



SNIC BRAAAPP

July 2006

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“GIT ‘ER DONE!” PUBLICATIONS, A DIVISION OF THE BUSTED KNUCKLE GROUP

NEWSLETTER OF THE ILLINOIS SPORTS OWNER’S ASSOCIATION

DEDICATED TO THE ENJOYMENT AND

PRESERVATION OF TRIUMPH SPORTSCARS

CHICAGOLAND’S OLDEST AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB - NOW IN OUR FORTY-FIRST YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

“SYMPATHY FOR THE DEVIL” BREAKFAST TOUR

TEXT & GRAPHICS BY BOB “SUDS” STREEPY



On June 3rd, a “Chamber of Commerce” Saturday, a dozen ISOA Triumphs, plus one ISOA Impala [do the math], chose to tempt fate and taunt the apocalyptic prophecies from the Book of Revelations by participating in the first ever “Sympathy for the Devil” Tour along America’s Main Street, Historic Route 66. The inspiration for the theme of this year’s first ISOA breakfast run occurred more than a year ago when your humble and obedient scribe, along with Tim “Gizmo” Mantel were attempting to pass the time on a protracted road trip to Tennessee. Our chat drifted to the approaching driving season and eventually arrived at the notion of taking a TR6 on Route 66. From there it evolved into making the trip in June of 2006 and further tempting the Prince of Darkness by making the excursion for 66 miles on the 6th. Since the sixth fell on a Tuesday, and because we were afraid to become too occult-oriented, we settled on the nearest Saturday. Doug “Wires” Larson, whose familiarity with the area back roads is unparalleled, was asked to plan a breakfast excursion, and he answered the call with an itinerary that was far above and beyond the call of duty.

Our group included seven TR6s [Frank Cartwright, Chris Smit, Tim & Sheila Mantel, Doug & Debbie Larson, Tom

& Pat Morgan, and Jack & Barb Billimack, and Bob Streepy & Mike Mueller], three Spitfires [Bill & Kim Jensen, Steve & Marilyn Bailey, and Joe & Emily Kaplon], a TR4A [Gary

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ISOA Events Calendar

Stacey & Mike Tour Ireland in Triumph

Spotlight on Triumph Mayflower

Champaign British Car Show

Michinana British Car Show

A Little BS from BS

GarageTalk

Spring Campout

TRA National Meet

Sussex British Car Show



Revis], and a TR3 [Lars Sullivan]. Jerry and Sandy Hurst provided their 2003 Impala as a sweep car; it seems their TR6 was having ignition troubles [see June issue on “tune up clinic” for the probable cause.] We convened the caravan at gate 11 of the Joliet Drag Strip, just south of Rt. 80 along highway 53, around 8:00 AM. From there, the group, sans Billimacks who opted for the scenic route through the “historic” section of Joliet [known to the locals as “the Devil’s Triangle”] and called to tell us they would meet us in Wilmington. The procession headed off under sunny skies and proceeded 13 miles to the Launching Pad Restaurant, home of the famous “Gemini Giant” statue. Doug had prearranged



for the owners to open early just for us. Even though they did not usually serve breakfast, they made an exception for our group. There were lots of jokes about 666 symbolism, but an eerie hush fell over the group when Mueller’s check,



which ended in “66” came to exactly \$ 6 . 6 6 . Could this be an omen of things to come? We all certainly hoped not, but Triumph owners have every reason to be natu-

rally nervous whenever undertaking any trip.



Following breakfast, we headed through the minuscule towns of Godley, Braceville, Dwight, and Odell. Odell is the home of a restored gas station, circa 1932 that has been placed on the National Register of Historic Places. We parked there to look around for a few minutes. The station certainly brought back lots of memories for the vast majority of us in attendance who came of age during a time period when uniformed attendants filled the tank, checked the oil, checked the tires, washed the windshields, etc. For several of us, the place also reminded us of our first jobs and we reminisced about our collective experiences as pump jockeys back in the day. Doug and Debbie’s daughter Kelly met us at the station and was kind enough to take a group picture before we headed on.



We headed back onto the road after a brief stop and headed to Pontiac, a short distance of only ten miles or so. We got to Pontiac around 11:00 and toured

the “Route 66 association and Illinois Hall of Fame” Museum for nearly an hour. The display was impressive and the staff was far friendlier than many of us were accustomed to. They even had free donuts ready for us since Doug had informed them of our expected arrival time.



After viewing most of the museum’s artifacts, some of those in the caravan had to return, and they headed onto the interstate. Others, however, chose to follow Doug along some scenic back roads to Matthiessen State Park, a distance of about fifty miles, for a picnic lunch. The weather was perfect; all of the cars, even the Impala, were running well, and the trip to the park was great. We



pulled in about 1:00, gathered around a couple of shady picnic tables and enjoyed a sandwich and/or beverage. From the park, we headed along some of the same roads that we toured last fall on our trip to Triumph. As the group neared I-80, folks began to go their own ways and return to their various hometowns. Writing on behalf of everyone who participated, I can honestly state that “a good time was had by all,” with no small thanks to Doug and Debbie for planning a fantastic event



Suds.



If you know of an event that you think might be of interest to our membership, please call Bob Streepy [630-372-7565] or email trstreep@sbcglobal.net to have it included on this list.

2006 ISOA EVENTS OF INTREST

Month	Date	Day	Time	Event
July	1st	Sat.	7:00 PM	Club outing to Ravinia, Ph Kim Jensen 815/729-9731 for details
	8-9	Sat.-Sun.		Mad Dogs & Englishmen XVI - Gilmore Car Museum, Kalamazoo, MI Ph: 269/344-5555
	9th*	Sun.	7:00 PM	ISOAGeneral Membership Meeting [Board 4:30] *Not the first Sunday
	9th	Sun.	7:00 PM	8th Annual British Boots & Bonnets Vintage Wheels and Wings Car Show Poplar Grove Airport. Ph: 815/885-3368 for details
	15-6	Sat.-Sun.		ISOA Road Trip to Kruse Auction & Auburn, Cord, Dusenber Museum Ph Mark Moore 815/397-3253 for details
	19-23	Wed.-Sun.		VTR Convention, Irving, TX - Ph: 214/675-9311 for further info
Aug.	4-6			North American Spitfire Squadron 2006 Spit-Together, Dayton, OH Mike Ross, mikeross@prodigy.net - Ph: 937/862-4302
	6th	Sun.		16th Annual Vintage Transport Extravaganza - Union Railway Museum Ph. Jack Billmack 515/459-4721 for details
	6th	Sun.		North Aurora Auto Mall Car Show, Ph: Stacy McReynolds 630/897-4962
	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	11th	Fri.		ISOA White Trash III Sycamore Speedway, Ph Joe Pawlak 847/683-4184 for info
	13th	Sun.		Heartland British Autofest. East Davenport, IA http://qcbac.home.mchsi.com/autofest2006.htm
	20th	Sun.		The 16th Annual Orphan Auto Picnic, Aurora Ph: Bill Jensen 815/729-9731
	25th	Fri.	7:00 PM	Import Night at Downers Grove Cruise-in*
	26th	Sat.		ISOA Picnic, Burlington. Details TBA
		27th	Sun.	9:00 AM
	27th	Sun.		Milk Pail Classic Car Show - East Dundee, Ph Bob Streepy 630/372-7565 for info
Sept.	10th	Sun.		British Car Festival, Moraine Valley Community College, Palos Hts. ISOA Barbeque to follow. Details TBA
	16th	Sun.		British Motor Car Day, Evansville, IN. dmullen@sirbrit.com Ph. 812/853-5108 for info
	24th	Sun.		Cantigny Classic Car Show Wheaton krgill@firstdivisionmuseum.org
	24th	Sun.		Lake Geneva Classic Car Show & Poker Run, Ph Dave Shedor 847/566-0478 for info
	28	Th.-Sat.		6 Pack TRials 2006, Cuyahoga Falls, OH, Ph Jeff Rust 815/874-5623 for info
Oct.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	14-5	Sat.-Sun.		America's British Reliability Run, Starts in Massillion, OH Blake J. Discher; Email: blakedischer.com - Ph: 313/259-4460
	15	Sun.	9:00 AM	MG Club Autocross, Warrenville Cinema - www.chicagolandmgclub.com
Nov.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
Dec	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]

**For a comprehensive listing of other Chicagoland cruise nights, visit: <http://www.rallycruises.com/carshows.htm>*

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A LITTLE BS FROM BS



NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE

Last month we ran an “encore” of a rant that was inspired by our observations of the deteriorating driving practices widely encountered on the highways and byways of North America. While we wrote that little ditty a few years ago, nothing has since transpired to cause us to think that things on the roads are getting any better. In fact, truth be told, as it always is on the pages of this periodical, it’s getting worse out there. Therefore, gentle reader, this month we are going to expand upon our modest proposal with a corollary that, if followed to the letter, might avert us from a national tragedy on our roadways – getting whacked by an incompetent driver.

