrote those lyrics must have been demented.” I looked for her, but since it was past ten o’clock, I figured she had gone to sleep. Wherever you are lady: Thanks-I appreciate it

Pictured: opposite page Left column [top to bottom]-welcome reception banner; the band sets up for its debut/farewell concert; Sheri Pyle, Diane Mueller and Ann Buja award door prizes. Center column [top to bottom]-Tony Beadle autographs copies of Triumph World; Mike “Hands” Blonder mixes the music; ISOA conga line dances to “Smoke from the Dashboard.” Right column [top to bottom]-Spinal Tappets CD cover; the Tapettes L-R Big Mama, Schnapps, and Hotshoe; conventioners enjoying complimentary beverages. This page Left column [top to bottom]-the band plays on-l-r Dan “Wrongway” Swanson-keyboards, Mike “Wheelman” Knopka-guitar; Dave “Stumpy Joe” Kayson-drums, Peter “Maestro” Conover-base, Jim “Screamer” Aldridge-lyrics, guitar & vocals; Wrongway & Big Mama wailin’; crowding around the bar during intermission. Center column [top to bottom]-Dave “Snake” Shedor leads a conga line. Right Column [top to bottom] Silo solos on blues harp.

REGISTRATION
BY BOB STREEPY



Three Hundred and fifty five Triumph fanciers in two hundred nine cars registered for the 2005 Vintage Triumph Register national convention. The event was hosted by the Illinois Sports Owners Association and was held at the Clock Tower Resort and Hotel in Rockford, Illinois July 26-30, 2005. The registrants came from thirty-three states, plus Canada and the United Kingdom. The cars included: a 1931 Standard-Avon Special, two Tri-



umph 2000s [a razor edge saloon and a roadster], a 1951 Reknown, an Italia, a Swallow Doretta, a Vitesse, a Sports Six, a Herald, five TR2s, eight TR3s, twenty-four TR3As, one TR3B, eleven TR4s, six, TR4As, five TR250s, forty-two TR6s, eight TR7s, ten TR8s, six GT6s, twenty-eight Spitfires, and thirty-four Stags. There were also twelve registrants who did not drive Triumphs,



including one in an Austin Healy 3000 and one in an MG TD.

Room WC6 in the Clock Tower served as command central during the convention where registrants checked in and received their packets, including a forty-four page, color-coded program book [published and edited by ISOA Newsletter editor Emeritus and



current club president Joe Pawlak]. Among others, conventioners were greeted by Vickie Korey, Gloria Capetto, Sheri Pyle, Ann Buja, and many other volunteers who assisted the visitors in acclimating themselves to the hotel as well as the greater Rockford area. The registration staff answered countless questions from the mundane to the extremely esoteric [Is the pho-



tography tech session in this room? Where is the nearest optometrist?] Joan Shedor and Diane Mueller provided regalia for those who had not pre-ordered hats, shirts and other items while Jenny Pawlak also oversaw the craft, model, and photo display that was located in the registration room.

While the Clock Tower meeting room was a veritable beehive of activity during the convention, the Buja's home had served that function for months as a dozen or ISOA volunteers had stuffed the registration packets, including regalia, meal tickets for the banquets, the Speedway barbeque, and the Breakfast Run, People's Choice ballots, hat pins, etc, etc, plus inventorying the more



than 150 items that went up for auction on Thursday evening.

While it was not the most glamorous or high profile work of the convention, [and it certainly qualified as the most thankless], we are all indebted to the unsung heroes of the convention- the ladies and gentlemen of ISOA who helped to make the registration process as seamless as possible.

Pictured: Left column [top to bottom]-Sheri Pyle and Gloria Capetto greet registrants with a smile; ISOA volunteers filling registration packets at Buja's garage the week before the convention. Center column [top to bottom]-Convention registration banner, designed by ViData Print, LLC.; craft, model, & photos on display, sisters Joan Shedor and Diane Mueller provide regalia for those who hadn't preordered. Right column [top to bottom]-room WC6-VTR convention nerve center.

FUNKHANA

BY KIM JENSEN



The first driving event for VTR 2005 – A Time for Triumphs was scheduled for Tuesday afternoon but the weather didn't co-



operate! So after about 10 cars ran the route, the Funkhana was postponed to Wednesday morning.



Wednesday morning - bright and sunny and warm...perfect for the Funkhana event! The theme of the Funkhana was a welcome to the Midwest, specifically Illinois, and was, as expected, FUN!



The driver & navigator had to park in the "barn" and then visit the "outhouse". There the navigator had to sit upon the "throne" and find his/her last name (or close to it) in the telephone directory! They had to present the page from the phone book at the end of the run – not used however! After a short course through the corn rows (tight turns!), the navigator had to change out the sparkplug wires on a wooden engine. More corn row maneuvering followed then cow chips were



thrown at a cow (basically to aim them at their point of origin!) Finally, a cow was milked by pulling only one udder with perhaps no results or certainly a surprise when the tail was lifted and cow chips plopped to the pavement. A short burst of speed



brought the car to the stop sign and end of the run. Participants were given a set of cork cow chips to hold dear the memory of the event (and



make really nice coasters, too!)

TR3's, Spitfires, TR6's, Stags, Saloons...there were 60 participating cars in the event and all types of Triumphs took part in the FUN!



Pictured: Left column [top to bottom]-Joe Pawlak heads on to course Tuesday despite rain; Denny Capetto completes gimmick "no. 2" while Sheri Pyle looks on; Joe Felix and Sandy Hurst speed through cornrows. Middle Column [top to bottom]-Mike Blonder gets instructions from Bill Pyle while his partner changes plugs; Jenny Pawlak waits for her partner to "milk" the cow. Right column [top to bottom]- Kim Jensen waits for husband Bill to see if he got the right udder; contestants receive instruction from Denny Capetto; Souvenir "Cow Chip" awarded to all funkhana participants.

FUN DRIVE
BY KIM JENSEN



Wednesday and Thursday were both spectacular summer days to hop in a Triumph for the Fun Drive! Driver and navigator could pick up the directions, a quiz sheet of signs to look for, and the necessary emergency envelope on either day and travel the back roads of northwest Illinois at leisure. This was a popular event at VTR since about 85 cars took to the roads on either day.

Quickly, our Triumph caravan (Spitfire 1500, TR6, TR4 and a Chevrolet Impala) was led out of the Rockford metropolitan area to the rolling landscape of Byron, Winnebago, and Ogle counties. This writer doesn't know how she was chosen to be group navigator—getting lost on Lower Wacker drive obviously didn't deter the group from following me! With me watching the

directions carefully, we assigned others to watch for the clues and count bridges! We even had a TR3 from Wisconsin join us along the way (he had no navigator along!)

The leisurely cruise took us past a nice TR4 for sale, the Rockford airport, eventually to Lowden State Park



where we stopped to see the Chief Black Hawk Statue (which really isn't Chief Black Hawk but supposed to represent the American Indian in general – see, I read the plaque). We also drove through the Byron Forest Preserve and made a mental note to stop at a future visit at the Jarrett Nature Center (getting late and needed to be heading back.)

Our group was recipient of the FREE UNDERCOATING on Town

Line Road courtesy of the Ogle County road crews! We understand the Fun Drive was re-routed on Thursday to avoid this particular surprise!

We didn't identify all the signs



even after quizzing other Triumph drivers we met on route. We even asked the Oregon librarian we met at the McDonald's lunch stop for help and she gave us one clue!

It really didn't matter to win to us – it was just a magnificent summer day to enjoy top-down driving in a little British Sports car! An event that truly exemplified its name!



Pictured above: Left-convoy of Triumph on Northern Illinois back roads; Middle-Lorado Taft statue of Chief Black Hawk; Right-"disoriented" TR6 occupants double check driving instructions; Heading back to Clock Tower. Below- photos and answers to the questions on the fun run,



1



2



3



4



5



6



7



8

- 1-Address? 5763 Linden Rd., Rockford, Il 61109
- 2-Command Post Restaurant
- 3-Telephone No.? 962-6511
- 4-Thistle Downs
- 5-Three Miles North

- 6-Blue Moon Llamas
- 7-Dodge Cemetary
- 8-Mouses House
- Tiebreaker -86.3 miles and twenty three bridges



TSD RALLY

BY KIM JOINER, RALLYMASTER



Fourteen cars showed up to take part in the VTR convention's Time/Speed/Distance rally. It did seem that the workers at Control number 1 could have drawn



hazardous duty pay, but by the time of the third visit to their location, most of the contestants had calmed down considerably and the workers' well being was no longer in danger. Tom Walling remembered what it was like running the Mini Series rallies back in the late 70s and put this knowledge to good use. He and

his navigator, Wendy Rose, won the overall title and didn't get a max penalty the whole day, far outdistancing the rest of the cars that were competing in the Novice Class.

Cecil Wise and Doug Burch won that class, although they did get off to a shaky start, maxing the first two legs. Then the light went on, as, after taking 600 points on the first



two legs, they only collected 135 more on the subsequent four legs, including a rally best score of six on the fourth leg (This is equivalent to being off about three seconds over a distance of 13.5 miles).



Dave and Mary Ellen Cox finished third overall and second in



class despite having no odometer and no speedometer! Randy and Amy Tess ended up in sixth place after their score was finally computed, but did receive the Speed of Light award for arriving at the final control approximately 3 minutes before their outtime from the previous one. (and then not stopping!) Too bad they took the max penalty; they were headed for a third place finish if they had just left the control at the correct outtime.

One team, concerned about the amount of time required to drive back to the Clocktower at 21 mph from rally control 5, was very happy to encounter control six only a half mile down the road, which released them from that leisurely speed.

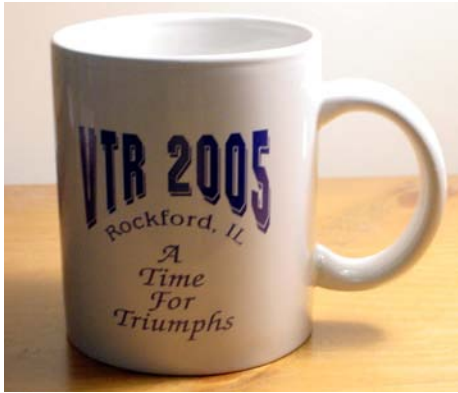
I guess almost everyone had a good time- no one threatened to take my life at the last control, only because they didn't realize that I was there. (And also not at the banquet!)

Pictured above: Left column [top to bottom]-Rallymaster Kim Joiner explains ground rules to worker Jack Billimack and Alan Avery; instructions given to rally participants. Middle column [top to bottom]-rally workers between stops; rally participants try to get their bearings. Right column-checking in back at the Clock Tower. Below: some of the craft/model/photo entries.



THE BREAKFAST TOUR

By Jay HOLEKAMP



Early on Thursday morning, just after dawn, the Triumphs started to gather at the east parking lot of the Clock Tower Resort for the VTR Breakfast Tour. At



6:30 AM, about eighty Triumph automobiles of all types, with police holding traffic for our departure, pulled out for a pleasant "follow the leader" drive, south over the brick main street of the village of Cherry



Valley and out into the countryside of Boone and Winnebago Counties. After a leisurely rural drive of about forty minutes, we stopped briefly at a forested park where the "moving event" stickers were



affixed. The caravan then proceeded a few miles to the Home Town Buffet Restaurant. On entering the large restaurant, which was ordinarily closed on weekday mornings, but on this particular occasion was open exclusively for the VTR Breakfast Tour, multiple buffet islands were set up by type of fare and drink. The selection was huge. [Ed. note: how often do you find self serve ice cream at a breakfast bar?] The only breakfast menu item I didn't see

and in short order everyone was eating. Many people, myself included, made several return trips to the buffet and it was impossible to leave hungry. The tour route was a large loop and when we left the restaurant, it was only a short drive to the convention hotel. A fine way to start the day, which will be remembered for years to come when the 2005



VTR Breakfast Tour Mug is used for my morning coffee.

was grits! The many separate buffet areas and the very large dining room made for almost no waiting



Pictured: Left column [top to bottom]-souvenir coffee mug given to each tour participant; exterior of restaurant; hungry conventioners enjoying breakfast. Right [top to bottom]-Triumphs awaiting signal to depart for Breakfast Run; receiving "driving event" stickers in forest preserve; Bill Jensen ponders his epicurial options; Jack "Spuds" Billimack having a serving of ice cream topping off his hearty breakfast.



