

Triumph Sports Six Club

The biggest Local
Triumph Club



Over 50 Local Areas with monthly meetings and much more ...

- *you're never far from friends and enthusiasts in the TSSC.*

Club Magazine, The Courier, for news, technical tips and Triumph history ...

- *every month of the year, in colour, packed with original articles.*

Club Insurance, with three brokers ...

- *discounts, agreed value, classic, multi-vehicle policies and more, plus affordable policies for young Triumph owners.*

Full time staff of enthusiasts ...

- *technical advice, insurance valuations, membership queries, shop orders, just a phone call or email away - 9 to 5 weekdays.*

Club Shop, offering accessories and upgrades plus discount for members ...

- *all the parts that we use on our own Triumphs.*

The largest dedicated Triumph Museum in the World ...

- *concours and original cars, display chassis, unique prototype plus huge displays of Triumph factory and period memorabilia.*

Events and Shows ...

- *a full calendar of Local, National & International events, including activities for young members.*

so ask about joining the TSSC,
the Club for all Triumph Enthusiasts

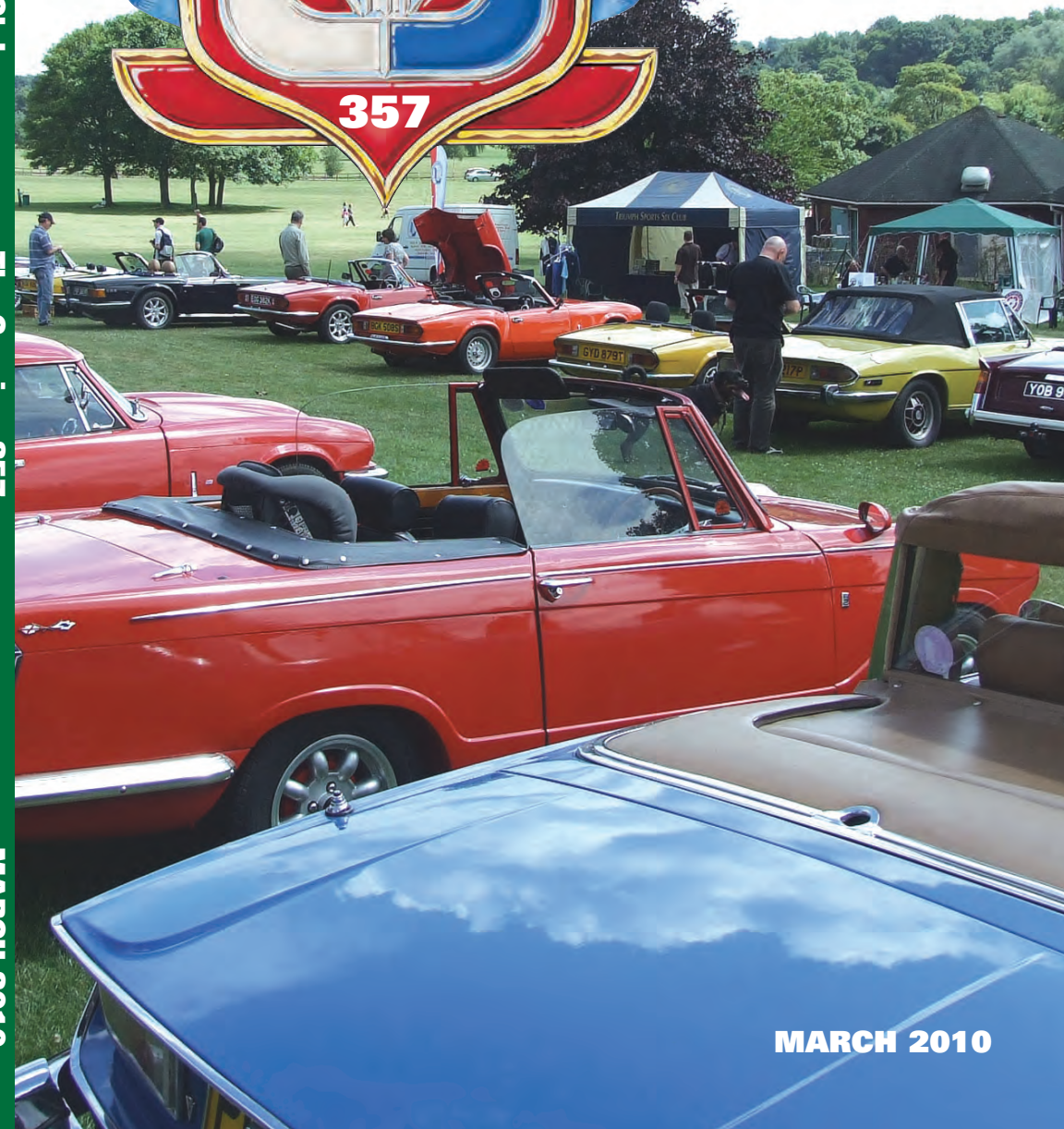


www.tssc.org.uk
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01858 434424

Triumph Sports Six Club

The Courier 357

MARCH 2010



MARCH 2010

TRIUMPH INSURANCE

Lancaster Insurance Services has specialised in arranging Classic Car insurance since 1984.

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www.lancasterinsurance.co.uk/tssc

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TSSC-VI-010



THE TRIUMPH SPORTS SIX CLUB

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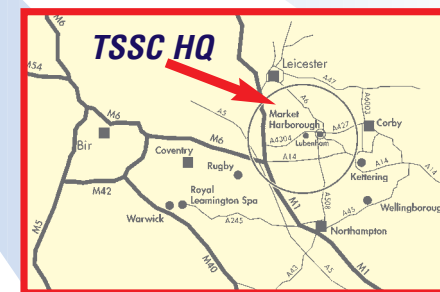
www.tssc.org.uk Tel. 01858 434424

Over the Counter



The majority of Products listed are available over the counter at the Club Shop during normal opening times. Why not pay us a visit and buy your parts at the same time!

Where to find us



Or on the WEB!

A wide selection of Club products are now on the net! Visit the Club site, and place your order using our interactive order form.
www.tssc.org.uk



Triumph Sports Six Club

Head Office: Vines GTR Road Estate, Spalding, TR 14G (01858) 431935
Email: clubshop@tssc.org.uk phone: +44 (0)1858 434424 fax: +44 (0)1858 431935
Branches: 192, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

e-Mail with your requirements, questions, overseas customers e-mail for quote and carriage services
clubshop@tssc.org.uk

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.357 Vol 31. MARCH 2010

Price £3.50 Free to Club Members.

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Courier copy / Area News

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We will only accept TXT files NO Attachments

Courier Copy By 8th of Each Month

Articles/Area News Enquiries

Tel: (01858) 434424 Fax: (01858) 431936

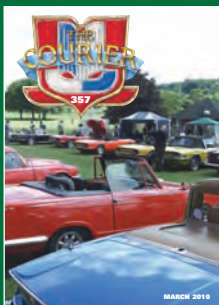
COUNCIL MEMBERS 2010

Chris Baker, Mike Crewes,
Adam Easton, Pip Flegel, Chris Gunby,
Claire Hill, Derek Holman,
Jane Rowley, David Smith,
Frank Spencer, Victor Thompson,
Vivien Thompson.

Honorary MEMBERS

Dennis Barbet. Martin Cox. John & Pam Griffiths.
John Macartney. Fred Nicklin. Paul Richardson.
Bill & Jo Sunderland. Paul Swanson.
Peter Williams.

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.
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NORTHANTS TSSC
STANDARD & TRIUMPH
RALLY 2009
PIC
ADAM EASTON

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T.S.S.C. Events Calendar

www.tssc.org.uk/events e-mail trudi@tssc.org.uk

PLEASE SEND ALL 2010 EVENT INFORMATION TO TRUDI PRETTYJOHNS AT THE CLUB H.Q.

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

April 2010

SUN 25 APRIL 2010
TSSC HQ OPEN SUNDAY
CELEBRATE 'DRIVE IT DAY' AND
DRIVE TO TSSC HEADQUARTERS
TEL. 01858 434424

SUN 18 APRIL 2010
TSSC WESSEX AREA NEW FOREST RUN
CONTACT TREVOR 01425 475376
www.triumphnewforestrun.co.uk

SUN 25 APRIL 2010
TSSC DERWENT VALLEY
DRIVE IT DAY SEASIDE RUN
CONTACT IAN 01773 787268
www.derewntvalley-tssc.org

SUN 25 APRIL 2010
TSSC WEST YORKSHIRE
DRIVE IT DAY RUN -YORKS AIR MUSEUM
CONTACT ALAN 07944 909823

FRI/MON 30 APRIL/1/2/3 MAY 2010
21ST TSSC ISLE OF WIGHT AREA
CAMPING WEEKEND
APPULDURCOMBE GARDENS. CONTACT
ANGELA 07884 006 237 / 01983 281427

May 2010

SAT/SUN 9 MAY 2010
TSSC AVON AREA CLUB STAND AT THE
FOOTMAN JAMES, BRISTOL CLASSIC
CAR SHOW, ROYAL BATH & WEST
SHOWGROUND, SHEPTON MALLETT.
CONTACT JUNE - 01454 327059

SUN 1/2 MAY 2010
SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
CONTACT GUY 01672 514241

June 2010

FRI/ SAT/SUN 4/5/6 JUNE 2010
TSSC NORTHANTS AREA PRESENT
A STANDARD & TRIUMPH RALLY
WICKSTEED PARK NORTHANTS
CONTACT ADAM EASTON 01933 229992

FRI/ SAT/SUN 11/12/13 JUNE 2010
YORKSHIRE DALES RUN & CONCOURS
CONTACT RICHARD BRISCOE
07766 354449

FRI/ SAT/SUN 18/19/20 JUNE 2010
NOTTS AREA 5TH ROBIN HOOD RALLY
WALESBY SCOUT CAMP NOTTS
CONTACT CLAIRE 07971 017012

FRI/ SAT/SUN 25/26/27 JUNE 2010
DERWENT VALLEY AREA PRESENTS
THE 2010 PEAK RUN
www.derwentvalley-tssc.org.uk

FRI/ SAT/SUN 25/26/27 JUNE 2010
TSSC AVON AREA CAMPING WEEKEND,
BREAN, SOMERSET.
CONTACT JUNE 01454 327059

August 2010

SUN 1 AUGUST 2010
TSSC LEICESTER & RUTLAND
SUNSHINE RALLY
CONTACT DAVID 07774 276564

FRI/SAT/SUN 20/21/22 AUGUST 2010
TSSC
INTERNATIONAL
FAMILY WEEKEND
STAFFORD COUNTY SHOWGROUND

September 2010

SUN 19 SEPTEMBER 2010
TSSC HERTS & BEDS ALL TRIUMPH DAY
DUXFORD IMPERIAL WAR MUSEUM
CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

March 2010

SUN 7 MARCH 2010
THE INTERNATIONAL
TRIUMPH SPARES DAY (TSSC STAND)
AT STONELEIGH, NAC. WARKS

April 2010

SUN 18 APRIL 2010
WORLD CUP RALLY 40TH ANNIVERSARY
EVENT. ORGANISED BY TRIUMPH
2000/2.5/2500 REGISTER, LANDCRAB OC
INTERNATIONAL, AUSTIN MAXI OC. THE
HERITAGE CENTRE, GAYDON, WARKS.
www.wcr40.org.uk
www.triumph2000register.co.uk

May 2010

SUN 23 MAY 2010
STANDARD TRIUMPH MARQUE DAY
PRESCOTT HILL CLIMB
GLOUCESTER

OVERSEAS EVENTS (CLUB INVITED)

July 2010

FRI-SUN 9-11 JULY 2010
LE MANS CLASSIC

PLEASE SEND ALL 2010 EVENT INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Email Addresses

In the internet age, the TSSC is trying to keep in touch with members by email.

