



The TooT Side Draught

Volume 12 Issue 2

Number 97

February 2007

THE OFFICIAL MONTHLY NEWSLETTER OF THE TIDEWATER TRIUMPH REGISTER

An Officially Chartered Chapter of Vintage Triumph Register and 6-Pack



Marty is almost ready to give
Lamborghini some competition?

UPCOMING EVENTS for February & March 2007

February

- ◆ 1st - TTR Meeting @ Longshots
- ◆ 10th - BBBreakfast
- ◆ 24th - BBBreakfast

March

- ◆ 1st - TTR Meeting @ Longshots
- ◆ 10th - BBBreakfast
- ◆ 24th - BBBreakfast



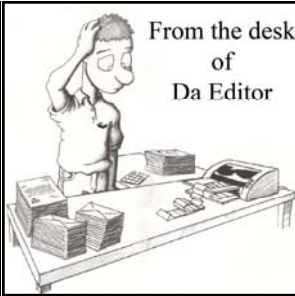
The TooT SideDraught

This is a publication of The Tidewater Triumph Register (TTR) established in May of 1997 to bring together local Triumph enthusiasts. It is a chapter of the national Vintage Triumph Register (VTR) and a chapter of the 6-Pack organization.

Other info: www.tidewatertriumphs.org

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The TooT SideDraught welcomes any submitted material for publication. However, neither the editor nor the TTR membership accepts responsibility for the accuracy of articles and their content or any problems resulting from suggested modifications or fixes. Submitted material will not be returned unless specifically requested.



Hello Everyone!
 2007 is certainly off to a great start for the newsletter. Thanks to several members I actually expanded the newsletter to 16 pages and did have to use the back page for

advertising. Yes, we have a new advertiser for the newsletter.

In keeping with my Project Car cover pictures, Marty gave me some great pictures to use. Michael continues to update us on his Lotus Super Seven Project and Dale is patiently waiting for engine parts. My own project is starting to make progress, really it is.

The website reconstruction will begin again once the newsletter is published. I even signed up for a couple of website programming courses to learn a few new tricks.

At the February meeting we will swear in the new Officers of the club. Please continue to support the club and your newsletter by sending in interesting articles. I will use them, just not as quickly as you would like.

Some interesting legislation that you should be aware of on page 13. Please let your voice be heard and contact your State House Delegate. Just like not voting, not saying anything doesn't give you the right to complain later. Skip

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**On the Cover
 Marty's TR250 Project Car**

2007 Club Officers

<i>President</i>	Randy Brackett	721-6732	randbrac@yahoo.com
<i>Vice-President</i>	Marty Rutkowitz	340-6506	tr6marty@earthlink.net
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<i>Membership/VTR Rep</i>	Martin Pachey	468-9903	m.pachey@cox.net
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<i>Car Club Council</i>	Fran Manno	819-7630	Fran72TR6@cox.net
<i>Car Show Chairman</i>	Mike Jones	482-2577	mjones328@cox.net
<i>WebMaster</i>	Skip Paetz	721-2427	1974TR6@cox.net



Prez Sez

Hi Everyone,

Congratulations to the newly elected officers of the Tidewater Triumph Register which are President Marty Rutkowitz, Vice President Bob Bohannon, Treasurer Steve Allen and Secretary Fran Manno.

Our club is lucky to have such a great lineup of officers and I know you will support them as you supported me and my officers for my term as your TTR President.

We have the best club in this area and I am very proud that I could be your president for the last two years.

Thanks to everyone who made my presidency very memorable and a special thanks to my officers and committee members.

Hope to see you on the road.

Randy Brackett
1961 TR3A
Comm. # TS 75894 L

**Tidewater Triumph Register
Meeting Minutes
January 5, 2007**

President Randy Brackett started the meeting at 7:05 at Longshot's Bar and Grill. No new members or guests were present. Mary Everett's birthday is Jan 10th. Ed and Carmel Million were not present due to Ed's mom being sick. Keep her in your prayers.

VP Report: VP Marty Rutkowitz put out a call out for Tooter runs. The Christmas party went well. We can return next year. Mary Everett suggested entertainment and a gift exchange. This will be looked at by next year's party committee. We are already booked for the first Thursday of December 2007. A problem this year was that food was served at 7pm as members were still arriving. Next year we may meet at 6pm although this might be too early for some.

