



Tidewater Triumph Register

THE OFFICIAL MONTHLY NEWSLETTER OF THE TIDEWATER TRIUMPH REGISTER

The TooT Side Draught

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July 2006



The Bagel Breakfast Bunch

UPCOMING EVENTS for August 2006

August 3rd - TTR Meeting at ABL's SPORTS GRILLE

August 4th to 6th - Spit Together in Dayton, Ohio

August 12th - BBBreakfast at Bagel Joe's

August 11to to 13th - Summer Party at The Roadster Factory in Armaugh, PA

August 18th to 21st - Vintage Car Racing in Lexington, Ohio

August 26th - BBBreakfast at Bagel Joe's



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.

From the Editor

July zipped by with gobs of rain, extreme high heat and humidity so thick you needed a torch to cut through it. Through it all several members have attempted to do work on their project cars and enjoy days with the top down.

The July 22nd Bagel Breakfast was interesting to say the least. Bob Ross showed up in his Lotus trailing a Kite from the front grill. Dale Morgan grabbed the offending fishing line and was rewarded with a sharp sting across his forearm for his troubles. About the time the kite was detached, Mike Jones showed up in his TR7 so Dale tied the Kite to Mike's Car and came inside to enjoy breakfast. After breakfast several of us gathered to discuss the kite. The winds were so strong we could not pull the kite in and had to leave it tied to a light pole.

Dale, Marty, Ed, and I headed over to Fran's house to check out his Oxford Taxi and learn a few things. The Dale, Fran, and Marty came out to my house to assist with moving my TR6 Frame into the garage. Meredith was so happy to see the frame moved she made the group lunch, of course after she asked them to also help move some furniture.

For those of you that thought the frame would never make it into the garage...The frame is in the Garage and up on Jack Stands waiting for me to find time to put everything on it. Now the question is "What do I do now George? Huh, huh, what do I do now?"

**Skip
1974 TR6**

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Prez sez

Hi Everyone,

Well the summer is going by very fast and I find myself hesitating to stop driving my TR3A to do some body work on it. Oh well, it will get done.

Speaking of driving, on a beautiful day last week, I found myself driving my TR3A to Sandbridge Beach to enjoy the sun and surf. On the return trip home I drove through a rain squall that was so strong that it almost blew me off the road. Tree limbs were blown down in the road and normal people were pulling over due to the visibility. I also found out that with the top and side curtains up it didn't matter either way. The last time this happened to me was when I went to Alan Watson's house for an MG Classic's Annual Picnic in a hurricane years ago in my TR3A and had to get pulled out of the mud in Alan's yard by a MGBGT, very embarrassing but a great time. There is still a picture floating around of this terrible event at the MG club.

We are working on securing a shelter at Sandbridge Beach for September for our TTR Annual Picnic. At the park there will be swimming, fishing on the pier and tours. The club will put out the word when we finalize the date. At the picnic, if anyone would like to fish please see me and I will help them by supplying gear and will even bait the hooks for new fishermen.

Skip and Meredith Paetz have graciously agreed to host the TTR Chili Cookoff in October again this year so keep your eyes on your e-mails and newsletters for the date and time. Hope to see you on the road and remember to TRIUMPH over conformity,

Randy Brackett, TTR Pres.
1961 TR3A
Comm. # TS 75894 L



VP's Corner

There's wasn't much club activity to talk about this month, so I guess that I'll use this space to update you on the progress that I am making on my TR250 project.

Now that I have solved the cylinder head problem on my green car .I have had the time to get back to work on my red project car. I had the headers Jet Hot coated and installed them. I painted the intake manifold and will install it with the carburetors and exhaust system, soon. Next will be the new wiring harness, it will need added circuits for the electric fuel pump, electric fan and radio amplifiers. This installation may be time consuming.

If all goes well, up to this point, I will be ready to start the engine I'll let you know what happens.

Till Next Month,
Marty Rutkowitz.

