



# SNIC

# BRAAAPP

## NOVEMBER 2010

Vol. XI Issue No. 461

NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION OF TRIUMPH SPORTSCARS  
CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH ENTHUSIASTS CLUB - NOW IN  
OUR FORTY-FOURTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

# SPINAL TAPPETS ROCK THE VILLAGE OF ROSES

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



ON FRIDAY EVENING, SEPTEMBER 24TH, A RECORD CROWD of classic rock music fans lined Main Street in the quiet western suburb of Roselle to attend the one night stand of the world's greatest garage band, so named since all of the members own Triumphs and thus spend considerable time in their garages. The concert was the kickoff of their world tour to support the band's latest album entitled, **The Joshua Three**. [Available exclusively to ISOA members on a first come first serve basis at the Nov. 7th meeting.] The concert promoters also booked a cruise night, but on this edition of



the weekly Roselle cruise night, the cars played second fiddle to Screamer, Wheelman, Maestro, Wrongway and Stumpy Joe, who displayed their chops to a large number of Coventry Irregulars. Unfortunately, Silo was not in attendance to display his harp prowess due to a double booking, but the audience was still treated to such Tappets standards as "Losing My Transmission," "Smoke from the Dashboard," "King of Stain," "Gearbox," and "Car from the Rising Sun." Keyboard player/drummer Dan Swanson also displayed his best Mick Jagger impersonation during "Start Me Up" accompanied by club treasurer Kim "Lower Wacker" Jensen to the delight of the audience. The band also did a few straightcovers of rock



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**INSIDE YOUR NOVEMBER  
SNIC BRAAAPP**

- Con "TR" ibutions From Across the Pond
- Cantigny
- Lake Geneva
- Fall Colour Tour

**Lots More Stuff**



## CANTIGNY

TEXT & GRAPHICS BY BOB STREEPY

**S**INCE ITS INCEPTION, THE CANTIGNY car show has quickly become a fall ISOA staple. Like the popular Orphan show in August, it is open to all sorts of special interest vehicles. The eclectic assortment of cars is certainly among the factors that make it such a popular event with the Coventry Irregulars. The beautiful grounds of Col. McCormick's estate, fairly centrally located for many in the club, and the normally pleasant mid September weather combine to make the event very popular with ISOAers.

The 2010 show saw more than two hundred cars, about twenty of which bore Triumph badges, on display. A contingent of ISOAers gathered for coffee at the nearby home of Jay "Cannonball" Holekamp around 8:00 AM to visit before forming a convoy to make the brief trip from Wheaton to the grounds. Those who visited Jay's garage for the first time were in awe of how well equipped and tidy his shop was. Those of us who have had the pleasure of turning wrenches there were still impressed with the orderliness of the Danada Drive Branch of the Silver Lake Triumph Centre.

This group arrived at the grounds shortly after nine and was assigned parking across from the Prison City Brits



chapter of ISOA who had already set up camp in a parkway behind their cars. The preregistered entrants received a complimentary show T-shirt in their goody bags along with the typical usual accoutrements. The event draws a wide range of cars including street rods, customs, muscle cars, classics and imports, not to mention various unusual rides. There was also a convoy of World War Two military vehicles on display to add to the mix.

This year there was also a beer garden set up near the concession tent, which only added to the overall ambience of the event. While many from our group sat and chatted [or in one case – dozed], others took the opportunity to check out the wide variety of cars on

display. Around noon, the organizers distributed popular choice ballots, and participants were allowed to cast their votes for their favorite car in a wide range of categories. Among the Import Class winners was Steve Yott's TR4A, which should come as no surprise to anyone who has seen this extraordinary car.

Things began to break up around mid afternoon as some in attendance left in time to catch the 2nd half of the Bears victory over the Cowboys but not before enjoying a pleasant day surrounded by beautiful grounds, great cars, and good people – a winning combination to be sure.

*Suds*

## ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA website: <http://www.snic-braaapp.org>  
To subscribe to the ISOA electronic mailing list email [thebujas@comcast.net](mailto:thebujas@comcast.net)

Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

[ONLINE ROSTER ACCESS INFO](#)

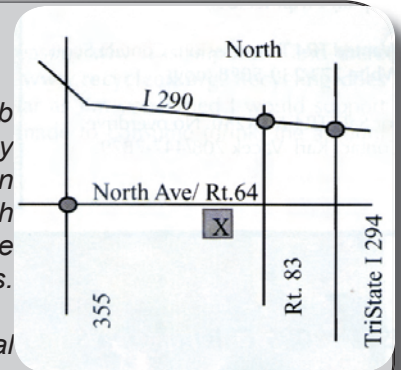




## ILLINOIS SPORTS OWNERS ASSOCIATION

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, have a beer, and share some TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month prior to the general meeting. **Everyone is welcome to attend the Board meetings.**



## ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
NOV.	6TH	SAT.	8:00 AM	ELECTRICAL CLINIC HOLEKAMP'S 133 DANADA DR., WHEATON
	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
DEC.	5TH	SUN.	5:00 PM 7:00 PM	ISOA INDOOR GO-KART CHALLENGE II, MELROSE PARK ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	1ST	SAT.	10:30 AM?	Outer Drive Hero's Rally - Northerly Island
JAN.	2ND	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	29TH	SAT.	6:00 PM	BIG BASH DETAILS TO FOLLOW
		SAT.		CLINIC TBA
FEB.	13TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] <b>NOT THE FIRST SUNDAY</b>
	27TH	SUN.		BRITISH CARPART SWAP MEET, DuPAGE COUNTY FAIRGROUNDS
MAR.	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
		SAT.		CLINIC TBA
		SAT.		CHILI PARTY TBA
APRIL	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	31ST			ANNUAL ISOA TRIP TO HOUSE ON THE ROCK
MAY	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]

*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 author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Do not read SNIC BRAAAPP in combination with alcohol, street drugs, whenever there is a full moon, or the barometric pressure exceeds 80 P.S.I. Questions, comments, concerns, or great thoughts should be directed to:*

**Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 email: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net)  
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## A LITTLE BS FROM BS

NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE



**T**HANKS TO THE EXPERTISE OF STEVE "NAPM PI" Yott, the rolling chassis of my TR4 was finally ready to be reunited with its body shell. Over the course of a couple of weekends, Steve and I [read Steve] bent and installed the fuel and brake lines, engine, transmission, driveshaft, emergency brake, and exhaust onto the frame. As some of the faithful followers of my latest [and undoubtedly final] journey into Triumph Restoration may recall, the plan, such as it is, was to have the body and paint work done in Missouri through the cooperation of Dave Kayson's "Triumphant Restoration" crew in order to take advantage of the favorable exchange rate between Central Missouri and Northern Illinois. Since the engine, trans, etc. would be done at the Silver Lake Triumph Centre, the downside to this master plan would be transporting the body shell, frame, etc. back forth some 500 miles from time to time. In order to handle this, I sold my Acura TL in favor of a Ford Ranger pickup, which was better suited to hauling greasy, rusty Triumph bits all over the Heartland.