SPEEDWAY SPECTACULAR

BY KIM JENSEN



Wednesday evening brought 234 Triumph enthusiasts to the Rockford Speedway for dinner and racing! Upon arrival at the Rockford Speedway on the north side of town, a picnic dinner of burgers, bratwursts and hot dogs was served.



Chairperson of the VTR 2005, Ann Buja, presented a plaque in recognition and appreciation to Susan Deery, President of the Speedway, for her efforts in putting together this dinner



– race event. Staff member Jimmy Ambroso gave a brief history of the track including the fact that this family owned business has had 58 years of continuous professional racing!

The VTR convention participants found their seats to be



at the center of the stands, even with backrests (thank you!) for the best possible view of the action. We were warmly welcomed to the race event and six Triumphs (a 2000 Saloon, a Stag, a TR6, a TR8, TR3 and a Herald) all took part in the opening parade lap.

Cars scheduled to run that evening included the Road Runners, Winged Women on Wheels, and everyone’s favorite, the Hornets! These

little race cars, painted in patterns of yellow and black, definitely sounded like a swarm as they buzzed along! The racing was great fun to watch – and especially when Ann Buja and Susan Kahler, a Triumph racer from Arkansas, each got to ride along in a Grand National stockcar!

During a brief intermission in



the action, the Speedway sponsored a Fan in the Stand challenge game. Selected fans had to roll a raw egg around cones to the finish line after quickly consuming a sugary Pixie Stix. Harmless fun and a good time to visit the concession stand!

Concluding the evening races was the popular Figure 8 race and this was heart stopping! The winner of the event drove a small truck, which resembled a police car and even used his lights to get attention that he was coming to the middle of the figure 8 – so move out of the way!

The Speedway Spectacular was an entertaining evening and made the Triumph racers eager to return the next day for the Autocross!



Pictured: Left column [top to bottom]-stock cars at speed; conventioners go through serving line quickly; hungry attendees add condiments to burgers and dogs. Middle column [top to bottom]-special guest Tony Beadle samples some domestic beverage; crowd enjoying action during race. Right column [top to bottom]-Convention Chair Ann Buja climbs into stock car for “hot lap”; foreground-typical speedway lowlifes watches the racing action. Below-VTR Triumphs take parade lap before race begins.



TRIUMPHS ON COURSE
(OR HOW TO ABUSE YOUR TIRES IN ONE
EASY LESSON)

BY ERNIE "EVIL BERT" HUSMANN



The weather on Thursday at the VTR Convention in Rockford dawned sunny and warm, a perfect day for an autocross event. With everyone pumped by the Rockford Speedway Hornets from the previous day, nearly eighty people participated in twenty one classes on the morphed



figure eight course set up at the Speedway. The Speedway was nice enough to provide timing for the event and a number of ISOA members volunteered to assist with track set up, chase cones and assist Dave "The Snake" Shedor with tech inspection.

For those who may not be familiar with the concept of Autocross, the idea is to run against the clock (times) through a course outlined by orange cones. The person who has the

best time wins. Oh yeah, those orange cones, should you hit one, you are assessed a two second penalty to your raw time and if you miss a gate (failure to drive between cones) your run time is disallowed also known as a DNF (Did Not Finish). It is a game of skill and



can be very exhilarating.

With the first driver's meeting completed, cone chasers in place, the world famous curmudgeon Irv "Elwood" Korey at the start line and Tim "Toolman" Buja in the tower keeping score, the event began. Cars charged off the embankment of Turn 4 toward the start finish line and on to Turns 1 & 2. Then down the short chute of the infield to the crossing area where the driver was to turn out toward Turn 3. The center proved to be a bit tricky for



more than one driver as several participants had issues with the center non-crossing area of the figure eight and short cut the cone before the turn out toward Turn 3. Most drivers seemed to have little problem with the infield



section between Turns 4 and 1, but I was told that there was one driver that tried to scare the outside wall into moving but realized the futility of this venture and recovered a few feet from the



wall.

Once through the second infield section, it was back though Turns 1 & 2 again and then to the four-cone slalom backstretch. Here a few drivers decided it might be nice to see behind them and performed nice 180-degree turns which I'm sure were planned



see "AutoCross" on opposite page

Pictured: Left column [top to bottom]-autocross welcome banner; Ernie Husmann conducting driver's meeting center center. Center column [top to bottom]- Marty Sukey before turning fastest time of the day; Mike Knopka on way to 1st in class run. Right column [top to bottom]-Lars Sullivan in TR3; Jack McGahey prepping for competition; Pat Morse is all smiles after completing winning run in "non-Triumph" class.





Above: autocross collage graphics taken by Blake Discher [the good ones] and Bob Streepy [the others] Below left-Kathy Pawlak checks her time after a “clean: run. Middle-Tim Smith gets ready to try his luck at the course. Right-Kim Jensen grinning from gear to gear after completing her first autocross.

Autocross continued



well ahead (wink wink nudge nudge). Following the slalom, the course again went through the banked area of Turns 3 & 4 and onto the start finish line on the front straight.

During the whole event there were no major incidents such as broken car parts or bent metal, which is a very good thing. Everyone was able to drive back to the Clock Tower for the

Ice Cream run, while some may have had appreciably less tread on their tires than when the event started.

Awards were presented to the top three finishers in each class and for Fast Time of Day (FTD) at the Awards Banquet on Friday night. The course was the same as that used at the 1995 VTR Convention, also held in Rockford. During the 1995 Autocross event the average time was just over 67 seconds. At this year’s event few people



ran times over the 1995 average. Marty Sukey took FTD in a well-prepared TR6 with a time of 48.204 seconds.

Congratulations to all the podium finishers and thanks to all those who helped with the Autocross prior to and during the convention.

*Other - class is for non-Triumphs and may include other marquees or rental cars. Pat drove a 1952 MG TD





AUCTION
BY BOB STREEPY



The VTR auction is always a popular event at every convention and the 2005 version proved to be no exception. More than 150 items were registered before Sheri “Big Mama” Pyle declared, “enough is enough!” The items were laid out numerically for preview after the VTR membership meeting and as the cars began to return from the ice cream run conventioners started looking for that



special part that they hoped they could get a deal on. The auctioneer started the proceedings just after nine pm by



putting a pair of autographed Spinal Tappets drumsticks and a signed guitar pick up for bid. From there it was on



to countless new and used parts, many of which were donated by generous sponsors, including, but not limited to, Moss, Victoria British, Rimmer Bros. and The Roadster Factory.

The most entertaining item to cross the block proved to be a stocking hat from Moss that retails for \$14.95



but wound up selling for over \$40.00 after some of the Minnesota people literally got into one of the most hilarious bidding wars in VTR auction history. For attendees with stamina, some great deals were had by those who stuck around to the bitter end, which occurred around 1:30 Friday morning.

Many thanks to Dave and Jan Kayson, Tim Mantel, Jeff Lathrop, Bruce Barnet, Bill Pyle for their help in setting up as well as keeping thing moving during the event.



Pictured: Left column [top to bottom]-auctioneer acknowledges a bid while spotter Bill Pyle looks on; the first item up for bid, a pair of autographed drum sticks. Middle column [top to bottom] -bargain hunters examine parts prior to auction; Tim Mantel hold up Goodyear G800 Redline. Right column [top to bottom] -Bill and Sheri Pyle and Jan Kayson check out an unnamed buyer; Dave Kayson and Tim Mantel work the crowd; Al Christopher finds the pace of the auction a bit slow.-

HARD LUCK AWARD
BY JEFF RUST



There are several good contenders this for year's "Hard Luck" recognition. Although not necessarily Triumph related, Jerry Hurst must be given mention for his unsuccessful attempt to emulate Lance Arm-



strong and falling off his bicycle, thus causing sufficient damage to his knee, not to mention his pride, and spend the convention in a wheel chair. Also, Chris Smitts was on limited duty due to a recent surgical procedure.

Upper Wisconsin's "Stag-fire" (surprise?) H. Parker Sharpe runs his new headers a bit too close to the power steering hose and poof... flames. Jokingly someone runs up with a fire extinguisher after smelling smoke. Little did they know it would actually be needed. A real contender until I heard the poor guy had to load the car back on the trailer. "Back on the Trailer????"... Sorry 208.



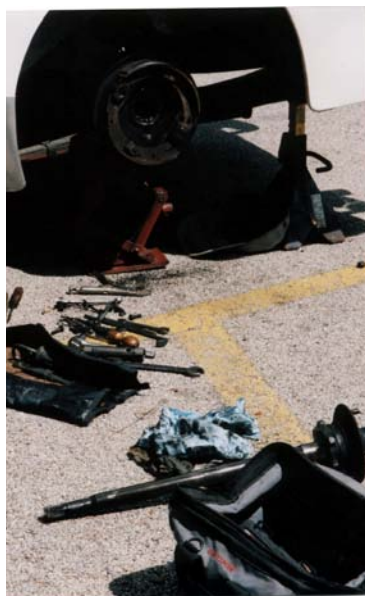
Jack Gleason's newly installed TR3 caliper springs a leak and Barb Billimack is forced to rummage through Jack Billimack "tub o' nasty parts" using only the word picture crafted by her husband to try to recognize a TR3 caliper. Apparently Spuds verbal tapestry is clear since Barb brings a suitable replacement part. Later she confides



that she brought the whole tub in hopes that she could get rid of "all that junk". ISOA's own Paul Watts, lunches a fan blade through the radiator of his TR6 in a good effort to grab title and in the hotel parking lot and winds up pushing the car into the show field.

A TR3 from Florida driven by Jere Dotten, crumbles his generator beyond repair and overnights a replacement from the West coast. Pretty good try. I wonder if he is still there?

There is also rumor of a TR3 losing a water pump on Friday. In addition, a TR6 from Missouri was forced



to a do a field h e a d b u t f o r t u n a t e l y d i d n o t h a v e t o r e p l a c e t h e h e a d g a s k e t a s o r i g i n a l l y f e a r e d . T h e r e w a s



also a confirmed report that a TR3 [not the world's nicest, just the most expensive] tachometer let out a death rattle just after completing a two MPH parade lap at the Speedway Spectacular.

But the winner (?) this year is 219, Barry Scheffner and his wife Susan from Montreal, Canada traveling 1500 miles just to trash and repair his TR3's rear wheel bearing in the parking lot. The mission in this case was to get it drivable enough to participate in a "moving" event (as if driving 1500 miles wasn't enough).



Thanks to Jack Billimack (did he ever pay you for that axle?) and Billy Pyle they drove out for ice cream, the last moving event. Upon arriving home, he emails Jack Billimack that on the return trip the fun continued as he lost a generator and came very close to spontaneously combusting due to a faulty fuel pump.

No welding, no transmission removal and no "real" problems (although I'm sure all the contenders would beg to differ...) so a good event for all.

Thanks to all contenders as well as those I undoubtedly missed for providing this years "I'm glad that isn't me" entertainment.

PS: "The harder the conflict, the more glorious the TRiumph" is right from the fortune cookie my wife Karen received this week!

Pictured: Left column [top to bottom]-Jerry Hurst & Chris Smit prepare to race; Torquing head of Mo. TR6 in parking lot; Jack Gleason replaces caliper. Middle column [top to bottom]-Paul Watts' radiator and 9-bladed fan; Canadian TR3 broken axle. Right hand column [top to bottom]-Working on replacement axle; For Sale: TR3 Axle-Already "broken" in.



PANORAMIC PHOTO

BY BOB STREEPY

Certainly one activity that presents the greatest potential for logistical nightmares at any VTR convention has to be the panoramic photo. Imagine the coordination involved in trying to move 150 cars from a parking lot to a location several miles away, then parking the cars in an orderly fashion so that none of the cars blocks the view of the ones behind it. All this in less than an hour!

The people from Jay Best

Photography, with the able assistance of “Careographer” Jeff Rust and his team of ISOA parking lot marshals were more than up to the task. The cars rolled out on time, complete with police escort from the Clock Tower and drove to Baumann Park in nearby Cherry Valley, Illinois. There, despite a few tense moments when it seemed as if we were trying to put ten pounds of “stuff” into a five-pound bag and had to improvise a u-turn at the end of the park entrance to avoid tying up traffic, the cars were parked at the proper angles, no one was screened from view and the mission

was successfully accomplished. Following the photograph, the cars were dismissed by model in order to expedite the parking for the car show that was scheduled to begin at 10. All in all, a good example of success through careful planning.