First we execute every tenth Driver’s Ed. Instructor, in order to get their attention. Now bear in mind that your humble and obedient scribe was gainfully employed in the educational community for more than three decades, and we have always felt that teachers in general get a bad rap from most of the general public. However, it’s one thing to graduate a kid who can’t read or write, after all what possible good will those archaic skills have for them in adult life; *but driving?* Now that’s important, especially when you consider that we’re talking about the ultimate survival of our Triumphs [not to mention their owner/operators] here. When I took Driver’s Ed back in 1962, our instructor, who was also my wrestling coach, put a considerable emphasis on things like being able to steer, brake, turn, and generally adhere to the rules of the road. Failure to comply with his directives would

result not only in high decibel verbal humiliation generally punctuated with vernacular that would make Howard Stern blush, but also an extra ration of physical brutality at wrestling practice, that made taking his direction a matter of extremely high priority. Obviously, these lessons must no longer be part of the driver’s ed curriculum, since it doesn’t appear that anybody knows how to do these things any more. Just for kicks, watch drivers try to make left hand turns. You won’t need a digital protractor to see that making a 90° left is a lost art, and forget about people actually turning and staying in the same lane. I can accept that turning an 18-wheeler may sometimes require “wide turns,” but a Corolla? Give me a freakin’ break! Anybody who can’t make a turn and stay in the same lane in which they initiated the turn shouldn’t be allowed to drive until taking a refresher course from good old Coach Crismagnia, may he rest in peace.

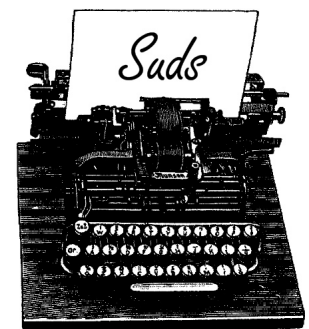
Next, we get the members of the law enforcement community to actually, you know, enforce the law! Now it’s a widely known fact that posted speed limits are like manufacturers suggested retail prices, a good place to begin negotiations. The generally agreed upon practice in effect for centuries is that, like tips, 15% over is the widely accepted rate at which you can and should drive, and most people did just that. Somehow, in the last few years, the rate has been recalculated. Now I must admit that, on rare occasions, your humble and obedient scribe has consumed an inspirational beverage or two in order to stimulate his creative juices so that he could bring you, our beloved gentle reader, a few paragraphs of prose in this column. And like Dr Hook sang on of our all time favorite albums, it’s possible that “I got stoned, and I missed it,” but even if I didn’t read the headline proclaiming that speed limits had been abolished, you would think that it might have been on the news, but apparently such is not the case.

I recently had occasion to drive

on I-355 where I settled in the center lane at a modest 80 MPH, since I was in no particular hurry. You would have thought that I was a funeral procession of one! I swear that Jed Clampett and LaMont Sanford both flew by me in their respective trucks doing triple digits while some yuppie in a Beemer tailgated them. I knew I was holding up traffic when a nun on a moped passed me on the right and made half a peace sign gesture to indicate her vexation at my tortoise like pace. I guess my frustration is, quite simply, that I don’t really know what the speed limit is any more, but I can assure you that the old rates have gone up faster than the price of gas.

Therefore, I call upon the General Assembly to establish a realistic speed limit, say 80. Then, I propose that we station cops every hundred yards or so on the side of all expressways with RPGs. Anybody who drives more than 20 over gets one warning shot across the bow. Failure to apply the binders would result in a simple effective deterrent to speeding in the form of an incinerated SUV. The smoldering remains would be left alongside of the road as a gentle reminder to other motorists that the gendarmes are serious about serving and protecting the rights of sane motorists to stay alive.

There you have it. A few simple common-sense suggestions to provide a bit of sanity and security for our roadways. I guess the only difficulty would be to find a training facility for the proper deployment of those RPGs. If only there were an organization that could provide such instructions. We’ll have to look into that and get back to you.



JULY 2006 GARBAGE TALK BY JOE "STAGMEISTER" PAWLAK



Let's see if I got this right. We have a hobby that allows every-day people to drive sports-cars. Forget the technol-

ogy aspect, we are talking about vehicles that other people wish they had. The envy of the road, driving proudly with the top down and the unmistakable burble of non-catalyst exhaust notes. No matter how well maintained, these beasts will always throw a curve at you. The Stag threw me one the Monday prior to a 3 day weekend at the Champaign British Car Festival.

Driving back from lunch, about a mile from the shop, a loud pop came from under the bonnet. A quick glance at all the gauges showed that all the major subsystems were alive except I had no power to the steering. (Yes folks, the Stag has power steering too.) I figured the belt broke since I smelled no oil which could have signaled a broken oil hose. Since I was already in the direction of the shop, I simply drove the few thousand yards and parked, shut off the engine and popped the bonnet. Now steam

was rolling up from the bonnet, and this now signaled the words "this is not good" in my mind. The power steering belt did break, but according to British Law 2136, it is not to be flipped harmlessly out of the way but rather to wrap itself around the cooling fan. British Law 2137 then takes effect and makes sure that the belt pushes the fan blades into the radiator. Subchapter 4 of law 2137 states that the blades must slice a minimum of 18 cooling tubes to a depth of no less than 2 rows. Subchapter 8 then goes on to state that the fan may remain lodged within the core until all cooling liquid has left the engine.

The core was toasted, more accurately sliced toast. Next stop, the phone and a quick call to our good friend Tim at Revcore. The conversation went something like this:

Joe: "Tim, what's your work schedule this week?"

Tim: "Not too bad, why do you ask?"

Joe: "How's about recoring a Stag radiator?"

Tim: "What happened?"

Joe: "Well it seemed that the power steering belt failed and it decided to ram the fan blades into the core."

Tim: "I thought you are up on all the maintenance on your cars, so why the bad belt."

Joe: "Ok Mr. Belt expert, I will show you the belt, the failure mode and if you feel in your expert opin-

ion this should have been changed out, you can harass me all you want. Until then I need you to be Mr. Core expert."

Tim: "When do you need it?"

Joe: "Thursday, this week!"

Tim: "Would Wednesday work?"

This confirmed that Tim is the Rad-Man. When I dropped the core off, he confirmed that I was still the Stagmeister as he confirmed that there was nothing that indicated imminent belt failure that would have warranted premeditated replacement of the reinforced rubber power steering pump drive sub-assembly. (I said that Tim said the belt looked good except for the tearing at the seam.)

Things went well from there. I stopped at NAPA to see if they could match a new belt to the broken one. Didn't have to. They punched up 73 Triumph Stag, power steering and promptly pulled a new Gates premium belt from the rack. The core was ready on Wednesday as promised. So everything was installed, new coolant added and the Stag came back to life once again right on time for our Friday departure to Champaign. There was one thing that should have caused some concern in replacing the belt. The part number printed on the belt was 44013M.G. Those Abbingdon guys screwed over the Coventry guys once again.

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the authors and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Actual mileage may vary. May cause severe nausea. Do not store in direct sunlight. Keep out of the reach of children.

Bob Streepy 850 Kent Circle Bartlett, IL 60103 email: trstreepy@sbcglobal.net

CHAMPAIGN

BRITISH CAR FESTIVAL 2006

JOE "STAGMEISTER" PAWLAK

PHOTOS BY Peter "Maestro" Conover



Historically the weather patterns surrounding Memorial Day weekend have had a 90% precipitation rate which included snow along with rain. This year there wasn't a drop predicted and the only moisture was going to come from one's brow due to the mid-90 temperatures that were with us all weekend.

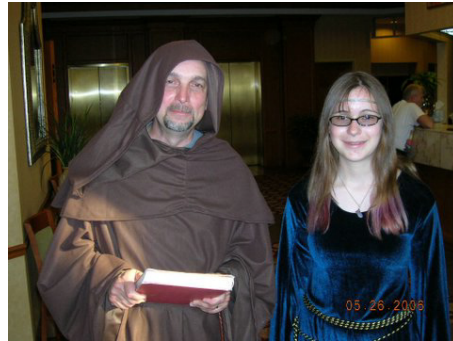


Friday had a small but eager group from ISOA to start the holiday weekend. Jack "Spuds" & Barb "Barbarian" Billimack (TR6), Jenny "Spider Lady" Pawlak (TR7 Spider) plus Schnapps and the Stagmeister (Stag) began the caravan in Kane County. We were meeting up with the ISOA southern contingent at the I47/I55 truck stop in Dwight. There we would meet Joe "Jelly Belly" & Emily Kaplan (TR3 maiden voyage), Peter "Maestro", Christy and Lauren Conover (AH3000) and Sandy



"Chubbie" & Bob "the Counter" Denninger (76 Spitfire). Not a bad little traveling group. Future TR7 Spider owner, Lauren switched over to the TR7 to be Jennys' co-pilot for the last leg of the trip. We went straight to Champaign from there covering the distance from Dwight in about an hour and a half.