For example, Area Organisers may wish to contact members in their part of the world about a forthcoming event, and this is both quick and convenient by email.

If you haven't registered an email address with the Club and would like to keep in touch this way, please could inform us of your current email address.

You do this by emailing to info@tssc.org.uk or by going to your profile on the TSSC website and entering an email address there.

And please remember to update your website profile or to let us know if you change your email address.

Nigel Clark
General Manager

'Drive It' Run Changes

We have revised the start times for the West Yorkshire Drive it Day on 25th April 2010.

These new times will give everyone a little longer to meet and chat before their section starts and hopefully reduce any queuing at the entrance to the Yorkshire air museum to a minimum. The new times are as follows.

Pick up point 1 - Steeton Hall Hotel,
Keighley, BD20 6RY,

Meet from 8.00am, leave at 9.00am.

Pick up point 2 - Tesco Superstore car park,
Seacroft, Leeds, LS14 6JD.

Meet from 8.00am, leave at 9.00am

Pick up point 3 - Tesco Superstore car park,
Askham Bar, YO24 1LW.

Meet from 9.00am, leave at 10.00am

**Contact Alan Heaton on 07944 909823
or 01274 781814**



TRIUMPH SPORTS SIX CLUB LIMITED

Wanted, A Curatorial Advisor

The club is investigating the possibility of obtaining funding from the Government's Museums, Libraries and Archives Council (MLA) and their sub-division which administers funds for the Preservation of Industrial and Scientific Material (PRISM).

The club has already created a favourable impression with a member of Leicestershire CC MLA staff.

One of the requirements for museums that seek such funding is that they have a Curatorial Advisor to be able to advise on the safe keeping of all of our museum materials, but especially those that may degenerate – the paper archives.

If you "have a relevant degree, or diploma in Museum Studies (or equivalent) AND recent relevant experience of the principles and practice of museum operation and management" and would be able to advise the club as needed, please contact the club's General Secretary at HQ.

This would be a Voluntary position, to come into effect if/when we are successful.

Applications should be sent to: Triumph Sports Six Club,
General Secretary, Main Street, Lubenham, Leicestershire. LE16 9TF
Enclosing a CV.



HQ OPENING TIMES

MARCH- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

APRIL- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SUNDAY 25TH APRIL - 10.30AM TO 3.30PM



www.tssc.org.uk



www.tssc.org.uk



www.tssc.org.uk

The Club Shop will be attending the forthcoming show
International Triumph Show & Spares Day
Stoneleigh - Sunday 7th March 2010

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

TSSC Annual General Meeting

THE ANNUAL GENERAL MEETING WILL BE HELD ON
APRIL 11TH 2010 AT VILLAGE HALL, LUBENHAM, LEICS .

The Area Organisers Seminar will also be held prior to the AGM starting at 10.30 am at the same location

Council of Management Meetings

MARCH 21ST - 16TH MAY 2010

*Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Mike Crewes** TSSC General Secretary, Jasmine Cottage, Callestick, Cornwall. TR4 9LW. or email: gensec@tssc.org.uk*

TSSC INSURANCE PANEL

Footman James

0843 357 1790

www.footmanjames.co.uk

Peter James

0845 0999 500

www.peterjamesinsurance.co.uk

Lancaster Insurance

0800 013 0080

www.lancasterinsurance.co.uk/tssc

The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards
- Support from the Club Office
- All three brokers offer a full range of high quality insurance policies, including multi-vehicle.

Young Member's Co-ordinator



www.facebook.com/group.php?gid=93511930542&ref=ts
e-mail. chrisbaker_7@hotmail.com



Chris Baker

Pot Holes!

Now spring is starting to roll in we hope that finally the weather should start to clear up a bit and the salt will be washed from the roads, along with all of the tarmac. This recent freeze seems to have stripped most of the surface off our roads including the motorway. I recently hit an especially large pot hole on a A road late at night in the Porsche, the 924 has fairly good suspension and tall wall tyres and generally absorbs all the bumps extremely well, so should be well prepared for the pot holes but the jolt still managed to knock the battery out of place which is irritating, but hardly the end of the world and caused no apparent damage, just a brief moment of panic as the car seemed to die for a couple of seconds then splutter back to life, thankfully the 924 is quiet a tough old tank. I've heard a lot of stories of people gaining serious suspension damage and buckled wheels from the state of the roads currently, you're especially at risk if you have very low profile tyres since they absorb little energy.

For safety and your own security it is quite a good idea to keep a disposable camera in your car in case an incident takes place and you need to provide evidence, if you hit a pot hole and your car does get damaged you can put in a claim to your local council to get your car repaired providing you can show evidence that it was the pot hole that caused the damage. Photographic evidence of the scene is a good place to start. Keep your eyes peeled and inform your council of any dangerous pot holes.

Insurance

A major classic car insurer (NOT a member

of the TSSC insurance panel) has recently dropped everyone under the age of 30 from their company, this is to do with their underwriters, largely due to too many claims from people under the age of 30 and probably the recent icy weather pushing all insurance prices up generally. If they cared about their reputation and customers they would have looked for another underwriter, after all when I turn 30 I won't be rushing back to them for insurance. It may be fair to not take any policies up with new customers, but to drop existing customers with little more than a couple of weeks warning is unacceptable. Especially since I've never made a claim and always stuck to their terms. If you've shared a similar experience with an insurance broker I'd be very interested to hear from you. I'd be also interested to know of any insurance brokers you hold in high regard. This would be an ideal subject for discussion on the Facebook website, we as young drivers are a large sector of their market and we need to take back control from rocketing prices which are in many cases a poor and unfair generalisation.

If you're looking for insurance a good place to start is by ringing around our insurance panel members for the best quote.

Email me or post a discussion on the Facebook page. Addresses above.

Note from Nigel: *It's always worth starting by getting quotes from the TSSC insurance panel members, Footman James, Lancaster Insurance Services and Peter James. They have been carefully selected by the Club on a number of criteria, including their ability to insure young drivers, starting at age 17.*

Celebrate 'Drive it Day' Drive to your HQ!



TSSC Headquarters Open Sunday - 25th April

Please do try and get along to the TSSC Spring Open Sunday. There will be refreshments and a barbeque, discounts in the Club Shop, all the usual Museum displays and a warm welcome for all.

April 25th 2010 is the Federation of British Historic Vehicle Clubs "Drive it Day", when we are all encouraged to get out in our classic cars and already, some Local Areas are planning to Drive to the TSSC HQ for the Open Sunday celebration - join us there!

How to Find Us

Junction 20 M1 then A4304 to Market Harborough.
TSSC HQ, Main Street, Lubenham, Leicestershire. LE16 9TF.

Tel: 01858 434424 - www.tssc.org.uk

The Triumph Sports Six Club

VITESSE Register

www.tssc.org.uk/vitesse
e-mail: vitesse@tssc.org.uk



Dave Rumens



The BATTERY

Hi folks, March is with us, and all that frost and snow should now be over until next winter. Hopefully

spring and the warm sunny weather should be just around the corner. Most of us keep our classic cars off the road in the winter due to the dreaded road salt which is so destructive to the bodywork of our cars. With the weather now warming up it's time to give your Vitesse a checkover ready for the coming season.

One area often forgotten is the battery. You know the situation – you jump in the driving seat turn on the ignition with an anticipation of hearing your Vitesse come back to life after its long winter hibernation, only to find the starter motor turns over once then stops. The cause of this lack of willingness to start is normally little more than that the battery has discharged over the months of non-use and probably just needs charging.

I guess at this stage I should stress just how careful you need to be when dealing with car batteries. Firstly they contain both lead and sulphuric acid. The acid can

seriously burn your skin or seriously damage your eyes. Secondly when on charge they give off hydrogen gas which is highly explosive. A small spark can cause the battery to explode spraying out a lethal cocktail of

THE STANDARD CAR REVIEW Number Four, 1959

THE BATTERY DESIGNED FOR THE FUTURE.. **HERE TODAY !**

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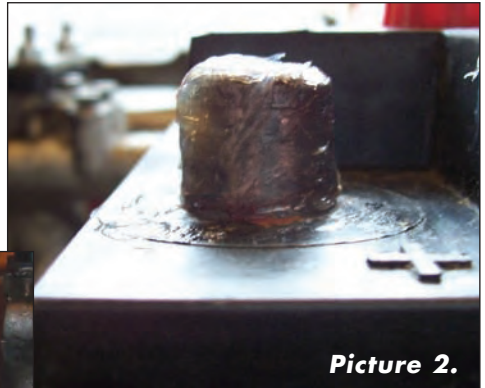
sulphuric acid and chunks of lead. Car batteries are also heavy and care must be taken when carrying them.

Therefore I strongly advise you to read more on the hazards involved and safety measures required when working with car batteries before starting. Information can be found in most workshop manuals.

Treat the battery like an unexploded bomb!



Picture 1.



Picture 2.

cost of a replacement battery. Before you use the charger, remember sparks can cause an explosion so always turn the charger off at the mains supply before connecting or disconnecting it from the battery. Another problem that will cause a voltage drop is corrosion around the battery connecting posts. A point to remember with this problem is that if you check the battery at the connecting posts all will seem to be ok. So ensure these are clean and are then well greased before firmly clamping the connections, *Picture 2.*

So back to the plot: you may have a flat battery and you want to get some life back into your Vitesse. A good way to check the battery is to take a voltage reading and if this is below

12 volts then it is more than likely it does requires charging. Avoid the temptation to reduce the time by boost charging the battery with a 20+ amp charger as your battery may be a few years old and this high level of charge could damage it. It is far better to use a 5 to 6 amp charger and slowly charge the battery for around 8 hours. An example is given in *Picture 1.*

12 volts then it is more than likely it does requires charging. Avoid the temptation to reduce the time by boost charging the battery with a 20+ amp charger as your battery may be a few years old and this high level of charge could damage it. It is far better to use a 5 to



Picture 3.

6 amp charger and slowly charge the battery for around 8 hours. An example is given in *Picture 1.*

fluid, electrolyte, evaporating, leaving insufficient for the battery to maintain its capacity. On the older style batteries, *Picture 3,* which do have filler caps the electrolyte can be

It may be a bind but it could well save you the

very carefully topped up with de-ionised water to just over the plates. However, there is some evidence that sealed-for-life batteries, *Picture 4*



Picture 4.

4, can suffer the same problem and in this case as they cannot be topped up without breaking the sealed caps, which I am not suggesting you try as it could be dangerous, a replacement battery would be the only answer. Its far better to give the battery a low level charge every other month.

I would suggest a 5 to 6 amp battery charger is used for this purpose and you should charge the battery for around 3 hours.



Picture 5.

Over this period the charging rate should start around 5 amps then reduce to around 2 to 3 amps, *Picture 5*.

If you do need to replace the battery, looking around at the technical figures now given it can be confusing as they don't always match those given back in the 1960's, so I have included the following.

The original capacity figure given for the Vitesse is 20 hour rate at 39 amps per hour. A more modern figure is to give the cranking current for the starter motor, for the Vitesse this is approximately 325 amps for 30 seconds. If the cranking current given on the battery is less than 310 amps then the battery has too small a capacity.



Picture 6.

Greater than 325 amps is ok. Many batteries now have a label which will give its capacity and in most cases this will include the cranking current available.

Picture 6.

That's it for this month. After all the snow we have had over this last winter season let's hope we get a good summer. Roll on Spring and **Keep Running On All Six**

Dave.



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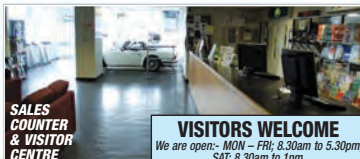
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Rob Newton-Allen



H

ello Hello I'm back again !! Well...just as you all thought I had disappeared off the face of the earth... Here I am

back again.