Secretary's Report: A motion was made to waive the reading of the Secretary's report. This motion was passed.

Treasurer's Report: The end of the year club balance was announced by Steve Allen . 16 members have already renewed and 4 more paid up at the meeting.

Membership Report: Martin Pachey announced no new members. Jim Crawl has withdrawn from the club due to his move out of the area. The club is holding steady at 60 members.

Newsletter and Web Page: Skip Paetz announced his intention to keep the newsletter at minimum of 12 pages. He appreciates any and all pictures and articles and hopes to eventually get the newsletter up to 16 pages.

2007 will be the year of the project car. Skip will try to put a picture of a project car on the cover every month. The web page is slowly being rebuilt. Contacts have been updated and a calendar has been added. New dates are shown in green. Skip will eventually get the newsletter into the

Meeting Minutes (Continued) the web site and then eventually just transmit a link to the members every month. President Randy gave Skip a well-deserved BZ for his efforts.

Regalia Committee: Some members have ordered jackets from Land's End with the club logo. They look great. If interested just contact President Randy.

Car Show: This year's show will be June 2, 2007. This date has been confirmed with the college. A discussion was held about getting notice to the different vendors in order to get into their event calendar. Another discussion centered on the printing and distribution of show pamphlets. The pamphlets will be out by next meeting and available for distribution. Skip Paetz will prepare a brochure and send it out to all members. The club agreed that the pamphlets and brochures should start to get distributed in March. Additional discussions centered on getting better participation from other LBC clubs as well as adding events to make the show more interesting.

Tino suggested that the money saved by not mailing newsletter any more go towards providing funds for cash prizes. A discussion was held about comparing our show to the Richmond's club show. New locales for the show were discussed as well with respect to whether that could increase attendance. Advertising in the Beacon was discussed. Noel Martin mentioned that our show is listed on the Town Planner web site but was not able to make it onto the printed calendar.

Skip Paetz mentioned the possibility of tying the show to a charitable organization in order to get better advertising. Finally, a suggestion was made to make this an all-European car show.

All the above ideas and more will be discussed at a car show committee meeting to be chaired by Mike Jones.

Polar Plunge: Nancy Smith asked for club support for the Polar Plunge in support of the Special Olympics. A motion was made to contribute \$100 to the charity. This motion was seconded and unanimously passed.

Election: Martin Pachey announced that only 3 email nomination ballots were received. The floor was opened to receive further nominations. A motion was made to accept the nominations. This was seconded and passed.

Elected for 2007 were:

President Marty Rutkowitz

Vice President Bob Bohannon

Treasurer Steve Allen

Secretary Fran Manno

Activities Director: Dale Morgan needs to be replaced as Activities Director. President Randy described the duties. If anyone is interested please see VP Marty. Until this position is filled send activity information to Skip Paetz for inclusion in the newsletter and web page.

Leads and Acquisitions: There is a '79 Spitfire advertised on our web site.

Car Show volunteers: Many raised their hand to help Mike Jones and names were taken to help on the committee.

Mary Everett thanked the club for helping in adjusting the seat on her Spitfire so she could drive it.

The next meeting will be the Annual general meeting in February during which the new officers will be installed. The meeting was adjourned at 8:45pm.

Interesting Articles on British Cars

In my scanning of several magazines that people have given me I have found a few interesting articles. Most magazines are gracious enough to allow us to use the articles, some just don't want to share. Below are some links to recent articles that I could not get for the newsletter. If you are interested in reading the articles, click the link and the magic of the internet will take you to the article. Another great reason to use PDF for the newsletter. All articles were retrieved from the Autoweek Magazine Website.

2006 Morgan Aero 8 Series III

<http://www.autoweek.com/apps/pbcs.dll/article?AID=200661106032>

Aston's Future Defined

<http://www.autoweek.com/apps/pbcs.dll/article?AID=200660905029>

1960 Berkeley T60

<http://www.autoweek.com/apps/pbcs.dll/article?AID=200661107004>

1956 HRG 1500 Roadster

<http://www.autoweek.com/apps/pbcs.dll/article?AID=200660824004>

The Lotus Seven Project By Michael Ames

Like many of my past projects, this Lotus Seven began as one part inspiration and one part "seeming like a good idea at the time". Beginning life in a factory in South Africa in 1990, I discovered this rolling chassis under blankets in an aircraft hangar in Franklin Virginia. Weary of laborious restoration work, and feeling inspired by the looks of an un-molested frame, it really did seem like a good idea at the time and soon after began its truck ride home.