The CBCF hosts planned a medieval murder mystery dinner. About half the ISOA group was dressed for the part. Friar Joe Kaplan, Emily, Jenny and Kathy



all had period clothes. In keeping with the dark ages, dinner was served with no utensils, and we had to eat with our bare hands much like they did back then and still do in suburban Elmhurst. Before the dinner, they had door prize raffles, and everyone in our group got a prize. Some pretty good stuff too! Jenny walked away with a complete Gearwrench set that helps the Spider continue its travels.



Saturday was the picnic tour. We organized an ISOA picnic lunch and had fruit, vegetables and sandwiches for our group. We were joined by Bob Crowley and lady friend Mary along with some of Maestro's Aston Martin friends. This was going to work out well as we going to use the maid and butler from the Aston folks to serve lunch. They refused because we were missing the Grey Poupon. The working class Triumph sports car



folks they could accept, but the IGA house mustard was too much for them to tolerate. The picnic area also held the funkhana event and sadly we were not able to bring home a trophy. Quite the medieval theme. Dragons, plague victims, swords and scaling Stonehenge were among some of the obstacles.

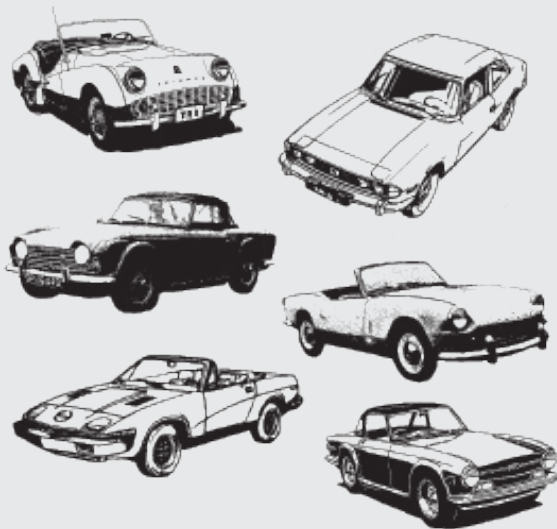
It's hard to believe but this years Pub Crawl was not attended by ISOA folks. Instead, we gathered for margaritas and Mexican food that was a short



distance from the hotel. After chowing down some pretty good south of the border faire, the group in ISOA tradition proceeded to order ice cream for dessert. Spuds, the president of frozen treats, showed that ISOA ice cream eating was a force to reckon with. We then walked to the area where the cars were parked and conducted surveillance and serious parking lot patrol.

Sunday was the show, and this year the number of entries was light. Shows on holiday weekends will sometimes compete with time schedules. ISOA did manage some trophies and was represented well on the show field. Next year's theme is "On the Beach". Plan on attending! This is a very low key and fun weekend, and it's not too far a drive. Plus this will get your rump and Triumph in condition for the convention in Valley Forge next year.

First Ever ISOA Turnabout Drive - Saturday, August 26th



What is a turnabout drive? Simple premise that some folks wonder why we never did it before.

Here's what we've dreamed up. Everyone has had their specific Triumph for years. You've been to meetings and events and seen all the other models, but have you ever sat in a model other than your own? Ever driven one? Ever thought what your club mates like about their specific Triumph? Here's the chance to explore all of that. Club members will graciously allow others to go for a ride (with supervision) in their Triumphs to experience what the other models are like. You have Spitfire folks who never experienced a TR3 or the TR6 owner in a Stag, or a TR3 driver behind the wheel of a TR7. Maybe a driving comparison of a TR4 with a TR250. Just a short little drive among friends. As a bonus we are having a picnic too!

Anyway, we will be out in the country with minimal traffic and no traffic lights. We will have an entire park with a pavillion for picnic festivities in Burlington Illinois. The club will be supplying the burgers, brats and dogs. We ask everyone else to fill in the rest with a dish to pass. This hopes to be a fun time and a great family activity so come for a spin in the country and Triumph in style. A signup sheet and additional details will be at the July meeting plus in the August newsletter.



New Arrivals

Just when you thought he couldn't possibly have room for any more cars, Dave "Stumpy Joe" Kayson has done it again. This time he's bought another TR250 [giving him three] to add to his collection of TR3s [2], TR4, and TR6s [2]..



ISOA TECHNICAL ExSPURTS

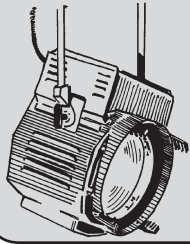


	TR7	Phil "Factor" Fox 630/662 7721
	TR8	Tim "Tool Man" Buja 815/332 3119
	Spitfire - (Early)	open
	Spitfire - (Late)	Steve "Sniffy" Yezo 847/855 9482
	GT6	Dave "Snake" Shedor 847/9375078
	Stag	open
	General Tech-Weenie	Bill "Whizmo" Pyle 630/773 4806
	Machinist	Bob Crowley 630/355 2170
	KeyMaster	Bob "Senile" Donile 630/837 3721
	Electrical Paint, Body,	open
TR3	Bill "Whizmo" Pyle 630/773 4806	
TR4	Pat "PowerBuldge" Lobdell 219/942 1263	
TR4A	Steve "Drippy" Yott 262-997-0701	
TR250	Tim "Yacker" Smith 630/428 2620	
TR6 Early	Jeff "Stalker" Rust 815/874 5623	
TR6 Late	Irv "Elwood" Korey 847/831 2809	



SPOTLIGHT ON TRIUMPH MAYFLOWER

BY BOB STREEPY
Third in a Series



The Triumph Mayflower

Of the initial generation Post-War Triumphs, surely the most unusual has to be the Mayflower. This diminutive [84" wheelbase] razoredge sedan was built from 1949-1953. As with the full-sized razoredge saloon and the Roadsters of the period, the styling was heavily influenced by Standard-Triumph managing director, Sir John Black. Sir John was either ahead of his time in trying to market a compact car in the early fifties, or hopelessly stuck in the prewar era by using a style dating from the thirties. In either case, the car failed to make any inroads into the lucrative North American market, so coveted by British auto manufacturers of the day.



The actual design was done by the coachbuilder Mulliners of Birmingham, according to Frank Callaby who designed the Roadster and appeared to borrow heavily from the Razoredge Saloons. The car's name was allegedly selected to evoke images of the Pilgrims among cash flush Americans. However, the list price of \$1685.00 was comparable



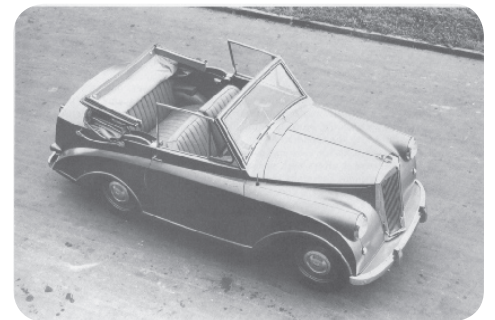
to a full sized Chevrolet or Ford of the day, and very few of the pocket Rolls ever found their way into U.S. driveways.

Coupled with the outdated styling, the Mayflower was powered [?] by a 1247 CC 38 hp flathead four capable of propelling the munchkin sedan to sixty MPH in just over thirty seconds, not exactly exhilarating performance, even for half a century ago. The car had a three-speed column mounted gear shifter and independent front suspension with coils and wishbones. The rear suspension was live axle with semi-elliptical springs and telescopic shocks.

The interior was actually quite roomy and offered optional leather seating. The car was designed as a sedan, but Sir John decided that a drop top would stimulate sales, and ten convertibles were built, making them among the rarest triumphs ever built. As of 1998, only one survivor was known to still exist.

Certainly the rarest Mayflower would have to be the cutaway that was displayed at the Earl's Court auto show. On one side it appeared as a stock Mayflower, but the other profile revealed an X-ray view of the entire profile. The hood was sawed down the middle to reveal numerous chromed parts. The block was cut in half to show the engine internals and the transmission was bisected to reveal the gears. The doors displayed the winding mechanisms, and even the seats were cut in half to display the foam and springs. Unfortunately, the display model was eventually scrapped, according to Triumph expert Richard

Langworth, who described it in detail in the Feb/Mar issue of *Triumph World*.



34,000 Mayflowers were built between 1949 and 1954, with only a thousand making the journey across the pond. Befittingly, when Sir John was replaced at Standard Triumph, his successors presented him with a Mayflower as a going away gift. One of them who was not particularly fond of the former director commented, "He deserved it."

Currently there are no Mayflowers in ISOA, although there is rumored to be one in Chicago, it has not been out for some time, however the owner told me that he plans to drive it to BCU this year. We suggest that he leave early.