Having taken a couple of months out to recharge my batteries and get our new house straight... Well sort of.. we managed to sell our house of 15 years and move to

Good to be back!

carcoon at our business unit until I can get one built or I may buy a timber kit one. Anyone with any thoughts (good or bad) on the timber ones ?

Needless to say things have been a bit manic since, Sky totally messed up our broadband connection and our house telephone system, leaving us with no Internet connection for 7 weeks, great when you run an Internet based company from home..but that's another story.

Talking of stories, here is just one I received from

John and Pamela Cash. John wrote to me last year with the tale of his Herald and as usual I put it to one side and thought I would use it for an article soon... Well... Here we are 12 months on, I had completely forgotten about it and John sends it to me again. Sorry John !!

I must try harder. I will leave it in John's worldly words of wisdom....

The Tale of a Herald

I really should thank Dick Plumridge for encouraging me to send off to BMHT and

DVLA for documentation to verify the history of a newly acquired Vitesse 6. I would advise anyone interested in the history of their car to do the same - the results can be fascinating!

In the case of the Vitesse the history itself was quite simple: it really was a two owner vehicle from new, the first 23 years with a lady from



another within 4 weeks. Yes 4 weeks !! All contracts signed, mortgage in place and the removal men banging on our door.

Unfortunately I have gone from a 600 sq ft garage down to nothing, yep, we have bought a house with no garage, so my beloved 948 convertible is tucked up in a

Twickenham and the next 16 with a relative who was a Club Triumph member. It was great to have confirmation that our new purchase was as genuine as it seemed.

Our Herald was another matter. It was an



Everyday Herald - John Cash

impulse buy back in 2003. At that time a 13/60 chassis sat in the yard with various salvaged bits in the garage (I had dismantled the rotten body only to find the chassis sound, apart from rear outriggers). Also in the garage was my aged aunt's 1200 convertible, mechanically sound but with a completely rotten chassis. You can see where my thoughts had been going. . . . By chance, looking through a local Ad-Mag my wife spotted a Herald convertible for sale, at a suspiciously reasonable price and so we went to look at it.

OGK497E looked quite presentable. Herald 1200. Conifer green, cactus interior, ivory hood, wheel trims. A few scabby bits in the usual places but nothing too awful. Lying down and poking about underneath with torch and screwdriver revealed a chassis that was solid with a few welded patches which had been properly done and nothing frightening. It was just out of MoT and as I didn't need another restoration project I suggested that the owner booked it in for a test and that provided it didn't fail on anything serious a deal would be done.

A couple of days later and I followed OGK to the test station. You can tell a lot about a vehicle by following it and OGK ran straight, sat properly, didn't smoke and actually seemed quite good. After adjusting a front wheel bearing it passed, money exchanged hands and we now had a usable Herald.

Since then it has been an all-year-round car, in use as needed and regardless of the weather. I replaced the entire brake system, apart from drums, using copper pipe and silicone fluid; it was cheaper to buy new wheel cylinders than to renovate the old ones and I also retained the drum brakes at the front - with everything renewed and

in proper working order they are perfectly adequate, provided you pay attention to what's going on around you. Other concessions to modern traffic conditions have, however, been made. OGK now has an alternator, halogen



headlights and a high-torque starter motor. The car is serviced as necessary and will be improved as and when time and money permit.

Obviously using it all year, particularly in

Derbyshire where the County Council are very proud of the fact that they dump 2 million tons of salt on the roads every winter (don't get me started!) means that the exterior bodywork has not improved. However, regular applications of wax oil, encouraged into nooks and crannies with old paintbrushes, has so far kept the chassis sound and stopped any further deterioration of the body. Tidying up is on the list. One other indulgence two years ago, was a fibreglass hardtop (from Honeybourne Mouldings). The hood has not survived and the frame has fractured, which means that during the summer the top stays down (a tonneau makes this quite practical - as long as the speed doesn't drop much below 30 you don't get



A Hardtop for winter

wet). For the winter, therefore, OGK becomes a 1200 Coupe!

Which brings us back to the beginning. When I was filling in an IVR I noticed that the numbers, or rather letters, seemed to suggest that OGK was a saloon, despite the fact that it was very obviously a genuine convertible. I left it as one of those mysteries which I'll get round to sorting one day and promptly forgot about it. The aforementioned Vitesse changed all that and so I filled in the forms (you can get the DVLA one on-line), sent off the fees and waited. In due course the following story emerged.

OGK was, indeed, a RHD, Home Market, De-Luxe Triumph Herald 1200 Saloon fitted with heater and drum brakes, built on 28th November 1966 and dispatched on 7th December to a dealer in Chelmsford (Eastern Automobiles Ltd). It was first registered on 1st January 1967 to a lady in Ruislip who kept it

for 13 years. It then moved to Hayes and owner two who kept it for seven years. Eight months later owner three sold it to owner four.

Obviously the records identify all these keepers by name and address - for the purposes of this tale I have not revealed those. Owner four moved from Hayes to Walton on Thames in 1990 and a year later, after three years of ownership OGK was sold. This time, however, a bigger change also happened. After 24 years as a saloon OGK was "professionally converted from saloon to convertible", notification to DVLA being made on 17th July 1991. Unfortunately there is no record of where the work was done but it was obviously done professionally, using proper parts and there is no evidence of use of part-panels.

The new owner cannot have been too impressed with her "new" car, because after only eight months owner six had acquired it, now in Hemel Hempstead. He kept it for four years before selling it to someone at the same address who only kept it for two months! Owner eight, however, obviously liked it enough to keep it for six years.

He lived in Wilmington in Kent before moving to Wapping in 1997, selling OGK in 2002. After spending 35 years south of the Trent OGK came north to Chesterfield, spending eight and seven months respectively with owners nine and ten before being sold to me.

Six years on I think the car deserves to stay where it is. "Our" cars will never be high value collectors items and all cars were made to be used. Eventually they will all return to their basic elements (just like their owners!) but if properly maintained and cared for they can last a very long time and give a very great deal of pleasure. Part of proper care includes using them. Get out there and drive them! Wear out parts so that demand for spares is maintained. Don't be afraid of a bit of muck and minor damage - the beauty of the way they are constructed means that most things can be

repaired. I try to avoid using the Vitesse during the salt season because it would be a shame to spoil a very original car, but the Herald thrives on being used and has proved that a 42 year old car is perfectly capable of being a reliable means of daily transport.

We had intended to join all the others at Stafford for the 50th birthday celebrations. . . in the event the Vitesse made the journey instead. A definite lack of power signified that OGK was not feeling too well. This was accompanied by oil leaking from under the rocker cover and a smokey blue haze from under the oil filler cap. A compression test showed that cylinders one and two were fine, three had virtually no measurable compression and four about half what it should. I'm pretty sure that the mileage of 85000+ is genuine, so it was not a great surprise. Some serious thinking had to be done.

Sitting in the garage were two engines which I salvaged from previous Heralds we have owned, back in the days when they were just old-ish cars, rather than "classics". Both were 13/60s. Then there was the pair of SUs, complete with manifold, in a box in the corner. OGK is about to embark on stage three of it's career, as a transplant is to take place. Mark at Jigsaw Racing has rebuilt a 13/60 engine to stage 1 for me and reconditioned a pair of SU carbs; a trip to Corby in the snow to exchange old for new and I now have a beautifully shiny, clean, black engine safe in a heated and insulated wooden shed waiting for the weather to warm up enough for work to start.

No doubt I've got to spend some money at the club shop because there's no point in trying to re-use old hoses and clips and there's bound to be all sorts of other bits and pieces I shall need. I think it's called putting your money where your mouth is!

You see it's quite easy to put a few word together about your car.... Get the hint !!!!

For those of you out there with a 948 Herald or know of one please take a few minutes to have a look around Nick Price's website www.triumph-herald.com

Nick is trying to trace not only all the remaining 948 heralds but the complete list of all the production cars as they left the factory. If you can fill any gaps in his database or own a 948 herald that he is yet to know about he will be glad to hear from you.

Nick has also just acquired a fantastic 948



Nick Price - 948 Convertible

convertible and I must admit at being a bit jealous of it..I will do a bit more on that car as and when Nick gets it sorted out and running.

If anyone is interested in taking on the full restoration of a 948 convertible then please let me know. If you went to Stafford last year and saw the green dust covered car in the main hall during the Herald 50th anniversary display, let me know as it may well be available to purchase. It's in serious need of everything but comes with a fantastic provenance going back to the actual person who named the Triumph Herald.

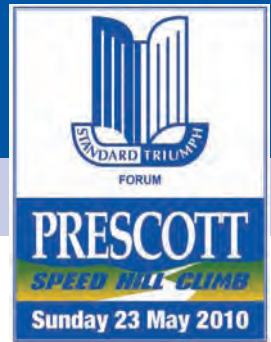
Well that's enough of my ramblings for another month.. Bernie will be after my hard disc for taking up so much of his magazine space, but as it's been said in the past...

"It's good to be back"

Rob

Standard Triumph Marque Day at Prescott

Sunday 23 May 2010



The Standard Triumph Forum is pleased to announce that the Standard Triumph Marque Day 2010 will be held on Sunday 23rd May 2010 at the Prescott Hill Climb, Gotherington, Cheltenham, Glos. GL52 9RD.

The Triumph Forum is the umbrella organisation of more than 20 clubs catering for Standard and Triumph cars and their derivatives. The Forum meets twice a year to discuss issues of common interest.

Standard Triumph Marque Day is the annual gathering of clubs and provides the opportunity for members to show their cars and to promote their individual clubs. Previous Marque Days have been held at other famous motoring venues such as the Heritage Centre, Gaydon, Brooklands and this will be our second visit to the Prescott Hill speed climb.

Prescott Hill is the home of the Bugatti Owners Club. It is situated on the Prescott Estate on the edge of the glorious Cotswolds, five miles from Cheltenham. The famous and historic hill climb hosts a number of competitive meetings each year, as well as club and corporate events.

The 2010 event will be organised jointly by the Stag Owners Club, the TR Register and the Triumph Sports Six Club. The organisers are planning a varied programme of activities which will span both Saturday 22 May as well as Marque Day on Sunday 23rd May 2010. This will include a Cotswold Run and a social gathering on Saturday evening. On Sunday, it is hoped that all the clubs will have a club display to show prime examples of their cars and to promote their individual clubs. The hill will be fully marshalled and will open for participants to make non competitive, un-timed, hill climbs. This can be either a leisurely climb just to take in the views, or for those of a sporting nature, to attack the hill. The event will provide an opportunity to see the cars of the Marque on the move as well as in static displays in a superb Cotswold setting.

**Entry fees are shown opposite, complete booking form and return.
For more information please email: info@tssc.org.uk**



Standard Triumph Marque Day at Prescott

Sun 23 May 2010

A celebration of both marques at this famous venue organised by Standard Triumph Forum.

