



# British Boots & Bonnetts Chronicle

Voice of the BBC

Volume 29  
Issue 5, May 4, 2024

Editor  
Lynda Vickery

Website  
[www.britishbootsandbonnets.com](http://www.britishbootsandbonnets.com)

## PRESIDENT'S REPORT MAY 2024

Greetings!

Happy 28th year anniversary of the founding of British Boots and Bonnets: time to celebrate! With the Ladies English tea, and the Men's Garage tour scheduled on May 4th seems like two great places to start.

Next up, May 8th at 6:00PM, will be a Dine only at the Liberty House Grill. Address- 1901 Liberty Ave. Beloit, WI. Please RSVP to Ron by May 6th.

While you are all outside mowing, planting or gardening please think of some ideas for events. Then pass it along to Ron.

Safety Fast

Dennis

Next Meeting  
**Wednesday,**

**May 15, 2024**

Thunder Bay Grille  
7652 Potawatomi Trail  
Rockford, Illinois  
(near East State Street and  
Bell School Road)

**Dinner and social hour  
at 6:00 pm**

**Meeting begins at 7:00pm**



**APRIL 17, 2024 BRITISH BOOTS & BONNETS CLUB MEETING**

**President's Report - Dennis Klemm**

Meeting was called to order at 7:05 P.M. Twenty-eight members were present. Jim Roberts introduced his guest, Steve Asman who is restoring his 1960 TR4. Dennis reviewed the raffle prizes. .

**Vice President's Report - Bill Leese - No report**

**Secretary's Report - Dee Gibson**

A motion was made by Connie Frazier to accept the March report as printed in the Chronicle. Seconded by Bruce Beneditz. Motion passed.

**Treasurer's Report -Connie Frazier (3/20/24 - 4/17/24)**

A motion was made by Brian Kobischka to accept the Treasurer's Report as printed in the Chronicle. Seconded by Nancy Kuhnau. Motion passed.

**Membership – Ricky Palmer** No Report

**Chronicle/Newsletter - Lynda Vickery**

Thank you to Hal Zenisek for helping to get the last issue out.

**Webmaster - Hal Zenisek**

Hal renewed the license for the club. It is valid through 2025.

Hal received an email from Ken Wolowiec who has a 2000 Jaguar S Type, 4.0, Carnival Red with Cashmere interior and only 25,000 miles. It is in excellent condition, one owner. Asking \$6500. If interested, contact Ken through the membership roster.

**Sunshine - Phyllis Beneditz** – No Report

**Regalia – Bruce Beneditz**

There are a number of club pins available for \$1 each.

Grill badges are \$35.

Clothing is available through Embroid This. They only have a closed catalog of clothing available to embroid the club logo.

**Events – Ron Kuhnau**

The April Dine was hosted by Ron and Nancy Kuhnau at Tavern on Clark. Thirteen members enjoyed the dinners.

April 21-25 The MG gathering will be held in Katy, TX

May 4 The BBB Ladies Tea will be hosted by Chris Oakes at 12:30 at her home.

May 4 The Gentlemen's Garage Tour will be held, starting at 9:30 with coffee and donuts at Ron and Lyn's shop

May – Drive and Dine Open

May 11 Gillian and Dave Collier suggested going to the Sand Bluff Observatory on, April 27, 28, May 4 & 5<sup>th</sup> and May 11<sup>th</sup> for a very interesting time observing bird banding. Get there by 8:00 a.m. to see them measure, weigh and band migrating birds. Then go to breakfast!

May 31-June 2 Bloomington Car Show

June – Drive and Dine Open (Tentative drive to Galena on June 12 to have lunch with Mary Jo. Chris and Greg Oakes are putting together this possible drive and dine.)

June 29 – Crystal and Dennis Klemm are planning a Dine and Get-Together at 1:00 P.M. at their country house. Bring a dish to pass. It will be a multi-club event, including our BBB, the Madison, Iowa, and Chicago British car clubs.

July – Drive and Dine open

July 14 - Janesville Rotary Gardens Car Show. Please have your car there by 11:00 A.M., no later, to get parked and ready for opening at 12:00. There will also be music from 12-2.