Material for this article was sourced from:

• **Triumph Cars: The Complete Story** by G. Robson and R. Langworth

• **Illustrated Triumph Buyer's Guide** by Richard Newton

• **Triumph World, #18, Cutting up the Mayflower**, February/March 1998, pp 18-21

MICHIANA BRITISH CAR SHOW

TEXT BY PETER CONOVER

GRAPHICS BY LAUREN SLONIGER



The top was already down, so Lauren and I decided to go with it as we departed Oak Park at about 8:00 am with the temps chilly in the 50's and the skies cloudy. Normally the "warmth" in the Healey is not one of the car's strong points, but the temperature gauge climbed as we headed eastward on the Eisenhower, and soon the open cockpit was filling with welcome warm air from the not-often-used heater. Even with the clouds, heading toward the downtown Chicago skyline is an always exhilarating sight in an open-topped car. Although traffic was light, we avoided the Ryan construction, and were soon cruising south on Lake Shore Drive towards the Skyway.



The sun had just started to make its way through the clouds about 90 minutes later as we pulled into Bendix Woods County Park, where the Michiana Brits Car Day is held each year. The forested park itself was originally property owned by the Studebaker Corporation. On the east end of the park, a half-mile long row of pine trees are planted spelling out the word "Studebaker," visible only from the air.

As we began to wipe off the bugs accumulated during our drive, I realized that we had crossed into the Eastern Time Zone, and it was an hour later than I had thought. A former schoolmate of Lauren's who now lives in South Bend arrived shortly with her sister and Mom. In the great ISOA tradition of delegation, I sent the three girls off with a stack of BCU flyers to distribute amongst the drivers gathered. They did this with a lot more charm than I would have been able to muster!



After an hour or so, it was time for the annual tour of the adjacent track at the BOSCH Braking Systems Corporation. The track was once part of the Studebaker proving grounds. As it exists today, it is 3 miles long, a simple oval with banked corners. After a group photograph, we were able to take 6 laps at speeds not to exceed 60 mph. Accompanying me were Lauren, and her friends Amina and Naomi. As anyone who has ever sat in the back seats of the Healey knows, the seats are rather small. Luckily these were rather small girls – but that didn't help the air that comes over the windshield and hits the backseat passengers right in the face!



I'm sure the ride felt faster to them than to us in the front. Lauren was able to take a lot of photos while I drove.



After returning to the park, popular choice voting was open until 2:00, when a brief awards ceremony was held. The only other ISOA member in attendance this year was one of our Indiana members, Pat "Power Bulge" Lobdell, who took home a well-deserved award for his TR-4.



During our trip home, the sun that had warmed the air since our arrival at the park once again went behind the clouds, and the ride home was almost as cold as the morning's trip. Luckily, the cool temps and dark skies seemed to have kept many Chicago area drivers off the road, as there weren't many traffic delays during the westbound journey home. With the move back into Central Time, we arrived home well before dinner time.



Maestro

STACY & MIKE VISIT THE EMERALD ISLE

THE ULTIMATE ISOA ROAD TRIP
BY STACY McREYNOLDS



Ever since I was a child, I have been fascinated with Ireland. I would stare at photos of the endless green pastures, and I even traveled with my "lucky leprechauns" when I visited my grandmother in Indiana. I had so much fun telling her not to sit in the chair or to hold the door open for a long time because my leprechauns were there. (Believe it or not...I was such the trouble maker!) So, when I found out that Mike and I were going to Ireland this year for our 10th Anniversary, I wanted to make the trip special for both of us.

Since our friends tell me I have a knack for planning things, Mike left the details to me. I knew the internet would be my best source. While trying to find cool stuff to do, I stumbled on the Triumph Classic Owners Club of Ireland's website. Guinness? Ireland? Triumphs? Could life get any better?!?!?

Through several emails, I arranged to meet up with the club at their monthly meeting. I booked our trip around this date because I knew Mike would be excited to motor around in Ireland in a Triumph! Once everything was confirmed, I told Mike the news. He was like a little boy at Christmas!

After a long anticipation-filled flight, we finally arrived in Dublin! We collected our baggage, bought a prepaid cell phone and picked up our rental car. A 2004 Ford Focus sedan would be ours for 9 adventurous days. I suppose I should mention that there were dents

and many large scratches up and down both sides of the vehicle. The guy at the rental place said, "Oh, that's normal. Just make a note of it on your sheet." I guess that is why they really push the \$0 deductible insurance!

With our map in hand, Mike pulled out of the parking lot. Driving on the left side takes some getting used to. However, as usual, Mike amazed me by driving like he had been there his whole life. (I swear, you could put Mike anywhere in the world, and he'd find his way. Just like that!) Things went well, until he made his first left turn...well, it was wide...too wide. As we realized we had traffic coming towards us,



Mike slipped back onto the left side of the road. Honestly, that was the ONLY error he made the entire trip! After two days of adjusting to Ireland's time, seeing Dublin's sights and enjoying MANY pints of the black stuff, it was time to meet up with the Triumph Club. I had been corresponding with Jack Epstein and Ken Nolan for the last several months. Ken agreed to meet us at our hotel. On a sunny Sunday morning, he pulled up in a beautiful British Racing Green 1968 Triumph 2000. Of course, I wanted to ride to the pub in the Triumph. Mike, stuck in the Ford Focus (sorry, honey!), followed us through the narrow one way streets of Dublin.

On the way to the pub, Ken, who co-founded the club with John Gillis in 1986, told me there are currently 80 members. Most are in the Dublin area, but they attract members from all over the Emerald Isle. As we pulled up to O'Shea's Pub, I drooled over the beauty I saw before me. Triumphs, Triumphs and more Triumphs! Dolomite Sprints, a GT-6, Spitfires, Stags and a TR250

were all glaring back at me! Yes, I said a TR250...the only one in Ireland! What a beauty! Martin McGovern spent over 3 years restoring this amazing vehicle. There is so much to say about this car that it'll have to wait for a later edi-



tion.

With our rental car looking the way it did, I was surprised to see no scratches or dings up and down the sides of the Triumphs. Damn tourists who rent cars! They simply have no respect! Either that or they need to learn how to handle the art of drinking better!

After talking with several members and taking many photos, everyone headed to Cashel Road where Triumphs were assembled. We were disappointed to see the "Standard" and "Triumph" words that once graced the side of the building were painted over by the new owners, a chemical company. However, they did not scrape the old chipped letters away. You could see the texture and still make out several letters. Ken parked his car in the spot where the Director of the factory parked every day. Ken explained that many cars were assembled from kits sent over from England. Due to this fact, some cars featured things that really didn't belong. For example, some mk2 models may have had a few mk1 interior or trim features. They used whatever parts they had! Ken told us that back in the day, the streets surrounding the plant





would be packed with Triumphs because they ran out of space at the assembly plant. Imagine blocks and blocks of shiny



new Triumphs!

While at Cashel Road, Ken and Jack presented us with Honorary Member cards, club decals for our windows, keychains and a really cool bar badge featuring the Triumph Classic Owners Club logo. We presented them with a photo album featuring photos of VTR 2005, hats from ISOA and a bottle of good 'ol Kentucky Bourbon. We figured it was one type of alcohol you could not get in Ireland! Ken said, "You cannot bring just one bottle to an Irishman!" Oops! Next time we go, we'll



bring more!

We filed out of the parking lot and headed for a classic car show in the country. Again, Mike and I rode with Ken. We drove, and drove, and drove! Now, do not take me wrong...we loved riding on the narrow roads through the countryside. The beautiful scenery mixed with the smell of a Triumph exhaust was absolutely amazing! However, like most Triumph runs, everyone might not have been on the same page. Several times, Ken called other club members to ensure everyone was headed the right way. At the end of one call, a member said "Gee, I hope we are not lost." Ah...so what

if we were! Mike and I were loving every minute of the drive. Ken was very friendly and had a very quick wit. When he explained that shortly after he acquired the 2000 in January, he found out he is highly allergic to leather! I looked around at the leather interior that surrounded me and asked if we was going to get rid of the car. He laughed and replied, "No, I'll



just have to leave my clothes on!"

Once we arrived at the show, we wandered around a bit. We saw a Ford Thames Panel Van, a mid-70's Cadillac and several Minis. The show had ended, so we went into the pub for a few pints. Everyone was so friendly. We found out that I was only the second foreign visitor to contact the club about a visit. We also discovered that Triumphs (mainly TRs) were made in India until the late 1980's as inexpensive transportation. When asked about what frustrates them about Triumphs (reliability?), they laughed. Jack, who has a 1963 Stag mk2, said that very little frustrates him, but they can be a challenge. "A six pack of beer and a workshop manual will do the trick!" Others said, "Forget the manual; it is all about the sound of the car."

A hot topic of discussion was the fact that the club is celebrating 20 years this year. They are planning a run, titled "TIP TO TOE IN A TRIUMPH", to raise funds for the Children's Hospital in Dublin. At least fifteen Triumphs will travel 1000 miles in 4 days in September. They will travel from the northern tip of Ireland to the southern toe and will make several stops along the way to accept donations and hold car shows. Since it stays light out until 10:30 PM, there will be plenty of time to show off their



wonderful cars.