I could be described as being "slightly obsessive" when it comes to building, but I think that every part-every nut, bolt and washer should have a purpose. Obsessive? Perhaps, but when finished both form and function should share the road with neither overriding the other's importance. Leaning heavily on Lotus builders before me, tried and true was the order of the day. With decisions made, I quickly began sourcing the information, contacts, and parts needed to bring the Lotus to life. Build options were all based on performance, reliability and of course aesthetics!

Although inspired, I quickly discovered that finding and getting a Ford 2.0 Zetec SVT were two very different things. Produced in limited numbers, and highly coveted by the "toy car" scene, locating a wrecked 2004 SVT powered Ford Focus was the result of many weeks and much patience with the national search lines. On the big day and within three hours of delivery, the



Lotus Seven Project (Continued) engine was carefully stripped down to the bare block for its impending transformation to a 215 BHP build. Ancillaries now include Jenvey throttle bodies, Petcal engine management system, deep aluminum oil sump, ARP hardware, a Fidenza lightweight aluminum flywheel with a matched Spec Stage II kevlar clutch package, Essinger adjustable cam pulleys, and much time in the details of converting a transverse mounted engine into an inline configuration. Equal detail is also being shared with the chassis beginning with a re-spray of the chassis and all components, installation of low and high pressure fuel systems, added gauges and switches, five point race harnesses, and every nut, bolt and washer being touched. Did I mention “slightly obsessive”?



Being on a first name basis with the UPS and Fed-ex drivers is testament to the project's build tempo. With test drives beginning in spring, there is much to be done and more to learn, and I look forward to delivering the latest “winter project” on schedule to the TTR!

The Smuf Project Update By Dale Morgan

It was one of those mornings with the clouds a little overcast that Steve and I headed out to have breakfast with the rest of the club members at Bagel Joe's. Since the weather was suppose to warm up later on this November day we took my Tr-6 with the top up. Some of the other members were a lot braver, with shorter distances to drive, arriving with their tops down.

Once most every one had arrived, eating their favorite fare, and talking about their cars, Mike Ames asked if Marty was coming. Every one knows that Marty is on Marty time. As the conversation moved on Mike stated that he had a deal for Marty's new TR-7. Knowing that Marty was deep into finishing his TR-250, I stated that Marty did not have a new TR-7 but I did. Then Mike started to explain that he had purchased a Birkin Lotus Super 7 kit. He had a 2-liter Contour Zetec engine for it but had been looking for a Ford Focus SVT. The SVT engine in stock form produces in the neighborhood of 170 horsepower. With a little tweaking can produce between 220 – 230 hp. Mike said he came across one and now wished to part with the Contour engine that only produces 135 hp in stock form.

The conversation turned to the asking price of this Contour engine. When Mike stated “free” both Rick Overbaugh and myself almost fell out of our seats. When I purchased the TR-7 one of the options that were contemplated was putting a Ford 2.3 liter with a T-5 5 speed into the car. Since the Lotus 7 kits are rear wheel drive, parts are available to make these front wheel drive engines into rear wheel drives. Then after Mike explained that the engine was very light and that he had lifted the engine on to his workbench to work on it. This is what I was looking for, something that had more hp than the TR-7 engine but was still as light. That is when I told Mike I would take the engine. I still offer him to pay for it but he refused.

After that breakfast and before the next, I made arrangements with Mike to pick up the engine after the next breakfast get together in December. That day Steve and I took my truck instead

The Smuf Project Update (continued) of an LBC.

When we arrived at Mike's house he was busy working in the garage. His Birkin was on the sawhorses while the engine he was going to put in it was on the workbench. The next half hour was spent looking over all things that he had either polished, modified, or was preparing to do to the car before the engine and transmission would meet up with the chassis. Then Mike took us into his house to show off the body panels that were going to be added. Polished aluminum body panels and bright yellow fenders and nose cowling.

Once inside one comes to realize the craftsman Mike real is. In the living room Mike had on a stand two bicycles, a 1937 his and 1939 hers, completely restored with all the hand painted lines that were done back then. He then showed us a military dispatch bicycle from World War 2 in un-restored condition with all the correct items of the time. Mike had one more bike in his bedroom that was a very expense bike in its time. It had the heavy metal polished fenders with the head and tail-lights and the little luggage rack over the back fender. All of these Mike and Marie take down and ride during the year.