August – Drive and Dine Open

August 18 – Poplar Grove Fly-In / Drive In.

September 26 Drive and Dine will be hosted by Bruce and Phyllis Beneditz to Bessie's in Janesville.

Men's Lunch: 1:00 Friday, April 19 at Jersey's Bar and Grill in Beloit.

Women's Lunch: 12:30 Friday, April 19 at the Bessie's Diner at the Janesville Airport.

**Marques** – No new information

**Classified** – See information from Webmaster's Report.

**Ron Kuhnau Good Wrench Award** –

Gillian and Dave Collier nominated Jim Roberts for his efforts in helping with their project.

Rich Gibson made a motion to approve, and Crystal Klemm seconded. Motion passed.

**Burnt Piston Award** – Dave Wakefield was nominated for driving several miles on his first spring outing and returning to his garage to find oil dripping from his Morgan 3-Wheeler. No oil was found on his driveway, however. Motion passed.

**Raffle** -

1. Wheel Chuck – Ken Dull
2. Hand Cleaner – Greg Oakes
3. Extending Magnet – Bob Schwartzkoff
4. Thermometer – Dave Wakefield
5. Coasters – Barb Shimp
6. Pitcher – Bruce Beneditz
7. Zip Ties – Hal Zenisek
8. Cruet Set – Gillian Collier
9. Lotions – Crystal Klemm

**Adjournment** –

Beverly Joyce made a motion to adjourn. Hal Zenisek seconded. Motion passed.

Meeting was adjourned at 7:30 P.M.

Respectfully Submitted,

Dee Gibson  
Secretary

# 2024 EVENTS SCHEDULE

## BRITISH BOOTS AND BONNETS EVENTS:

- May 8            BBB May Drive & Dine at Liberty House Grill, 6 PM  
                      meet at the restaurant: 1901 Liberty Ave, Beloit, WI  
                      Hosts: Ron & Nancy Kuhnau, please RSVP by Monday, May 6
- May 11            BBB - Saturday Drive Sand Bluff Bird Observatory, 8:30 AM  
                      meet at the Observatory: 10602 Haas Rd, Rockton, IL: Celebrate  
                      World Migratory Bird Day. See page 6 for details.  
                      Brunch or lunch plans based on club interest.  
                      Hosts: Gillian & Dave Collier
- May 15            BBB Club Meeting, Dinner 6:00, Meeting 7:00  
                      Thunder Bay Grille, Rockford, IL
- Jun 12            BBB June Drive & Dine: Drive To Galena with lunch at the Highlands  
                      Restaurant. Meet in Schnuck's parking lot @ 9:30am, leaving @  
                      9:45am. See article on page 7 for details.
- Jun 19            BBB Club Meeting, Dinner 6:00, Meeting 7:00  
                      Thunder Bay Grille, Rockford, IL
- Jun 29            BBB Crystal and Dennis Klemm are planning a Dine and Get-  
                      Together at 1:00 P.M. at their country house. Bring a dish to pass. It  
                      will be a multi-club event, including our BBB, the Madison, Iowa,  
                      and Chicago British car clubs.
- Jul 10            BBB July Drive & Dine            OPEN
- Jul 14            BBB Janesville Rotary Gardens Show, 11:00-2:00, Janesville, WI  
                      Please have your car there by 11:00 A.M., no later, to get parked  
                      and ready for opening at 12:00. There will also be music from 12-2.
- Jul 17            BBB Club Meeting, Dinner 6:00, Meeting 7:00  
                      Thunder Bay Grille, Rockford, IL
- Aug 18            BBB Poplar Grove Airport Fly In/Drive In
- Aug 21            BBB Club Meeting, Dinner 6:00, Meeting 7:00  
                      Thunder Bay Grille, Rockford, IL
- Aug 26            BBB Drive & Dine, Bessie's Diner, 1716 W Airport Rd, Janesville, WI  
                      Hosts: Bruce & Phyllis Beneditz  
                      Details to follow.