ANNUAL TIDEWATER TRIUMPH REGISTER PICNIC

PLACE: Little Island Park, Shelter 1, Sandbridge, Virginia Beach

DATE: Sunday, September 10, 2006

TIME: 9:30am to 2:30pm

DETAILS: Everyone please bring a dish (deserts, salads, etc.).

The Club will furnish drinks, hamburgers, hot dogs, paper products and condiments. There will be fishing from the beach or pier. Pier fishing fee is \$5. Pier strolling is free. For those who don't know how to fish, Randy will bring extra fishing equipment.

This is a family event so please e-mail Randy at randbrac@yahoo.com to give number of people you will bring. Please e-mail by Sept.3, 2006.

We need volunteers for this function please call Randy at 757-721-6732.

Letter from Ivan.....

Ivan enclosed a picture of two TR3's from the AACA Show in Virginia Beach with David Hunts TR3 and another TR3 owner from the Eastern shore. Ivan requested we run a "Best Caption" contest for the picture. One of the cars needed a jump, but as Ivan put it....Will either driver ever admit to needing the jump.

Send your "Best Caption" suggestion to me at 1974TR6@cox.net and in the subject line type TR3 to TR3 so I know it is for the contest. Yes, I do get that many emails. Please send your input by 18 August. The winner will be announced in the next Toot Side Draught.

Have any other pictures you would care to see in the Newsletter or on the website? Please send your submissions to 1974TR6@cox.net or provide a hardcopy at the next meeting or breakfast.



A TRIUMPH OF SIMPLICITY TR6

**The ruggedly handsome two-seater is considered the pinnacle of the Triumph line.
By Malcolm Gunn**

"I don't know how the car can stand up to that kind of serious abuse," I would often say to myself. The vehicle in question was a 1971 mustard-yellow Triumph TR6 sports car, a graduation present that my friend Gord had bought for himself. Fresh out of University and a full-fledged architect, Gord had replaced his long-since rusted out TR3, the one with the tiny doors and ill-fitting side-curtain windows, for this latest creation from the British Leyland conglomerate.



Gord loved cars, but knew nothing and cared even less about their inner workings. He simply enjoyed flogging the heck out of them at every opportunity, and his latest prize was no exception. His favourite attention-getting tactic was to bomb around town with the top down, wearing a rooster-shaped cap he had acquired from some frat house halloween party. The effect was startling, if not a bit disturbing, but Gord, a full-blown eccentric in his own right, cared little about what others thought. He was having a good time, and got a kick out of the "Chicken Man" title his friends bestowed upon him.

Fortunately, the sturdy new TR6 was up to Gord's heavy-handed driving style, at least for the first few years of ownership.

The TR6 was first launched in 1969 to rave reviews. It had been preceded by the short-lived TR5 and TR250 models that introduced six-cylinder power to the TR-series for the first time. The TR6's inline 2.5-litre pushrod (cam-in-block) motor was basically a carry-over from the TR250, as were most of its mechanical bits. However the bodywork had been restyled by Karmann, the same company that had designed the Volkswagen Karmann Ghia and built the Beetle convertible. The major cosmetic changes consisted of moving the headlights out to the edge of each fender, and creating a chopped-off, or "Kamm-style" rear end. The result was a whole new lean and mean image for the Triumph, which proved popular with buyers, particularly in North America where 90 percent of the TR6's 94,619 total production were shipped (including every car manufactured after 1974).

Less popular with buyers, though, was the loss of power that resulted from the new emission controls that became mandatory on all new vehicles beginning in the late 1960s. To meet these anti-pollution requirements, Triumph was forced to replace the TR6's export model's fuel-injection system with a pair of Stromberg side-draft carburetors. The result was an output of slightly more than 100 horsepower, a significant reduction compared to the home market's 152-horsepower rating. Performance also suffered, with a 10-second-plus 0-60 m.p.h. time, nearly two seconds slower than the proper British fuel-injected version.