In another room were the cable-operated aircraft that he built and flew. One of these had a wingspan that appeared to be near 5 feet. These are the planes you stand in a field and operate though the cables to make the flaps and rudder change how the plane maneuvers. All of these planes showed the time and patience with care to detail that it took to make them.

Mike also had a design room where he had full size scale drawing of the bikes that he builds and sells. Each piece is put on to a smaller full size drawing that is then used as a template to bend the tubing to match before all the pieces are then welded together to make the bike frame. It was a great tour to see things from the past restored and the present being designed and built.

Knowing that Mike had another commitment we had to get back to the matter at hand. Once back in the garage we moved the engine that was on a dolly out to my truck. With ease Mike lifted into the bed. He then got some of the parts from the SVT engine that he was not going to use. With everything in the truck Steve and I headed home.

Now I will tell you, even though it was just the short block and fully assembled head, Steve and I had a little harder time taking the engine out of the truck and putting it on my garage floor.

During the month of December the engine was placed on an engine stand, the main block and sump cradle painted a VHT (Very High Temperature) Aluminum, and some of the other pieces cleaned and prepped to receive some Ford Blue.

A Classy Little Lassie

**By Marion & Bill Mason of Ontario, Canada
Originally posted in the LBCarCo Chatter**

It was shiny and black and cost \$700--a used car in 1963--10 year's old. It was our dream car, and somehow with a new baby, a mortgage and other household bills, we managed to buy it--our 1953 MGTD--a small two seater convertible. It was a most impractical family car, no room for a baby or luggage, but as seatbelts were unheard of, we



A Classy Little Lassie (continued) found room between the two seats for both

On cold winter days we put the top up, scraped the inside and the outside of the windshield, put on our parkas and took off. The gas gauge was a stick to put down into the tank--there was no heater, no radio, no roll up windows and no clock. On spring and summer days while driving north up the gravel Gore Road to teach in a one room school house in Caledon, Ontario, I would pick up school children on the running boards. One morning a herd of cattle were loose on the Gore Road and as I slowed down, they nosed their big heads into the top down little car scaring the daylights out of me.

We bought our first TV at Harvey's Electronics where they gave away a three foot tall stuffed pink rabbit with every purchase. Home we drove, top down, with the huge rabbit and a two year old behind the seats, and a TV on my lap.

The kids at the country school knew I loved peas and brought me a bushel of them one day in June. I placed them on the passenger seat for the drive home. There was no power steering in this car and as I crossed highway 7, I turned too sharply and ran up and over a ditch, and ended up on someone's front lawn with peas all over the place. I put the car in reverse and swung over to the driveway, backed down it and returned to the road home, wondering what the homeowners would make of the tracks and the peas on their front lawn.

Whenever Bill worked on the MG, he would tie a rope around the waist of our young son Chris, and take him under the car as well. It became a family project to keep this car on the road.

This marvelous little roadster took us all over Canada and the eastern United States. Whenever it broke down there was no CAA to call. I sat on the curb while Bill fixed it, and sometimes I was lucky enough that it broke down near a shopping mall. As it grew older many drivers stopped to see if we needed help, or to take pictures of the neat little car. Everyone had a dad or a friend or a relative who had owned one, but had sold it when they started a family or grew older. The older the car got, the more attention it attracted. We joined two Ontario MG clubs and found many great friends with similar splendid cars. We named our car Posey because everyone wanted to take her picture or be photographed with her.

In 2003, our classy little black car turned 50. It has not retired -- it is just as peppy as ever, and just when we get a little too complaisant, it coughs and stops just so we can experience the great folks who pull over to see if we need assistance. Recently while waiting at the side of Mayfield Road for MG club members to come along and meet us, the Caledon police pulled in and asked if we needed their help. Our son Chris, insists we never sell Posey as he also grew up with this little treasure and would love to own it.

We are so glad we have kept this little beauty, and for all the wonderful experiences and memories of trips and tribulations. It finally has a prominent garage space next to our 1954, 1961 and 1968 MG'S. Not only did we not sell our MGTD, we enjoyed it so much we bought three others!