One of the many unanticipated flaws in my plan was the lack of

CD player in the Ranger. This drawback became immediately apparent on my most recent trip. Usually I have managed to con somebody to come along for the ride whenever I have made this trek, but this time I was flying solo and I was dependent upon the company of various and sundry radio personalities to keep me company. 98% of my driving in the Ranger is limited to greater Chicagoland, so finding a station is not especially problematic. My favorite radio companion, in fact, my best friend in the world, as he frequently reminds me, is Lin Brehmer of WXRT.



*Lin Brehmer, the author, and Mary Dixon in the WXRT Studio*

I've always found acerbic wit and an eclectic mix of rock to be a pleasant diversion.

On my most recent trip to the "Show Me" state, I hit the scan button on the radio after the XRT signal began to fade somewhere south of I-80. What happened next was disheartening to say the least. It went something like this.

Click "...Hurry on down to Billy Bob's Resale Shop just off Highway 12 near the old Studebaker-Crosley dealership. We just got us a whole passel of used bailin' whar in..." click "...And when you vote for Buford T. "Skeeter" Jackson, he'll send all them no-account immigrants back where they come from. Plus,

he'll repeal Obamacare and all them other commie type pinko laws, including that there socialist Magna Carta thang..." click "... Your Cheatin' Heart..." Click "...You're tuned to Missouri's only 24 hour classic rock station. Now back to our root slaute to Danny and the Juniors and Bill Haley..." click "... Remember, every Tuesday is tattoosday at the Dew Drop Inn in Jefferson City. Show your tattoo and get your 12th drink at half price from midnight to 2 every week..." click "... And the lord spake onto Ezekiel and said, 'Depart from me ye wicked and accursed sinner into the everlasting lake of fire and brimstone'..." click. "... You're tuned to Goober and Muffin, the wild wacky morning team from KMZQ. Goober: 'Did you see Dancing With Stars last night? Muffin: 'Tee Hee, Tee Hee.' Goober: 'My grammaw can dance better'n that.' Muffin: 'Tee Hee, Tee Hee.' Click.

Eventually, we opted for the sounds of silence, and not the Simon and Garfinkle version. We passed the time by playing a solitaire version of "I spy," until we eventually reached our destination. Fortunately, aside from the lack of intelligent life on the AM/FM dial, the trip went well, and the TR4 tub is now temporarily resting comfortably back on its chassis for the first time in a year. The bottom of the body shell is in color and the rest of should be finished and fitted in a few months.

That gives me plenty of time to put a CD player in my truck before my next, and likely last trip through radio purgatory.

*Suds*

**ISOA MEMBERSHIP:** Being a member of ISOA is easy! Owning a Triumph is optional; you can drive whatever you want. All you need to do is pay your annual dues of \$25.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702





LAKE GENEVA



**A**UTUMN DRIVING events are always among the most popular activities on the ISOA calendar, and when the organizers of the Lake Geneva Classic Car Show announced that they were discontinuing their show a few years ago, many Coventry Irregulars were deeply saddened by the news. Fortunately, a group of local Lake Geneva enthusiasts has attempted to resurrect the show. Like the original, it takes place on the grounds of the Lodge at Geneva Ridge [formerly Interlaken Lakes] and raises money for charity. The 2010 version uses the proceeds to benefit the Geneva Lake Environmental Agency

Steve Yott accompanied by friend Joan and daughter Megan, Murray Bruskin, Jim Doering, Sheryl Holmes, and your humble and obedient scribe decided to investigate the new/old venue gathered at Linda's Wilmot Café for breakfast on Sunday, September 25th,

before making the short drive to Lake Geneva. The temps were a bit cool for the time of year, and most opted to leave their tops up for the ride. The event marked the first official outing for Jim's recently refurbished TR6. After a major "refreshment" at the Silver Lake Triumph Centre, the car looked and drove great.

We arrived at the show field around 11:00 and were soon joined by Jack Billimack, Mark Moore, Ken Crowley, and Bob Steele. Pat Lobdell and Marilyn Munoz and Dave and Joan Shedor were already there and touring the area when we showed up. The old format was for participants to travel to various local establishments and get cards at each one to create a poker hand, with the high hand winning a cash prize. The new version is slightly different. The drivers still go to several restaurants or bars in the Lake Geneva area, but they get their registration sheets stamped by the servers. They then take their sheets to the central registration table at the resort and play computerized draw poker. The organizers also solicited a large number of really nice prizes for a raffle. The loot was on display at the registration

table, and the drawing was held around noon on Sunday. Much to the joy of Marilyn and Pat, they held the winning poker hand, four queens, and returned to Indiana \$500.00 richer for their efforts.

There weren't as many cars in the show field as in the past, possibly because word of this event has not reached the folks who used to regularly attend when the Richardson family sponsored it. Still, there were some interesting vehicles on display, including an assortment of faux classics from the replicar club. There was a Vespa micro car, a neat old GM panel truck, and an old Jeepster in attendance to go along with an eclectic assortment of foreign and domestic cars.

By early afternoon, things began to wind down, and most of the participants began heading home. All in all, it was a really pleasant fall day to take a drive to a scenic venue along some back roads.

*Suds*



## CON "TR" IBUTIONS FROM ACROSS THE POND SWITCHING INTO OVERDRIVE



BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF  
& UK SENIOR CORRESPONDENT

**L**IKE MANY TRIUMPH CLASSIC CAR owners I have long regarded the Laycock-de Normanville Overdrive unit attached to the gearbox of my 2-litre Courier Vitesse as an essential piece of equipment for enjoying motorway (sorry, freeway) driving. Some years ago I owned a 13/60 Herald saloon (sorry, two-door sedan) that didn't have overdrive and it was a real struggle keeping up with the fast-moving modern traffic on major routes. However, just like most other drivers I suspect, I never really gave any thought to the background of the two names 'Laycock' and 'de Normanville' or how they came to be linked together.