## REGIONAL AND NATIONAL EVENTS:

- May 16-19 SVRA Road America Speed Tour  
N7390 State Hwy 67, Plymouth, WI 53073  
[HTTPS://WWW.ROADAMERICA.COM](https://www.roadamerica.com)
- May 31-Jun 2 Champagne British Car Festival, (Aston Martin, Austin Healey featured marques),  
Davis Mansion, Bloomington, IL  
<http://iflbcc.club/2024-cbof-overview>
- June 1 Cars & Coffee Rockford 2024, 9:00 - noon,  
Fifth Avenue parking lot of  
Rockford Public Schools Admin Bldg,  
Corner of 7th St. & 4th Ave.,  
<https://www.carsandcoffeerockford.com>
- June 2 25th British Return to Fort Meigs British Car Show, 10:00-3:00  
Fort Meig Historical Site, 29100 W. River Rd, Perrysburg, Ohio  
<http://WWW.LEBCC.ORG/>
- Jun 14-16 Vintage Sports Car Drivers Assn Blackhawk Classic,  
Blackhawk Farms Raceway,  
15538 Prairie Rd, South Beloit, IL  
Event Chair Contact: [BLACKHAWK@VSCDA.ORG](mailto:BLACKHAWK@VSCDA.ORG)
- Jun 16 British Car Field Day, Sussex Village Park, Sussex, WI 10-2pm  
[BRITISHCARFIELDDAY.ORG/HOME](http://BRITISHCARFIELDDAY.ORG/HOME)
- Jun 17-22 GoF Central 2024, Newark, Ohio  
Hotel: Cherry Valley Hotel  
[HTTPS://MN-MGGROUP.ORD/EVENT.5523492](https://MN-MGGROUP.ORD/EVENT.5523492)
- June23 36th Annual Michiana British Car Show, St. Mary's College,  
Notre Dame, IN  
[HTTP://WWW.MICHIANABRITS.COM](http://WWW.MICHIANABRITS.COM)

### **BBB SATURDAY DRIVE - CELEBRATE WORLD MIGRATORY BIRD DAY 8:30 AM, Saturday, May 11, 2024**

Meet at Colored Sands Forest Preserve & Bird Observatory, 10602 Haas Rd, Rockton, IL  
Learn about migratory birds and research being done at the observatory. Tour facilities and grounds and meet staff and volunteers. Brunch or lunch plans following the tour to be determined and based on club interest.

Hosts: Gillian & Dave Collier.

# British Boots Bonnets Car Club

## Back by Popular Demand .... Galena Drive



A chance to Drive the Country Roads to Galena, and once there eat at a very nice restaurant with a great view of the countryside. The drive includes some of the best British car driving roads in Northern Illinois.

When: **Wednesday, June 12, 2024**

Departure: Meet at Schnucks parking lot (4860 Hononegah Rd) in Roscoe @ **9:30 am**. Leaving the parking lot @ **9:45 am SHARP!!**

Because of the length of the Drive, we will make a stop at the Casey's in Lena to stretch our legs. We will be leaving Lena Casey's @ **11:05 am** and will arrive at the restaurant @ **12:20 pm**.

Lunch: **12:30 pm** reservation at Highlands Restaurant in Eagle's Ridge, 109 Eagle Ridge Dr, Galena IL

For those who can't join the group in Roscoe, there are [alternate meeting points](#):

Meet @ 10:45 am at Casey's in Lena, 301 N Schuyler St. Note that Group will depart Lena @ 11:05 am.

OR

Meet at the restaurant @ 12:30 pm

OR

Contact Greg Oakes for timeline of the trip and meet the group somewhere in route.

Mary Jo Schoening will be joining us for lunch.

Return as a Group with possible ice cream stop in Pecatonica OR travel home on your own.

Very Important: **RSVP is required** because the restaurant needs a head count for the reservation by end of day June 9th. RSVP no later than **June 9th PM** (Sunday afternoon).

to Chris Oakes: Text/Voice at 309-370-5863, [cboakes05@hotmail.com](mailto:cboakes05@hotmail.com)

to Greg Oakes: Text/Voice at 309-212-0091, [gjoakes536@hotmail.com](mailto:gjoakes536@hotmail.com)

TAVERN ON CLARK IS A FAVORITE  
WITH BBB MEMBERS!