**Quote of the Month
Submitted by David Hunt**

Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming--
WOW--What a ride!"



Your Caption here!

**Submitted by
David Hunt**

Can you come up with a catchy caption for the picture to the right? David Hunt is offering a prize to the best caption submitted by 15 February 2007.

Send your submissions to
DandD4BB@cox.net

New Places to Checkout!

Chris and Dan Porter recently found a British place in Hampton that members might be interested in.

THE BEST OF BRITISH
Purveyors of fine imported foods and gifts
50 Old Hampton Lane
Hampton, Virginia 23669
Owned by Elizabeth and David Martin
(757) 723-7480

Mike Miller also sent in a link to a Triumph Website he found. Well worth checking out.
<http://users.belgacom.net/triumph/Triumph%20TR6.htm>

Thanks for sending in the links and the information on new places to go visit.



Welcome to the New Members of the Club

Adam Wilhite joined the club with his 1973 TR6

Myles & Donna Standish joined the club with their 1959 TR3A

Mathew Bass joined the club with his 1980 TR7

Birthdays and Anniversaries!

- | | |
|------------------------|---------------------------|
| 2nd - Randy Bracket | 12th - Ginny Drennan |
| 7th - Eddie Fisher | 24th - Bob Ross |
| 8th - Margaret McLewin | 24th - Tino Vander Haeghe |



Member Profile

Members' Names:
 Martin "Tino" and Beth
 Vander Haeghe

Where did you come from (geographically speaking)? Both Beth and I were born in the United States. My Father was an immigrant from Belgium and came into this country in 1952. The first few months after arriving to the US, he befriended an English man who taught Louis, my Father, the English language and introduced him to English vehicles. Louis was able to advance his mechanic skills as he found work as a British mechanic for the MG dealership in Annandale, Va. He eventually branched off in a new direction in 1965 opening a new business in his name, "Louis Foreign Car".

Extended family, pets? My wife of 24 years, Beth. 2 Daughters, Leigh and Sarah. 2 cats, Jaspurr and Jade. Cockatiel named Snowflake. Leigh has a cat named Dakoda and Sarah has a rat named Philly.

What brought you to Hampton Roads? In 1975 my best friend moved from Fairfax, Va. to go to Old Dominion University and needed a roommate in Va. Beach. I moved down in the Fall of 1975 to attend TCC. My Parents moved to Va. Beach in the Summer of 1976 and we opened "Louis Foreign Car" on Va. Beach Blvd. about the same time Steve Webb opened "Phase One" Import Auto Parts. Beth made the move to Va. Beach from Gloucester, Va. in April of 1983.

Member Profile (Continued)

To our meeting? My family and I wanted to share the hobby of British Vehicles beyond just the repair and restoration of them. Since most of the members were my customers, I wanted to have a relationship with them outside of being their mechanics. Both the MG and the TTR clubs have given us a fresh approach to the spirit of being a British hobbyist thru club functions and with your fellowship.

Are you retired? If so, where were you previously employed? I have always been employed with Louis Foreign Car and Son. My father started me with his company when I was 13 years old in Manassas, Va. My Father recognized my early talents for dismantling everything at home and rebuilding the items just for fun or to examine how they work. He educated me on the word patience and showed me the skill to use tools. From there I developed and refined these skills to where I am today, still in business after 31 years in Va. Beach. I would admire a body man several buildings away from my Father's shop and watch his technique and study his trade. I painted my first vehicle when I was 14. At 16, I delivered a MGB that evening to a customer after tuning it up during my Auto Mechanics class in Fairfax High School. The instructor was more observing rather than being helpful as he had never tuned twin carbs before.

Now "LFC-Louis Foreign Car" is taking on new life as I'm getting into customizing, restoration and detail painting. My 2 daughters, Leigh and Sarah are showing interest and the skills that I had early in my youth and have helped me with several projects and promises for more in the future.

After starting a rumor that LFC will be closing in the Fall of 2008, I regret to announce that the Property deal fell thru and that I will be still carrying on the legacy of my Father's Company. With some new enthusiasm from my 2 Daughters, the continuing support of my wife, the renewed interest in custom painting and the fact that I will be turning 50 on Feb 24 this year, I pledge to remain loyal to our British Vehicles and continue to maintain them for our community as long as my sanity holds out.