Then, quite by chance, while searching through an archive of old motoring magazines a few weeks ago, I came across an article in the December 1980 issue of Car Collector magazine. Written by Jan P. Norbye, the three-page feature revealed an interesting story of how the overdrive duo came into being.

The Laycock name actually dates back to 1880 when William Samuel Laycock, the son of an industrialist in Sheffield (a city in Yorkshire, about 120 miles north of London, once the centre of the UK steel industry) set up his own company to manufacture interior fittings

for railway carriages (sorry, railroad cars). By 1900 Laycock Engineering was also producing ventilators, automatic coupling devices, steam-heating apparatus and other items for the rail industry. During World War One the business was initially occupied with munitions – making shells and artillery limbers – but Laycock won a contract to build Gnome & Rhone aero engines in 1918. Several hundred of these were made before the war came to an end that year.

Laycock branched out into the motor trade in 1927 when they began manufacturing a car wash, and more garage equipment followed. However, venturing into the production of automobile transmissions and rear axles proved to be a costly mistake, and it nearly bankrupted the company. In 1930 Laycock Engineering was bought by Thomas W. Ward Ltd – a name that will be familiar to students of Triumph history. (On 1st September 1939, the same day that Hitler invaded Poland, Ward announced they had taken over the Triumph Company Ltd, and they retained control of the car business until 1945 when it was sold to The Standard Motor Company)

Ward introduced universal joints and chain blocks to the Laycock product range, and the business prospered sufficiently enough for it to be sold off to a group of investors led by Herbert Hill in 1935. Not long after the sale, Laycock gained some lucrative orders for aircraft engine work as sub-contractors to Rolls-Royce which funded an expansion of the factory. In 1939 Laycock got together with Hardy-Spicer to form the nucleus of what became the Birfield Group, but the Second World War brought a halt to the civilian motor industry.

Edgar Joseph de Normanville was born at Leamington Spa in Warwickshire on 13th October 1882. After receiving a college education he became an engineering apprentice and quickly developed an interest

in the new-fangled automobile. His inventive mind was demonstrated at the age of 15 when he came up with the idea of a rotary-disc windscreen (sorry, windshield) wiper. Although this wiper didn't gain acceptance in the motor industry, many years later de Normanville re-introduced the concept very successfully on marine vessels where it was used extensively.

Joining the staff of The Motor magazine as a technical writer in 1908, Edgar de Normanville joined the Royal Engineers at the outbreak of the First World War in 1914. He returned to journalism during the 1920s, becoming the motoring correspondent for the Daily Express (back then one of the top-selling UK national newspapers). By the early '30s he was involved with automotive transmission design and had produced a series of inventions, including a four-speed planetary unit which he proposed as an alternative to the Wilson pre-selector gearbox.

This led to de Normanville being taken on by Humber as a consultant engineer to develop his system, which subsequently became available as an optional extra on the Snipe from 1936 to 1940. The war ended his association with Humber and he then turned his attention to the idea of an overdrive that could be fitted to an ordinary gearbox. Having patented the outcome of his work, a small company named Auto Transmissions Ltd was established by Edgar in Coventry with financial backing from A.C. Wickman.

Consisting only of a design office and experimental workshop, Auto Transmissions didn't have the capability for mass production. The breakthrough came in 1945, when managing director S.D. Alesbury sold a manufacturing licence to Laycock Engineering of Victoria Works, Millhouses, Sheffield. Laycock made some improvements and by 1948 the overdrive unit was ready to be offered to motor manufacturers. One





of the first sales going to The Standard Motor Company which ordered 500 Laycock-de Normanville Type A overdrives for the Vanguard in 1950.

It must be understood that Edgar de Normanville did not invent the overdrive concept. In his article Norbye credits the German Maybach W5SG model of 1928 as being the first car with an overdrive. SG stood for 'Schnell-Gang' which was a two-speed planetary unit installed behind the standard two-speed gearbox. This unit was designed by Alfred von Soden at Zahnradfabrik Friedrichshafen (more familiarly known these days as transmission specialists ZF). Mercedes-Benz used a similar Schnellgang system from 1930 onwards and Chrysler offered a Warner Gear overdrive on the 1934 Airflow.

Comparing the notion of a five-speed manual gearbox instead of a four-speed fitted with a separate overdrive unit, in 1953 Edgar de Normanville wrote: "Many motorcar manufacturers have tried out such boxes, both on the synchromesh and epicyclic principles, but they are not good enough." Unfortunately, technological advances have since proved Edgar wrong; not only is a five-speed transmission is cheaper to make, it weighs less, and is perfectly able to perform the identical function.

The smaller Type D overdrive was introduced in 1954 and the following year Laycock sold a total of 5,000 units. Ten motor manufacturers were offering the A-type by 1957, with the D-type fitted by seven others. In 1964 the LH and LM updated versions were introduced, and a year later production at the Laycock factory reached 1,400 overdrive units a week.

Edgar de Normanville retired from his position as a director of Auto Transmissions in 1963, but he had not really been actively involved with the company for some years prior to this. Eighty years old, he died peacefully on 16th January 1968.

Auto Transmissions was

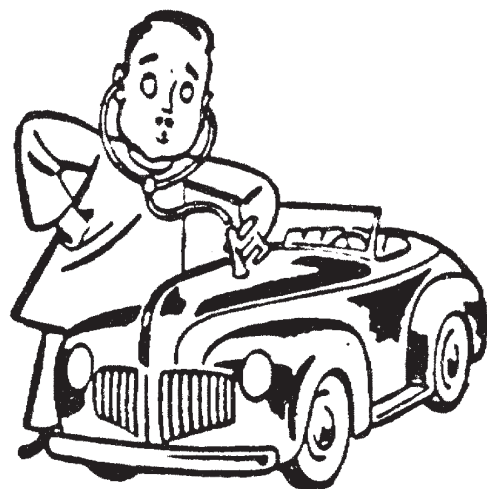
amalgamated into the Birfield Group during this period and the Laycock Type J (a reworked version of the previously developed Type 230 overdrive) was introduced in 1967. As well as Standard-Triumph, the J-type was also used by Hillman, Jaguar, MG, Reliant, Sunbeam and Volvo. American Motors Corporation even installed around 8,000 J-type overdrives on 1975 model year Hornets and Gremlins, but Borg-Warner had already obtained large orders for five-speed gearboxes from General Motors and the writing was on the wall.

Despite this Laycock continued with new developments, bringing out the K-type and M-type, but neither of these was chosen as original equipment by a major automaker. The lightweight K-type unit was designed for small cars and overdrive was engaged by pressing the clutch pedal in fourth gear rather than flicking an electric switch. But the overdrive's heyday had gone by the early 1980s as five-speed manual transmissions increasingly became the norm in new motor cars.