Pictured: above - cars lined up for 2005 panoramic photo in Cherry Valley Illinois by Jay Best Photography; photographer with 1930s camera; below left-Vern Brannon, VTR President calls membership meeting to order; right-Mike Cook, Vintage Triumph editor invites members to submit material to the national magazine

VTR MEMBERSHIP MEETING



BY BOB STREEPY

A group of nearly fifty VTR members sat in on the annual membership meeting on Thursday afternoon. National president Vern Brannon got things under way about 5:30 by introducing himself to the assembly before he introduced the other national officers. First to speak was Bill Lynn, membership chair, who announced that 114 new members had joined the organization within the last year, bringing the total to 2259. Bob Jones of Florida, the Vice-President of business services, then spoke about a

program to increase VTR membership at the club level through an incentive program that plows money back to each club and provides a free back issue of the Vintage Triumph to new members.

Blake Discher from Detroit, the member services vice-president, outlined the new travel assistance program as well as the new and improved VTR website. William Smith of Tennessee gave a financial report and stated that the majority of the club’s expenses were in the form of publication costs for the magazine and insurance. Ronnie Babbitt of Georgia, the newly appointed Region, Chapter and Zone vice president then spoke of some the plans in the works for expanding the scope of the organization. He was followed by VTR chief judge Darrell Floyd of Ohio. Darrell answered questions from the group about judging criteria and offered to provide personal follow up to any concurs participant who questioned the deduction that he or she

might have received in the judged concurs competition. Mike Cook, editor of the Vintage Triumph magazine then spoke on the national magazine and invited members to submit article and graphics to him for publication on a wide variety of topics. Finally Vern then discussed his vision for the organization in light of the perception that the North American Triumph community is being fragmented into splinter groups by the creation of individual marque national clubs. He outlined his plan to try to bring the various single model Triumph clubs together under a VTR umbrella and explained the benefits and advantages that this would provide for the Triumph owners in the United States and Canada. The meeting ended after about an hour of spirited discussion.



ICE CREAM RUN

BY KIM JENSEN



Thursday evening brought a new driving event to the VTR convention - the Ice Cream Run! This was an official driving event, but there was no pressure to compete for time, speed, distance or cleanest car because there was no trophy! Unless, of course, you consider your reward whatever tasty cool treat you purchased at the walk-up window!

The Ice Cream Run was so well received with pre-registrants that there were three separate time tables to leave the parking lot of the Clock Tower...and actually the Stags all went together in a group so there were four sets of departure times.



Again, it was a gorgeous summer evening...perfect for taking a ride through some country back roads to arrive at the Dari-Ripple in

Belvidere. The service was friendly and efficient for the amount of people looking for refreshment! And the delightful location was along a river where you could sit, enjoy your treat, talk to friends and look at awesome Triumph cars!

It was a perfect way to wind-down from a busy day at either the Autocross or Fun Run events...and begin to get ready for the Concours and Participant's Choice show on Friday.



Vendors- Left-column top to bottom-Jack and Mary Lou Gleason selling disposable coveralls- he needed them; Ted Schumacher selling TSI wares; Grassroots Motorsports offering discount subscriptions. Center column top to bottom-Fourth Gear Ltd. VTR sportswear dealers enjoying themselves; previously titled items displayed on flatbed. Right column top to bottom-Little British Car Co. doing brisk business; The Roadster Factory has buyers lined up.

RADIATORTECH SESSION

BY TIM DUNDERDALE,
OWNER REVCORE RADIATOR



Tim Dunderdale from Revcore Radiator in Woodstock, Illinois Inc. presented a Tech Session at this year's 2005 VTR National Convention in Rockford, Illinois entitled "Maintaining and Upgrading your Triumph Cooling System.". About 75 Triumph aficionados came to the informative session on radiators and gas tanks.

In the first part of the session, Tim covered many technical and physical theories in the heat exchange realm and answered questions about the design of the fin, fin count, and the rate of heat exchange through a radiator. Tim also dispelled the rumor that aluminum out performs copper. According to Tim, copper wins 2 to 1.

Due to the age of our beloved Triumphs, the natural rusting of fuel tanks can be a problem. Tim spoke about the two procedures he uses at Revcore in repairing gas tanks; acid and lining, or soft solder repair. The procedure used on each vehicle is determined by the amount of money the owner wishes to invest in the repair. Tim invited participants to call him if they needed help in this area and of-

fered a discount coupon to everyone in attendance. He stated that proper care is well worth the investment and owners would not regret the expense in the long run.

In closing, Tim thanked all those in the audience at the session, particularly the ISOA people who have done business with him, and went on to thank his wife for accompanying him to the various Triumph gatherings.



Pictured: Above left-Tim Dunderdale explaining differences in radiator construction; above right-Tech session audience listening attentively; below left-Joe Pawlak demonstrating the "fuseinator"; lower right-Q & A session at "Fusinator" clinic.

ELECTRICAL CLINIC

BY JOE PAWLAK



One of the highly attended clinics at this year's VTR convention was the Electrical Clinic concentrated on the proper fusing of electrical circuits in your Triumphs. The clinic was hosted by Electrical Engineers; Glenn Merrell, president of the Triumph Stag Club USA and Tim Buja and Joe Pawlak ISOA electrical gurus. Part of the reasoning behind the clinic was the high incidence of electrical systems literally burning and melting in Triumphs. This is certainly NOT due to Lucas but rather the owner of the car! There is much confusion about fuse types and current ratings of fuses. It all comes down to the difference be-

tween European and US electrical standards. The clinic covered the basics of the standards and the differences. All of the attendees were shown how to identify the correct fuses from the "bad" ones. The hosts also mentioned that not all vendors who sell fuses completely understand the differences and may inadvertently sell the incorrect component. The bottom line responsibility comes down to the owner in putting the proper fuses in the car. The clinic also covered hints and tips to troubleshoot short circuits and other basic electrical maladies.

The final demonstration at the clinic was performed by the ISOA "Fusinator". This was a device designed by wacky ISOA engineers that can vary the electrical load through various fuse types. The electrical load was applied through standard Triumph wire sizes that the fuse was intended to protect. The perfect unrehearsed scenario was enacted when a member of the audience was randomly asked to bring a "35 amp" fuse from his Triumph. A few

minutes later he produced a fuse and as the clinic pointed out, this was a USA standard fuse and incorrect for Triumph wiring. This fuse was installed in the "Fusinator" and power was gradually applied. As the current rose, smoke from the demonstration wire appeared until the insulation was almost completely burned off. The fuse was still intact. The audience member was given the correct fuse for his trouble.

When the clinic concluded, there were many owners who bee-lined straight to their cars. Moments later, they were back and lined up talking to the hosts about the fuses present in their cars. Out of that small group, there were incorrect fuses among them. It looks like the clinic saved a few Triumphs that day, how about yours?



NEWSLETTER EDITOR'S ROUND TABLE BY BOB STREEPY



About ten members of the VTR fourth estate gathered on Wednesday July 27 to share some of their triumphs and tribulations as the ink-stained wretches responsible for publishing chapter newsletters. ISOA newsletter editor Bob Streepy introduced VTR Magazine Editor, author, and former Triumph advertising and public relations man Mike Cook as the master of ceremonies to the small

crowd. Joining Mike and Bob at the head table was special VTR guest and editor of Triumph World magazine, Tony Beadle.

Mike began the session by referring to a club newsletter as the “glue that holds a club together.” He explained that the only reliable conduit of information that enables members to keep informed of chapter happenings, [despite the increased dependency computer technology to communicate] is the newsletter. Mike then gave examples of chapters that remained functional, despite very low membership numbers through the efforts of the newsletter to keep the club from folding. He then reviewed the criteria established by VTR for newsletter consideration. He mentioned that a newsletter should try to include a monthly column from its editor, its president, a calendar of events, classified ads, his-

torical, technical, racing, touring information along with member's stories, club happenings, and VTR updates.

The gathering did not follow a formal lecture format, since the session was intended to be “show and tell” type of meeting. One of the issues that all of the editors seemed concerned with was the topic of legality in publishing stories and graphics that did not originate within their own club, particularly when the story came from the internet without any kind of formal authorship. The general consensus was that whenever possible, editors should give credit to authors and photographers and always seek permission for the use of material from other newsletters, magazines, etc.

The meeting broke up after about an hour after the attendees exchanged addresses in order to establish reciprocal mailings.

Pictured: Above left- [left to right] ISOA newsletter editor Bob Streepy, Triumph World editor Tony Beadle, and VTR magazine editor Mike Cook. Below: Peter Caldwell explains the proper methods of rebuilding a lever shock absorber.

SHOCK AND AWE HISTORY, CARE AND FEEDING OF THE LEVER SHOCK ABSORBER BY PETE ECKSTEIN



The Armstrong lever shock absorber tech session was presented by Peter Caldwell of World-wide Auto Parts located in Madison,

Wisconsin. Peter began by giving a brief history of the lever shock and he reviewed applications starting from the turn of the 20th century horseless carriages up to the type of shock used in many of our modern vehicles today.

Peter also discussed the many design improvements made through the years, including the internal advancements made through valving design and sealing materials.

He covered several reasons for shock failures. He said that the number one cause was the use of improper shock fluid. He stated that nothing but 20W hydraulic fluid [up to 30W is okay for stiffer action] should ever be used. A definite no-no is the use of STP as dampening oil, according to Peter

Rebuilding methods were also discussed as some rebuilders only replace seals and perhaps valves. World-wide Auto Parts says that in addition to

valves and seals, resleeving is the proper method when bore reconditioning is required.

Finally, Peter demonstrated how to properly fill the Armstrong lever shock. He suggests that one first remove the backing plate. With the plate removed and the shock held upright, the cavity should be refilled to the top before reinstalling the plate. Next, the shock should be turned over, and the valve removed before filling the valve to the point of overflowing. Finally, the valve should be reinstalled., reinstall valve.

This was a most informative tech session as Peter truly is the “shock man”. He was also kind enough to donate two sets of rebuilt shocks to ISOA that will be raffled off at a later date.

IMPROVING OVERALL -
ENGINE & SUSPENSION
by Ted Schumacher & Bob Streepy



On Thursday morning Ted Schumacher gave a presentation on performance modifications and improvements on TR series Triumph engines and suspension. His basic premise was “before it can be im-

proved, it must be good to start with.” Ted went to state that all the trick suspension mods and engine gimmicks in the world won’t help if the frame is twisted, the vehicle not aligned correctly or there is flexing from (gasp) rust. He further explained that the same holds true for brakes and engine modifications. Having said that, Ted then went to the other end of the scale by asking the audience “What do you want for a final result? Never mind all the buzz words,” asked Ted, “what do you really want to accomplish?”

He then worked backwards from there and debunked some myths along the way. For example, the Brits use “fast road” to describe a type of cam. A fast road in the UK is not as fast as getting on the interstate and going

from Chicago to Florida, so the cam that works in the UK may not have any meaning here. In North America we always rate our cams by where they perform - mid-range, upper mid-range race only, etc. He then followed the same scenario in terms of carburetors, compression, before segueing into brake and suspension. The discussion lasted for about an hour with Ted taking questions from the audience for an additional 15 minutes.

We aren’t sure if any of the spectators had enough time to test any of Ted’s suggestions at the autocross, but we are certain that quite a few of those in attendance were planning to make some changes to their cars following Ted’s words of wisdom..

Pictured: Above-Ted Schumacher explaining performance modifications to VTR convnentioneers; below-Stacy McReynolds gives photography tips to tech session participants.

PHOTOGRAPH YOUR CLASSIC TRIUMPH
USING DIGITAL AND FILM TECHNOLOGY
BY STACY McREYNOLDS



When I was asked to do a tech session, I was truly honored, but I had to laugh. My husband and I just acquired our TR3B less than two years ago. Growing up without my father around, I never really learned anything about cars. I am definitely new to the whole car thing, but I am quickly learning! However, it does take time...so I was thrilled to hear that ISOA wanted me to talk about something I know inside and out... photography!