British vehicles are a hobby and with hobbies, you don't get paid the time you have into these vehicles so please don't over look that I need regular maintenance work to come in from other Japanese & Foreign makes and models to sustain the shop so that I may carry on my recycling British vehicles and maintaining them for all of you. I'm not just British so Please pass the word!

What British car(s) do you own? (model and year) I guess when you are the chef of the kitchen, you never get hungry. I have 18 British Vehicles but none titled for the road. I was into AMC muscle cars in High School. Beth drove a 1967 AH Sprite in High School. It was lemon Yellow with a Black racing stripe. The future holds a strong possibility that Beth and I will have a customized MGB that we will be able to drive to club functions with and that there will be a Father/ Daughter MGB project coming soon.

Member Profile (Continued)

What hobbies do you enjoy? I collect rocks, crystals, coins and British Cars and too many other hobbies to name. Currently I do home Improvement & Auto Detailing to relax. I am learning to ride a MotorBike for the first time. Beth enjoys X-stitch, Home improvement, photography and gardening. Beth and I share most of our hobbies together.

Please Share your Car Stories. I can come up with 38 years of stories for your entertainment but my favorite two recent events deal with MG customers. The first was an MGB that wouldn't start even after the owner installed a new battery. He paid \$50.00 to have it towed to LFC for trouble shooting (I'm not the car phone Psychic), but, I had it repaired in two minutes. Always start with what they did! Labor Cost ??? 16oz.Coffee!



The second occurrence was a month later when a nice MGA owner called LFC in a panic after selling the vehicle that day and it wouldn't start for the new owners. He installed a new battery and it still wouldn't turn over to start. After having spent \$60.00 for the tow charge, I couldn't believe that I'm going thru the same thing. Labor cost on this repair ??? 40X-16oz Coffee!



Charity Poker Run on April 1st

**Directed by
Dale Morgan**

The cost will be \$5.00 per car. This will go in part to the car with the best hand at the end in the form of a gift card for their meal. Any other proceeds will be donated to the Hospital of the Kings Daughters. This is a fun run with a driver and a navigator through area roads. Real need a minimum of 10 cars with a maximum of 30. Contact Dale Morgan at DMorgan.ttr@cox.net to sign up.

Virginia State House Legislation

I received an email from Sharon Fisher about the HB-2465 and in my research found this proposed legislation that needs our support.

Fellow Britcar enthusiasts, THIS is a huge reason why we need to continue to belong to our club, which in turn belongs to the **Car Club Council of Central Virginia (CCCCVA)**. The following is an email sent to member clubs detailing how you can support the effort to get OUR OWN LEGISLATIVE BILL (**HB 1927- substitute**) passed by the State Transportation Committee and then on to the Legislature's Agenda. At the end of the email I have included a form email that you can cut and paste to send to those members if you would like. We need to show strong yet positive support for this new measure, and show the Legislators that we truly are part of this process!

Here's the email from **CCCCVA President, Fred Fann**:

Fellow Car Hobbyists,

I wish to cover two subjects with you: the status of the bills on antique vehicle registration and the status of the replica or kit car bill.

This is what I have heard: the transportation committee has studied the three antique vehicle registration bills. HB 1927 – the bill that we asked House Majority Leader Morgan Griffith to sponsor – is going to be replaced by a substitute bill. The other two bills will not move forward. The bill sponsored by Danny Marshall that included annual fees and inspections back to 1932 will not be considered. The transportation committee is in agreement on the 1927 substitute.

The new bill will increase the one time registration fee to \$50. You will not be able to use a vehicle registered as an antique for general transportation or commercial purposes but you will be able to use it for occasional pleasure driving. In order to register a vehicle as an antique you will need to own another vehicle registered as a daily driver and fill out a form that states you understand the antique vehicle registration law and that your antique vehicle has properly working safety equipment for the year of manufacture of the vehicle. Those who already have vehicles registered as an antique will get a notice from DMV. You will have to sign a certification that you understand the antique vehicle registration law and that your antique vehicle has properly working safety equipment for the year of manufacture of the vehicle, have your signature notarized and return the form to DMV.

This bill will hopefully end the misuse of antique plates. It brings Virginia in line with many other states on antique vehicle registration.