### POST SCRIPT

**D**uring the 1970s, your UK Correspondent used a modified Laycock-de Normanville overdrive unit in a rather special application – as a two-speed transmission in his dragster! Powered by a 296 cu.in. Ford Flathead V8, the slingshot rail – named 'Gravedigger' – did a best quarter mile time of 11.16 seconds at 126mph. One of the highlights of my drag racing career was getting a photo of the car published in Hot Rod magazine; see page 6 of the April 1978 issue if you've got access to a collection of them.

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Tony Beadle  
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### ISOA TECHNICAL ExSPURTS

TR3	Bill "Whizmo" Pyle 630/773-4806
TR4	Pat "PowerBuldge" Lobdell 219/942-1263
TR4A/ 250	Steve "NAPM PI" Yott 262/997-0701
TR6 (Early)	Jeff "Stalker" Rust 815/874-5623
TR6 (Late)	Irv "Elwood" Korey 847/831 2809
TR7	Phil "Factor" Fox 630/662-7721
TR8	Tim "Tool Man" Buja 815/332-3119
Spitfire - [Early]	Joe "Stagmeister" Pawlak 847/683-9683
Spitfire - [Late]	Bill "Mr. Bill" Jensen 815/729-9731
GT6	Dave "Snake" Shedor 847 566 0478.
Stag	Joe "Stagmeister" Pawlak 847/683-9683
Machinist	Bob "Opera Man" Crowley 630/355-2170
Electrical, Paint, Body,	Joe "Stagmeister" Pawlak 847/683-9683



ISOA FALL COLOR TOUR

BY KIM CASPER

AS TOLD TO BOB STREEPY



ON A "CHAMBER OF COMMERCE" weekend, more than thirty Coventry Irregulars gathered at the lakeside property of Kim and Judy Casper in Kansasville, WI, to participate in the ISOA Fall Foliage Colour Tour and Shrimp Boil. The Caspers reside in rural southeastern WI on tranquil and secluded Eagle Lake. The spectacular weather, coupled with the beautiful arboreal vistas, made for a glorious weekend. The festivities began Friday evening with the arrival of Chick Montague, who pitched his tent on the property and the Fisher family who opted for a nearby motel so that daughters Josephine and Theresa could enjoy the pool. The group enjoyed a homemade lasagna dinner prepared by Judy and in the words of host Kim "hung out" and enjoyed the view as the sun set over the lake.

The hosts served a continental breakfast on Saturday morning as the lion's share of the ISOAers began thronging in. Steve Yott, Pete and Denise Ballard, Thanos Kourliourus, Rick Paulson, Jack and Mary Lou Gleason, Roman Hrynewycz, Scott and Cheryl Steirs, Jerry and Sandy Hurst, Mike Blonder and Terry Underhill, and Jim Doerring and Cheryl Holmes were among the early birds who arrived in time for breakfast before the group went over the day's itinerary. Around 9:00 AM, a caravan of Triumphs, plus an Impala and an MG, headed off along scenic back roads on a 45 minute drive to Milwaukee to tour the Bennet Coach

Works. The owner, Bob Bennet, who had been involved in car restoration all his life, greeted them and proved to be a most amiable host. He entertained the ISOAers with some great stories about each of the exotic cars that was in the shop for various services. He also proudly showed off some his own cars, and everyone in attendance was impressed with his knowledge and expertise. Bob also provided coffee and pastries for the group to snack on during their 2-hour stay at the shop.

From the restoration shop, the group headed over a few blocks to the Anchorage Restaurant where Kim had reserved a room over-looking the Milwaukee River. There the Irregulars enjoyed a leisurely lunch in and "laid a base" for the highlight of the day's activities – a tour of the Sprecher Brewery!

The brewery was actually located in a nearby residential neighborhood of Milwaukee, and the ISOA group arrived around 2:45 in time for the reserved tour. The guide provided them with a bit of company history and walked them through the facility as he explained the process by which water, grain, yeast, and hops are transformed into the beverage that Ben Franklin described as "Proof that God loves us." Many in attendance observed that the bottling line could well have served as the location for the opening scenes of *Laverne and Shirley*. The tour terminated in the tasting room, and each participant received a ticket for a sampler. Since many of the ISOAers were driving, they did not take full advantage of their tickets. However, Chuck Montague was riding with Don Sheldon, so he received several of the tickets, which, according to those who were there, he did not let go to waste.

After enjoying their visit to the brewery, the group returned to Kansasville to visit and further enjoy the spectacular weather. When they returned to Casper's, they were met

by Barb and Jack Billimack who had been delayed by a family obligation until late afternoon. Several of Kim and Judy's neighbors also stopped by, including an artist who offered to sketch pen and ink drawings of the Triumphs to anyone who might be interested. Around sunset, the hosts provided a shrimp boil dinner for 31 that rumor has it was an epicurean delight.

After dinner, the group gathered around a bonfire, which this year did not require any of Blonder's Napalm for ignition, and, as if they hadn't had enough treats, toasted marshmallows and smores [provided by the Fishers] until around nine. Gradually, the group began to thin out as some headed off to nearby motels to spend the night, and others adjourned to their tents. Chuck and Don were among the campers, and both said that the moderate temperature, unlike 2009 when it snowed, made for an excellent night's sleep, although some suspected that the extra sampling tickets from Sprecher's might have also contributed to Chuck's fitful night's rest.



The unanimous consensus from those in attendance was that the entire event should go down in the ISOA archives as one the greatest weekends ever! Our collective thanks to Kim and Judy for all their hard work in preparing and hosting such a great weekend and especially for ordering up the magnificent weather.





numbers were usually far lower. The large number of cars extended down both sides of Main Street for more than two blocks, and some latecomers even had to park off the main drag on this, the last of the 2010 Roselle cruise nights. The increase was due in large part to the nearly 20 Triumphs, plus one 1950 Chevy from Wilmette that showed up to



Kayson did a cowbell solo much to the delight of the crowd.

*continued from page 1*

classics for the benefit of the non-Triumph owners in attendance. After playing "Run Like Hell" in a Pink Floyd tribute, lead guitar slinger Mike Konopka quipped, "We just saved



you guys \$285.00," since Roger Waters was also appearing in town the same night.

The band began playing around

6:30, a bit earlier than anticipated in order to accommodate an Elvis impersonator who was booked to perform between the Tappets two sets. Regular attendees of the weekly cruise night were somewhat aghast at the large turnout, since their typical

see the band.