With FREE Nikon giveaways in hand, approximately 35-45 people attended the tech session. While most attendees are in the digital age, we still had several film users. However, the level of photographic experience varied throughout the group. I tried my best to keep it simple while keeping the

attention of the advanced photographers in the room. Here is a brief overview of what I discussed.

The photographic retail industry expects at least 92% of cameras sold this year to be digital. The interesting thing about the “digital boom” is the fact that it has brought back photography. People care more about their images now. They want GREAT photos, not just snapshots!

Some key things to think about when photographing your classic Triumph:

- Wash the car!
- Choose an unusual setting – look for contrasting colors (a bright red TR3 against field of dark green grass!) Watch for “growing” phone and utility poles - keep the background clean–
- Use unconventional angles – shooting at eye level is boring
- Try shooting from a lower angle (the car looks larger)
- Use different lenses – use a wide angle or zoom the camera’s built in lens to the widest setting (useful at car shows where you have limited space to move)
- Turn on the flash even when it is sunny – it helps fill in shadowed areas

- A polarizing filter helps reduce glare and reflections and increases color saturation. Gain control of glare/reflections with a polarizer!
- Timing – different times of day will produce different tones (warm tones in the morning, neutral midday and cool in the evening)
- Details, details, details! Look for what makes the car interesting!

Remember, look for something different! Uniqueness adds to a photo. Do not shoot everything at eye level. Do not be afraid of trying new things. If it doesn’t work, simply re-shoot!

Again, I was truly honored when I was asked to do this tech session. I have been shooting for over 20 years and love sharing my knowledge of photography with others. I majored in Photojournalism and have managed several Ritz/ Wolf Camera stores for the last 12 years. If you have any questions, please feel free to email me at: FOTOJOURNALIST@AOL.COM. I would love to answer your questions

ED Note: Some examples of Stacy’s suggestions, are shown on page 41.

RESTORATION CONSIDERATIONS

BY: RON "POINT MAN" ST. JOHN
(ROVING GONZO REPORTER)



Mark Baker from Sport and Specialty, Inc. in Durand, Illinois spoke to a crowd of about 30 interested listeners regarding practical considerations for conducting a successful restoration project. Immediately, Mark delved into dangerous territory. He brought up the dreaded sentimental value versus cost of the project conundrum. I immediately covered my ears and went into na, na, na, ... mode until I determined it was safe

to come out. So, you'll have to excuse me for not having anything to report on this subject.

Mark embarked on a lengthy discussion and demonstration of the widely varying quality, or lack thereof, of restoration parts available on the market. Examples included: synchro-mesh gears that are of such poor quality that he has begun to machine them in his shop to avoid the expense of having to replace poor quality supplier items; many chromed parts not only have poor finishes that will undergo significant deterioration within five years, they also fit poorly and require as much labor time for fitting as was saved by ordering the cheap part; it's Mark's opinion that the quality of rubber out there currently is so bad that rubber bushings should be avoided in their entirety, and instead, urethane bushings (now available in black) should be used whenever possible; ignitions parts have become hit and miss, rotars are particularly notorious for being poorly constructed; Mark recommends ordering carpet sets from Heritage. Mark's final recommendation regarding part quality was to beware of any part that arrives in a

white box without the manufacturers stamp on it. It's almost a sure sign of a poor quality part manufactured in some remote location without adherence to any quality control.

Mark concluded his talk with a discussion of paint qualities. He is an advocate of modern clear coat paint. He supports clear coat because: lacquer paints are difficult to formulate; lacquer paints are more of a problem because of EPA disposal problems; and finally and probably most importantly, the sun UV deterioration of the pigments in lacquer paints begins to occur within five to six years of painting, and is usually significant by about year eight. Clear coat paints are much more resistant to UV sunlight deterioration.

All in all, great talk. Made me think more about what I'm ordering. I have a tendency to just call Nigel at SpitBits, and order parts without asking questions. Largely this is because I've received good quality parts, and haven't had to worry much about it. However, after hearing and seeing the problems Mark described it might do us all some good to ask more questions.

Pictured: Above -Mark Baker displays some "questionable" products; Below left-Mark Fisher explains fuel injection elements to audience; Below right- some of the available components which can adapted to Triumph applications.

TECH SESSIONS FUEL INJECTION

BY MARK FISHER



Most British car enthusiasts have the same ingrained response to automotive electrical components that they have for sharks, snakes, and crawly things. Unlike the electrical components on your

average 25+ year-old vintage cars, modern EFI components (properly selected and installed) can provide reliable, repeatable service for many years. With a few rare exceptions, most of us don't lift the hoods of our daily drivers to do anything more than add washer solvent, and yet it is common to go 60,000 miles between major service events.

The biggest downside to aftermarket fuel injection systems is that they can cost up to or more than the value of Triumphs, Alfas, etc. A large portion of the tech session was devoted to the process of selecting and applying junkyard EFI parts from mid 80's cars of similar performance to our Triumphs. If you would like a copy of the

presentation, contact me and I will e-mail you a copy.

Mark "Silo" Fisher
President,
The Injection Connection, Ltd.
info@injcon.com



Participant's Choice

BY KIM JENSEN



That is the Participant's Choice cars would be alongside or back to back to the Concours cars. In this way the gen-

The Participant's Choice car show and Concours car show were held on Friday morning



alike were receptive to the idea with only a few minor inconveniences of having to move cars from one place to



another. And sometimes figuring out where a car belonged.

following the panoramic photo shoot. The Board members of the Vintage Triumph Register wanted to try something new and display the various models of



eral public who may stop to look and even other Triumph owners get to see the same models in the same area.



Triumphs side by side especially since the parking area available at the convention site would allow this format.



It was again a bright sunny day...not too hot...and with some cruisin' music, a most enjoyable display of outstanding British cars!

So after some brainstorming by ISOA "worker bees", a plan was created to place all the cars in two parking lots of the Clock Tower. Workers and drivers



Pictured: Left column [top to bottom]-Participant's Choice Best of Show-1931 Standard -Avon Special driven to show from Iowa; prepping for car show; some of the many Stags registered; Pristine, and very rare, Swallow Doretta. Middle column [top to bottom]- TR3As; Wedges; Immaculate. Vitesse. Right column [top to bottom] beautiful Italia from Virginia; Supercharged, nitrous injected Cobra powered TR3 from Florida; TR6s on display; show workers Emily Kaplon, Peter Conover and Joe Kaplon tallying people's choice ballots.

2005 JUDGED CONCOURS
BY BOB STREEPY



Sixty-four cars in 17 classes competed in the 2005 VTR judged concours competition. Judged concours uses established standards as a benchmark against which each car is judged. The standards include specific points awarded in the categories of: exterior, interior and soft trim, chassis and



undercarriage and engine compartment. The judges are instructed to compare each car to what it would have looked like when it was on the showroom of a triumph dealer when it was new. Chief Judge Darrell Floyd conducted a workshop for the judges in order to famil-



iarize them with the entire process. He displayed original factory literature, and brochures in order to have the most accurate information available to the judges, all of whom were volunteers.



Each car started out with 400 possible points and deductions were then taken for incorrect or faulty components. Four judges, one for each category, examined every car in the concours and then



they tabulated their scores. The car in each class with the highest number of points was then awarded the first place trophy. Each car entered received a certificate: gold for 350 or more points, silver for 300 or more, and bronze. To receive a first place award, a car must

have earned at least 350 points. All cars must have been entered in at least one driving event to compete in the concours and the owners were asked to remain with their cars during the judge's inspection in case questions about any components arose. Upon completion of the judging, stickers were attached



to the car's windshield to indicate that the judging was complete. The results were then announced at the banquet. All of the concours results are located



on pages 27-32. This year's concours "Best of Show" award was presented to John and Elizabeth Reynolds of Houston Texas with a 1979 Spitfire 1500



Pictured: Left column [top to bottom]-Chief Judge Darrell Floyd explains judging criteria at Judge's Breakfast; Bill Lynn's beautiful TR2, l-r 1949 Triumph 2000 and 1950 Reknown. Center column [top to bottom]- TR4s; -TR6s; Concours Judges comparing notes. Right column [top to bottom]-Mark Moore's gorgeous TR4A; row of Stags; Best of Show- 1979 Spitfire 1500 from Texas.

AWARDS BANQUET

BY BOB STREEPY



Following an hour or so of socializing, the staff at the Clock Tower began serving an excellent meal to the conventioners



who gathered to participate in the 2005 Vintage Triumph Register Banquet. A delicious meal was enjoyed by all those



present after which VTR President Vern Brannon welcomed everyone before turning the microphone over to convention Chair Ann Buja, who in turn introduced her co-chairs, Sheri Pyle, Jack Billimack and Mike Mueller. The first of the evening's awards was presented by Jenny Pawlak who handed out craft, model, photo, and coloring trophies. Bill Pyle then

presented the Funkhana awards. Jack Billimack took the stage to hand out TSD Rallye plaques before Jake Jacquet handed out the trophies for the Fun Run. Ernie Husmann was next to distribute Autocross awards. Guest speaker Tony Beadle was introduced by ISOA president Joe Pawlak, to give



the keynote address. Jack Billimack, who presented sponsor trophies to the vendors who helped finance the convention, succeeded Tony. Mike Blonder announced the results of the Participant's Choice before turning the podium over to Darrel Floyd and



Tim Buja who distributed trophies to Concours winners. Special VTR trophies were then given in honor of Ken Richardson, Dennis Riley, George Rabey, and Charles McCartney. Blake Dscher, filling in for Ted Schumacher presented the Sweat Equity Award, and Vern Brannon presented the Carolina's Cup before Mike Cook presented



awards to the Newsletter editors whose publications satisfied the VTR criteria. The last series of awards was given out by Jeff Rust for: Hard Luck, Longest Distance Traveled, Longest Distance in a Triumph, and Highest VTR Chapter



turn out. Mike Blonder, who lost the bet on whether TR3s would outnumber Stags then sang a special song to the audience before Ann Buja and Sheri Pyle presented a check for \$500.00 as seed money to Duncan Wood of the Texas Red River Club which will host the 2006 convention. Dave Hutchinson of the Delaware Valley Club also spoke about the 2007 convention that his club will host. The evening concluded with a special encore



the evening concluded with a special encore



Pictured: Left column [top to bottom]-awards on display before presentation; busy bartenders keeping participants from dehydrating; Convention chairs [l-r] Ann Buja, Sheri Pyle, Jack Billimack and Mike Mueller. Center column [top to bottom]-conventioners enjoying meal; VTR president Vern Brannon giving address; Jack Billimack awards Irv Korey [l] and Mike Bilyk [r] trophy for perfect attendance at 34 straight conventions. Right column [top to bottom]- Ann Buja presents check to Duncan Wood to help with expenses for 2006 Convention; Joe Pawlak, ISOA president receives award from Vern Brannon; Dave and Sue Bayless receive award for traveling from the UK to attend the convention; the Spinal Tappets performing encore after banquet





2005 VTR Awards



CRAFT/MODEL/PHOTO CONTEST

<u>CLASS</u>	<u>PLACE</u>	<u>ENTRY</u>	<u>NAMES</u>	<u>CITY STATE</u>	<u>CLUB NAME</u>
Coloring - (12 & over)	1	Spitfire	Bill & Ann Redinger	Omaha, NE	Nebraska Triumph Drivers
Coloring - (12 & over)	2	Spitfire	Susan Kahler	Jefferson, AR	-
Coloring - (12 & over)	3	TR7	Jenny Pawlak	Urbana, IL	Illinois Sports Owners Association
Coloring - (5 & under)	1	Stag	Blake Discher II	Warren, MI	Detroit Triumph Sportscar Club
Coloring - (6 to 8)	1	Spitfire/81	PJ Kurtzner	LaGrange Park	Illinois Sports Owners Association
Craft Triumph End Table	1		Joe Alexander & Jan Huff	Jesup, IA	Illinois Sports Owners Association
Craft Picture Quilt	2		Ann Woody	Kearney, MO	Kansas City Triumphs
Craft Triumph Plaque	3		Grant & Cheryl Buss	Oshawa, ON	Toronto Triumph Club
Model TR3	1		Bob Streepy	Bartlett, IL	Illinois Sports Owners Association
Model TR3 Derby Racer	2		John and Lois Svejda	Appleton, WI	Vintage Triumphs of Wisconsin
Photo Piney Spit	1		Susan & Brad Kahler	Jefferson, AR	-
Photo TR6 Reflection	2		Jack McGahey	Mint Hill, NC	Triumph Club of the Carolinas
Photo TR3 at Biltmore	3		Duane & Teresa Spruill	Carrollton, GA	Georgia Triumph Association