EVENT BOOKING FORM



Entrant's Name: _____

Address: _____

Post Code: _____

Tel (day): _____

Evening: _____

E-mail: _____

Your Club: (TSSC etc) _____

Membership No: _____

Vehicle Details- Model: _____

Registration No: _____

If you are taking either hill climb option we need the following vehicle details:-

Name of Insurer: _____

Policy No: _____

Complete table below with **BLOCK CAPITALS**, return with payment to: **Triumph Sports Six Club, Sunderland Court, Main Street, Lubenham, Market Harborough, Leics, LE18 9TF.**
Tel: 01858 434424 Fax: 01858 431936 E-mail: info@tssc.org.uk

Menu	No. required	Units	Cost £ Pre-booked	Cost £ on the day	Totals £
Saturday 22 May – Cotswold Run (limited numbers) (Route book tour of the Cotswold Country side) car		car	3.00	3.00	
Saturday 22 May – Evening Barbeque per person. (At Prescott – numbers will be limited)		persons	10.00	12.00	
Camping - (Fri/Sat/Sun) cost per unit per night (At Prescott site – limited spaces) nights		nights	10.00	10.00	
Sunday 23 May - Event Entrance only (one car and occupants – no hill climb or cavalcade)		per car	8.00	10.00	
Sunday 23 May - Event Entrance and Cavalcade (one car and occupants – slow speed cavalcade up hill climb) (This option only available by booking now)		per car	10.00	Pre booked only	
Sunday 23 May - Event Entrance and Hill climb (2 climbs; passengers permitted)		per car	25.00	35.00	
Sunday 23 May - Exciting Rides (Not including Event Entry) (One climb - as a passenger - with experienced driver)		per run	25.00	25.00	
Sunday 23 May – Additional Hill Climbs (subject to availability)		per run	10.00	10.00	
				TOTAL £	

Further details on local Hotels and other information will be included with your booking confirmation.

I enclose cheque/postal order payable to TSSC Ltd for £

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Gary Russell

"BLUEBOY"

W

ell it has been a while since I have put finger to the keyboard - just under a year since my last report in

May 2009. In that time I have sold my Inca Yellow Spitfire (Fred) for a TR4a Wedgewood blue (Abbey) which has also now been sold! I am now the proud owner of my childhood dream car my Damson Red TR6, as this was possibly the first car I achieved a hundred mph going up Gilden Way, Old Harlow, in Essex, hanging on to the two front seats whilst sitting on the back, obviously I wouldn't condone this today but 'E' those were the days! Must have been in the early 80's, I have to thank Simon Fish who's car it was in which we achieved this speed. Those people who know this piece of road it's about 2 miles long steadily climbing into a long right hander and it was always a bit of a race track back then.

Anyway to business, I have decided to carry on as International Liaison Secretary role and I'm hoping that I shall be receiving some interesting stories in the coming months. My thanks to Julian Saul for details of his restoration of "Blueboy" who now resides in Holland.

My Spitfire Adventure Julian Saul - Part 1

During the early months of the year 2002, Discovery Channel broadcast in Holland, a series of programs colourfully describing the restoration of a Series 1 E-type Jaguar. In 15

weekly episodes, the viewer was able to follow the various stages involved in the restoration of a classic car, from the dawning of his original idea, right through to the first few miles on the tarmac, and including some of the inherent pitfalls associated with such an undertaking.

This series effectively rekindled a childhood dream of mine. My "dream" car though was of a slightly less adventurous format than that of Mark Evans the presenter, but nevertheless, it was for me the epitome of a classic automobile roadster, the Triumph Spitfire 1500.

At this point in time you would be looking at a 52 year old male of English origin, happily married and father of two children, both of which had already "flown the coop", and were



busy developing their own relationships and careers. As an ex-mechanic, I had always maintained our mobile inventory, and as such it had become more of a hobby than a source of income.

Home is a semi-detached house in the south of Holland with a 7,5 mtr. by 3 mtr. (length x breadth) garage intimately attached to the side

of the building with its own driveway. This would have to suffice as far as a working area was concerned.

I also had a relatively basic selection of equipment with which I intended to do the job, including a mobile crane, and loads and loads of enthusiasm.

This then is the beginning of the long march that resulted in my "Blueboy". My intention at the time was to find a suitable project car for a "rolling restoration", but as nearly always happens in similar situations, things turned out slightly differently!

The real search began perusing adverts in the local papers, but there turned out to be very few Spitfires for sale. I did find one, and had a test drive, but the owner was not prepared to adjust the price in accordance with the physical condition of the vehicle. In due course, and having seen a variety of other cars, including one which was completely dismantled and undergoing a momentarily stagnating complete restoration due to extensive bodywork repairs, I turned my attention to the internet.

It did not take long to find a candidate Spitfire that took my fancy, albeit in the far north of Holland (it is a small country), my home being in the "deep" south of Holland. The photograph of a car, an '79 ex-California Triumph Spitfire 1500, in white with grey plastic bumpers, which had been re-imported from the USA, and was reputedly in a restorable condition. A telephone call later and agreement had been made to view the car in question during the oncoming weekend.

The car was parked on the first floor of a garage cum warehouse, and although tightly squeezed together with a variety of other disintegrating classic roadsters, there was sufficient space and light to assess the vehicle condition with reasonable accuracy. It seemed to be in fairly good shape, with minimal panel rust, but nevertheless well worn, and after some



haggling with regards to the price, this Spitfire had a new owner. A fortnight later, having organised a flat bed trailer, and transferred payment, the future Blueboy was on her way home towards a new lease of life.

With a certain amount of difficulty and with my wife at the wheel, I rolled Blueboy off of the trailer and up the driveway to her new residence. My garage was to be her home for the duration of the metamorphosis, although the major body and chassis parts were sent away for the "odd jobs" requiring more expertise, specialist knowledge and/or equipment.

Home at last

Blueboy is a 1979 Triumph Spitfire 1500 California, built in October 1978, according to the plate in the drivers door frame. Externally, it was apparent that the vehicle had very little panel rust, superficial or otherwise, which was for me one of the major selling points due to the restricted work area available. It was also very apparent that this little car had seen very little maintenance in it's latter years, and the mechanical parts were well worn.

Having visited numerous websites addressing Spitfires, their specification, purchase, ownership, maintenance, repair and restoration, I thought that I had gained most of the necessary information to enable me to find and buy a Spitfire in a reasonable condition. The club sites in particular, nearly always advise being accompanied by a "knowledgeable"

companion when viewing/assessing potential candidate purchases, to preclude the majority of inevitable pitfalls. I did not, as I learned to my cost over the following next few years!

Blueboy, in her NMC white- and rust- coloured two-tone, was at long last parked in my garage. The photographs show Blueboy as I first saw her advertised on the internet and later loaded on to the trailer ready for the trip back home.

The restoration operation began by removing all of the soft furnish-

The bonnet, due to its size, presented an immediate problem as regards temporary storage, and underwent many return trips



between car and other locations prior to finding a place where it could stay without getting in the way.

With most of the smaller interior parts removed, the car was now raised onto axle stands for the remaining dismantling process. As the parts were

ings of the interior and soft top, all of which received a one way ticket to the dustbin.

This part of the operation proved to be an unbelievable "voyage of discovery", mainly due to the ever-increasing quantity of worn out parts discovered. The seat covers and cushions, the floor coverings and gearbox cover all had to go. Other items such as the door interior cards, soft-top frame, wiring harness, rear trim panel, steering wheel, dashboard parts, bumpers and bumper covers, windscreen, wheel trims, etc., were re-usable after thorough cleaning and minor repair, so they were carefully stored in the garage and attic prior to their resurrection, and later to be accompanied by a multitude of other ancillary parts and the arrival of the new.



removed they were initially visually assessed as to their usability/repairability prior to cleaning at a later stage. Even at this stage of the project the list of "parts to buy" was becoming rather disconcerting. The tyres were all displaying parts of their innards, and the front suspension had been "modified",

whereby one of the turrets I found also needed replacement.

Nevertheless, the dismantling process progressed expeditiously, identifying the various

A personal visit there concluded my deliberations with regards to the process of choice and to my relief they were also able to temporarily store the remaining body parts prior to their treatment.

The chassis frame would be the first item to be processed, the body tub, bonnet and boot lid were to wait until I had been able to complete the chassis reassembly.

On completion of the chassis frame disassembly, a few minor repairs were performed and the frame checked for trueness. From there it was taken away for medium blasting, where it received a



parts and their respective locations to ease the re-assembly process, and listing those parts which I thought needed repair or indeed replacement.

As one can imagine, even with such a relatively small car, by now the amount of available free space within the confines of the garage and attic were becoming extremely scarce, so it was time to look around for some additional storage.

The body to chassis fixtures had all been removed and the next step was to find further temporary storage for the body to enable final disassembly and repair of the chassis.

Restoration of chassis and body components

After some research into the various methods which were available for the removal of the old paintwork and rust, I received the name and address of a company which had built up a good reputation in medium blasting and surface powder coating of thin metal sheet and classic car bodywork in particular.



zinc primer coating followed by a double layer powder coating.

Together with the chassis, all suspension components and front lower valances which were also medium blasted, zinc, and powder coated for optimum durability.

The colour choice had been rather arbitrary, as I rather liked the original white, but my other half had a preference for a royal blue, mentioning that white dirtied very quickly. I had not envisaged going back to an original colour, so I was able to choose from the entire RAL colour palette and went for RAL5002, a beautiful blue.



item that I had taken away some weeks earlier.

At this stage the list of spare parts had grown to an unbelievable level, and I was not only looking around for suppliers, but also for the best price/quality and after-sales service. This then becomes that point in time when things started to become expensive. The large amount of parts required happily enabled me to get a reasonable reduction in the total cost, and the first orders were placed.

During the reassembly, all suspension bushes were replaced with polyurethane items rather than the standard rubber bushes, due to their limited durability. Further to this, new copper brake lines and armoured brake hoses were also fitted.

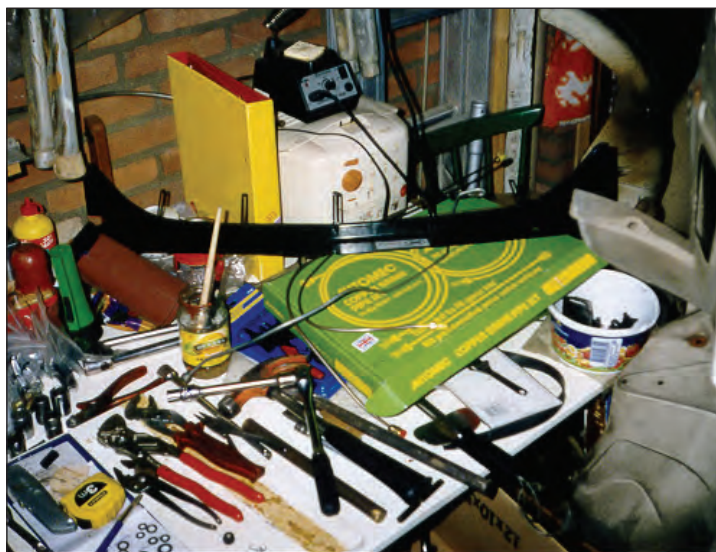
At a later date, I replaced the original brake linings with EBC brake pads and shoes.

It was definitely an unpleasant surprise testing the brakes for the first time with the standard brake pads/shoes, especially as my daily driver is a large Citroen with power-assisted braking!

In hindsight, I have enjoyed my/our choice ever since. The chassis colour of course also dictates the body colour, which being one of the RAL colours, should also simplify matching when necessitated, if that unfortunate situation ever arises.

In the meantime, with all of the major components out of my way, the opportunity arose to give the garage a much needed clean out, which obviously kept me busy for the next few days.

Not only could I give the garage floor a good clean but I was also able to clean all the components and prepare them for dismantling or other destinations. The return of the chassis after powder coating was for me THE turning point of the whole restoration project. It was difficult to believe that this was one and the same



Major mechanical components

The major mechanical components, such as engine, gearbox, and final drive were all well past their best and required complete refurbishment or replacement.

The engine was eventually completely refurbished and brought up to the European specification of the time with new high compression pistons, camshaft, double valve springs, SU carbs. and new 4-2-1 exhaust manifold.

All of the Californian emission equipment such as air pump, catalytic converter, and filters, were removed. The crankshaft big-end journals needed regrinding, and the timing chain and tensioner were also replaced together with all gaskets and seals. Neither the cylinder head nor engine block required resurfacing. The valve seats were of course replaced with ones for lead-free use and the cylinder head air injection ports were blocked off using ball bearings.