In contrast to previous gigs in Roselle, the weather was pleasant, unlike a few years ago when biblical proportion rains washed out the show. The crowd enjoyed a pleasant evening of tunes and cars, occasionally interrupted by a Metra commuter train.

The band took a short break while the aforementioned faux Elvis did a set, and then the Tappets returned for a few more songs, the last of which saw Swanson move from keyboards to drums for a parody of "Purple Haze" entitled "Orange Flakes" while percussionist Dave

By shortly after nine, the band wrapped things up, and the Coventry Irregulars moved to a VIP party hosted by Dave and Jan Kayson at their home a few blocks away.

The social function was well attended, and Dave and Jan provided much needed sustenance and beverages to a hungry, thirsty group until the wee hours, i.e. after ten. In the eyes of your humble and obedient scribe, it was the largest nocturnal gathering of Coventry Irregulars ever convened outside of a VTR convention.



Our club is indeed fortunate to have its own band to entertain us, and equally fortunate to have such gracious hosts as Dave and Jan who put out such great a spread. It certainly made for one of the best evenings of the year.

*Suds*





**Save the Date!**  
**June 15-18, 2011**  
**All TRs and non-TRA members are welcome!**

**TRA 2011**

**WHAT**  
 2011 TRA National Meeting

**WHERE**  
 Holiday Inn at the Coliseum  
 Fort Wayne, Indiana

**MORE INFORMATION:**  
 More show and registration information can be found at: [www.TRA2011.com](http://www.TRA2011.com) and [www.triumphregister.com](http://www.triumphregister.com)

**TRIUMPH REGISTER OF AMERICA** | **NATIONAL MEET FORT WAYNE**

- Minutes from the Auburn-Cord Duesenberg Museum
- Great Driving Events
- Participant's Choice Car Show
- Concours d'Elegance Car Show
- Family Events
- Tours & Rallies
- Parts Auction
- Early Morning Drives & much more!

We hope you will join the fun in 2011!  
 For more information please contact:  
 Tri-State Triumphs: 260-925-1488  
 Email: [fvtriumph11@aol.com](mailto:fvtriumph11@aol.com)

*June 15th-18th 2011  
 Fort Wayne, IN.*

**TRIUMPH IN THE ROCKIES III**

**VT R 2011 NATIONAL CONVENTION**

**BRECKENRIDGE, COLORADO**

*August 22nd - August 25th 2011*

**6-PACK™**

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 Galena, IL.*

**Spinal Tappets**

**The Joshua Three**

*Latest and Greatest CD from ISOA's own Spinal Tappets. Exclusively available to ISOA members at the November meeting while supplies last.*

**The 2011 ISOA Calendars are Here!**

*Through the efforts of over a dozen members, we actually got picture submissions on time. The cost for this full colour calendar remains at its 2009 price as part of the Sportscars Unleashed Calendar Kickoff Stimulus.*

*Lone Wolf Package: 1 for \$8 Home/Office Package: 2 for \$15 Gift Package: 3 for \$21*

*Other quantity discounts available.*

*Shipping & Handling [if home delivery is desired] only \$1.75 for one calendar. Call 847/683-9683 for quantity rates for additional calendars.*

**ISOA** Illinois Sports Owners Association  
 2011 Calendar



## ANNUAL BIG BASH 2011



**WHAT:** The Annual ISOA Party & Awards Night

**WHERE:** Des Plaines Elk's Club  
495 Lee Street, Des Plaines  
[ph. 847/824-1526]

**WHEN:** Saturday, January 29th, 2010  
6:00 PM Cocktails [cash bar] & hors d'ourves  
7:00 PM Dinner -



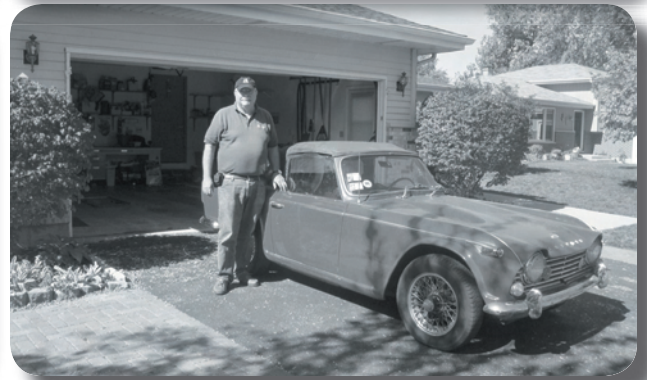
## New Arrivals

Congratulations to Jack "Spuds" Billimack on the acquisition of his latest Triumph. Joining Roseanne Roseanna Danna [TR6] and Puff [Herald] as of October 9th, he and Barb are the proud owners of a bouncing 1966 signal red TR4A. Jack tells us that this will be Barb's car, although we have yet to confirm that with her.

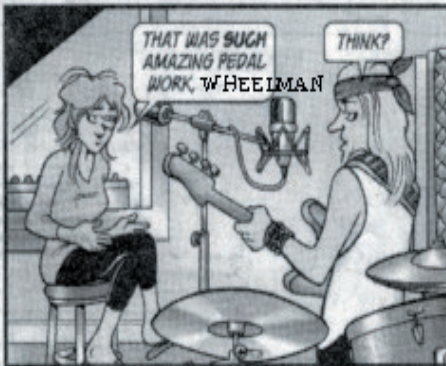
## REMINDER -



We will accept nominations for the 2011 ISOA Board at the Nov. meeting. If you or someone you know would like to run for a Board position, please plan to attend the next meeting.



Doonesbury By Garry Trudeau



*The Tappets discuss their future plans*





*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 Snic 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: [trstrep@sbcglobal.net](mailto:trstrep@sbcglobal.net).*

Dear Sir Bentley,

I know that you possess an all-encompassing body of knowledge, and I do hope you can help me with a non-Triumph dilemma. I am hosting a Thanksgiving feast for my family for the first time, and I really want to impress my new in-laws with my culinary expertise even though I am not particularly handy in the kitchen. I plan to serve a traditional turkey dinner, and I'd like to deep fry



the turkey, but I've heard that it is dangerous. Can you provide me with some advice on how best to prepare the bird as well as what types of side dishes would replicate an authentic holiday feast?