THERE WILL NOT BE ANNUAL FEES OR INSPECTIONS. If you wish to read the bill I have it posted here: <http://www.vaacc.org/hb1927.html>

This bill is in House Transportation subcommittee 1. They meet next on Tuesday morning. It is my understanding that all the members are in favor of this proposal. If you wish to contact them I have listed the subcommittee members and contact info below. Be sure to ask them to support the “substitute for HB 1927”. Be polite and respectful and to the point.

Delegate John J. Welch, III (Chairman)
 General Assembly Building
 P.O. Box 406
 Richmond, Virginia 23218
 Phone: (804) 698-1021
 Fax: (804) 786-6310
 Constituent Viewpoint: (800)-889-0229
 Email: DelJWelch@house.state.va.us
 Room Number: 524
 Legislative Assistant: Robert Rummells
 Secretary During Session: Pam Banning

Delegate Thomas D. Gear
 General Assembly Building
 P.O. Box 406
 Richmond, Virginia 23218
 Phone: (804) 698-1091
 Fax: (804) 786-6310
 Constituent Viewpoint: (800)-889-0229
 Email: DelTGear@house.state.va.us
 Room Number: 705
 Legislative Assistant: Emmanuel J. Puma
 Secretary During Session: Barbara Kelley

Delegate Timothy D. Hugo
 General Assembly Building
 P.O. Box 406
 Richmond, Virginia 23218
 Phone: (804) 698-1040
 Fax: (804) 786-6310
 Constituent Viewpoint: (800)-889-0229
 Email: DelTHugo@house.state.va.us
 Room Number: 716
 Legislative Assistant: Julie Dime
 Secretary During Session: Linda Staton

Delegate Edward T. Scott
 General Assembly Building
 P.O. Box 406
 Richmond, Virginia 23218
 Phone: (804) 698-1030
 Fax: (804) 786-6310
 Constituent Viewpoint: (800)-889-0229
 Email: DelEScott@house.state.va.us
 Room Number: 408
 Legislative Assistant: Lisa Drummond
 Secretary During Session: Ann Vazquez

Delegate Dwight Clinton Jones
 General Assembly Building
 P.O. Box 406
 Richmond, Virginia 23218
 Phone: (804) 698-1070
 Fax: (804) 786-6310
 Constituent Viewpoint: (800)-889-0229
 Email: DelDJones@house.state.va.us
 Room Number: 702
 Legislative Assistant: Cheryl Ivey Green
 Secretary During Session: Becky Ryburn

Delegate Dan C. Bowling
 General Assembly Building
 P.O. Box 406
 Richmond, Virginia 23218
 Phone: (804) 698-1003
 Fax: (804) 786-6310
 Constituent Viewpoint: (800)-889-0229
 Email: DelDBowling@house.state.va.us
 Room Number: 518
 Legislative Assistant: Hobart Honaker
 Secretary During Session: Jean Vonderlehr

I have seen a working copy of the draft for the titling and registration of replicas and kit cars. A bill has not been introduced at this time. This bill would title fiberglass kit cars, fiberglass street rods, Cobra kit cars and other custom vehicles as the year the car is built and the year it most closely resembles. The title would state "REPLICA". These cars could be used for occasional pleasure driving not to exceed 5,000 miles a year but could not be used for daily transportation. They could not be registered as an antique until 25 years or more after they were built. If a kit car was built in 1990 then it could be registered as an antique in 2015. Any vehicle registered as a replica would have to have properly working safety equipment for the year the vehicle resembles. In other words a Cobra kit car that resembles a 1965 Cobra would have to have the same safety equipment as a car manufactured in 1965.

If you have any questions email. Here are links to legislation on the Virginia Association of Car Councils website.

<http://www.vaacc.org/legis.html> - has a link to the new HB 1927 <http://www.vaacc.org/legis1.html> - links to all legislation that may be of interest to car hobbyists.

Fred Fann
 President
 CCCCVA

Here is the recommended email format to use when contacting these Legislators:

Dear Chairman Welch,

As a collector car enthusiast, I would like to ask you to support the *substitute HB 1927*. I think that this is a fair and equitable compromise that meets the needs of safety on Virginia's roadways without restricting the privileges and freedoms that Virginia's car enthusiasts have enjoyed for so many years.

Thank you for your consideration of this Bill, and for your time and attention.