Mike and I would love to go back for the Tip to Toe in a Triumph run. However, we are planning on a return visit next April or May. Ireland is an amazingly beautiful country. The people are so friendly. Ken kept telling us "It's all about the people in Ireland." He was right! Mike and I felt like we were so accepted by the members in the club. In fact, I have corresponded with several of them many times since our trip. I cannot thank our new found friends enough for the hospitality they provided. We had a fantastic time and cannot wait to visit them again.

My suggestion to everyone in ISOA is to contact a local Triumph club when you travel in the US or abroad. You will make new friends, and it will add a great deal to your traveling experience!



Stacy

SPRING CAMPOUT

TEXT BY BOB "SUDS" STREEPY
 GRAPHICS BY THE AUTHOR AND
 CHUCK MONTAGUE



A hearty band of ISOA race fans slash nature lovers convened at Blackhawk Farms Raceway near Rockton, Illinois, on Saturday, June 17th to participate in the annual ISOA spring campout, thus combining two activities near and dear to



the hearts of many. The club contingent numbered upwards of twenty people in more than 15 Triumphs, along with an ISOA MG TD and a Ford [T]Ranger. Our expedition convened at the home of Jack "Spuds" Billmack in Crystal Lake and consisted of Jack, Bill



and Sheri Pyle, Joe and Kathy Pawlak, Chuck Montague, Steve Yezo, Roman Hrynewycz, Mike Mueller and your humble and obedient scribe, along with two of Sheri's friends from her motorcycle club. We left around 10:30 AM after Spuds had provided coffee, juice, and pastries



for the contingent of Triumphistae as well as a detailed itinerary that would take us through some very scenic countryside for about 75 miles on our way to the track.



When our group arrived at the track, its numbers were swelled by the presence of Jay and Harry Holekamp, and Frank Cartright along with Ernie Husmann, Irv Korey, along with son Brian. Dennis Delap and Pat Morse were there also in their racing garb. Later in the day Bob Crowley and Bob Steele also showed up to watch and join in the camaraderie.



The weather on Saturday was sunny and unseasonably warm during the daylight hours, making for a reasonably pleasant, albeit a tad toasty, afternoon. After pitching our tents and unpacking our camping gear, Toofus and I strolled around the track looking at cars in general and Triumphs in particular, and watched several races throughout the afternoon.



By nightfall, the racing had ended and we had a roaring campfire around which our group had further increased with the presence of Mike's son Chris and his friend who had ridden their motorcycles out from Wood Dale. The stories, as well as the beer flowed well into the evening as people began making their way to their tents to get some much needed sleep to cap a really great day.



Unfortunately, the weather gods did not treat our little group with the same kindness on Sunday. A downpour began around 5:00 AM and lasted for a good five hours, making driving conditions on the track less than ideal and putting a damper on the spirits of our little group. Most of us waited out the storm in the Blackhawk pavilion where at least we could have some hot coffee and something to eat. While we were



waiting, Burt Levy, well known author of racing novels, arrived with copies of his latest book to autograph. The rains finally let up enough to break camp and dry out a little around 11. Those of us who had planned to drive from Rockton to Sussex Wisconsin for the British car show there, decided we had had enough fun for one weekend and headed straight home after hearing the weather report indicating that the storm was headed for Milwaukee.

Next month, we hope to provide you with a brief verbal tapestry of the Sussex show, which we have on good account, was down this year due to the rain.

WEE DOGS AND MEN IN SKIRTS

BY DAVE KANZLER

June 17th was the First Annual British Car Show at the Illinois St. Andrews Society Highland Games and Scottish Festival. While the number of West Highland Terriers and Corgis far outnumbered the twelve classic British cars (not counting the three late model Mini Coopers), the event was none-the-less fun and demonstrated much potential. Held on the Oak Brook polo fields, the setting was a welcome change from the usual asphalt and concrete.

The event has much to offer those of us with children and/or long-suffering spouses who have short attention spans when it comes to sitting in the hot sun talking about Triumphs all day. This is a big event and there were bagpipers, folk dancing exhibitions, cooking contests, rugby, more bagpipers, highland games, miniature golf, bouncy booth for the kids, crafts of every (Scottish) kind, baked goods, Scottish and American food, even more bagpipers, and my favorites: falconry exhibition, live music, and the beer and scotch tasting tents.

The cars were given prime space on the field just past the admission gate. The crowd was large in number but respect-



ful of the cars – no wee-uns smearing ice cream over the bonnets! I even felt comfortable enough to leave my car to watch my 52-year-old brother's rugby game (give it up already!!).

There was one 1969 Austin Mini, three 1957 Nash Metropolitans, a 1969 E-Type Jag, a 1986 XJ6, a 1950 MG-TD, a 1972 Lotus Super Seven and four Triumphs. Paul and Mary Kurtzner brought their 1973 Stag, and I had my 74 TR6, which was joined by another 74. The "star" of the show and winner of all of the People's Choice awards (Show, Paint, Display, Triumph) was a 1949 Triumph 2000 Roadster owned by Don Campbell of Wilmette (eat your heart out E-Type!). The car called Liverpool home as recently as February where Don found it on EBAY-UK. He arranged to have it inspected before bidding (wise man) and then had it shipped in a container to the Port of Chicago via Montreal. Paul and I gave Don the ISOA hard-sell so hopefully he'll join and bring in a nice addition to the Club.

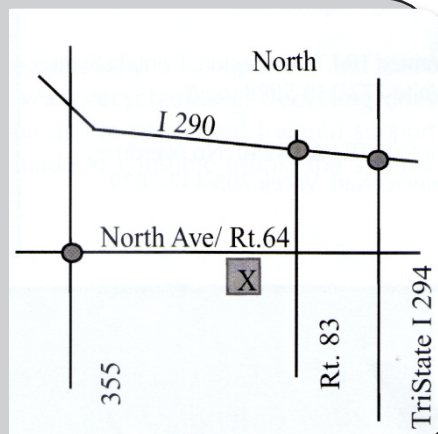
While it scored low on car inventory, the activities and ambiance scored high, and I'd give it an overall RUMPUS rating of 6.5 out of 10 with high potential for next year – I suspect it will take that long to get the sounds of the bagpipes out of my head.



ILLINOIS SPORTS OWNERS ASSOCIATION

The Illinois Sports Owners Association is an owners and enthusiasts club dedicated to the enjoyment and preservation of TRIUMPH cars. Monthly meetings are held at Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early and have a beer and share some TRIUMPH BS with your fellow enthusiasts.

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



Ed Note: Special Snic Braaapp thanks to Mark "Guzzler" Moore for filing the following report and graphics on short notice. Mark was able to recover from his road trip and still get his text to us in time to meet our printing deadline.



Father's Day weekend is full of hard choices for the Chicagoland Triumph enthusiast. There are three major ISOA events: the vintage races and camp-out at Blackhawk Farms raceway, the Sussex car show in Wisconsin, and the national Triumph Register of America (TRA) convention, not to mention the British car show at Oak Brook.



Three ISOA members, Tim Smith, Steve Yott, and I, decided to make the trip to Southeastern Ohio to attend the TRA convention. Tim had planned a back roads route in order to avoid Chicago traffic congestion. We met in Naperville on Wednesday morning and headed south.



The weather was great for a road trip, and our little caravan rolled across the Hoosier State. As we flew down some

two-lane blacktop back roads, I noticed a little shimmy in my car when I let off the gas. I got on the CB and told the guys to pull over in order to check it out. It seems I had broken off a rear wheel stud, and the other three lugs had begun to loosen. I tightened up the slack ones, and in the process, broke off a second lug. At this point, the car was, to quote Ralph Nadar "unsafe at any speed." Tim found some shade and stayed with the car, while Steve and I located an Auto Zone. The parts store had some wheel studs that were close in size, and with a little help from what Red Green calls "the handyman's secret weapon" (duct tape), we made them work.



The rest of the drive went smoothly, but the wheel incident had put us behind schedule, and we didn't arrive at our hotel until after dark. The parking lot was full of Triumphs, but apparently everyone had retired early. We were up bright and early the next morning for the 6:30 (that's 5:30 Chicago time) breakfast run. This was our first chance to see the winding roads we had driven on in the dark the night before. The countryside is real sports car country with twisting, turning, and level changes that made us feel like kids at Six Flags. We spent the next three days enjoying any reason we could come up with for a trip to town.



The convention was well attended and loaded with enough events to keep us busy full time. We met with ISOA transplant Greg Hetzle in a parking lot bull session and visited with other old friends from our various travels. The weekend was full of rallies, runs, tours, tech sessions, and, oh yeah, a car show. The ISOA contingent came home with a little hardware from the event. Tim and Steve took second place in their respective classes, and I took a third in mine.



The weekend went by too quickly, and before we knew it, it was time to head home. Sunday morning we were up and off early. We chose to make an interstate run home to try to make the return trip as quickly as we could. The traveling was easy, although we did have rain on and off. The excursion went smoothly, and I was home by about 4:30 Sunday afternoon.