RR

Dear Rachel,

*Whilst we tend to specialise in auto-related counsel, we also have a vast array of gastronomic expertise which we will gladly share with you. The time-honored colonial feast that you endeavor to serve, while ordinarily featuring turkey as an entree, originally consisted of the now extinct Virginia emus. Nonetheless, it is possible to prepare an ostrich to replicate this delicacy; however, to do so requires some kitchen utensils not ordinarily found in the typical household due to the size of the bird. We have found that a trip to the Harbor Freight culinary section can*



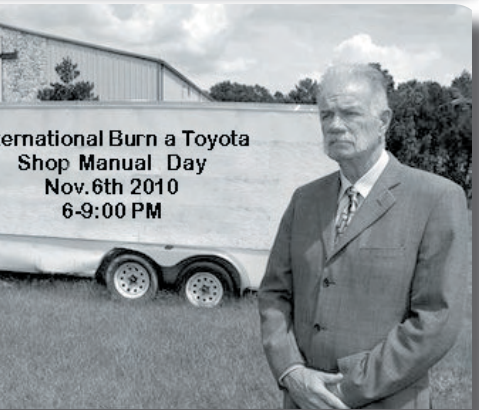
*provide many of the essentials required to deep fry a bird of this magnitude. Firstly, fill a 55-gallon drum with lard. [A used barrel easily obtainable from BP works fine, and there is no need to clean it first, since the residual raw crude gives the Ostrich a special Cajun flavor.] Bring the oil to a rolling boil and lower the bird using the proprietary dipping apparatus shown in the photo. Allow the ostrich to simmer for 8-10 hours, depending on the weight of the bird. In the meantime, you can set out the following side dishes which were actually served at the first thanksgiving: Doritos, pizza, Slim Jims, Cheetos, Twinkies, Pop Tarts, and little chocolate donuts along with plenty of Mountain Dew, Nehi Grape Soda, and plenty of luke warm Bud to wash it down. Don't forget to put out ash trays and provide your guests with loose cigarettes, menthol and regular. In order to complete the authenticity of the experience, calibrate your telly so that the Detroit Lions game is in black and white, and you'll have a virtual exact duplicate of the first Thanksgiving feast.*



BH

Dear Sir Bentley,

I just heard that them slant eyed, rice eatin', furen devils that put



our beloved Triumphs outa business are a-plannin' to open a Tiyoda dealership on the same spot that Jim Moran, may he rest in peace, used to sell cars in Chicago on the site of the old Courtesy Motors store in Chicago. Me an' my flock ain't a-gonna take it! We're a-plannin' us a book burnin'. We're gonna build us a big old bonfire outa Tiyoda shop manuals, an' we'd like to invite all good God fearin' Triumph owners to join us. That there is hallowed ground to us, an' we ain't gonna let them that was responsible for killin' off our favorite cars to commit sacrilege on that sacred place.

JJ

Dear Reverend [?] Jones,

*While we all lament the passing of Triumph Motor Cars, you may find it noteworthy that the late Mr. Moran made more money, much of which he donated to charity, from selling Toyotas than he ever did marketing Triumphs. Locating a facility that sells and services imported automobiles on the site of a previous import dealership somehow does not strike us as sacrilege, while the idea of burning books does. Perhaps you and your followers would be better served to observe the teachings and preachings of the Carpenter of Nazareth whom you allege to hold in high regard. My only other comment is that you and your followers should all go "flock" yourselves.*

BH





# OCTOBER ISOA MEETING NOTES

BY ROMAN "JR." HRYNEWYCZ



The October 2010 edition of the monthly meeting was held on the 3rd at Mack's Golden Pheasant in picturesque Elmhurst, Illinois. President Bob Streepy called the meeting to order at 7:10 PM. At this point, Bob departed from the normal meeting script and went into an informal lesson on the origin of ISOA for those who were not familiar with the history. After the brief discourse, Bob introduced the board members and allowed Mr. Bill Jensen to hawk some regalia, and Joe Pawlak offered up the new 2011 calendars.

At this time, any new members or guests were asked to identify themselves. The only ones brave enough to do so were Sheryl and Scott Steir of Huntley II. who own a very nice 1970 Spitfire. This car is featured for the month of August in the new 2011 calendar. Bob continued by discussing some of the items that were brought up during the board meeting that preceded the general membership meeting.

The next item on the agenda was project updates for those who wanted to share. First up, Bob Streepy informed everyone that the chassis of his TR4 was going to Missouri to have the body bolted back on. Lars Sullivan emphatically stated that solid progress was being made to his new TR3, and his old red TR3 had been sold and sent on to a new home. Mark Fischer now has a VIN tag and license plates for his home constructed Louts 13. Also as many have seen on YouTube, Mark has this car running and has been driving around his shop. Peter Conover has been making some headway with his Aston Martin after having some cracks in a manifold repaired. Kim Kasper is in the middle of completing the wiring of his Spitfire bodied GT6.

Jack Billimack then took control of microphone to discuss some recently concluded events. The first of these was the British Car Festival. Jack presented awards to Murray Bruskin and Thanos

Kourliouros, who left the show early. Jack also presented a special award to John Kolton. This award will forever be presented as the "Red 1973 Stag" class. When you see John, ask him about its significance. Next, Jay Holekamp shared his impressions of the show at Cantigny Park. Pat Lobdell told the group about the fun and rewarding outing he and Marylyn had at the Lake Geneva Poker Run. Bob recounted the Spinal Tappets performance at the Roselle Cruise Night and the after party at Dave Kayson's residence. Mark Moore ended this segment with his recollection of the 6 Pack Trials. Jack regained control and proceeded to inform the group of some of the events that are still to come during this dwindling driving season.

Bob then moved on to the most anticipated segment of every meeting, the monthly awards. First up were nominations for the Peter M. Roberts award. Rick Paulson began by naming Kim Kasper for the loan of a Spitfire differential to aid in the diagnosis of a rear end clunk. Mike Marr then nominated Al Christopher for donating a somewhat rusty but usable floor pan for his TR2 project. Bob Streepy named Jack Billimack for the use of a trailer. Bob then nominated Dennis Hill for being a good sport and nominating himself for the September Boomer. Jack Billimack took home the lovely chalice with the all-important drink token. Next, it was on to the Boomer award. Things were looking a bit bleak as it seemed no one had done anything Boomer worthy. Then, Tim Buja had a realization and nominated Rick Pailson. It seems that Rick had disregarded the diagnosis of resident Spitfire techspurt Joe Pawlak and went and installed a spare differential into his car. Turns out that his problem did not disappear and that Joe's advice had been correct. Rick won the award unanimously, and he also won the raffle drawing. With no new business pending President Streepy adjourned the meeting at 8:45 PM.