(Continued on page 5)

A TRIUMPH OF SIMPLICITY TR6 (continued)

Despite this power shortage, the TR6 was still considered a lively performer and its low center of gravity, four-wheel independent suspension and front disc brakes resulted in the car earning high marks in the fun-to-drive department. The cockpit was also a comfortable and cosy spot with plenty of leg, shoulder and elbow room for two.

But the real magic began when the engine was turned on, the four-speed gearbox was snicked into first and the relatively heavy clutch pedal was returned to the rest position. The burbling exhaust note emanating from the TR6 was sweet music to both passengers and passers by.

On the down side, the TR6's minimal rear suspension travel resulted in much bottoming-out over rough or even moderately uneven pavement, transmitting a jarring thud through the driver's lower back. Also, the folding soft top (a removable fiberglass hard top was optional), although easier to erect than that of the MGB, still fell short of the class-leading Fiat 124's one-piece instant up/down lid.

By 1973, British Leyland was forced to add two grotesque chunks of rubber attached to the far end of each of the TR6's front and rear bumpers in order to satisfy the ever-tightening North American safety regulations. Although they provided a measure of protection from mild trauma, they interrupted the car's otherwise clean and graceful lines.

After a seven-year production run, the last TR6 rolled out of the Canley, England plant in July, 1976. Its replacement, the TR7, was a thoroughly modernized sports car, with unit body construction, aerodynamic styling and trendy pop-up headlights. The new model was a popular seller, but its buzzy four-cylinder power-plant meant it lacked the heart and soul of the more muscular looking (and sounding) TR6. Somehow, I can't imagine the hard-charging Chicken Man driving anything but.

Malcolm Gunn is Wheelbase Communications' chief road tester and historic writer. Wheelbase is a world-wide supplier of automobile news, reviews and features. This article was retrieved from <http://wheelpress.com>



Above Left: A BBBreakfast car show at Bagel Joe's

Above: Friendly chatter at Bagel Joe's.

Left: Old meets New at ABL's after the meeting.



**Tidewater Triumph Register
Meeting Minutes
July 6, 2006**

The meeting started at 7:03 since President Randy Brackett's hamburger was late in being served. The meeting was held at ABL's which is under new management.

Pres. Randy introduced new member Pat Hunt who owns a '73TR6. Carmel and Ed Million were not present so no special announcements were made. Mike Jones reported that Ed Smith was in Virginia Beach General Hospital with heart problems but was doing well.

VP Marty Rutkowitz suggested that car show excess t-shirts be sold for \$5 each. Large and XL were the only sizes available. Pres Randy announced that VP Marty will run next month's meeting. Please support Marty (pay attention Mike Jones!)

Secretary's Report - A motion was made to dispense with reading the minutes and seconded.

Treasurer's Report – Steve Allen reported on the finances of the club which are sound following the car show receipts and expenditures. The club was flush with funds as of 7:15.

Membership Report – No report was initially made since Martin Pachey had not wandered in off the street yet. Later, after his arrival he reported that one membership application was passed out at the show.

Newsletter and Web Site – Skip Paetz reported that he had fixed the dot matrix printer twice. It's had more work than Pres Randy's TR3! Rather than pour more money into it (the printer – not Randy's TR3) a motion was made to replace it for \$300.00. This motion was seconded and approved.

Skip additionally raised the issue of sending the club's logo to Lands End for \$135.00. They would digitize it and any member could order any article of clothing with the club logo (yes Marty – even pajamas). This suggestion was passed by acclamation. Skip will keep the club posted on the status of this initiative.

Finally, a discussion ensued about the possibility of transmitting the club newsletter electronically. In order to do this the club would need to buy an Adobe program for \$299.00. A discussion ensued about the different options of distributing the newsletter to members but no resolution was made. A motion was made to buy the software, seconded and approved. Finally, finished with flushing the club's funds, Skip issued a call for photos for the newsletter and web site.

Activities –Dale Morgan reported that this year's Shriner's Show will no longer have a British car class. Bob Bohannon reported on a new show being held at Colonial Downs on 7/29. Registration will be at 8am and judging begins at 11am. Pres Randy discussed Handel's Ice Cream at Red Mill Commons having a get together like Jenro's. He may try to put together a Tooter Run to it – possibly an afternoon assembly. Wings and Wheels Show is Sept. 30.