RALLYE AWARDS [FUNKHANA]

<u>PLACE</u>	<u>TIME</u>	<u>DRIVER & NAVIGATOR</u>	<u>CAR</u>	<u>CITY STATE</u>	<u>CLUBNAME</u>
1	1:28	David Beede & Gary Hunter	1971 TR6	Lake Worth, FL	Gold Coast Triumph Club
2	1:29	Gary Hunter & David Beede	1976 Spitfire	Oviedo, FL	Central Florida Triumph Register
3	1:38	Bud Rolofson & Trish Konopka	1971 TR6	Lakewood, CO	-

RALLYE AWARDS [TIME/SPEED/DISTANCE]

<u>CLASS</u>	<u>PLACE</u>	<u>SCORE</u>	<u>DRIVER & NAVIGATOR</u>	<u>CAR</u>	<u>CITY STATE</u>	<u>CLUB NAME</u>
Novice 1	1	735	Cecil Wise & Doug Burch	1966 Vitesse	Coffeyville, KS	-
Novice 2	2	1039	David Cox & Mary Ellen Cox	1973 Stag	Auburn, MA	New England Triumphs
Novice 3	3	1229	Gary Hunter & David Beede	1976 Spitfire	Oviedo, FL	Central Florida Triumph Register
Overall 1	1	419	Tom Walling & Wendy Rose	1973 TR6	Bowdoinham, ME	New England Triumphs

RALLYE AWARDS [FUN DRIVE]

<u>FINISH PHOTOS/BRIDGES/MILES</u>	<u>DRIVER & NAVIGATOR</u>	<u>CAR</u>	<u>CITY STATE</u>	<u>CLUB NAME</u>	
1	8/22/90.7	Duane & Teresa Spruill	1974 TR6	Carrollton, GA	Georgia Triumph Association.
2	8/20/89.1	Mickey & Janet Richaud	1957 TR3	Clarksville, TN	-
3	8/20/89.3	Donald & Lois Woodward	1959 TR3A	Monroe, LA	-



AUTOCROSS AWARDS

CLASS	PLACE	TIME	NAMES	CAR	CITY STATE	CLUB NAME
S1	1	61.273	Joe Pawlak	1965 Spitfire	Hampshire, IL	Illinois Sports Owners Association
S2	1	54.678	Keith Gill	1956 TR3	Homewood, IL	Illinois Sports Owners Association
S2	2	56.184	Chris Kresser	1959TR3A	Ballwin, MO	St. Louis Triumph Owners Association
S2	3	56.271	Chuck McGuire	1959 TR3	Des Moines, IA	British Car Club of Iowa
S2		59.719	Dick Burdette	1958 TR3	Barrington, IL	Illinois Sports Owners Association
S2		62.143	Lars Sullivan	1957 TR3	Mt Prospect, IL	Illinois Sports Owners Association
S2		68.716	Chris Lochmann	1960 TR3A	Manitowoc, WI	Vintage Triumphs of Wisconsin
S4	1	52.839	Mike Bilyk	1962 TR4	Oakland, MI	Detroit Triumph Sportscar Club
S4	2	53.051	Bob Palmer	1962 TR4	Akron, OH	North Coast Triumph Association
S4	3	53.469	Philip Ethier	1962 TR4	St. Paul, MN	Minnesota Triumphs
S4		61.314	John Myers	1962 TR4	Dodge Center, MN	Minnesota Triumphs
S5	1	54.785	Bill Rampe	1978 Spitfire	Webster, NY -	
S5	2	55.415	Gary Hunter	1976 Spitfire	Oviedo, FL	Central Florida Triumph Register
S5	3	58.304	Doug Burch	1980 Spitfire	Coon Rapids, MN	Minnesota Triumphs
S5		58.493	Bob Oberpriller	1977 Spitfire	Barnum, MN -	
S5		61.893	Bill Jensen	1976 Spitfire	Joliet, IL	Illinois Sports Owners Association
S5		68.336	John Reynolds	1979 Spitfire	Houston, TX	Texas Triumph Register
S6	1	51.089	Mike Konopka	1974 TR6	Mount Prospect, IL	Illinois Sports Owners Association
S6	2	54.299	Jack McGahey	1973 TR6	Mint Hill, NC	Triumph Club of the Carolinas
S6	3	54.414	Dave Fox	1976 TR6	Arlington, TX	Red River Triumph Club
S6		54.922	Brian Borgstede	1968 TR250	St Peters, MO -	
S6		61.844	Art Graves	1976 TR6	Tulsa, OK	Green Country Triumphs
S6		62.729	Doug Larson	1972TR6	Shorewood, IL	Illinois Sports Owners Association
S8	1	56.85	Tim Buja	1980 TR8	Rockford, IL	Illinois Sports Owners Association
S8	2	57.447	Joe Worsley	1980 TR8	Advance, NC	Piedmont British Motoring Club
S8		DNF	Randy Tess	1980 TR8	DePere, WI	Fox Cities British Car Club
SGT	1	62.464	Stephen Oertwig	1973 GT6	Fredericksburg, VA	Capital Triumph Register
SGT	2	63.565	Tom Beaver	1973 GT6	Indianapolis, IN	Indiana Triumph Cars
SH	1	54.903	Cecil Wise	1966 Vitesse	Coffeyville, KS -	
SS	1	54.167	Randall Young	1971 Stag	Lakewood, CA	Southern Ca. Triumph Owners Association
SS	2	57.712	Glenn Roy	1973 Stag	Beacon, NY	Brits of the Hudson
SS	3	57.824	Brooks Roy	1972 Stag	Cranberry Twp, PA	-
SS		58.658	Bob Wertheim	1973 Stag	Omaha, NE -	
SS		59.886	Blake Discher	1971 Stag	Warren, MI	Detroit Triumph Sportscar Club
SS		60.118	John Kolton	1973 Stag	Kildeer, IL	Illinois Sports Owners Association
SS		63.214	Tony Beadle	1971 Stag		
L4	1	62.994	Jenny Pawlak	1980 TR7	Urbana, IL	Illinois Sports Owners Association
L4	2	63.280	Kathy Pawlak	1976 Spitfire	Hampshire, IL	Illinois Sports Owners Association
L4	3	66.022	Kim Jensen	1976 Spitfire	Joliet, IL	Illinois Sports Owners Association
L6	1	56.442	Suzanne Snyder	1973 GT6	Sterling Heights, MI	Detroit Triumph Sportscar Club
L6	2	58.431	Lorrie-Ann Fisher	1968 GT6	Crystal Lake, IL	Illinois Sports Owners Association
L6	3	59.473	Kay Fox	1976 TR6	Arlington, TX	Red River Triumph Club
L6		68.548	Sandy Hurst	1976 TR6	Joliet, IL	Illinois Sports Owners Association
L8	1	57.162	Ann Buja	1980 TR8	Rockford, IL	Illinois Sports Owners Association
L8	2	66.422	Cyndi Myers	1980 TR8	Dodge Center, MN	Minnesota Triumphs
L8	3	68.279	Lesley Discher	1971 Stag	Warren, MI	Detroit Triumph Sportscar Club
LM4	1	69.219	Tamara Barber	1970 Spitfire	Brownstown, MI	Detroit Triumph Sportscar Club
LM6	1	54.710	Evelyn Sukey	1972 TR6	Grafton, OH -	
M2	1	52.629	George Haynes	1965 TR4A	Webster, NY -	
M2	2	53.370	Greg Thompson	1964 TR4	Maplewood, MN	Minnesota Triumphs
M2	3	54.366	Robert Sinklair	1956 TR3	Prairie du Sac, WI	-
M2		57.551	Pat Lobdell	1963 TR4	Hobart, IN	Illinois Sports Owners Association
M2		61.184	Joe Felix	1967 TR4A	Plainfield, IL	Illinois Sports Owners Association
M2		61.675	Mike McPhail	1959 TR3A	Dripping Springs,	TX Hill Country Triumph Club
M2		62.752	John Stockinger	1959 TR3A	Waukesha, WI	Vintage Triumphs of Wisconsin
M2		63.11	Wm. Henningson	1961 TR3A	Dansville, NY	British Sports Car Club of Western NY

M4	1	48.204*	Marty Sukey	1972 TR6	Grafton, OH	-
M4	2	49.992	Bud Rolofson	1971 TR6	Lakewood, CO	-
M4	3	53.305	Dave Shedor	1974 TR6	Mundelein, IL	Illinois Sports Owners Association
M4		53.408	David Beede	1971 TR6	Lake Worth, FL	Gold Coast Triumph Club
M4		53.545	Tim Mantel	1971 TR6	Chesterton, IN	Illinois Sports Owners Association
M4		53.939	Charlie Svejda	1975 TR6	Reedsville, WI	Vintage Triumphs of Wisconsin
M4		57.950	Jerry Moore	1975 TR6	Sandston, VA	Richmond Triumph Register
M4		59.501	Tim Smith	1968 TR250	Naperville, IL	Illinois Sports Owners Association
M5	1	53.980	John Innis	1976 Spitfire	Cedar Rapids, IA	-
M5	2	56.844	Bob Harris	1976 Spitfire	Stafford, NY	-
M5	3	57.895	Patrick Barber	1970 Spitfire	Brownstown, MI	Detroit Triumph Sportsclub
M5		DNF	Grant Buss	1978 Spitfire	Oshawa, ON	Toronto Triumph Club
M5		DNF	Mark Fisher	1980 Spitfire	Crystal Lake, IL	Illinois Sports Owners Association
M5		DNF	Gerhard Maier	1980 Spitfire	Crystal Lake, IL	Illinois Sports Owners Association
M5		DNF	Don Klaas	1978 Spitfire	Marshalltown, IA	-
M5		DNF	Larry Tomaszcyki	1978 Spitfire	Ferndale, MI	Detroit Triumph Sportsclub
M7	1	54.345	Susan Kahler	1979 TR7	St Louis, MO	St. Louis Triumph Owners Association
M7	2	59.167	John Lamberg	1979 TR7	St Louis, MO	St. Louis Triumph Owners Association
MS	1	55.535	Glenn Merrell	1973 Stag	Lafayette, CO	Triumph Stag Club USA
MS		DNF	Larry Schilling	1973 Stag	Carbondale, IL	Triumph Stag Club USA
M8	1	69.205	Bob Steele	1980 TR8	Chicago, IL	Illinois Sports Owners Association
O	1	55.841	Pat Morse	Non-Triumph	Wilmette, IL	Illinois Sports Owners Association

PARTICIPANT'S CHOICE AWARDS

CLASS	NAMES	YEAR/MODEL	CITY STATE	CLUB NAME
GT6	Suzanne & Dave Snyder	1973 GT6	Sterling Heights, MI	Detroit Triumph Sportsclub
GT6	Stephen & Ho Yong Oertwig	1973 GT6	Fredericksburg, VA	Capital Triumph Register
GT6	Mark & Lorrie-Ann Fisher	1968 GT6	Crystal Lake, IL	Illinois Sports Owners Association
Modified	John & Lois Svejda	1958 TR3	Appleton, WI	Vintage Triumphs of Wisconsin
Modified	Dave & Joan Shedor	1974 TR6	Mundelein, IL	Illinois Sports Owners Association
Modified	Bill & Vickie Lowery	1961 TR3A	Geneva, FL	Central Florida Triumph Register
Special Interest	Russ & Marj Bees	1931 Standard Avon	Indianola, IA	-
Special Interest	Thomas Leavitt	1954 Swallow Doretti	Atlanta, GA	New England Triumphs
Special Interest	Harlan Schufeldt	1960 Italia	Richmond, VA	Richmond Triumph Register
Spitfire MkII/III	John & Kathy Shockey	1969 Spitfire Mk III	Roscoe, IL	-
Spitfire MkII/III	Tamara & Patrick Barber	1970 Spitfire Mk III		Detroit Triumph Sportsclub
Spitfire MkIV/1500	Kim & Bill Jensen	1976 Spitfire 1500	Joliet, IL	Illinois Sports Owners Association
Spitfire MkIV/1500	Pete Eckstein/Christine Kelly	1980 Spitfire 1500	Crystal Lake, IL	Illinois Sports Owners Association
Spitfire MkIV/1500	Don Klaas	1978 Spitfire 1500	Marshalltown, IA	-
Stag	Dave & Barbara Lawrence	1972 Stag	Scarborough, ON	British Saloon Car Club of Canada
Stag	Paul & Mary Kurtzner	1973 Stag	LaGrange Pk, IL	Illinois Sports Owners Association
Stag	Matthew & Colin West	1972 Stag	Brampton, ON	Triumph Stag Club USA
TR2/3	Mickey & Janet Richaud	1957 TR3	Clarksville, TN	-
TR2/3	Keith & Chris Gill	1956 TR3	Homewood, IL	Illinois Sports Owners Association
TR3A Early	Chuck & Charlotte McGuire	1959 TR3A	Des Moines, IA	British Car Club of Iowa
TR3A Early	Chris & Kathy Kresser	1959 TR3A	Ballwin, MO	St. Louis Triumph Owners Assn
TR3A Early	Jack & Mary Lou Gleason	1959 TR3A	Arlington Hts, IL	Illinois Sports Owners Association
TR3A Late	Denny & Gloria Cappelto	1961 TR3A	Chicago, IL	Illinois Sports Owners Association
TR3A Late	Dave & Jan Kayson	1960 TR3A	Roselle, IL	Illinois Sports Owners Association
TR3A Late	Chris Lochmann	1960 TR3A	Manitowoc, WI	Vintage Triumphs of Wisconsin