It's always fun to get away for a well-run event like this, especially in a beautiful part of the county that you don't often see. I can't wait for my next chance to tour the area. Can you say Six Pack Trials in September?

Guzzler



THE FURTHER ADVENTURES OF
SUDS & STUMPY JOE
BY BOB "SUDS" STREEPY



In our previous month's scribbling, we chronicled the adventures of your humble and obedient scribe and his faithful sidekick Dave "Stumpy Joe" Kayson on their most excellent adventure into the "rustic" environs of Missouri [pronounced 'Misoura']. After three days of wrenching, but not wenching, it was time to turn the Chevy van back toward the Windy City and return to civilization, by which we mean, north of Army Trail Road. On our way down, Dave and I had seen what appeared to be a junkyard that advertised "800 Classic Cars For Sale." Since our return trip would take us back along the same route, we decided to take a look at this collection of "classics." We pulled off I-55 between St Louis and Springfield and entered the grounds [gravels?] of the Staunton Classic car museum.



We ponied up the \$1.00 admission fee somewhat grudgingly and were told by the gate attendant, who had apparently been there since some of these cars were actually operative, we'd estimate sometime around the second Roosevelt administration, that we could drive around and look at the cars stored outside but we could park and enter the pavilions where the "other" classics were on display. Webster defines "classic" as "...a work of ...art generally recognized as excellent." Apparently the guys at this joint have a different definition that

should read more like "any old of piece of shit car that might once have run." Actually, we knew what to expect since Dave had nosed around this place once before, and we were just looking for a place to stretch our legs and nose around while having a couple of laughs over creative prose employed by the owners in reference to their inventory.

Every one of the cars there, and there were an estimated 600, was described in the same eloquent prose: "Runs Great, Drives Good." This epitaph was included on the windshields of the



cars that didn't even have engines! The cars outside had all been taken off life support and reminded me of a recent trip to a state run ward for indigent Alzheimer's patients who were simply being warehoused until the Grim Reaper made his rounds. To the untrained eye, this was a junkyard in every sense of the



word, except for the exorbitant prices written on the windshields, if the car had a windshield.

Inside, the proprietors kept their "select" cars. A few of these actually appeared to have been operative, at least within the last decade. Some were on consignment and these were the best of the lot. There were two Triumphs on display, both Spitfires 1500s and both "ran and drove great." The asking prices was "only" \$6,000 each, and neither was nearly as nice as the vast majority of Spitties in ISOA. The only other Triumph ephemera that we observed were the TR6 seats in an "original" Bugeye Sprite.

After an hour of strolling around,



it was time to "head 'em up and move 'em out." We made one final stop at the famous "Dixie Cafe" truck stop south of Bloomington that has been a Route 66 landmark since 1928. After an all you eat buffet, which included steak for \$7.95, we were ready for the final leg of our pilgrimage.



All in all, it was a great trip. We managed to have a few laughs as well as accomplishing our stated mission; i.e. getting the TR3 from Crystal Lake to Missouri in one piece and pulling the body off the TR6. In the words of Dave at the bait shop, "It don't git no better than 'at.'"

Suds



The author and Stumpy Joe cleaning up at the bait shop after a long day of wrenching in Missouri



IT'S A BEAUTIFUL THING....

COME JOIN YOUR FELLOW MUSIC LOVERS FOR AN EVENING UNDER THE STARS AT THE RAVINIA MUSIC FESTIVAL SATURDAY, JULY 1
 Concert begins at 7pm

We will hear the Chicago Symphony Orchestra perform American classics by Leonard Bernstein from *Candide* and *West Side Story*

We'll meet at 3:30 pm at Lake-Cook Rd & I-294, caravan to the Ravinia West lot. Parking there is \$7. per car. Lawn tickets will cost \$10. per person. Bring your own chairs, blankets, food, etc. or if you choose you may rent chairs & purchase food there. Alcohol is allowed but there is a no smoking policy. (We'll have to tell our Triumphs not to smoke!)

Please RSVP to Bill & Kim Jensen at kimandbill76@sbglobal.net By June 28 so we'll know to watch for you. For further information, visit www.ravinia.org or call Kim or Bill at 815-729-9731 (after 6pm) - home Bill's cell 815-545-3006

Hot Summer Fling
 ONE OF A KIND
 MONSTER TRUCKS '66 CHARGERS
 PORSCHES MUSTANGS
 STREET RODS TRI 5 CHEVYS
 HOPARS CUSTOMS
 CLASSICS TUNERS
 STUDEBAKERS JAGUARS
 AUBURNS LOW RIDERS
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AUBURN-CORD DUESENBERG Festival
 July 15th • 2006
 Kruse Auction Park
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UNIQUE VEHICLE EXTRAVAGANZA & FESTIVAL

- ★ Like Vehicles Parked Together
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OPEN TO ALL MAKES, YEARS, MODELS OF CARS & TRUCKS
 Come and Enjoy an Outstanding Fun Filled Day & Night!

Yes it's a racy sounding subject but the Hot Summer Fling is the event in Auburn Indiana on July 15. A group of ISOA'ers is planning to attend the event at the Kruse auction and tour the local museums. There are two hotels right next to each other: a Super 8 and a La Quinta Inn. The hotel of choice for ISOA is the Super 8 (also the cheaper at \$70.88). The La Quinta Inn is a newer hotel and their rate is \$99 for any room. The numbers are: Super 8 - (260)-927-8800; La Quinta Inn - (260)-920-1900

Vintage Wheels & Wings Car Show and Fly-In
 Sunday July 9, 2006

POPULAR GROVE VINTAGE WINGS & WHEELS MUSEUM

DRIVING ENTHUSIAST
 British Boats & Bonnets

Eighth Annual All British Car & Cycle Show
 With Vintage Aircraft Fly-In & Optional Pre-Show Rally*

* (Rally to be held on Saturday afternoon preceding the Car Show)

Co-sponsored by the
BRITISH BOOTS & BONNETS CAR CLUB
 of Rockford, Illinois and the
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Sign up to receive Show information by mail - Reserve the date now! July 9, 2006

Call a member of our 2006 show committee for more information,

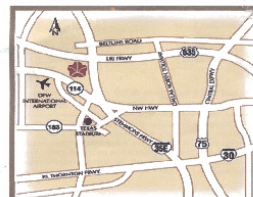
Bev Joyce at (815) 885-3368 or Ginger Spaight at (608) 752-4689

You can visit us on the Web at www.britishbootsandbonnets.com or email us at webmaster@britishbootsandbonnets.com.

2006 VTR NATIONAL Convention
 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



15th annual Orphan Auto Picnic Sunday August 21st • Aurora Illinois 11 AM - 5 PM Enjoy a relaxing day of fun, food, and vehicles!

- No admission fees!
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- Complimentary beverages
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- No judging
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Open to orphaned* makes and models at least 10 years old.

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info: 815-469-2936, Larry • web: <http://www.ccecorvair.com/OAPI>

*Please see additional information and map on reverse side

THIS IS LAST YEAR'S FLYER. THIS YEAR'S DATE IS SUNDAY, AUGUST 20, 2006



3rd Annual Classic Car Show

Benefiting the Arthritis Foundation Greater Chicago Chapter

Get your motors running - bring out your classic car or truck, show off your American beauty AND help raise funds for Arthritis.

When: Sunday, August 6, 2006

Where: 1000 Burr Ridge Parkway
Teamsters Local 731 - Parking Lot

Directions: Take 155 to County Line Road. Go South to Burr Ridge Parkway and turn left. Follow Burr Ridge Parkway for about 4 blocks until you come to the Teamsters Local 731 parking lot, which will be on your right hand side. KEEP AN EYE OUT FOR THE SIGNAGE

Time: 10:00 am - 3:00 pm

Cost: \$10.00 per car - Spectators are encouraged to make a donation.

Additional Information: Contact Bob or Bonnie Starzyk at (708) 361-2943 or Mary Poland at the Arthritis Foundation at (312) 372-2080 or email her at mpoland@arthritis.org.

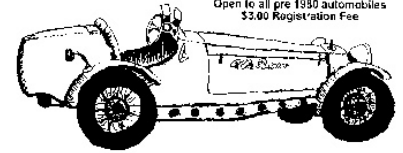
CLASSES OF CARS & TRUCKS

Pre 1950's - 1980's & Trucks

First 100 cars will receive a T-shirt and dash plaque

Enjoy entertainment, food, refreshments and a cash raffle!

8th Annual Classic Car Show



Open to all pre 1930 automobiles
\$3.00 Registration Fee

Sunday August 27, 2006

9:00 am to 4:00 pm

Drawings for Prizes at 2:00 pm (Car Owners Only)
For more info call: (847) 428-4693

Beer Garden! Food & Beverages AVAILABLE! Lots of shaded Parking!