With the days getting shorter and colder, driving season is nearing the end, so get out and enjoy your Triumphs before having to put them to bed.

*Roman*



## 2010 ISOA BOARD OF DIRECTORS

- President/ Newsletter Editor** Bob "Suds" Streepy  
630/372-7565  
trstreep@sbcglobal.net
- Vice President** Jay "Cannonball" Holekamp  
630/653-0610  
jholekamp@sbcglobal.net
- Treasurer/ Regalia Coordinator** Kim "Wacker Drive" Jensen  
815/729-9731  
KimandBill76@sbcglobal.net
- Secretary** Roman "Jr." Hrynewycz  
708/456-4327  
rah\_63@comcast.net
- Events** Jack "Spuds" Billimack\*  
815/459-4721  
jbillimack@comcast.net.
- Membership/ Webmaster** Tim "Tool Man" Buja\*  
815/332-3119  
thebujas@comcast.net
- Motorsports/ Curmudgeon** Irv "Elwood" Korey\*  
847/831-2809  
emanteno@comcast.net
- Technical Coordinator/ Newsletter Publisher** Joe "Stagmeister" Pawlak\*  
847/683-4184  
stagfire6573@foxvalley.net
- Sergeant at Arms** Mark "Guzzler" Moore\*  
815/397-3253  
mrmtr6@sbcglobal.net
- BCU Reps** Mike "Hands" Blonder\*  
Terri "Whistler" Underhill

\*past president



*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 editor, 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. To place an add, please e-mail Bob Streepy at: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net) or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.*

•**For Sale:** 1980 TR7 5-speed to settle estate. 40,000 miles, Original paint, straight body. Spare headlight pods with motors, instrument panels with all gauges, alternator, fog lamps, new clutch m/c, and various sundry pieces. Asking \$8500. For photos and additional info. click on <http://www.tractld.org/TR7/>. Richard Landis ph. 410/969-4248. [9/10 **Not an ISOA member**]

•**For Sale:** 1980 Triumph Spitfire. White body/black top. 19,778 miles. Original owner. Always garage kept. Price negotiable within reason. 630-837-4657 or 914-374-4715. E-Mail [1034russell@comcast.net](mailto:1034russell@comcast.net). [9/10 **Not an ISOA member**]

•**For Sale:** 1966 TR4A. Factory OD, Blue, new top, tonneau, rechromed bumpers, new seat covers, carpets, Momo steering wheel, electronic ignition, new Mini-Lites, new Michelin tyres. Less than 1880 miles since restoration. Pictures available, \$16,500.00 US. Located in Gimli, Manitoba. 204-642-7616 or [tpatrick@mts.net](mailto:tpatrick@mts.net). [10/10 **Not an ISOA member**]

•**For Sale:** 1976 Spitfire. white, hardtop good condition, started “annually” (except this year) the last couple of years but not driven regularly for several years 67,000 miles. Located in Wayne, IL., call Marti Green at 630-837-8071. [10/10 **Not an ISOA member**]

•**Parts Wanted** Rear view mirror bracket and 3-prong oil pressure switch for '76 Spitfire. Call 936 499 8797 or E-Mail [cantercall@gmail.com](mailto:cantercall@gmail.com) [11/10 **Not an ISOA member**]

•**For Sale:** 1979 Triumph TR7 convertible. 5 spd. Sachs clutch. Alloy rims. Rebuilt carbs. Front Bielstein shocks. Body in excellent condition. Spare 5 spd. trans. This is a project car located in Mundelein Asking \$2200. 630 546-0904 or [q10991@yahoo.com](mailto:q10991@yahoo.com) [11/10 **Not an ISOA member**]



## Happy Birthday

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

Will Wiegler 11/02	Mark Costello 11/11
Rick Lapinski 11/02	Sheila Mantel 11/13
Ray Gobberg 11/03	Kim Jensen 11/13
Donald Sheldon 11/03	George Dirkes 11/14
Katherine Stevens 11/04	Rick Crider 11/14
Mark Stevens 11/05	Carol Barnett 11/16
Al Christopher 11/06	Pat Morgan 11/17
Patrick Lobdell 11/06	Jack Billimack 11/18
Joe Chandler 11/07	Lorrie-Ann Fisher 11/18
Joe Honor 11/10	Jon Ehrenstrom 11/27
Dee Sikora 11/11	Kim Casper 11/29

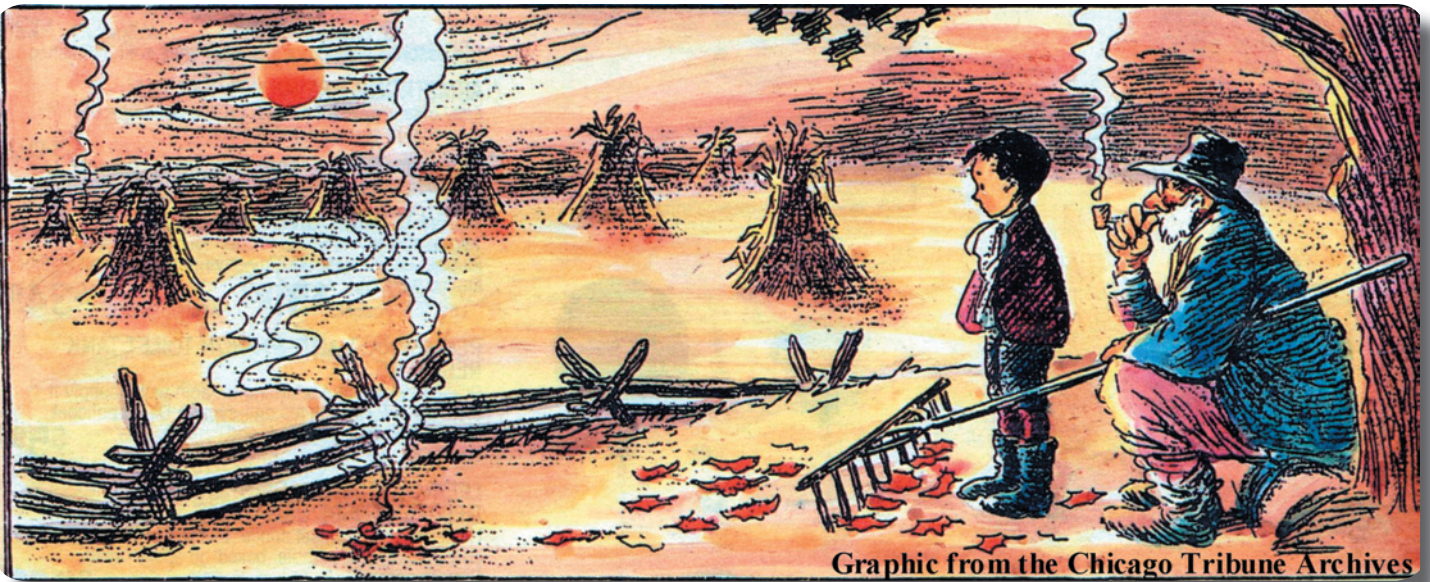
### \*New Member\*

Jon Snyder  
319 Western Ave., Wheaton, IL 60187-4806  
H: 630 665-2068, EMail: [jonsnyder@comcast.net](mailto:jonsnyder@comcast.net)  
74 TR6