The gearbox, on dismantling showed severe signs of abuse, whereby the reverse gear idler and lay shaft had more than just loose teeth. As a result I decided to replace the gearbox and



was able to source a complete single rail gearbox and J-type overdrive as a unit together with all accessories such as gear lever, prop shaft, wiring loom and mounting plate. When bought, Blueboy was not fitted with an overdrive. but research made it an obvious choice to upgrade the car with, improving cruising and lowering fuel consumption.

Last but not least, the differential was now checked over, and discovered that it had the 4.11 – 1 ratio which I changed for the 3.89 – 1 ratio unit fitted as standard to the European Spitfire models.

Part 2 Next month

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ADU 1B AT CLASSIC LE MANS 'SPONSOR A SQUARE'

by Team JIGSAW

January 2010 saw the entry for ADU1B, 1964 Le Mans Spitfire, confirmed as an entrant on Grid 4 (1962-1965), for the Le Mans Classic in July of this year.

Team JIGSAW would like to take this opportunity to thank everybody who has wished us well with our entry and to all who donated through the TSSC Club booking scheme, your support and contributions are greatly appreciated.

Alongside and in conjunction with our own preparations for getting our to Le Mans this year, we are running a sponsorship style raffle, with the lucky winner getting the opportunity to sit alongside one of our drivers on the Saturday morning parade laps as a passenger in ADU1B.

For your chance of winning the parade laps as a passenger in ADU1B on the Saturday morning, the price to 'SPONSOR A SQUARE' and enter the draw is £10. Your sponsorship will be confirmed with a limited edition lapel badge and ticket detailing your 'sponsored square' number, which you will need with you

if attending Le Mans. The draw will take place at Le Mans sometime on the Friday (time and place to be confirmed), All sponsorship monies will be put towards taking ADU1B to the Le Mans Classic.

For those who would like to support us by 'Sponsoring a Square', but will not be coming to Le Mans and would still like the opportunity of trying to win the thrill of a couple of laps in an historic car, we will be holding a second draw after Le Mans (time and place to be confirmed).

A 'Sponsor a Square' virtual car will be on our website with all supporters acknowledged (unless requested by the individual) and we will also have this on display when at Le Mans. Unfortunately due to race regulations we can only put your names onto a virtual car and not on ADU1B in person.

If you would like to support us with 'Sponsoring a Square' please call JIGSAW on 01536 400300 or email jo@jigsawracingservices.co.uk

Team JIGSAW would like to take this opportunity to thank everybody again for your support and we look forward to seeing you at Classic Le Mans.



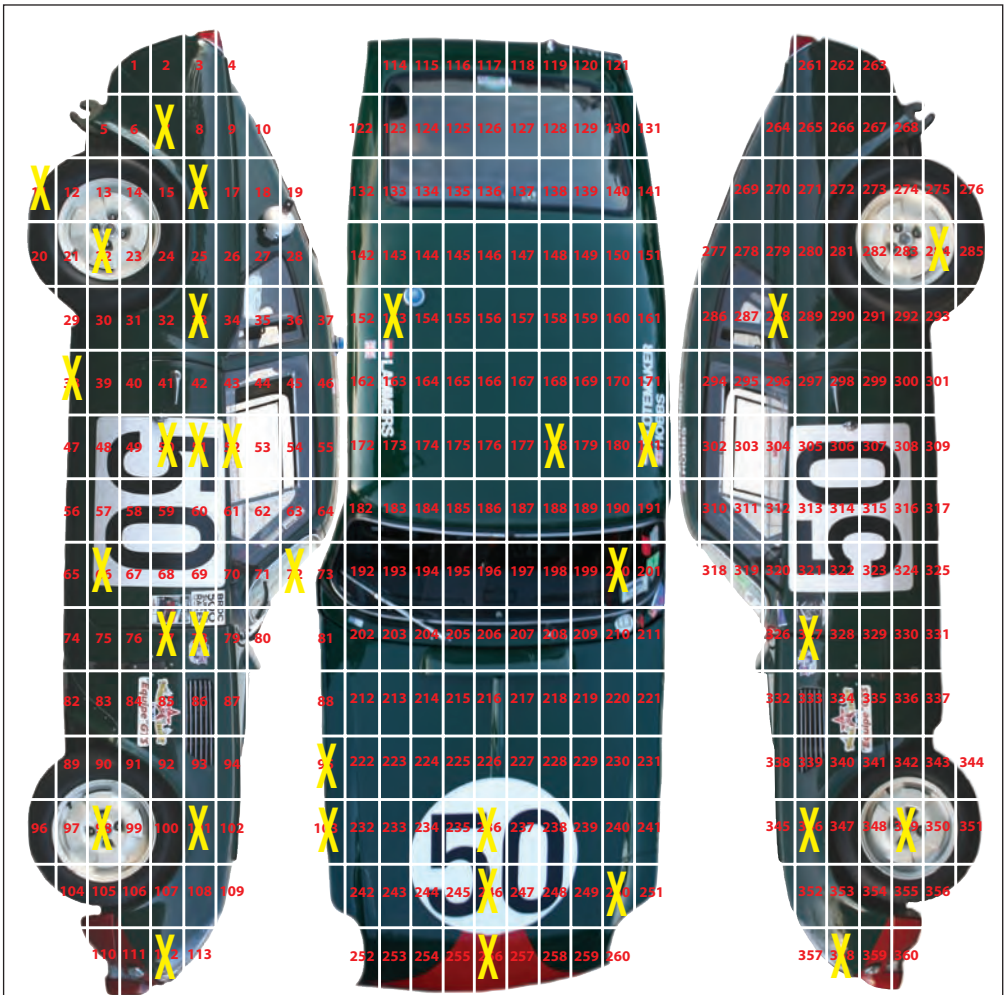
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Derek Ford & Hugh Glossop



Master of the Cylinders

O

kay so it's not quite He Man but you'll be grateful that they work for you. The Brake and Clutch master cylinders are pretty

much the same units (single circuit systems only - dual circuit brake cylinders will come at a later date).

They use the same seals and have the same bore so if you can do one you can do them all. Hurray!

Figure 1 shows the contents of a master cylinder service kit, the part No given is a typical Girling No. and should be available from all good motor factors (see under IFA or ADF) top left are two cap seals different sizes to suit different caps, next to that is the end cap for the cylinder and bottom row left

to right, spring, piston retaining clip, main seal and auxiliary seal and finally the sachet of rubber grease.



Figure 2 shows the brake and clutch cylinder in situ on my Spitfire and as I re-sealed these last year I'm going to demonstrate on my spare cylinder *Figure 3*.

I have found that leaving the car laid up over winter or for any long period has often resulted in the master cylinder sticking and the first press of the pedal results in a rock hard pedal and no brakes. A few sharp kicks has always freed it off and the brakes have been fine but last year a short run in trip to work resulted in the master cylinder jamming on and almost melting my front callipers. You think peoples heads turn when you turn up in a Spitfire? try turning up with your



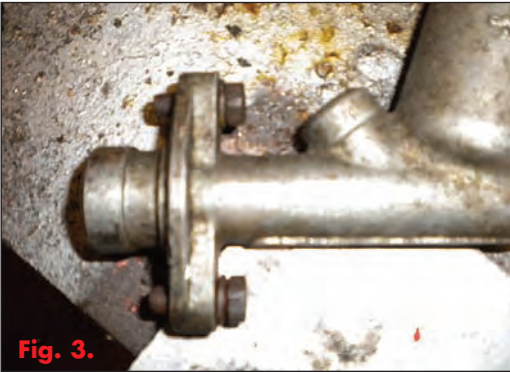


Fig. 3.

front wheels smoking and you'll draw a bigger crowd! I would therefore caution you that this stuck pedal is a warning that your master cylinder seals are ready to be replaced.

Right Step one, under the rubber boot on the end of the cylinder you will find a split pin holding the end fork onto the pedal assembly. **Figure 4** shows the complete pedal/ bracket/ cylinder assembly off the car. Remove the split pin and clevis pin and put safely to one side



Fig. 4.

you can now pull the rubber boot off the cylinder, if this is dry and cracked you should look at replacing it as this is what keeps your feet dry!

Step two remove the two 1/2in headed bolts from the back of the cylinder, a ratchet spanner is ideal for this job if you have one, if you don't - point this out to the wife.

Step three remove the hydraulic pipe from the top of the cylinder, at this point your lovely paintwork is going to get a dose of brake fluid unless you're careful, so pack rags around the cylinder area to absorb any spilt fluid, leave the cap on the cylinder to retain fluid inside and minimise spillage. On removal of the pipe from the cylinder, place the end into a small container to catch any leaking fluid. Any brake fluid spilt onto paintwork should be removed immediately with a damp rag.

Removing the cylinder to a **CLEAN** area of the bench, I find putting a towel down first will keep the components clean and stop them rolling off somewhere. Firstly remove the cap and drain the fluid from the cylinder into a waste container, remember this is classed as an environmentally hazardous chemical and must be disposed of in the correct fashion.

Once emptied the cylinder should be cleaned externally, I use Holts brake cleaner and spray liberally over the cylinder and wipe dry with a clean cloth.

Placing the cylinder gently in a vice with the fork pointing up now will aid disassembly. Prising the rubber cap off the end of the cylinder you may find white chalky deposits underneath, clean these away with brake cleaner and a gentle scrape with a knife or screwdriver.

Once clean take long nose pliers and squeeze together the ends of the retaining clip and remove, **Figure 5**.

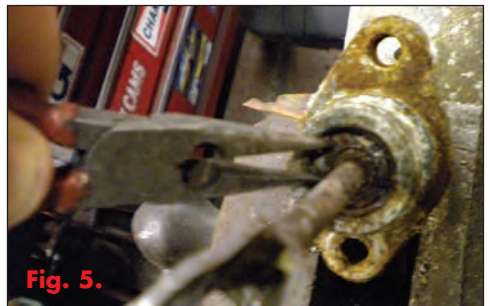


Fig. 5.

This will release the fork and its retaining plate, this is all that holds in the piston so remove carefully. Chances are the piston will be stuck with crud but Murphy's law says it will come flying out if you're not ready for it.

Assuming the cylinder is stuck, give it a gentle push into the cylinder just about 1/2in, if it bounces back by itself then this going to be easy, if not don't panic.

Lubricate inside the cylinder with brake fluid. **NOT WD40**, bounce the cylinder up and down until it starts to emerge, at this point you can pull it out gently with pliers.

If the cylinder sticks down try tapping it gently with a blunt punch (a large bolt is perfect) and a hammer but hit it in such a way that it can bounce back, this will normally free off even the most stubborn of cylinders, be sure to keep lubricating the bores with brake fluid to assist the rebound motion. If all else fails, empty the fluid from the cylinder and bang the end of the cylinder on the bench, be warned a heavy hand here will crack the cylinder in half and leave you with two pieces of scrap.

Assuming we now have a piston assembly on

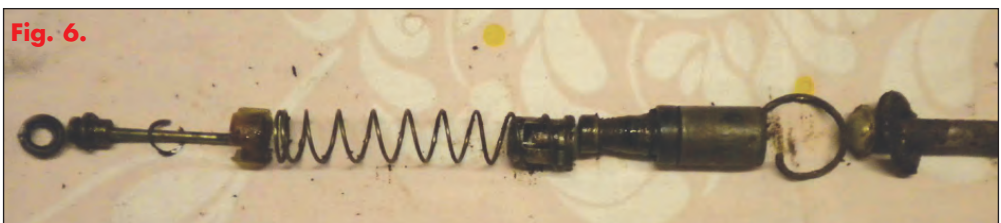
back into place remembering to squeeze the retaining sections inwards first.