Presented by and located at:

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- Sunday Breakfast 8 - 11
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\$5.00 OPEN TO VEHICLES 1991 AND OLDER \$5.00

SEND \$5.00 PER VEHICLE, CHECK OR MONEY ORDER, PAYABLE TO "ILLINOIS RAILWAY MUSEUM." VEHICLE DRIVER & PASSENGERS RECEIVE FREE TRAIN TICKETS (A \$10.00 VALUE EACH) VALID FOR THE DAY OF THE SHOW ONLY. VEHICLE REGISTRATION THE DAY OF THE SHOW WILL BE \$10.00. PRE-REGISTER AND SAVE \$5.00 AND TIME AT THE GATE!

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



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



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

DISPLAY ONLY Dash Plaques Awarded to first 750 arrivals.

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



ANNUAL CAR SHOW

SUNDAY AUGUST 13 FROM NOON UNTIL 3:00 PM

Friday Night Classic Car Shows

6 to 9 pm

Downtown Downers Grove

All Classic Cars are welcome on Main Street from Maple to Franklin

August 25 Imports (British, German, etc.)

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FREE! Bring your family! Park in the new Parking Deck!

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6th ANNIVERSARY
SPIT TOGETHER



40th ANNIVERSARY
of the GT6



Get Together 6



AUGUST 4-6
CENTRAL REGION



DAYTON, OHIO
BIRTHPLACE OF AVIATION



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Car Show

1st Annual

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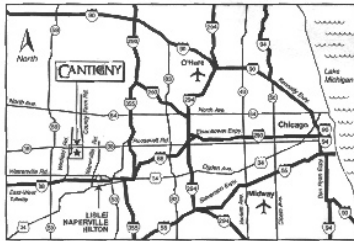
From Chicago: West on the Eisenhower Expressway (I-290). Exit at the East-West Tollway (I-88) West interchange. Take I-88 West and exit at Winfield Road. Travel north on Winfield Road approximately 3 miles. The park entrance is on the right side of the road before Roosevelt Road (Route 38).

From the Northern Suburbs: South on Route 53 to the North-South Tollway (I-355). Take I-355 to the East-West Tollway (I-88). Go West on I-88 and exit at Winfield Road and travel North approximately 3 miles. The park entrance is on the right side of the road before Roosevelt Road (Route 38).

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From the Southwest Suburbs: North-South Tollway (I-355) to the East-West Tollway (I-88). Go West on I-88. Exit I-88 at Winfield Road and travel North approximately 3 miles. The Park entrance is on the right side of the road before Roosevelt Road (Route 38).

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

A gathering of nearly 50 triumph aficionados convened in the garden level of Mack's Golden Pheasant on Sunday June 4th to attend the monthly ISOA general meeting. Many of those in attendance drove in Triumph largely due to the absolutely delightful weather in the Chicagoland area. The meeting got under way around 7:15 when President Joe "Stagmeister" Pawlak called the group to order, or least tried to. Among those in attendance were first timers Larry Strauss of Buffalo Grove [Spitfire], Jack Hanson of Mundelein [Spitfire], and Mark Costello of Streamwood [TR7]. One of the first topics for discussion was an impromptu report on various and sundry member "projects." Mark "Silo" Fisher reported that he was in the process of installing Toyota four-pot calipers on a Spitfire, Al Christopher announced that he and Denny Capetto have become quite proficient at rebushing carb throttle shafts, Jack "Spuds" Billimack declared that he had finished a carb rebuild of his Herald's H2 SUs, and Joe described how a failed fan belt had resulted in the recoring of his Stag's radiator.

Kim "Lower Wacker" Jensen next displayed some of the regalia she had brought to sell, including the July featured item, the 10" ISOA Magnets which not only permit you to display your club affiliation, but also conceal any oxidation or blemishes in your car's finish. Sales were brisk.

From there, we segued into recent events. Joe "Jelly Belly" Kaplon described the Champaign British car show held the week prior, and your humble and obedient scribe spoke of the Route 66 "Sympathy for the Devil" Breakfast tour from the preceding day. We then moved into the entrée portion of the meeting: upcoming events. Joe started by announcing that the club picnic was scheduled for Saturday, August 26 in Burlington, IL. The theme will be Turnabout Driving, by which he meant that people would be given the opportunity to drive Triumph models other than their own. E.G. If you have a TR6 and have always wondered what it might be like to drive a Stag, this will be your chance to find out. More details will appear in next month's newsletter. Jack went on to talk about the upcoming spring campout at Black Hawk Farms Raceway. Those who wish to caravan should contact Jack and plan to leave his home in Crystal Lake around

10:00 AM on Saturday, June 17th. Some of the campers plan to leave early Sunday in order to drive to Sussex, WI, the following day. Peter "Maestro" Conover spoke about the upcoming British car show in South Bend, IN, and offered to lead a group from Chicago to the event. Kim Jensen then talked about the first ever ISOA cultural event, [I guess she forgot about the stock car races at Rockford Speedway last year]; a junket to Ravinia to hear Leonard Bernstein under the stars. Jack wrapped up the future events by mentioning the BCU car show at Moraine Valley Community College in September. Following the show, there will be a barbeque at either Capettos or Kaplons.

Following the break, the next order of business was the ever-popular nominations for the monthly award for someone in the club who has done something noble on behalf of the club. The June Peter M. Roberts nominees were: Doug Larson for organizing the Route 66 Tour, George Grumbos, for spending "considerable" time helping Bruce Barnet remove the rear springs from his TR3 [the previous owner had welded them on], and Joe Pawlak, for helping so many members at the tuneup clinic. In a close vote, the chalice [and the complimentary beverage chit] was awarded to "Wires."

There were only two Boomer nominations. Jerry Hurst received a nomination for harassing the owner of an MG [the same guy who broke down on the Tour to Triumph last fall] while he himself was experiencing some Lucas Woes of his own. Rather than allow the MG guy to see that his car was not exactly functioning correctly, he had to drive home sans lights while Sandy shifted the gears, since he was otherwise engaged trying to keep the car going. Jack Billimack also received a nomination for draining his oil and then putting the drain oil back into his car before he realized that he was pouring from the very same container he had just filled. The voters were clearly torn over which of these worthy candidates who would get the Boomer, but by a very narrow margin, the bent wheel is now on display in Joliet.

Things broke up about 9:15. With apologies for any errors or omissions, I remain your humble and obedient scribe.

Suds



2006 ISOA
BOARD OF DIRECTORS

- President & Newsletter Publisher** Joe "Stagmeister" Pawlak
847/683-4184
stagfire@elnet.com
- Vice President** Mike "Toofus" Mueller
630/860-9118
greenjet3@aol.com
- Treasurer** Sheri "Big Mama" Pyle
630/773-4806
sheriptr@comcast.net
- Secretary/Newsletter Editor** Bob "Suds" Streepy
630/372-7565
trstreep@sbcglobal.net
- Events** Jack "Spuds" Billimack
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- Membership/Webmaster** Tim "Tool Man" Buja
815/332-3119
buja@insightbb.com
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847/831-2809
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- Regalia Coordinator** Kim "Wacker Drive" Jensen
815/729-9731
KimandBill76@sbcglobal.net
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847/825-8581
kakendzy@sbcglobalnet



Sir Bentley Haynes, a distinguished man of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of Snicc Braapp. Due to the unusually high volume of questions from ISOA members, he has requested that all technical

inquiries be screened and forwarded to him by way of the secretary of ISOA using the digest mode. He is not able respond to direct questions, but your letters are very important to him, and they may be monitored by Scotland Yard for quality control. E-Mail him at: trstreep@sbcglobal.net.



Dear Editor,
As many of your readers may already know, I suffered a slight mishap that has been grossly exaggerated in

the media. I have decided to come clean with the truth since I know your publication is renowned for its journalistic accuracy and integrity. Contrary to the stories that appeared in the popular press, I did NOT fall out of a cocconut tree or run over myself with a jet ski.

My injuries occurred as I was working on my TR3. I was making last minute preparations to drive it to the American TRA convention, and I decided to change the oil before embarking on the trip to Ohio. This decision was reached after consuming my usual breakfast of cocaine, LSD, crystal meth, heroin, marijuana, and tequila, I jacked the car up using the frame crosspiece just behind the radiator and crawled under the car to loosen the drain plug. Since it was going to be a quick job, I didn't bother to install jack stands. I did not yet have my Alexander Racing tool to slacken the drain, so I used my vice grips and pulled so hard that the car moved off the jack and fell on my head.

I sustained some minor brain damage, but certainly not enough to prevent me continuing in my chosen career. However, I must take a brief sabbatical from touring, and I was wondering if your Mr. Wrongway could fill in for me during my recover. I know he can do a mean Jagger, so I assume he can do justice to me too.

Yours truly
Keef



Dear Sir Bentley

I am grievously perplexed. Here's my quandary. Even though I just restored my 74 TR6 (paint, trans, diff, engine, windshield, bumpers, carpet, door panels, etc) and it looks great, I still spend hours every week looking at TR6's for sale on EBAY and VTR. I even found my hand involuntary reaching for the mouse to bid on one or two. Is there a pill I can take to stop this behavior?