Classifieds

Wanted: TR6 Project/Parts Car. Contact Jim Crawl at 562-1943

Free to a good home: 75 Spitfire Engine and Transmission: Don't know if engine block is usable--cylinders 2 and 3 are pretty well hammered but maybe could be bored. Looks like the engine was running so there may be usable parts. Nothing known about the transmission. Contact Rick at roverbau@odu.edu

For Sale: 1979 Spitfire OD, runs great, new red paint, needs hounds tooth upholstery work and leak in the radiator fixed. Drove from FL last year. Negotiable. Call Eric 757-558-0928

For Sale: New Front TR6 Sway Bar
Purchased new from The Roadster Factory and Powder Coated Gloss Black. Original cost was \$85, asking \$75. Call Skip at 217-6368 or 1974TR6@cox.net Original Sway Bar also available for a song.



For Sale: 1979 Spitfire
A project car with low miles, just under 50K. Needs some work. New Interior and top still in plastic. Asking \$800 firm. Contact James Barton for more information, jamesbarton@uwuxo.com Office: (757) 451-8545 or Mobile: (757) 572-7750

For Sale: 1977 Spitfire
77 Spitfire and spare parts are for sale. Needs some work, paint and a new convertible top. I have a fiberglass hard top on it now. I have a spare engine that needs to be reworked, a spare OD transmission, body tub, doors, hood, trunk lid, etc. Asking \$2500 negotiable. Contact John T. Blair @ jblair1948@cox.net or (757)495-8229

For Sale: 1966 Triumph TR-4A
White with a Black interior, 4-speed, wire wheels. Needs to be restored. Contact either Angela or Clinton at 757-357-7911 for more details.



For Sale in Kansas 1972 GT6
GT6 is a rust free Colorado car that Jerry restored as a driver although it has been in

several shows. No Price Given.
Contact Jerry Swartz at Lotus1970@sbcglobal.net for more information.



For Sale in Kansas 1970 Lotus Europa
Jerry Swartz, A Charter Member of the club now living in Kansas is selling his Lotus. No price given.

Please contact him at Lotus1970@sbcglobal.net

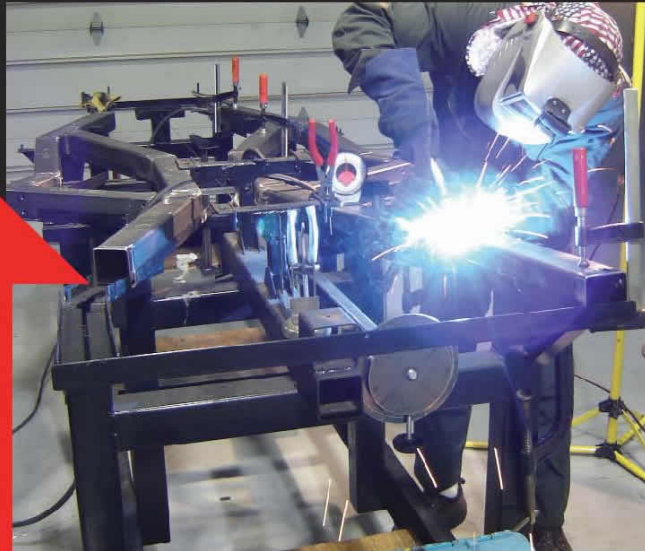
For Sale in Kansas 1979 TR7
Rust free Car with "no title" that is very nice shape, runs, but needs top, front bumper cover and TLC to be a driver. Contact Jerry Swartz for more details. No Price Given.

For Sale in Kansas 1961 Austin A40
Car is disassembled but all there with Colorado Title and New tires. Please contact Jerry Swartz for more information. No Price given.

Editor's Note: If you have items for sale please send me all the information and I will be happy to post it for you. Pictures are also accepted and help the prospective buyer.

Triumph Frames & Performance Upgrades

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- ▶ Tube Shock Conversion Kit
- ▶ Front Sway Bar Kit
- ▶ Rear Sway Bar Kit
- ▶ Throttle Linkage Kit



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Future Monthly Meetings

February 1st, 2007

March 1st, 2007

April 5th, 2007

6:30PM

at

Longshots Billiards and Darts
1125 South Military Highway
Between Indian River Rd &
Greenbrier Pkwy

Remember: Tooter Breakfast Bunch is at 9 am on 2nd and 4th Saturday of each month @ Bagel Joe's, 1600 Crossways Blvd. Across from Greenbrier Mall