You should now have a nice clean freshly rubbered piston, put this to one side and turn your attention to the cylinder body, check inside the bore with a torch and your little finger, any deep scoring will mean the cylinder is overly worn and should be replaced. The top of the cylinder will no doubt be rough and marked, a small piece of wire wool or very fine wet and dry (min800 grit) and lots of brake fluid will clean this away. When happy with the bore clean thoroughly with brake cleaner and dry. Place the cylinder back in the vice with the bore facing upwards and smear rubber grease over the end of the cylinder to aid insertion of piston.

Push the piston spring first into the cylinder and ensure that it slides freely in the bore.

At this point a third hand is handy as you will need to push the piston into the cylinder to a sufficient depth to refit the fork and retaining clip.

Using more grease, slide the end cap over the fork and onto the end of the cylinder, all that remains now is to replace the cylinder cap seal by prising out and replacing with the appropriate seal from the kit.



the bench and not two bits of scrap, observe the relative positions of the piston components, **Figure 6** will give you a reference point. Compress the long spring slightly and prise out the sections which retain the spring you will need to squeeze these back together before reassembly.

Inside the spring is the small seal and light spring, prise this off with a small pointed screwdriver clean the area and replace the seal in the same direction as the original.

The main seal is now left on the piston, observe its direction, remove, clean the area and replace with new seal; a bit of rubber grease will help here.

Press the back the seal and spring assembly

Bolting the piston back onto the car, replace the rubber boot then rejoin the fork to pedal clevis pin with a **NEW** split pin taking care to get the rubber boot down into its groove to keep the water out of the car.

Rejoin the hydraulic pipe and bleed the brake or clutch system.

You should now be confident enough to do the other cylinder good luck!

Can I thank everybody who sent me their IVR forms this month but where are the photographs? I cannot feature your cars without your help, a few photos and a short write up can save everybody having to read my insane drivel for a month.

Derek



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Suzie Singleton

A Tale of Two Spitty's

I've been very lucky in hearing about various early Spitfire4s in the last few months as you will have gathered from my recent articles. The most recent was in an email originating from Michael Woodcock from near Peterborough.

"I am just writing after reading your article in the January courier, you mentioned near to the end about a 50th anniversary for the Spitfire coming up and asked if there was anyone else out there restoring cars, I just thought I would let you know that I have just started to strip a

Jon Cronin, the owner of the early Spitfire4 FC316 which you will have read about in my article in the January Courier originally contacted me about a year ago with another identity puzzle.

A tale of two Spitty's

"I've been having a rather interesting few months trying to work out the identity of my Mk3 Spitfire and I thought I'd share.

Background is that in 1996 I started looking for an early Spitfire (having had a Spitfire 1500 a few years earlier and a MK1 Stag (LD36 - VRL 495H) - love to know whether she's still around) and a GT6 MK3). I wanted a "roundtail" Spitfire with the larger 1300 engine, but with the useful folding roof - so was specifically looking for a MK3. I saw a few but nothing was quite right, then I saw an advert in our local free ads (this was before eBay!). The car was white with a red interior and was a MK3. She was in Cilgerran Pembro. but the advert looked promising so I arranged to view. So with a copy of John Thomason's guide to originality I drove the two hours to Cilgerran.



Spitfire 4, Reg CJG 753B 1964, I bought it in October this year, it was running with a current mot but the body work is very scruffy so decided to start stripping it, I have never done this before and now realise it is a fair size project but hey it should be fun."

She was lovely - Paint work was a little faded and the interior a little worn (only where the hood frame was hitting the side of the driver's seat) but other than that she was great. Looking through the reference book everything was as it should be for a car of her Commission number

with the aluminium plinths for the front indicators and even a MK2 air filter box that had the original "TOP" stamp covered over with a

I bought her there and then! for £2,500. I picked her up the following weekend and it seemed like half the village came out to see her



metal plate and simply turned around and re-stamped TOP! on the other side! lol! The family had owned the car from new and she'd had only done 36K miles (allegedly!)

go!! (small place Cilgerran!)

Anyway 13 years later - she's now done just over 50K miles (made the milestone on the way back from Stafford earlier this year!) She's changed a bit but I do try to keep everything period! She is now Conifer Green (fancied a change but kind of regretting this now - I think she will be her original white again once the Spitfire4 is done!) with a black interior and a Williams & Pritchard Fastback roof. I've also changed the SU carbs for the SAH Twin Stromberg/inlet manifold kit; and swapped the original camshaft for the SAH type 26, also added extractor manifold and sports exhaust and an SAH Rocker Cover. The look is finished off with an original Blue and silver "SAH Tuned" plaque riveted on the front wing and period stone guards on the headlamps (With the wire twisted onto the rim rather than welded!)



Following the MOT on the 16th January 2009 the DVLA contacted me to advise that their computerised system had flagged a discrepancy in their records for the car. The MOT station had used the Comm. Number displayed on the Chassis plate, FD5305(O) and the Registration JDE 261E whilst the DVLA records (and my V5) show Comm number FD5044 for Registration JDE 261E. In addition my original period paper work, guarantee, Service Schedule books etc all showed FD5044(O) again with Registration plate JDE 261E. The engine numbers don't match either FD5044(O) apparently having

When I asked for the paperwork - the owner had everything from the service book and owner's manual to the guarantee and flyers for the RAC/ STAA (Standard Triumph Automobile Association) and Standard Triumph Review! She also had service and repair information and MOT's for quite a few years. This proved the ownership and mileage!

She had never had a panel replaced or a re-spray and was effectively in original condition. The owner had waxoiled her every year and started her up for a drive around the village every Sunday to "keep her in trim".

He now wanted the garage space to build a coracle!

engine FD5007HE whilst my engine in situ is FD5590HE.

To resolve this I ordered a British Motor Heritage search and a full certificate for FD5305 as this is the car I have. It appears that it was a LHD car for N. American export market - supplied to a dealership in Cardigan, E. Garfield Jones and Sons Ltd, the main distributor for the whole South West Wales area (about an hour from Fishguard Motors, the dealership where Mr Bowen apparently bought FD5044(O)).

Now my car FD5305 (O) doesn't appear to have ever been a LHD (certainly isn't now anyway) it also has the usual UK spec engine set up, dashboard configuration etc. The only thing that I can think of is that the order for FD5305 (O) was cancelled as it was certainly never shipped to the USA, and was for some reason supplied to Mr Bowen instead of FD5044(O) (maybe major problems/accident with FD5044(O) and FD5305 (O) supplied as a replacement and the registration plates swapped over and converted to UK spec.? (FD5305 (O) as a cancelled overseas car sitting with another local dealership)?

However, the BMiHT information did confirm that both cars were white with a red interior. They were built within weeks of each other and despatched to Welsh dealerships within 50 miles of each other.

FD5305 (O) appears not to have had a Reg. number issued but the Reg. for FD5044 (O) is on my car and has seemed to have been since 1967 (the front plate is the Blumels badged original).

Whatever happened I'd love to know what happened to FD5044(O) but I'm also a little worried that the DVLA might say that I can't retain my Reg. as it belongs to FD5044(O) wherever that may be. Interesting, frustrating and more than a worrying! Any thoughts? Any similar stories done the rounds? (oh, all numbers on my car (FD5305(O)) match the Heritage records for the car as built so no jiggery pokery there. Also when I restored the car about 10 years ago it was very clear that she was 100% original and had never been dismantled, welded or messed with in any other way.

She's Conifer green with Black trim now rather than White/Red and sporting a factory steel hardtop and SAH stage 1 tune. Although the hardtop may be replaced with the Red Williams and Pritchard fastback roof that you featured in this month's Courier [March 2009] - it's now sitting in my garage along with a very nice pair of lightweight 1960's rally bucket seats"

I replied to Jon with a lot of boring blether that it's not worth repeating here but suggested that Jon contact Dick Plumridge as, as the Club Archivist, he may have some suggestions on this situation.

Jon did contact Dick who was very helpful to him and then came back to me to note that it turned out that FD5305(O) had never been a LHD export car, BMiHT had made a mistake with this and corrected this once Jon queried it. An interesting reminder that no-one is perfect and, if you should get 'unusual' information from BMiHT it could well be worth querying it!

Jon sent a further update a short while later:

"Just thought I'd give some updates on my discussions with Dick Plumridge, BMiHT and DVLA regarding my Spitfire's identity crisis.

Dick was able to confirm that in 1967 E. Garfield Jones and Sons was the major distributor/dealership for Triumph in the South West Wales Region. Fishguard Motors was a very small dealership. Dick's theory was that both cars being so close in Comm. number would very likely have been at E. Garfield Jones Ltd at the same time before being shipped to the small dealership (Fishguard motors) or to customer. Given this it is plausible that someone simply affixed the right Reg. plates (FD5044's) on the wrong car (FD5305) as they were both similar colour/trim and spec (i.e. overdrive).

To try and prove the theory I've ordered a cert for FD5044 from BMiHT. This should confirm (or shoot down in flames) the theory.

On a positive note (but not yet counting my chickens!) DVLA have advised that this appears to be a straight forward "switch case" which would mean they would alter their records and provide a revised V5 document for FD5305 and allow me to retain my number plate. Fingers crossed :-)"



We then have a brief respite in the story when Jon buys FC316 and enters the murky world of DVLA again to sort out that car's pedigree. When I asked a few months later if he had managed to work out the story of the Mk3 it turned out that he had, and that it was pretty much as he had assumed.

"I did manage to resolve the issues with my MK3 registration number. It appears that two identical cars were delivered on the same day to E. Garfield Jones and Sons, Carmarthen in late May 1967 - FD5305 (O) and FD5044 (O) Both cars were White with Red Trim and had overdrive (information from the BMIHT Factory Records)

It appears that it was a simple mistake at E. Garfield Jones who registered the cars before having them shipped to the local dealerships (In my case Fishguard Motors Ltd in Fishguard, Pembrokeshire) - As the cars were effectively identical no-one was any the wiser! (Dick Plumridge says this was more common than one might think!).

The DVLA, following an inspection of the vehicle and the documentation accepted that the great probability was a simple mistake in registering the vehicle in late May 1967 - i.e.

before the vehicle was delivered to for W.C. Bowen to collect on the 2nd June 1967. As a result on the 3rd April 2009 the DVLA agreed to amend the V5 to associate JDE 261E with Comm. number FD5305, thus resolving a 42 year old mistake.

I was lucky that I had the full history having bought the car from the original owners and although my original Service manual and Owners manuals say FD5044 (O) rather than FD5305(O) the original owner also signed them which helped."

So, with enough perseverance, most problems or queries of this nature can be sorted out. It also shows the value of keeping as much paperwork with a car as possible. Of course, over the years many cars have lost most of the paperwork that they have acquired in its life but some lucky owners do have their car's history - or can manage to piece it together with a bit of effort. If you are one of those lucky people with historical papers for your car, please do keep them safe and, if you part with the car, please do make sure that you pass it on to the next owner.