The April Drive and Dine  
was held at Tavern on  
Clark. Good food and  
great conversations.







## WEBMASTER REPORT FOR MAY 2024

Please remember that BBB'ers may use the club's website for finding the latest updates regarding club activities and event details. Most visitors start on the home page where there are club announcements, links to upcoming events, and a photo gallery introducing BBB to visitors. The navigation bar allows you to move from page to page on the site, and the footer at the bottom of every page shows the date of the last update. The BBB website is compatible with desktop computers, laptops, tablets, and smartphones with web capabilities.

Members may enter British Boots and Bonnets car club into your favorite web browser and search, or go direct by entering [www.britishbootsandbonnets.com](http://www.britishbootsandbonnets.com). Bookmarking the club's website in your browser will create a convenient shortcut for future use. BBB'ers should use the club membership roster to contact event hosts, officers, or other members - no BBB member's private information will appear on our website unless it was published in one of the newsletters. Email, call or text me if you have questions or comments about the club's website.

Club sponsored events are being added and updated on the monthly calendars on the website as plans are confirmed. Click on the date with an event of interest and details will pop-up. I think BBB has a wide variety of drives, dines, car shows and other activities planned for the year and kudos to everyone helping out. Contact Ron if you can help with a future event. The website is updated whenever your webmaster is notified of a change in plans.

Thanks for your interest and ideas for the BBB website, Hal Zenisek

## DID - U - KNOW

by Facia Nearside

In 1964 MG went racing at Indianapolis, Indianapolis as in Indianapolis 500. Really! And the man who made it happen was Kjell Qvale. Qvale loved cars, mostly sports cars, and especially sports cars that went fast. He spent a lifetime pursuing this passion and his story is almost too amazing to be true.

Born in Trondheim Norway Qvale emigrated to the United States when his parents moved to Seattle Washington in 1929. His love for speed showed itself early when he tied the world record for the 100-yard dash while attending the University of Washington. During WWII he served as a U.S. Navy pilot before becoming the owner of a Jeep dealership in Anaheim, California. A business trip took him to New Orleans where, in his words, "This goofy looking car pulls up to the curb in front of me." He asked the driver what it was and where it was made and was told it was an MG, made in England.

This chance encounter led Qvale to become the first major importer of MGs to the United States. He soon followed up with Jaguar, Bentley, Austin, Morris, Austin-Healey, and Rolls-Royce. His business, British Motor Car Distributors, later diversified into non-British brands which included becoming the first Volkswagen distributor on the west coast.

In 1959 Qvale became serious about racing and recruited Joe Huffaker to head up his competition efforts. This led to a very successful BMC MK I formula junior car. Qvale turned his attention to the Indianapolis 500 when he acquired a Cooper T54. Huffaker fitted it with an Aston Martin engine for the 1963 Indy 500 but it was no match for the Offenhauser powered machines. Back to the drawing board!



For 1964 Qvale commissioned Huffaker to build an entirely new car. This time he intended to use racing to promote his business interests. The car was of modern space frame construction with an Offenhauser engine. In place of springs, hydrostatic suspension from the MG 1100 Sports Sedan was used. Qvale coined the term "Liquid Suspension Special" for the car and had it emblazoned on both sides to ensure everyone made the connection.

In all, three MG Liquid Suspension Specials were constructed for the 1964 race, but success eluded all of them. In 1965 all three cars qualified again but retired early due to mechanical issues. In 1966 #48 MG Liquid Suspension Special from 1964 was raced as Valvoline #54, and it took seventh place with Eddie Johnson at the wheel.

Kjell Qvale's interests and influence were far reaching. He was a driving force in the formation of raceways at Buchanan Field, Golden Gate Park, Pebble Beach, and Laguna Seca. After organizing the first race at Pebble Beach he proposed a show of classic cars to accompany it. Today this is the Pebble Beach Concours d'Elegance, one of the top car shows in the world. He had a lifelong love of thoroughbred race horses and was president of the Pacific Racing Association. When BMC decided to terminate Austin-Healey production, Qvale stepped forward and became the major shareholder in the Jensen-Healey project. Working together with Donald Healey they produced over 10,000 Jensen-Healeys.