PARTICIPANT'S CHOICE AWARDS - CONTINUED FROM PRECEDING PAGE

CLASS	NAMES	YEAR/MODEL	CITY STATE	CLUB NAME
TR4	Mike Bilyk	1962 TR4	Oakland, MI	Detroit Triumph Sportscar Club
TR4	Pat Lobdell/Marilyn Muniz	1963 TR4	Hobart, IN	Illinois Sports Owners Association
TR4	Mark & Tonda Macy	1961 TR4	New Carlisle,	OH Miami Valley Triumphs
TR4A	Charles & Christine White	1967 TR4A	Xenia, OH	Miami Valley Triumphs
TR4A	Mark Moore	1967 TR4A	Rockford, IL	Illinois Sports Owners Association
TR4A	George & Beverly Haynes	1965 TR4A	Webster, NY	
-				
TR5/250	Harry Holekamp	1968 TR250	Wheaton, IL	Illinois Sports Owners Association
TR6 Early	David Beede	1971 TR6	Lake Worth, FL	Gold Coast Triumph Club
TR6 Early	Bud Rolofson	1971 TR6	Lakewood, CO	-
TR6 Early	Paul Schuessler/Kathy Henning	1969 TR6	St. Louis, MO	St. Louis Triumph Owners Association
TR6 Late	Jerry and Sandy Hurst	1976 TR6	Joliet, IL	Illinois Sports Owners Association
TR6 Late	Paul Watts	1976 TR6	Itasca, IL	Illinois Sports Owners Association
TR6 Late	Donald Naimoli/Chuck Policky	1976 TR6	Council Bluffs, IA-	
TR7	Ed Smith	1980 TR7	Virginia Beach, VA	Tidewater Triumph Register
TR7	Ted Jankowski	1979 TR7	Bloomington, IL	Central IL Triumph Owners Association
TR7	Arnold & Craig Madsen	1980 TR7	O'Fallon, MO	St. Louis Triumph Owners Association
TR8	Michael & Diane Mueller	1980 TR8	Wood Dale, IL	Illinois Sports Owners Association
TR8	Dave & Linda Massey	1980 TR8	Kirkwood, MO	St. Louis Triumph Owners Association
TR8	Robert Jones	1980 TR8	Westville, FL	-
BEST OF SHOW	RUSS & MARJ BEES	1931	STANDARD AVON SPECIAL LANDAU FIXED HEAD COUPE	INDIANOLA, IA -

JUDGED CONCOURS

CLASS	PLACE	POINTS	NAMES	YEAR/MODEL	CITY STATE	CLUB NAME
GT6	1	358.5	Bob & Jennifer Weddington	1973 GT6	Lincoln, NE	Nebraska Triumph Drivers
Modified 1		385.5	J. Kauppinen & J. Korbol	1970 TR6	Sun Prairie, WI	Madison British Car Group
Modified 2		379.5	William Henningson	1961 TR3A	Dansville, NY	British Sports Car Club of NY
Modified 3		379	Tim & Natalie Smith	1968 TR250	Naperville, IL	Illinois Sports Owners Association
Modified Gold		375	Steve Yott	1967 TR4A	Gurnee, IL	Illinois Sports Owners Association
Modified Gold		371	Mike & Nel McPhail	1959 TR3A	Dripping Springs, TX	Hill Country Triumph Club
Modified Gold		370	Charlie & Cheryl Svejda	1975 TR6	Reedsville, WI	Vintage Triumphs of Wisconsin
Modified Gold		364	David & Joyce Adams	1960 TR3A	Brookfield, WI	Vintage Triumphs of Wisconsin
Modified Gold		361	Robert & Susan Lee	1968 TR250	River Falls, WI	Illinois Sports Owners Association
Modified Gold		361	John & Carol Uloth	1974 TR6	Holly, MI	Detroit Triumph Sportscar Club
Modified Gold		358	Grant & Cheryl Buss	1978 Spitfire	Oshawa, ON	Toronto Triumph Club
Modified Silver		332	John Sims	1972 Stag	Palatine, IL	Triumph Travelers Sports Car Club
Modified Bronze	285		Brian Borgstede	1968 TR250	St Peters, MO -	
Preservation		397.5	Jack & Carol Schmelyun	1954 TR2	Glen Burnie, MD	Triumphs Around the Chesapeake
Preservation		391.5	Darrell & Beverly Floyd	1981 TR7	Akron, OH	North Coast Triumph Association
Preservation		391	Pat & Dolores Pinkston	1976 TR6	Indianapolis, IN	Indiana Triumph Cars
Preservation		383	Jack & Caroline McGahey	1973 TR6	Mint Hill, NC	Triumph Club of the Carolinas
Preservation		376	Ralph & Janet Jannelli	1965 Spitfire MKII	Charlotte, NC	Triumph Club of the Carolinas
Preservation		374.5	Tom & Vicki Beaver	1973 GT6	Indianapolis, IN	Indiana Triumph Cars
Preservation		370	Joe & Kathy Pawlak	1973 Stag	Hampshire, IL	Illinois Sports Owners Association

CLASS	PLACE	POINTS	NAMES	YEAR/MODEL	CITY STATE	CLUB NAME
Senior		394.5	Al Taylor	1957 TR3	Horsham, PA	Delaware Valley Triumphs
Senior		393.5	Pat Davis/George Beckson	1954 TR2	Grove City, PA	Western PA Triumph Association
Senior		380.5	Joe Worsley	1980 TR8	Advance, NC	Piedmont British Motoring Club
Senior		352	Jenny Pawlak	1980 TR7	Urbana, IL	Illinois Sports Owners Association
Special Interest	361		Bill & Vern Unger	1954 Renown	Urbandale, IA	Iowa British Car Club
Spitfire 2/3	1-363.5		Joe & Kathy Pawlak	1965 Spitfire MkII	Hampshire, IL	Illinois Sports Owners Association
Spitfire 4/1500	1-377		John & Elizabeth Reynolds	1979 Spitfire 1500	Houston, TX	Texas Triumph Register
Spitfire 4/1500	2-366		S. Pawlak/B. Denninger	1976 Spitfire 1500	Woodridge, IL	Illinois Sports Owners Association
Spitfire 4/1500	3-357.5		Bill & Kathy Rampe	1978 Spitfire 1500	Webster, NY	-
Spitfire 4/1500	344		Richard Campi	1975 Spitfire 1500	Indianapolis, IN	Indiana Triumph Cars
Spitfire 4/1500	307		Dave Lochmann	1972 Spitfire MkIV	Manitowoc, WI	-
Stag	1-185		David & Lynn Mullin	1973 Stag	Oswego, IL	Illinois Sports Owners Association
Stag	2-350		Duncan & Sheila Wood	1973 Stag	Grapevine, TX	Red River Triumph Club
Stag	3-331.5		Thomas & Janet Fansher	1973 Stag	DeBary, FL	Central Florida Triumph Register
Stag	325.5		John & Yvonne Kolton	1973 Stag	Kildeer, IL	Illinois Sports Owners Association
Stag	319		Susan & Bruce Krobusek	1973 Stag	Farmington, NY	Triumph Stag Club USA
Stag	305		Patrick & Tamara Barber	1973 Stag	Brownstown, MI	Detroit Triumph Sportscar Club
Stag	282.5		David & Mary Ellen Cox	1973 Stag	Auburn, MA	New England Triumphs
TR2/3	1-370		Brad Lynn & Joanna Lynn	1954 TR2	Riverwoods, IL	-
TR2/3	2-343		Lars Sullivan	1957 TR3	Mt Prospect, IL	Illinois Sports Owners Association
TR2/3	3-323.5		Bill & Ann Redinger	1955 TR2	Omaha, NE	Nebraska Triumph Drivers
TR3A Early	1 383		Chris Lochmann	1960 TR3A	Manitowoc, WI	Vintage Triumphs of Wisconsin
TR3A Early	2 351		Barry & Susan Shefner	1959 TR3A	Montreal, PQ	Club Automobile Triumph Canada
TR3A Early	3 322		Brian & Mary Jo Ploetz	1959 TR3A	Sheboygan, WI	Vintage Triumphs of Wisconsin
TR3A Late	1 382		Richard Herwig	1960 TR3A	Southampton, PA	Delaware Valley Triumphs
TR3A Late	2 365		Bob Streepy	1960 TR3A	Bartlett, IL	Illinois Sports Owners Association
TR3A Late	3 347		Dale & Jan Olson	1959 TR3A	Brookings, SD	-
TR3B	1	361	Loren & Donna Jaquet	1963 TR3B	Oregon, IL	Illinois Sports Owners Association
TR4	1-366.5		Jay Holekamp	1964 TR4	Wheaton, IL	Illinois Sports Owners Association
TR4	1-366.5		Jim Coleman	1964 TR4	Mechanicsville, VA	Richmond Triumph Register
TR4	2-339.5		John & Cyndi Myers	1962 TR4	Dodge Center, MN	Minnesota Triumphs
TR4	3-330		David Wightman	1962 TR4	Olean, NY	-
TR4	declined judging		Darrell & Beverly Floyd	1962 TR4	Akron, OH	North Coast Triumph Association
TR6 Early	1-362		Mike & Joyce Geiter	1970 TR6	Glendale Heights, IL	-
TR6 Early	2-353		Frank Cartwright	1969 TR6	Darien, IL	-
TR6 Late	1-369		Joe & Linda Fazio	1976 TR6	Pittsford, NY	6-Pack
TR6 Late	2-352.5		George & Maxine Stigall	1976 TR6	Greenwood, IN	Indiana Triumph Cars
TR7	2-338		Jim & Barbara Thompson	1980 TR7	Arlington, TX	Red River Triumph Club
TR8	1-379.5		Cyndi & John Myers	1980 TR8	Dodge Center, MN	Minnesota Triumphs
TR8	2-362		Ann & Tim Buja	1980 TR8	Rockford, IL	Illinois Sports Owners Association
TR8	3-332		Randy & Amy Tess	1980 TR8	DePere, WI	Fox Cities British Car Club
TR8	Silver	316.5	Richard & Ann Woody	1980 TR8	Kearney, MO	Kansas City Triumphs