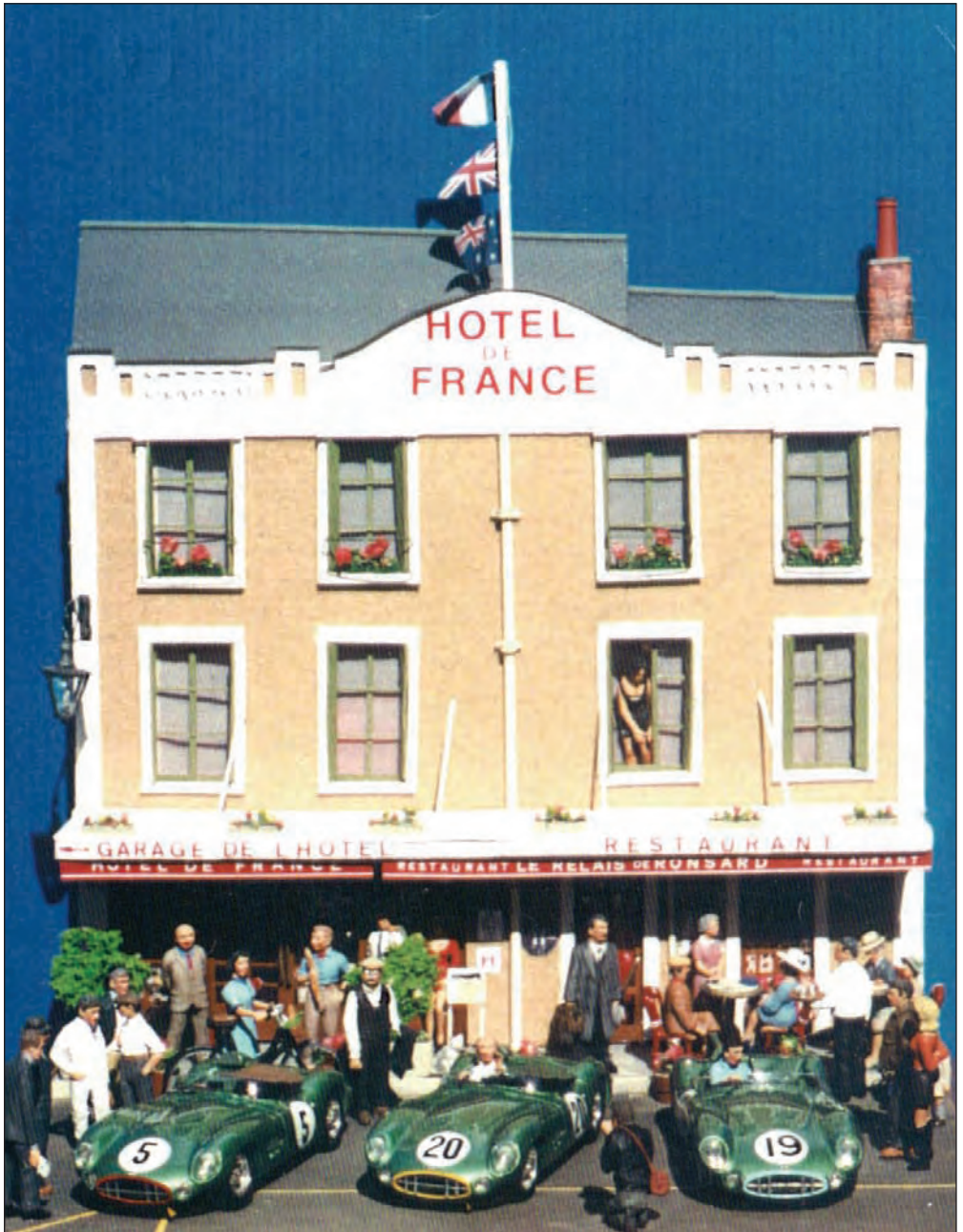
And it is worth asking the question here - have any of you owned a white Mk3 Spitfire with a

red interior with the Comm no: FD5044 (O)? If so, we'd love to hear from you.

Finally, this month's diorama from John Curtis shows the Hotel de France (La Chartre sûr le Loire) in June 1957. The 3 Aston Martins of

David Brown line up in front of the hotel before driving off to the Circuit!

With its 3 cars and 25 figures, John estimates that about 200 hours of his time went into putting it together!





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Mark Blease

Estate, V8, 4WD & ABS

Given the title, you could be mistaken for thinking I've used this month's column to advertise a modern car. What I'm actually looking at this month is a Triumph - a factory prototype 2500S estate from 1972 with a V8 engine, four-wheel drive and electronic anti-lock braking system.

Currently being rescued by Mike Weaver, to whom thanks go for his assistance with this article, the car had been off the road for a long time and was on the verge of becoming uneconomical to repair. I will look at the trials and tribulations Mike has encountered during his restoration in a future article, but for now I will concentrate on what makes this Triumph estate car different and really rather special.

The first and most obvious difference from a standard 2500S is apparent as soon you open the bonnet - V8 power courtesy of a Stag 3-litre engine. This is mated to a Borg-Warner 35 automatic gearbox,

which is where the transmission similarities with a standard car end - rather abruptly. Enter the Ferguson Formula, or FF, four wheel

drive system. Ferguson are probably best known for the four wheel drive system fitted to the Jensen FF, based on the Interceptor, in the late 60s.

Mike was contacted by a gentleman who worked for Ferguson, who said of his car:

"FFD were pioneers of 4WD road cars. Funded originally by Harry Ferguson and continued by Tony Rolt, they tried to bring the ideas of 4WD, Anti-Skid brakes and a few other ideas to the motor industry's attention. Origins go back to pre-WW2 Rolt/Dixon cars and in 1971, FFD sold the patent rights to a thing called a Viscous Coupling to GKN. As part of that deal, a variety of cars of the day were converted to 4WD, using a VC as the controller of the centre differential, as demonstrators of the technology, funded by GKN. Your car is one of these."



Underneath the car, a transfer box transmits power from the gearbox forward via a propshaft to a front differential, which is

bolted to the engine block and sits underneath the modified sump. From this front differential, power is transmitted to the front hubs via unequal length driveshafts utilising CV joints.

The front chassis rails have been cut and welded to allow clearance for the driveshafts (Photo 1).

Modified hubs sit on the bottom of what appear to be standard 2000 struts, although the strut top mounts are roller bearing items, possibly from a Hillman Hunter.

The whole set-up has resulted in a very complex front end - Stag owners will already be painfully aware of limited access, add into the equation a front propshaft, differential and driveshafts and things become really difficult. In Photo 2 you can just see the wires attached



to the starter motor. There is no way the starter can be removed without first removing the engine, transmission and crossmember. A slight design flaw, particularly in an automatic that can't be push started!

In Photo 3, showing the transfer box on the rear of the automatic transmission, you can see the wiring that goes to an electronic sensor. This is for the ABS system, which is controlled by an electronic module fixed in the passenger footwell (Photo 4).

Mike has managed to decipher the small

writing on the control box, and it reads:



Mullard
Brake Control Module
Development Sample MVB7/1
12 volts R17 = 33K
No guarantee for future delivery

Mike also found a piece of paper tucked behind the control module. Unfortunately it was water and rust stained, but he has managed to decipher some of the printing:

Wiring Diagram for
VM1202 Antilock Module
Mount with connectors at
bottom if possible
Twin core screened cable to pickup
Warning light if required
(lights when solenoid on)
Solenoid - 12v supply

Mike tells me that Mullard were a famous British Electronics manufacturer during the 1950-70s, making thermionic valves and television sets.



At the other side of the passenger compartment sits a modified pedal box, required to suit the relocated servo. A new hole was provided for the relocated servo, but the engineers simply left the original hole in place - Mike thinks it may be wise to add a blanking plate! Inside the engine bay sits the replacement servo, with a "pump" linked to the ABS (*Photo 5*). Due to the relocation of the servo, there would be no space for a clutch master cylinder, explaining why this prototype used automatic transmission.

Mike has not found any manufacturers plates or serial numbers on any of these braking components, so their source remains a mystery. However, after the "pump" was stripped and cleaned, it was found to actually be a solenoid, and Mike managed to work out how this early ABS system worked. In normal brake operation a plunger is kept pulled in, by vacuum applied to the rear of a diaphragm, allowing full vacuum in the servo. However when an ABS operation is signalled by the Mullard control unit, power is applied to the solenoid. This pulls on the plunger, which moves out and then allows normal air via a filter to reduce pressure in the servo, either turning the brakes off, or at least significantly reducing pressure allowing the wheels to rotate again. As the solenoid stays active, the plunger travels further up, and via an insulated rod breaks the supply to the solenoid, via the contacts. Vacuum on the rubber diaphragm then pulls the plunger back, which cuts the air supply from outside and restores full vacuum, applying the brakes fully again. If the ABS is still active, the cycle repeats, again and again,

until the speed sensor does not indicate a lock condition (actually speed differential between front and rear wheels).

Today we take ABS for granted, but if you consider the great British companies (Mullard and Ferguson Formula) that designed and made this work in 1972 it was one huge achievement, and so far ahead of its time.

Mike has discovered various other modifications and anomalies along the way, including a



Stag radiator and front mounting panel, a Stag type battery box which seems to have been hastily fabricated and pop riveted into position (*Photo 6*), and a modified transmission tunnel. With scant regard for rustproofing in these areas you could perhaps argue the work was a bit slap-dash, but it pays to remember that this was a prototype and the long term survival of the car probably wasn't foremost in the engineers' minds.

Mike's progress so far has been nothing short of startling, and I am looking forward to featuring more about his rebuild in a future Courier issue.

Thanks must go again to Mike for his help with this article, and I am sure I am not alone in wishing him luck with his brave restoration of this important piece of Triumph's history.

Mark

World Cup Rally

40th Anniversary Event

Celebration of the 40th Anniversary of the World Cup Rally

The Triumph 2000/2500/2.5 Register, along with the Landcrab and Maxi clubs is putting on an event at Gaydon on the 18th April to celebrate the 40 years since the start of the 1970 Daily Mirror London- Mexico World Cup Rally. Triumphs came 2nd and 4th, the crowning glory of our motorsport achievements. The Register have invited TSSC members to attend, particularly anyone with original or replica Triumph rally cars. More information about this unique event is below, and has been supplied by Alan Crussell of the 200/2500/2.5 Register.

Organising clubs:

Triumph 2000/2.5/2500 Register,
Landcrab OC International, Austin Maxi OC.
Discounted tickets are now available from the
2000/2500/2.5 Register

www.wcr40.org.uk

To celebrate the 40th Anniversary of the Daily Mirror London-Mexico World Cup Rally which left Wembley Stadium for the 16,000 mile, 6 week trip to Mexico City on 19th April 1970.

The plan is to stage a reunion of all the surviving cars, and as many of the drivers, mechanics and rally officials etc. as possible.

In addition surviving cars from the other marathon events staged in the 1960's/70's, such as the London-Sydney, plus other similar historic rally cars are being invited to attend in order to make a unique event for anyone interested in long-distance rallying.

While the cars are displayed on the outside arena, inside there will be film shows, club displays and a chance to meet the drivers in conversation with Graham Robson.

Graham Robson, one of the original WCR travelling controllers, has written a new book entitled *"The Daily Mirror World Cup Rally 40: The World's Toughest Rally in Retrospect"* which will be launched on April 20th.



**Triumph 2.5 PI XJB 304H at the Start of
the 1970 Daily Mirror World Cup Rally**

This is an important event for the Register since BL fielded a team of four Triumph 2.5 P.I.s in the rally, of which one, driven by Brian Culcheth, came second, and another came fourth driven by Paddy Hopkirk – our cars' crowning moment of motorsport glory.

Entry to the outside arena area of Gaydon will be free on the day, with a discounted ticket price for entry to the museum.

Put April 18th 2010 in your diaries now!

Further details will be published in 'SIXappeal' and on the web over the next few months.