The MG Sports Sedan's liquid suspension ...

... creates a revolutionary Indianapolis racer

Come Memorial Day, a brand new kind of racing machine will flash past the stands at the Indianapolis "500"—the MG Liquid Suspension Special. Instead of conventional springs, shock absorbers, and torsion bars, it will ride on liquid, permanently treated in rubber "springs".

The MG Liquid Suspension Special has already lived up to its promise. During the tests at Indianapolis in March, U.S.A.C. National Champion A. J. Foyt was clocked at 154.37 mph—nearly nine miles per hour faster than the fastest qualifying time last year.

It is our revolutionary liquid suspension which gives the MG Sports Sedan such an exceptional ride. This not only keeps the wheels more firmly on the ground, but gives Sports Sedan owners—whether they race, rally or simply make the supermarket run—less tire wear, better braking, and effortless handling.

Sports Sedan owners also have the advantage of front-wheel drive... excellent traction through mud and snow, firm control around corners, no wandering in crosswinds. The six-cylinder transverse engine leaves 80% of car space for passenger comfort and luggage room, and liberal use of glass alternatives including solid seats.

The MG Sports Sedan is awfully easy on the purse. Not only a low initial expense—\$1898—but an absolute minimum of maintenance. And 30-plus miles per gallon economy is a significant saving.

One of our thousands of dealers in the U.S. and Canada will open your eyes to a new point of view about driving. Go see him, if you will, about our Sports Sedan.

MG SPORTS SEDAN \$1898<sup>00\*</sup>

\*MSRP. Dealer price may vary. Tax, license, title, and optional equipment extra. ©1964 MG Motor Corp. MG is a registered trademark of MG Motor Corp. MG Sports Sedan is a registered trademark of MG Motor Corp.



Donald Healey & Kjell Qvale with the winner of a new Jensen Healey

More than any other person Kjell Qvale built the bridge which brought postwar foreign sports cars to the United States. Beginning with MG and Jaguar in 1947 he eventually owned 100 dealerships representing 36 makes selling 160,000 vehicles per year. Auto enthusiasts suffered a huge loss when he passed away in 2013 at the age of 94.

DUK2024/5

## **The musings of a lifelong Triumph Driver ...otherwise called:**

### **“HOW DOES THIS HAPPEN?”**

I was 16 years old. I was living in Brookfield, Wisconsin. My cousin, who looked exactly like Robert Redford and always had a blonde girlfriend, came to a Thanksgiving dinner at our family home.

It was two weeks after I had gotten my driver's license. He tossed me the keys to a 1965 TR4 Triumph sports car. And said, “Why don't you drive a real car kid?” I took that car for a two hour spin, which I'm sure he thought I was only gonna go around the block with it..but hey..I had to learn how to drive a 4 speed manual right then too,. didn't I?!

And I was hooked forever.

I drove a handful of other cars that didn't really matter for the next couple of years. And eventually, while driving to work I came across a 1963 Triumph Spitfire. In that time frame I didn't have much money. Fortunately, they didn't want much money for the car and the owners took pity on me. And with that singular move of now owning a Triumph, my whole identity changed forever. I became a small British car fan, and identified as such. I was part James Bond, part Maxwell Smart. Just a part super spy kind of a guy! I was cool. Just ask me. I was. Really.

How does this happen?

I drove that little car for years and years and years. Painted it twice. And I actually did an engine rebuild and it was a Flawless little car for what I needed.

How does this happen?

On the third repaint, I had it curing in my parent's garage and my kid brother stole the car to take it on a joy ride. I had removed the seats so I myself would not be tempted to drive it too soon. He put a webbed folding beach chair in it and took off while I was at work. He ended the ride by totaling it, it had no seats and no hardware on any of the doors. He tried to drive it through a Buick. I have reserved a special seat in Hades for him.

How does this happen?

But, I at least had owned the car long enough to use it as a tool of coolness in meeting my Future bride. And it also became a part of her.

I had an identifying persona of me, I was the guy who always had a small sports car. For us. It was always a matter of going for a drive. And my fiancé/wife would pack a picnic lunch, a blanket and something to drink. That was so she could sit on the bank of the ditch and relax and read a book while I worked on the car, which always did seem to inevitably break.