Dave Kanzler, Oak Brook

My Dear Mr. K

I have consulted with my esteemed colleague, the reknowned Wisconsin Psychoanalyst, Dr. Ettore Bugatti Husmann who offers up this reply for your dilemma. He states: "It is with great displeasure that I must inform you that many scientists, medical professionals, psychiatrist, pharmaceutical companies and untold spouses have invested great amounts of time, effort and financial resources in attempts to identify a possible cure for this little known but catastrophic ailment, but to no avail.

In an article published in the periodical published by TAMA (Triumph Ailment Medical Association), an in-depth study was conducted study in over 500 Triumph owners worldwide. The article noted that when even the most passive, conservative person

would become a Triumph owner, or even closely associated with those who are Triumph owners, will become compulsive in their desire to obtain more Triumph automobiles and Triumph related swag. In fact, the article reported that there were extreme cases of TAPs (Triumph Ailment Psychosis Syndrome) have so affected a patient that the individuals were found to have acquired large quantities of Triumph autos that would fill barns and warehouses, not to mention many afflicted with TAP to seek a second mortgage on their homes to finance the building of larger garages.

It is a horrible, uncontrollable, and unfortunate abnormality, where, once afflicted, there is no hope, so you might as well just enjoy the disease. It has been suggested that you smash your computer and give power of attorney to someone not afflicted with TAP. However such actions are only short-term steps, and cases have been documented where affected people have raided children's piggy banks to fund the habit.

No I'm not a doctor, but I have stayed in a Holiday Inn Express."

EB





Howdy-

Ah know lots of y'all is a-planin' to come on down to Texas fur this here year's VTR convention an' ah a-wanted to tell y'all that we done raised up the speed limits hereabouts so as y'all could run them lil' furin Triumph cars of yourn at 80 mph. Actually, since most folks know that our troopers "look the other way" [ifn' y'all know what ah mean], up to about ten over, y'all can run close to 90 when y'all git to the Lone Star State.



Jes' thank about it. Them May-flowers an' Heralds ken now use high gear to cruise on the interstate an' them Threes don't have to worry 'bout over-heatin' from runnin' too slow on the hard roads, 'specially in July. We figured y'all would 'preciate all the efforts we been a-makin' to 'commodate y'all an' I hope y'all come down an' see us real soon.

Billy Bob "Bubba" Buford III
Texas Welcoming Committee Chair

PS Here's a article from yer May 25 Chicago Tribune tellin' all about our new speed limit jes in case y'all thought ah was funnin' y'all.

TEXAS TO LET DRIVERS REALLY
GUN ENGINES

BY HOWARD WITT
TRIBUNE SENIOR CORRESPONDENT

AUSTIN, Texas—Not only is everything bigger in Texas, it's about to become faster, too.

By the end of the month, if all goes according to plan, the speed limit on more than 500 miles of west Texas interstate highways will rise to 80 m.p.h. That will make Texas home to the highest posted limit anywhere in the United States and one that—Achtung, y'all!—will rival the recommended maxi-mums on Germany's famous autobahns.

The Texas Legislature fast-tracked the increased speed limit last year and unanimously recommended it. Then, the Texas Department of Transportation followed suit with feasibility studies that gave the green light. Now all that remains

is pro-forma approval by the Texas Transportation Commission, which it is expected to give at a meeting in Austin on Thursday, and then the new signs will begin to go up along two flat, rural stretches of MO and 1-20 as soon as this weekend, just in time for the traditional Memorial Day start of the summer racing, er, driving season.

Not for Texans such wimpy concerns as fuel efficiency or the sky-high cost of gasoline. Engineers may calculate that drivers burn 7 percent more gas per mile for every 5 m.p.h. increase in speed above 60 m.p.h. Texans calculate that their Hummers need bigger gas tanks.

"Our missionistogoandseek out whether we can fulfill the requests of the driving public," said Mark Cross, spokesman for the state transportation department. "And the request from the public is they want to go faster."

Texas and 12 other states already permit drivers on some highways to travel at speeds up to 75 m.p.h., according to the Insurance Institute for Highway Safety. But Texas transportation engineers determined that 85 percent of drivers on the two segments of HO and 1-20 are already averaging 80 m.p.h., which is above the 75 m.p.h. limit, so officials reasoned that raising the limit would simply be a bow to reality.

"We feel it's always safer to have motorists traveling at a more uniform speed," Cross said.

It turns out that 85 percent is something of a magic number in traffic engineering circles: The speed at which 85 percent of drivers are traveling, regardless of the posted speed limit, is considered to be the optimum "natural" speed for any given stretch of roadway. The assumption is that a majority of drivers will collectively achieve a safe operating speed, and that speed should be the primary factor in setting the legal limits.

This is not a particularly popular notion among traffic safety experts. Challenging the logic

"Can you imagine if doctors used that logic for setting what your recommended weight should be?" said Richard Retting, senior transportation engineer at the Insurance Institute for Highway Safety, "We would all be morbidly obese."

Retting said he fears the number and severity of accidents will increase when the speed limit is raised to 80 m.p.h.

"The idea that higher speed limits will make the roads safer cannot possibly be true," Retting said. "There's no mathematical formula that will say precisely what will happen, but it's clear that speed has a major impact on the number of crashes and the severity of injuries. Invariably, the increases in fatalities range from 15 to 40 percent, depending on how much the speed limit is raised and the characteristics of the roadway. That's an outcome that politicians need to be honest about with the public."

The Texas state police, caught between the desires of the politicians who pay their salaries

and the motorists whose welfare they are supposed to protect, have prudently decided to hug the median on the issue.

"We'll reserve judgment on injuries and accidents," said Tom Vinger, spokesman for the Texas Department of Public Safety. "But there's no doubt that people are going to push the envelope. Our concern is this myth that people think they can drive 5 or 10 m.p.h. faster than the speed limit. At 80 m.p.h., you have very little margin for error. We are talking about the basic laws of physics here."

No comment, Vinger added, on whether the higher speed limit might mean fewer opportunities for troopers to write speeding tickets. Consumer groups, meanwhile, are chagrined at the fuel-efficiency implications of allowing drivers to travel even faster, and the message that Texas is sending &'e rest of the country at a time of heightened national concern over gas prices and American dependence of Mideast oil.

"This effort flies in the face of what we think is a growing public sentiment for all kinds of socially acceptable ways to limit our use of gasoline," said Jack Gillis, director of public affairs for the Consumer Federation of America.

The federation is launching a campaign to demand mandatory fuel-efficiency gauges on every dashboard.

Watch the money fly
"That way, when you go 80 m.p.h., you're going to see the cost right in your face," Gillis said.

For their part, Texas transportation officials say that concerns about fuel efficiency or the possibility of increased accidents are not their department.

"I can't speak to fuel economy," Cross said. "I'm sure it will have some impact, but it's not really our department to consider it.... We do not forecast accidents or fatality increases—that is not something we routinely look at,"

Cross added, however, that transportation officials do encourage drivers to be prudent.

"We hope people will continue to be safe," he said, "and not take this action to mean that the roads are opened wide open for unlimited speed limits."

At least not yet.
Fiwitt@tribune.com-



Jack Billimack's Herald with special "Lone Star" Touring Package Graphic courtesy of Triumph World



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

Wanted: 2 spitfire doors, [preferably 1 right and 1 left]. e-mail ehussmann@sbcglobal.net [6/06]

For Sale: TR6, current owner since 1974. 106k original miles, 2k on rebuilt motor and major restoration in 2001, redlines, mallard Green PPG paint. Yamaha stereo, sub, amp, Fosgate speakers, spare parts. \$12k, Dave Sanberg ph 815/8771943; 815/282-3908.[6/06] *ed. note: Jeff Rust has seen this car and can provide additional info.*

Wanted: GT6 Driver's side floor pan and rocker panel. Chris Smit ph. 773/777-9363 [6/06]



FEATURED REGALIA ITEM OF THE MONTH ISOA LOGO MAGNET

This sporty magnet featuring our ISOA logo is ideal for showing off your pride of ownership and membership in our fine organization! Featuring the club colors of black, white & red, it measures 8" across. The magnet is also ideal for "hiding" a paint chip, slight dent, or bit of rust on your Triumph if necessary. When actually not displayed on your car, it will hold a lot of stuff on your refrigerator or will stow away nicely in the boot. Available for only \$10

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Bill Bentley - the email address that we have on file for you(pmdbent@aol.com) does not work. Please send an email to : toolman@snic-braaapp.org so we can update your email address



Belated congratulations to ISOA newlyweds Michael and Chris Mitsch who were married on May 20, 2006.

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JULY 2006



*THE REAR VIEW MIRROR - KARNE & JEFF RUST AND THEIR 1969 TR6 AT 2005 VTR CONVENTION
STACT McREYNOLDS PHOTO*

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