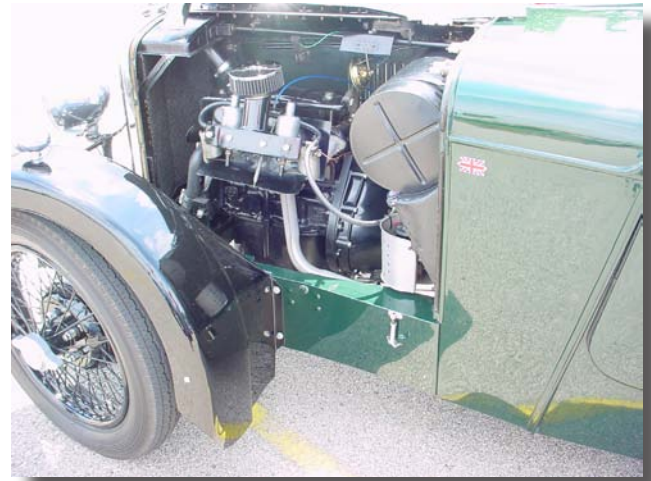
VINTAGE TRIUMPH REGISTER SPECIAL AWARDS

<i>VTR AWARD</i>	<i>NAMES</i>	<i>YEAR/MODEL</i> <i>CLUB NAME</i>	<i>CITY STATE/</i>
<i>Carolinas' Cup</i>	<i>Jack & Caroline McGahey</i>	<i>1973 TR6,</i> <i>Triumph Club of the Carolinas</i>	<i>Mint Hill, NC</i>
<i>Charles Macartney Daily Driver</i>	<i>Matthew & Colin West</i>	<i>1972 Stag,</i> <i>Triumph Stag Club USA</i>	<i>Brampton, ON</i>
<i>Dennis Riley/Bill Wood TR8 Challenge</i>	<i>Randy & Amy Tess</i>	<i>1980 TR8 ,</i> <i>Fox Cities British Car Club</i>	<i>DePere, WI</i>
<i>George Rabey Preservation</i>	<i>Jack & Carol Schmelyun</i>	<i>1954 TR2, G</i> <i>Triumphs Around the Chesapeake</i>	<i>len Burnie, MD</i>
<i>Ken Richardson Challenge Trophy</i>	<i>Chris Lochmann</i>	<i>1960 TR3A,</i> <i>Vintage Triumphs of Wisconsin</i>	<i>Manitowoc, WI</i>
<i>TS Imported Automotive Sweat Equity</i>	<i>Randall Young</i>	<i>1971 Stag,</i> <i>Southern CAalifornia Triumph Owners Association</i>	<i>Lakewood, CA</i>
<i>Longest Distance Travelled [Non-Triumph]</i>	<i>Dave & Sue Bayliss</i>		<i>Knaphill, Woking, Surrey, UK</i> <i>Triumph Sports Six Club</i>
<i>Longest Distance Driven in a Triumph -</i>	<i>David Beede</i>	<i>1971 TR6</i> <i>Gold Coast Triumph Clu [2100 Miles]</i>	<i>Lake Worth, FL</i>
<i>True Participant - Attended every convention</i>	<i>Irv Korey</i>	<i>1974 TR6</i> <i>Illinois Sports Owners Association</i>	<i>Highland Park, IL</i>
<i>True Participant - Attended every convention</i>	<i>Mike Bilyk</i>	<i>1962TR4</i> <i>Detroit Triumph Sportscar Club</i>	<i>Oakland, MI</i>
<i>Club Participation - most number of Triumphs registered (11) after host club (63) Detroit Triumph Sportscar Club</i>			

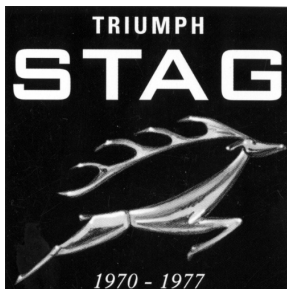
VINTAGE TRIUMPH REGISTER NEWSLETTER AWARDS

[THIS AWARD IS NOT RANKED-ALL RECIPIENTS MET CRITERIA EQUALLY]

<i>The Bluebonnet</i>	<i>Texas Triumph Register</i>	<i>Diane Parker, Editor</i>
<i>The Triumph Standard</i>	<i>Southern California Triumph Owners Association</i>	<i>Jeff Yeary, Editor</i>
<i>Snic Braaapp</i>	<i>Illinois Sports Owners Association</i>	<i>Bob Streepy, Editor</i>
<i>Ragtop</i>	<i>Toronto Triumph Club</i>	<i>Bob Bieler, Editor</i>
<i>The Triumph Tribune</i>	<i>Triumph Club of the Carolinas</i>	<i>Jack McGahey, Editor</i>
<i>The Georgia Trumpet</i>	<i>Georgia Triumph Association</i>	<i>Hugh McAleer, Editor</i>



Pictured above: People's Choice Best of Show 1931 Standard Avon Special Landau owned by Russ and Mary Brees of Indianola, Iowa

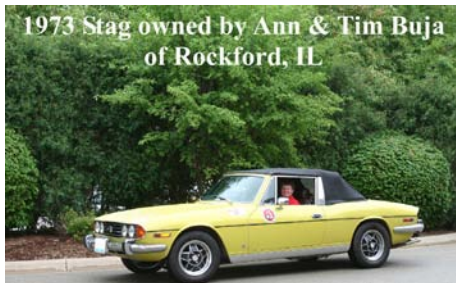


Pictured above: Concours Best of Show-1979 Spirfire 1500 owned by John & Elizabeth Reynolds of Houston Texas

1973 GT6 owned by Stephen & Ho Yong Oertwig of Fredericksburg, VA



1973 Stag owned by Ann & Tim Buja of Rockford, IL



1961 TR3A owned by Gloria & Denny Cappelto of Chicago, IL



1959 TR3A owned by Mike & Nel McPhail of Dripping Springs, TX



1980 Spitfire 1500 owned by Mark & Lori-Ann Fisher of Crystal Lake, IL



1973 Stag owned by Duncan & Sheila Wood of Grapevine, TX



1973 TR6 owned by Jack & Caroline McGahey of Mint Hill, NC



1960 Itala owned by Harlan Schufeldt of Richmond, VA



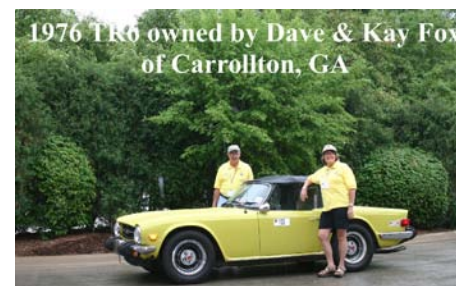
1964 TR4 owned by Jim Coleman of Mechanicsville, VA



1980 TR7 owned by Ed Smith of Virginia Beach, VA



1976 TR6 owned by Dave & Kay Fox of Carrollton, GA



1976 TR6 owned by Jerry & Sandy Hurst of Joliet, IL



1976 Spitfire 1500 owned by Gary Hunter of Oviedo, FL



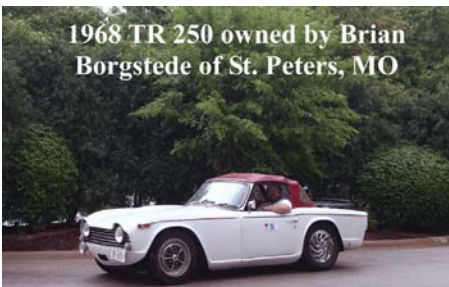
1958 TR3 owned by Dick Burdette of Barrington, IL



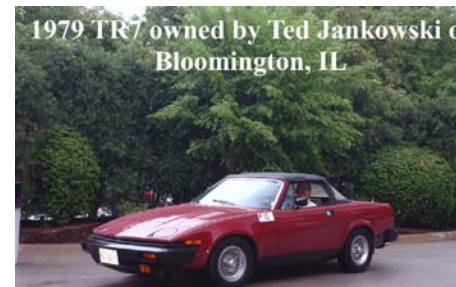
1959 TR3A owned by Brian & Mary Jo Ploetz of Sheboygan, WI



1968 TR 250 owned by Brian Borgstede of St. Peters, MO



1979 TR7 owned by Ted Jankowski of Bloomington, IL



1963 TR3B owned by Loren & Donna Jaquet of Oregon, IL



1963 Sports Six owned by Jim & Kid Billimack of Metamora, IL



1973 TR6 owned by Jack & Barb Billimack of Crystal Lake, IL



1976 GT6 owned by Suzanne & Dave Snyder of Sterling Heights, MI



1963 Herald owned by Barb & Jack Billimack of Crystal Lake, IL



1980 TR8 owned by Mike & Diane Mueller of Wood Dale, IL



1967 TR4A owned by Joe Felix & Rosanne Grabenstetter of Plainfield, IL



1959 TR3A owned by Donald & Lois Woodward of Monroe, LA



1973 Stag owned by Paul & Mary Kurtzner of LaGrange Park, IL



1980 Spitfire 1500 owned by Doug Burch of Coon Rapids, MN



1974 TR6 owned by Lyndy Stich of Nashville, TN



1957 TR3 owned by Mickey & Janet Richaud of Clarksville, TN



1976 Spitfire 1500 owned by Kim & Bill Jensen of Joliet, IL



1973 Stag owned by Ted & Eden Allison of Dayton, OH



1973 Stag owned by Glen and Susan Merell of Lafayette, CO



1960 TR3A owned by Bob Streepy of Bartlett, IL



1961 TR4 owned by Mark & Tonda Macy of New Carlisle, OH



1967 TR4 owned by Charles & Christine White of Xenia, OH



1954 Swallow Doretta owned by Thomas Leavitt of Atlanta, GA



1980 TR8 owned by Joe Worsley of Advance, NC



1974 TR6 owned by Duane & Teresa Spruill of Carrollton, GA



1962 TR4 owned by Mike Bilyk of Oakland, MI



1967 Spitfire MkII owned by Mike & Stacy McReynolds of North Aurora, IL



1931 Standard Avon Special owned by Russ & Marj Bees of Indianola, IA



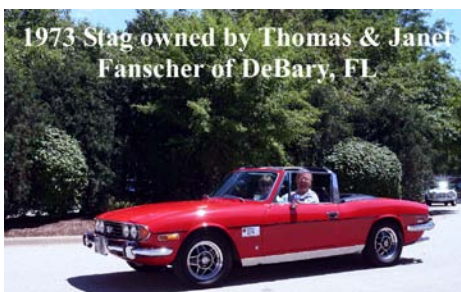
1971 Stag owned by Darwin & Susan Brown of Mertitt Island, FL



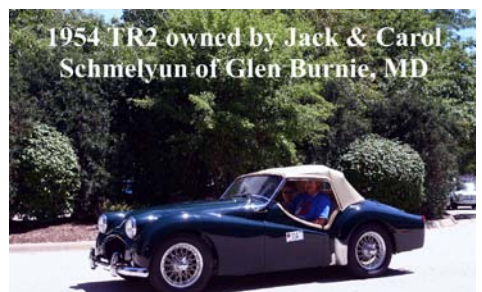
1960 TR3A owned by Dave & Jan Kayson of Roselle, IL



1973 Stag owned by Thomas & Janet Fanscher of DeBary, FL



1954 TR2 owned by Jack & Carol Schmelyun of Glen Burnie, MD



1959 TR3A owned by Jere & Bonita Dotten of Deltona, FL



1976 TR6 owned by Art Graves of Tulsa, OK



1964 owned by Jay Holekamp of Wheaton, IL



1963 TR4 owned by Pat Lobdell of Hobart, IN



1978 Spitfire 1500 owned by Bill & Kathy Rampe of Webster, NY



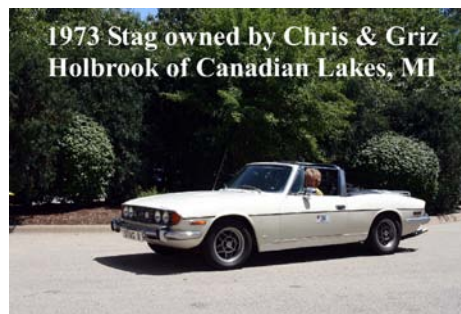
1965 TR4A owned by George & Beverly Haynes of Webster, NY