*Ed. Note: The text on page 15 of this month's newsletter was written by SNIC BRAAAPP's first editor Rick Dentino. "Engine Summer" debuted in 1975 and has appeared in every November edition of the ISOA newsletter since. It is a parody of a cartoon by John McCutcheon, a Chicago Tribune Pulitzer prize-winning cartoonist. 'Injun Summer' was a fixture in the now-defunct Tribune Sunday Magazine for half a century. The original text is available on line, and the actual cartoon may be viewed at the Chicago Historical Society.*





Graphic from the Chicago Tribune Archives

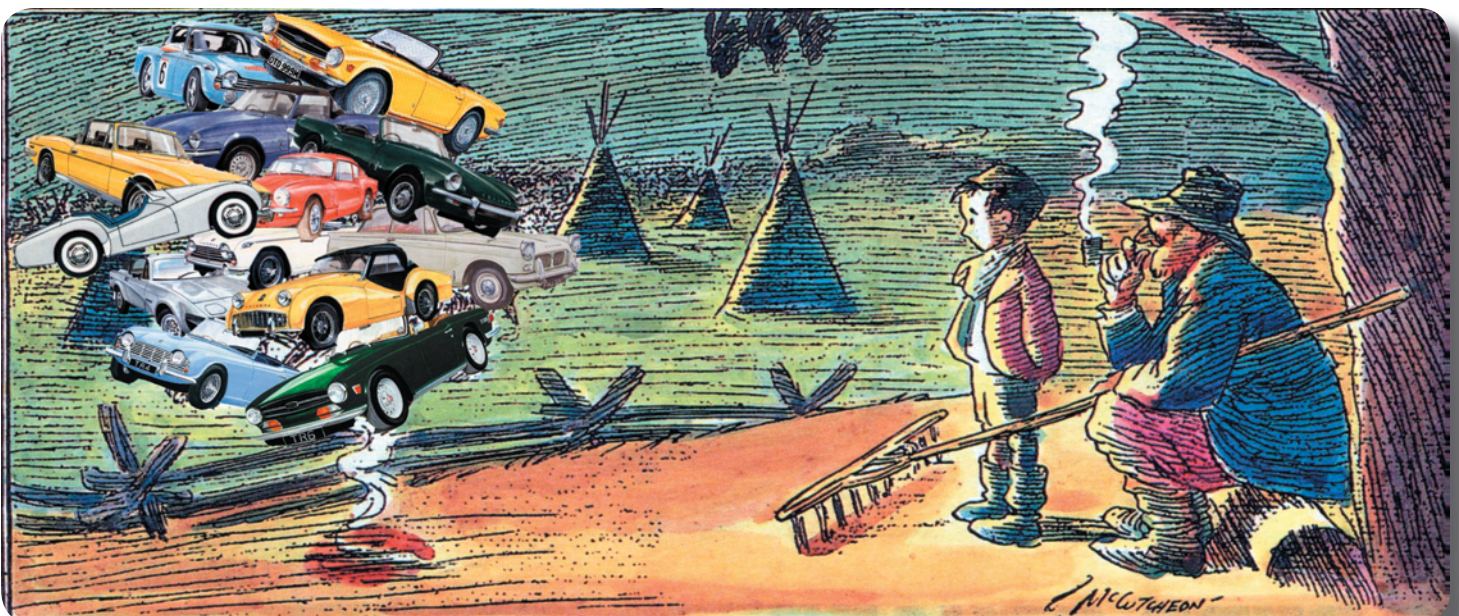
Yep, Sonny, this is sure enough Engine Summer. Don't know what that is, I reckon, do you? Well, that's when all the homesick ol' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon, far as that's concerned. Reg'ler, sure 'nough European sportscars. None o' yer Japanese jobs - not much! They wuz all around here - right where yer standin'. Aw, don't be skeered — hain't none around here now, leastways no NEW ones. They been gone this many a year. They all went away and died, I s'pose.

But every year, 'long about this time, they all come back. Leastways their sperrits do. They're here right now. You can see 'em off down the roads. Look real

hard. See that kind o' hazy, misty look out yonder? Well, them's ol' sports car drivers. . . sperrits drivin' along with their tops down in the sunlight. That's what makes that kind of haze that's everywhere...it's just sperrits o' British car nuts all come back. They're all around us now. See off yonder; see them autocross cones? They kind of look like corn shocks from here, but them's cones, sure as yer a foot high. See 'em now? Sure, I knew you could. Smell that smokey sort o' smell in the air? That's the gas a-burnin' and their exhaust pipes a-goin'. Lots o' people say it's just leaves burnin', but it ain't. It's the leaded gas an' the nuts are a-tearin' around to beat ol' Harry! You jist come out here tonight when the moon is hangin' over that hill off yonder an' the harvest fields is all swimmin' in the moonlight, an' you can see the Triumphs an'

MG's just as plain as can be. You kin, eh? I knowed you would. J'ever notice how the leaves turn red 'bout this time o' year? That's jist another sign o' leakin' antifreeze. An' ever' once in a while some o' those lights flicker an' die out. That's Lucas wirin' for you. See here now - look at all them colors on the leaves. That's them lousy paint jobs. They rub off on everthin'! Purty soon all the car nuts'll go a-caravanin' away agin, back to that big gimmick rallye in the sky. But next year you'll see 'em troopin' back...the sky just hazy with 'em, an' their gear-boxes goin' SNIC, SNIC. . . an' their exhausts a-goin' BBRAAPPP jist the way they used to...away back in yer pappy's day.

**Rick Dentino 1975**





**Snic**

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

**Braaapp**

***THE REAR VIEW MIRROR***

**NOVEMBER 2010**



***FRANK CARTWRIGHT'S 1969 TR6 IN FOREGROUND  
AT 2010 ORPHAN CAR SHOW & PICNIC***