How does this happen?

With the Spitfire gone. It became critical that I do another vehicle search. And after driving to work in some vanilla type car for many months, I drove past a 1959 Triumph TR3 sitting in someone's backyard, half sunken up to the frame.

Eventually I got the courage up to stop at the door of that house and ask "are you willing to sell that car?" They said, "yes". We pulled it out with a lawn tractor, since it had sunk into the ground so far there was no pushing it out. And I went about working on it. It had no top. It had no heat. It had a missing Flywheel tooth that required that on some occasions, you would have to get out and hand crank the engine to engage the starter. But my soon-to-be wife and I enjoyed driving around in it. Even though I had to drive it in the winter without the top, In Milwaukee, Wisconsin. Winter!

Winters can be tough in Wisconsin. And there was that part about no top. Oh.. I should mention no windshield wipers either? Driving became kind of an ordeal. My fiancé at that point, for Christmas one year, bought me a full-length Sheepskin coat and some goggles. And then an WWII type leather aviator helmet. The premise was that at least I could not freeze to death while driving the car to work.

Of course. We've figured out that it would have been easier and cheaper for me to just take that money that was spent on the Christmas gift and put it towards a new top and maybe fix the heater! But at least it let me know she was in the game!

How does this happen?

Eventually life changed. And the TR3 needed a new home.

So we sold the car. And those were what I consider the dark years. We had no Triumphs. I later rebuilt a 67 Porsche 912 and drove that for a period of years. But my wife kept lamenting that it was not the same as the open top Triumphs. And she felt that it was too fast. Nice face slap to my Triumphs eh?

How does this happen?

Lo and behold. We found a Triumph.

We found a 71 Triumph TR6 in the right color, Navy Blue. And the right configuration. That made it practical for us to trade the Porsche for it. Later years would make us realize that probably wasn't the brightest financial move you can make with sports cars. But we had the car that we were looking for.

Then came family. Then came job moves and the Triumph sat for years and years and years.

How does this happen?

Then along about this time along came a dear friend. He was a man who would later become my boss - and my Mentor through work. He arrived on the scene. He also happened to be British (Well sort of, he was from Birmingham..so...close enough) We'll call him Dave, and he knew how to get the right parts for these cars. Parts which he brought in many suitcases and luggage on his trips from England to the U.S. Also about this time he came over and started working on my car with me. About this time, I also found a garage where I could work on the car. BUT I never did. Until he showed up and started tearing into it. And the next thing I knew we had put in a race suspension. That started my other career of buying Triumph Parts whenever I saw them becoming available. This would later become a parts buying addiction on my part. Specifically for the Item known as a motor mount. Every time, the motor mounts went on sale I would buy them, thinking that, well you know, it would probably be a good idea to put new motor mounts on that car. It was a good idea. It just wasn't a good purchasing decision. I ended up with about 20 of these damn things.

How does this happen?

Around this time. We also began to have an interest in a boat. So I went to look at a boat. And I came home with a 1971, Lotus Europa. My wife looked at me like I was insane. She said," You promised, you wouldn't buy a boat and instead, you came home with a car," And I said, " Well, at least it's not a boat!" Meals were pretty lousy for a while.

How does this happen?

The Lotus had no brakes. It didn't run. Half the windows didn't work. And it was very uncomfortable to sit in, But we made it run. And we made it stop. Mostly with some parts from a Maytag washing machine, actually. And suddenly we had another British car. Sort of, I mean, a British car with a French engine? Almost seems like blasphemy! But,It was back to the good old days.

How does this happen?

Then came "The Frenzy".

I received a call from from the family member of a really good British car guy. We'll call him Jake. He had unfortunately passed away and was leaving behind a substantial collection of Triumph hardware. He left a note with my phone # on it. It simply said "Triumph guy"

How does this happen?

Soon, his collection became my collection because his family was great people, and I couldn't tolerate the concept of these Triumphs being split apart. And potentially thrown away. Along with a zillion parts. I was about to take my place in the Universe as the new legacy to Jake.

How does this happen,you ask?