1975 TR6 owned by Ed & Kathy Mitchell of Lanark, IL



1973 Stag owned by Chris & Griz Holbrook of Canadian Lakes, MI



1967 TR4A owned by Ken & Arlene Kendzy of Park Ridge, IL



1975 TR6 owned by Dale Sorci & Diana Luszowial of Warrenville, IL



1973 Stag owned by Patrick & Tamara Barber of Brownstown, MI



1971 TR6 owned by Tim Mantel of Chesterton, IN



1974 TR6 owned by Dave & Joan Shedor of Mundelein, IL



1965 Spitfire Mk II owned by Ralph & Janet Janelli of Charlotte, NC



1980 Spitfire owned by Dan Herman of Brookfield, WI



1958 TR3 owned by John & Louis Svejda of Appleton, WI



1961 TR3A owned by William Hennington of Dansville, NY



1962 TR4 owned by David Wightman of Olean, NY



1975 TR6 owned by Charlie & Lois Svejda of Reedsville, WI



1976 TR6 owned by George & Maxine Stigall of Greenwood, IN



1967 Spitfire Mk II owned by Don Klass of Marshalltown, IA



1975 TR6 owned by John & Pat Nies of Glendale Heights, IL



1971 TR6 owned by Gary Stephenson & Judy Sherwood, of Lino Lakes, MN



1962 TR4 owned by John & Cyndi Myers of Dodge Center, MN



1968 GT6 MK I owned by Lori-Ann & Mark Fisher of Crystal Lake, IL



1961 TR3A owned by Bill & Vickie Lowery of Geneva, FL



1975 Spitfire owned by Sandy Pawlak & Bob Denninger of Woodridge, IL



1971 TR6 owned by Bud Rolofson of Lakewood, CO



1976 Spitfire 1500 owned by Bob Harris of Stafford, NY



1979 Spitfire 1500 owned by John & Elizabeth Reynolds of Houston, TX



1973 TR6 owned by Ernie Husmann of Grafton, WI



1974 TR6 owned by Irv & Vickie Korey of Highland Park, IL



1978 Spitfire owned by Grant & Cheryl Buss of Oshawa, ON



1972 TR6 owned by Gary & Wendy Alen of Whitby, ON



1966 Vitesse owned by Cecil Wise of Coffeerville, KS



1973 TR6 owned by Tom Walling & Wendy Rose of Bowdoinham, ME



1973 Stag owned by Joe & Kathy Pawlak of Hampshire, IL



1980 TR7 owned by Jenny Pawlak of Urbana, IL



1959 TR3A owned by Dale & Jan Olson of Brookings, SD



1962 TR4 owned by Philip & Susan Ethier of St. Paul, MN



1975 Spitfire owned by Chuck Montague of Westchester, IL



1972 TR6 owned by Doug & Debbie Larson of Shorewood, IL



1973 Stag owned by Susan & Bruce Krobusek of Farmington, NY

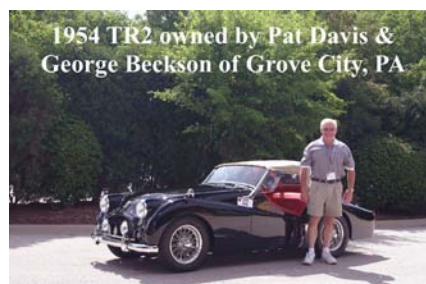
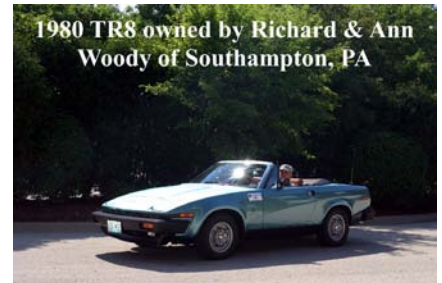
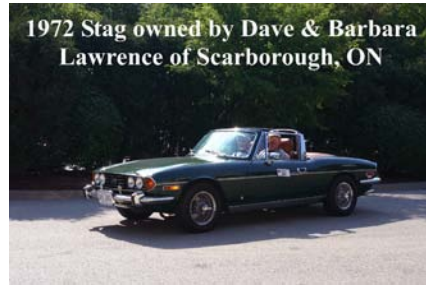


1959 TR3A owned by Chuck & Charlotte McGuire of Des Moines, IA



1971 Stag owned by Tony & Pat Fox of Burlington, ON







Ed Note: Regretably, these cars did not have registration numbers attached when they were photographed and I didn't recognize them; therefore their owners could not be identified.

Spinal Tap



SMELL THE GLOVEBOX

Latest CD from the ISOA house band. [Beware of bootleg copies]



TR4 Owner "graphically" expresses his feelings toward the Morris Garage

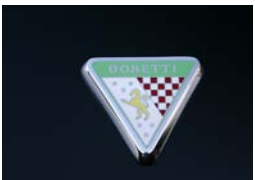


Spectator at Speedway Spectacular who is an obvious fan of the sidescreen Triumph.

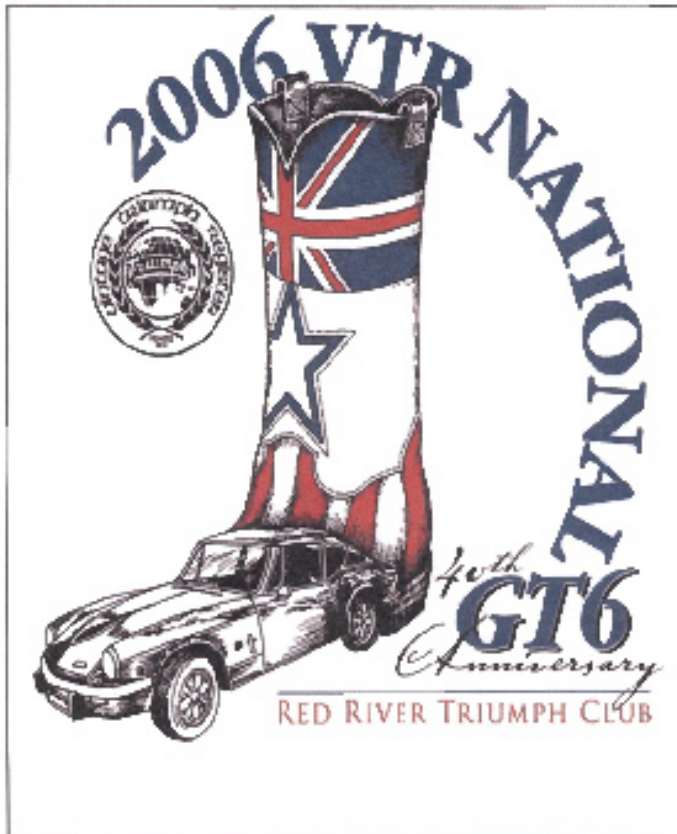


England 1978: In spite of budget constraints, Triumph stylists try desperately to win back traditional fans scared away by "The Shape"...

Prototype BMW unveiled at convention code-named TR37 - photo courtesy of Trevor Boicey



2006 VTR National Convention - November 2006



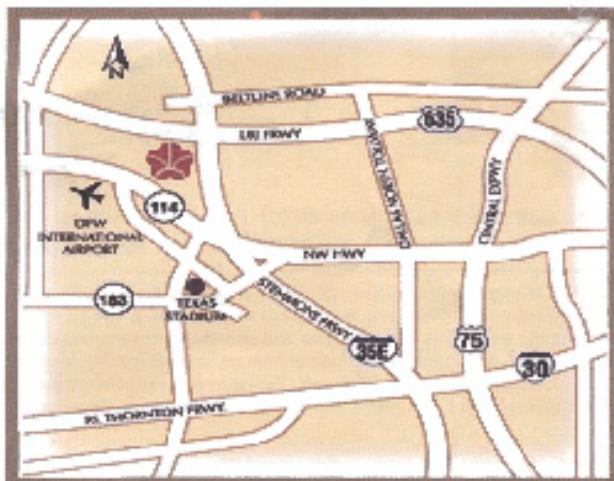
2006 Vintage Triumph Register National Convention

July 19-23, 2006

A FASTBACK IS BORN

The Red River Triumph Club is pleased to host the 2006 VTR National Convention. Join us as we celebrate the 40th Anniversary of Triumph's fastback, the GT6.

The Omni Mandalay Hotel at Las Colinas has offered us a special group rate of \$99 per night, with this rate being available for three days prior to and after the event dates, should you want to extend your stay to take in more of the area's attractions. This AAA four-diamond-rated hotel, has an old-world Italian restaurant, a cocktail lounge, a café, a fitness center, and spa, as well as a fine collection of art displayed throughout. It is located near the Mandalay Canal, complete with Riverwalk, shopping, dining, and Venetian water taxis. It is located 10 miles from Grapevine, Texas, home to Grapevine Mills Mall, Bass Pro Shop (and an excellent restaurant/brewery), as well as a quaint downtown shopping district and wineries. Covered parking and trailer parking are provided for registered vehicles.



Hotel Reservation Information
Omni Mandalay Hotel at Las Colinas
East Las Colinas Blvd. Irving, Texas 75039

(972) 556-0800
(800) 843-6664

Be sure to mention the 2006 VTR Convention hosted by The Red River Triumph Club

Updated convention information: redrivertriumphclub.org
(EVENTS page link to VTR2006.com)
Payment through PayPal available when registering online





2006 VTR National Convention

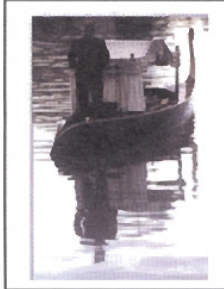
July 19-23, 2006 - Las Colinas, Texas



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TENTATIVE SCHEDULE OF EVENTS

Wednesday, July 19

- 12:00 p.m. - 7:00 p.m. Registration/Hospitality/Arts & Crafts Contest
- 1:00 p.m. - 4:00 p.m. Driving Rallye
- 6:30 p.m. - 9:30 p.m. Welcome Reception/Raffle

Thursday, July 20

- 8:00 a.m. - 7:00 p.m. Registration/Arts & Crafts/Vendors
- 9:00 a.m. - 3:00 p.m. Driving Rallye
- 9:00 a.m. - 3:00 p.m. Walking Rallye
- 10:00 a.m. TSD Rallye
- 2:00 p.m. - 5:00 p.m. Funkhana
- 7:00 p.m.-10:00 p.m. Texas-Style Barbecue/Auction

Friday, July 21

- 8:00 a.m. - 2:00 p.m. Registration/Arts & Crafts/Vendors
- 8:00 a.m. - 2:00 p.m. Autocross (Tech begins promptly at 8 a.m.)
- 9:00 a.m. - 3:00 p.m. Driving Rallye
- 9:00 a.m. - 3:00 p.m. Walking Rallye
- 1:30 p.m. Tech Session #1
- 3:00 p.m. VTR Membership Meeting
- 5:00 p.m. Panoramic Photo

Saturday, July 22

- 7:00 a.m. Judges' Breakfast/Training
- 9:00 a.m. - 1:00 p.m. Concours d'Elegance
- 3:00 p.m. Tech Session #2
- 6:30 p.m. -10:30 p.m. Awards Banquet/Raffle

Driver A (Name as you would like it to appear on name badge)

Driver B (Name as you would like it to appear on name badge)

Street Address

City/State/Zip

()

Home Phone

E-mail Address

Additional non-drivers for convention name tags

Vintage Triumph Register Membership #/Local Club Affiliation

Vehicle(s) - Year(s), Model(s), and Commission Number(s)

Please indicate the events in which you intend to participate - Participation in at least 1 driving event is required to enter the Concours and Participant's Choice car shows

- | | | |
|--|----------------------|-----------|
| Welcome Reception | Funkhana | Autocross |
| TSD Rallye | Panoramic Photo | |
| Gimmick Rallye | Participants' Choice | |
| Concours (Stock__ Modified__ Senior*__ Preservation*__) | | |
| *Senior and Preservation classes require pre-registration. | | |

REGISTRATION:

VTR Member - 1 Car/1 Driver	\$ 90.00	_____
Non-VTR Member - 1 Car/1 Driver	\$120.00	_____
Additional Car/Same Driver	\$ 25.00	_____
Additional Driver	\$ 15.00	_____
Each Non-Driver	\$ 10.00 x	_____
Texas Barbecue	\$ 12.00 x	_____
Awards Banquet	\$ 35.00 x	_____
T-Shirts M__ L__ XL__ XXL__	\$ 15.00 x	_____
TOTAL		_____

Mail Check (payable to RRTC) and signed form to: VTR 2006
%Jim Thompson P.O.Box 2645 Keller, TX 76244 (214)675-9311

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 can be disqualified at the Technical Inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Red River Triumph Club and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guests while participating in this convention. I understand that the Red River Triumph Club reserves the right to revoke my registration and retain my registration fee should I or my guests engage in reckless, dangerous and/or unsafe behavior. I have read, understand and agree to this release.

Signature (Driver A)

Date





THE REAR VIEW MIRROR -2005 VTR Co-Featured Marques: TRIUMPH TR3 & STAG

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