Next Years Show – this was discussed. Topics included scheduling, venue and possible schedule conflicts with Harborfest and VIR.

Tech Library – Mike Jones has the 4 DVD set on car painting. See him to borrow them. Skip will list the library inventory on the web site.

Summer Picnic – Various suggestions were made about the location. Pres Randy will check on the availability of Sandbridge Beach, Little Island Park in September. Skip and Meredith will do the Chili Cook-Off in October.

Newsletter Editorial

Martin Pachey recently handed this little cartoon to me as a friendly jab in the ribs and a good chuckle. It appealed to my weird sense of humor so I kept the mailer. I did not expect to use until I started to put this months newsletter together.

Over the past month there has been a lot of email flying and talk amongst the members of the club about long range plans and who does what. Rumors of active members moving and activities being canceled and I have to scratch my head (like the picture) as I begin to put the newsletter together and wonder just how much longer I can continue to work on producing the newsletter and add to the website all by myself.

Before anyone panics and makes the mad dash for the "I don't want the job" line, I have no intention of passing the ball to another club member. Instead I will make an impassioned plea for continued support for the club and the club activities.

When I first sent in my application to join TTR I had no idea what I was getting myself into. My intention was to find someone, or a group of someone's, that knew something about the TR6 so I could learn and restore my mid-life crisis car. Little did I know the kind of people I would meet and get to know.

We have some talented people in our club, People with Passion for what they enjoy. We all have normal lives, jobs that keep us busy, and family obligations....some more than others. If you attend meetings on a regular basis or come out to enjoy a friendly breakfast on Saturday morning you will see the same people at each gathering with few exceptions....or is it just my over active imagination.

We have roughly 68 members in the club. Those of you that live in the local area, COME ON OUT and join us for a meeting, send in your car picture, send in a life story or a short ditty about your passion. Help us energize the club and make my job easier for producing the newsletter and updating the website. Does it have to be about cars....Heck No! Send me the latest news, good or bad and I will use it in the newsletter.

What would I like to see? Some Tooter Runs planned for Ice Cream, a Soccer Game, or just a drive in the country. What would you like to do?

Skip

Late Entry Note

Hi Everyone,

Just a quick note to tell you that the MG Classics (Mike Haag) wrote a nice piece in their "Dipstick" newsletter about our show. Quote "By arranging the cars around in a circular parking lot, this car show runs circles around other shows". Was that a compliment or a pun?

Hats of to our friends and show supporters in the MG Classics car club.

Thanks,

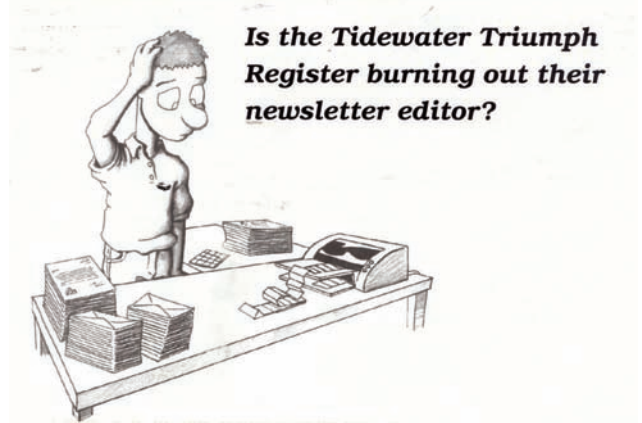
Randy

Classifieds

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





*Tidewater Triumph Register
4510 Three Pine Lane
Virginia Beach, Virginia 23457*

Future Monthly Meetings

August 3rd, 2006

September 7th, 2006

October 5th, 2006

6:30PM

At

ABL's Sports Bar

1125 South Military Highway

Between Indian River Rd & Greenbrier Pkwy

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