In the collection: a 69 TR6, a 75 TR6, a 76 Spitfire, and a 63 Spitfire.

And enough parts to probably build three more cars if I knew what they were all for!

How does this happen?

All of a sudden I had eight British cars. What was I to do? Well, the obvious answer is: I drove to Ohio and bought a 1970 Triumph GT6! It seemed like the right thing at the moment, and I wasn't quite all the way broke and bankrupt.. yet.

How does this happen?

It came with seven or eight boxes of stuff that I had no idea if it was for that car or whatever. At this point, I have to rent two extra garages and my family begins to speak around me in whispers and hand gestures. Two of the cars run...The rest? Not so much. And over the next several years, I languish with all of these cars and I create great plans and all the time I'm buying spare parts from various catalogs or various flea markets. And the cars just sit there. Dry and covered..but not running.

How does this happen?

I eventually got the 71 TR6 running well enough that I could use it on occasion... and we did. I used to drive around in it. And on occasion, I would actually race it at the local track up in South Beloit, Illinois. But all the other cars needed help. I was truly wondering what to do next.

Thinking, How does this happen?

Years later and several years ago, I was walking through the Village Festival in the local "Town Services" tent. And a pastor for a local church. saw me wearing a British flag on my shirt. He called out to me and said, do you like British cars? Apparently being a pastor didn't make him automatically Clairvoyant, so he couldn't possibly have known how bad my addiction to British cars was. Had he known, he would have been compelled to try and save me from myself; if he had known. But instead he said to me, "Do you know of this garage that is affiliated with the local club? Couple of good guys there. They mostly work on MG's but will occasionally work on good cars too.

He gave me the information on the Three MG garage. He gave me the number. I called. And I later got to meet with the gentlemen who run the 3MG garage. We'll call them Lyn and Ron. They granted me an audience. They allowed me to come in and listened to me. We put the 71 TR6 up on the lift.

And I asked them to comment: if it was worth continuing on to restore and put a new transmission in it. They then proclaimed it a solid car. And said that it would probably be worth fixing up and adding some other items to it as well. It did need some rust repair. But it was minimal.

I then began to Yammer on about what I was going to do with this car. They listened, as I said, "I'm gonna do this and I'm gonna do that and so on and so forth. And when I'm finished, it's going to be beautiful!". They smiled at me and said, "Yeah? When are you going to do all this?"

I sat for a moment and I thought... they are right. I'm a talking head, I'm a barking toothless dog. I stared at them. And I said "you're right, leave it up on the rack and begin."

How does this happen?

Along about now, the stress of having to actually work on the 71 TR6 seem to make me weaken and it seemed like a perfectly good time to go buy a 67 TR4 IRS with overdrive. If you recall at the beginning of my tale, this was the car that got it all started. A TR-4.

How does this happen?

Oh, And the team at 3MG garage asked me if I wanted to join a local car club. It ends up, I was a charter member of the British Boots and Bonnets from 25 years ago and I had just become detached.

How does this happen?

To shorten the story, which is already too late and too long. The whole fleet is now running. It has taken us almost two years. But every car can drive...

It's 54 years later. The seeds that were sewn in 1970 have grown into 6 drivable cars. Beautiful Triumph automobiles..

How does this happen?

How does this happen?

I guess. I'm just Damned lucky!

Jim Roberts



## WELCOME NEW MEMBERS!

New membership applications are available on the club's website.  
Register by sending your completed application to:

Connie Frazier Treasurer  
British Boots and Bonnets Car Club, PMB 254  
1643 North Alpine Rd. Suite 104  
Rockford, IL 61107

Please include \$20 annual membership dues plus a one-time fee of \$18 for name tags.



Norb Bries  
President

[www.NorthshoreSportscars.com](http://www.NorthshoreSportscars.com)  
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nbries1@gmail.com  
1225 Rockland Road  
Lake Bluff, IL 60044

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**BEVERLY JOYCE, EA**  
Tax Specialist

Email: [bjoyce@premieraccounting.net](mailto:bjoyce@premieraccounting.net)  
Office: 815.633.9706  
Fax: 815.316.7565

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

Large selection of British car parts for MG,  
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