If you can help in finding suitable cars, the owners, memorabilia etc., can assist in publicising this unique event or just want to be involved on the day, please get in touch with

Ted Taylor tedt.taylor@btinternet.com or
Alan Crussell alancrussell@hotmail.com

Venue: The Heritage Centre, Gaydon, 18th April 2010

T.D. FITCHETT Ltd

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STAG

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Gearbox 4 Syncro (exchange) . . .	£185.00
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Recon exchange brake caliper type 12.....	£45.00
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GT6

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Dash veneer set 2000TC/2500TC - 730397.....	£57.50
Interior grab handle ZKC 701/711.....	£17.50
Boot carpet 728551.....	£18.00
Late Mk I 2000 steering wheel 307493.....	£20.00
Recon power steering rack (exchange).....	£125.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£200.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£10.00
Clutch kit.....	£75.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£18.00
Rear shock absorber.....	£19.50
Recon exchange brake caliper.....	£55.00
Brake shoes Mk I (axle set).....	£22.50
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Rear wheel cylinder GWC1205.....	£17.50

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Set of Sprint H.T. leads.....	£37.50
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Set of HT leads 18.50.....	£9.50
Distributor cap 1300/1500 GDC136.....	£4.50
Oil filter 1300/1500 GFE119/150.....	£4.50
Service exch oil pump 18/50 - Sprint 215573.....	£22.50
Sprint gearbox (exchange).....	£200.00
Sprint clutch kit.....	£75.00
Gearbox exchange 1300/1500/18/50.....	£175.00
Gearbox exchange 18/50 3 rail.....	£195.00
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Recon steering rack (exchange).....	£45.00
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Upper steering column joint 157659.....	£35.00
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Colin Lindsay

Drip...Drip...Drip

Restoring or maintaining a GT6 that never leaves your garage is a bit like wetting yourself while wearing dark trousers – it may give you a lovely warm feeling but nobody else knows you're doing it. You need to get out and about – in the words of that immortal duo Morecambe and Wise: "It's nice out.... Yes, I think I'll take mine out." Spring is fast approaching and hopefully we've seen the last of the snow, except in those more remote places where the air echoes to the sound of banjos and crunching carrots and the children all look identical. So: get your cars out there and be seen!

I have until April to get SAL back on the road, currently in bits following a horrendous oil leak from the front of the engine that just won't go away. It doesn't drip while the engine runs - or possibly the drips are being blown along the sump by the fan - but if left for any length of time a pool forms under the front edge of the block. I've eliminated most of the major culprits – timing chain cover, crank oil seal, head gasket or rocker cover gasket, so



I'm now suspecting either the front engine plate or the alloy sealing block, part number 151134, that seals the front of the block below the crank. I've no idea why alloy was used – price, ease of manufacture, or sealing qualities, but it sometimes leads to problems in forty year old engines.



Alloy sealing block



When attaching the sump, you're only looking to tighten the bolts sufficiently to seal the gasket; but remember that at the front of the block you're dealing with alloy so ideally finger tight is sufficient or the threads will strip and surprisingly easily too. Sadly many of these get torqued to TAF – tight as... well tighter than they should be. When all else failed on my attempts at sealing the leak, I tightened up the front bolts, and promptly received the remains of a helicoil insert into my hands – someone else had been there first.

So – repair or refurbishment is the only solution, but the sad thing is that this block can only be removed with the sump off, and of course in the GT6 it means taking the engine out – at least, in mine anyway, as the exhaust manifold obscures one entire side of sump bolts. In other GT6



you can undo the front mountings and raise the front of the engine upwards so that it clears the steering rack, and slide the sump out backwards; alas, not in mine. The clock is ticking – first show of the year for me is April, and then the season really begins, so I want to be back on the road... which brings me back to the beginning, and GT6's which actually get out and about.

The pictures above came to me courtesy of Peter Skilton and were taken in St Jean de Luz, on the French border with Spain. The show was organised by the Basque Historic Vehicles Club and Peter tells me

the GT6 was the only UK car present. He also speculates that the GT6 was the only vehicle – apart from the organiser’s Classic van pictured here - which did not take part in the parade of vehicles. Was the driver an organiser, was the GT6 parked in a place of honour as a prizewinner, or had it broken down? As the tourist brochure says about St. Jean de Luz: *“One expects D’Artagnan, Don Quixote or Robin Hood to be sitting at the next table”*... that should narrow the GT6



ownership down a bit then. Does anyone recognise the make of the blue van? I love the very non-PC Rallye plate – these days the driver would be looking more at the

price of the fuel than the buxom young lady holding the nozzle.

Don't forget **Stoneleigh on March 7th**; bring all your rare and obsolete GT6 and Herald parts – and sell them to me.

Finally – don't miss this month's issue of **Classics Monthly**, which features the yellow Mk3 of TSSC member Tony Simpson. When I was asked if I knew of any cars which the magazine could use for a forthcoming article I had no hesitation in recommending Tony's GT6, and I'm pleased that he was available and willing to assist. The finished photos are among the best GT6 photos I've ever seen.

A superb advertisement for our cars and I look forward to reading the published article.

I'm off back to the garage – I've an appointment involving an engine, a hoist and lots of swearing. An engine hoist? It's a device for measuring the tensile strength of all the components you forgot to disconnect...

See you next month

Colin



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Trevor Collett

Messing with History?

Last month I told you how the shape of one of our family of kit cars, the Moss Mamba, was inspired by the shape of a production model from Alfa Romeo. When I read the article, I thought it was very well written... no, that's not what came to mind first, it made me think about the influences behind some of our other cars.

Let's stay with Moss; the first model from the fertile mind of John Cowperthwaite is now known as the Moss Roadster and the general shape and size clearly reminds most people of that most iconic and long lasting of British sports cars, the Morgan (a shape so well known I'm not even going to bother to find a picture for you).

This mental connection was reinforced when the second Moss model to appear, a four-seater version of the Roadster, was called the Malvern.

Of course, anyone with half an eye for cars will point out more than a handful of major differences between a Moss and a Morgan; if you've got three

quarters of an eye for cars you will probably see that the Moss grille is an exact copy of a Jaguar grille and that the front wings and running boards are the same as an MG TF, but with the bit behind the front wheels filled in.



Moss Roadster

John Cowperthwaite was also responsible for the popular built-from-plans Midge. If you're



MG J2 Midget - 1932



Midge

well versed in the products from Morris Garages you will probably recognise the styling influence here – the MG J2 Midget of the Thirties.

For my next association I'm going back to Italy, and back to Alfa Romeo. While no way a "replicar" there is a clear visual link between the very successful Marlin and another Thirties car, the famed Alfa Romeo 8C 2300. The "8" in the name refers to the Alfa's straight 8-cylinder engine, something we don't, unfortu-

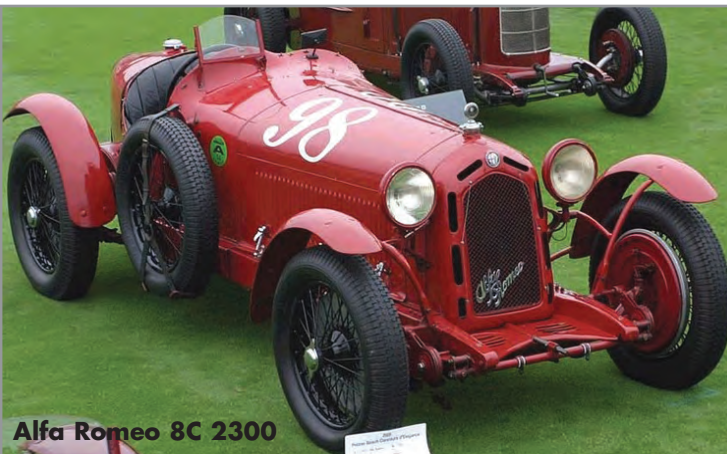


Marlin

this. There is no pretence from the original designers of these new cars that the shape of their cars came about by some sort of parallel evolution. They will consider they are paying homage to great designs of the past; imitation being, after all, the sincerest form of flattery.

I, for one, would love to own a genuine pre-war sports car from one of the great manufacturers, and perhaps one day I will, but for now one of these affordable, practical, pretty and honest little kit cars suits me fine.

And now for something completely different. Regular readers will



Alfa Romeo 8C 2300

know that one of my other vices is the collecting of 43rd scale model cars. I restrict myself to British sports cars (unfortunately most of the models themselves are not made in Britain), but with some interesting British saloons – with all Triumphs being classed as “interesting” obviously.

I’ve just filled my second display cabinet, with 55 cars in each one; they have been acquired both new and second-hand with most costing less than £20, the most I’ve ever paid being about £35 (there are 43rd scale cars out there with a price tag ten times this amount, tempting but resistible).

Towards the end of last year a new model was introduced that I just had to have. It was from a British company called Brooklin Models, in their Lansdowne range, these are heavy, white metal models. A few years ago they did a convertible Vitesse, one of which is in my collection, purchased second hand. The new model was another Triumph, a Herald 13/60 Estate.



barrier – the retail price of Lansdownes being £60. Anyway, I’ve obviously been a good boy, as Father Christmas did the business.

When I unwrapped it I briefly took in the full title of the model on the box, “1965 Triumph Herald 13/60 Estate” before extracting the car itself. Nothing clicked at that point, but as I turned the car round a few times I said to myself, “That’s odd, it’s got a 1200 tail gate.” Only then did I realise the anomaly in the title – there weren’t any Herald 13/60s in 1965, as far as I know.



Well, what a to do. The car is sporting a “D” registration, right for 1965, but has 13/60 front (although they’ve made the verticals in the grille silver, they should be black, of course) and the dashboard is etched with two main dials, a la 13/60 also.

I’ve emailed the manufacturers, twice, to ask them to explain themselves, with no response.

I find it quite fascinating; what’s happened? Were they given a 1200 Estate

Being a lover of the Estate variant (though I would have preferred a 1200 version) I just had to have it, and didn’t want to wait until one appeared for sale as “used”. To satisfy this desire would mean smashing my previous cost

to model from that someone had messed about with? Or is this a genuine pre-production 13/60? We just have to know.

(Did you notice how my one headline was appropriate to my two different threads?!)



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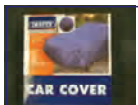
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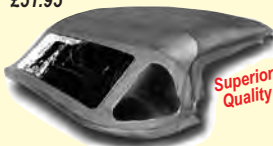
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Nigel Clark

Lift your PI Depression

First, many thanks to Andrew Heywood for his inaugural sidescreen article, published last month. Andrew will be back next month, when he is planning an article on historic rallying.

This month we are looking at Petrol Injection, with a superb article written by John Franklin, who with his wife Sue is joint TSSC Area Organiser for Devon. John is very well qualified to write on this subject, having trained at Lucas HQ in servicing the PI system. We are in for a treat, as John's article combines development history, reminiscences and technical advice on setting up the PI system which takes a step further on from my two part article in February and March 2009.

Now over to John...

**Lift Your
 PI Depression
 Read On!**

by John Franklin

To start, a little about me, just in case you think 'silly old fool – he doesn't know what he is talking about'!

I had experience of tuning fuel injected

engines in the mid '60s and '70s - yes I had the misfortune (or good luck) to work for a Lucas agency. Starting as an auto electrician, I must have been bad at this as they

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decided after a while to transfer me to the diesel department and train me in diesel fuel injection. In those days this was not

considered very glamorous, as it was mainly commercials. At this time we were reconditioning dual fuel injection pumps i.e.

ever see one in the flesh given the huge cost of the car.

However, within about three months of my returning from the course, I actually had one come in for repair – under warranty!

In late '66, an upward career move took me to another Lucas agency which had only just opened. One of the Directors of this new firm had been a senior development and product proving manager at Lucas. To give me further insight into the petrol injection system which he obviously knew was then under development, and using his contacts there, I was sent back to



diesel/petrol for the military – tank engines for those who are interested.

And so I was the first choice for training on the Lucas injection system which had just been fitted to the Maserati GT3500. This was derived from the original system which was fitted on works D Type racing Jaguars from 1956. I was sent to Lucas at Great Hampton Street, Birmingham on a two day course, I think in 1964. My boss at the time decided that, as I had only passed my driving test in September 1962 and my car was a 1951 Vauxhall Wyvern, the train would ensure my getting there! I was not best pleased, as this would have been my first long drive – and all expenses paid! Going to a huge place like the Lucas HQ was a bit overwhelming for a young lad from Torquay in the South West. Still, I found that everyone was nice and pleasant and the course was interesting. Seeing the Maserati was then the only production car fitted with this system, I did wonder if I would



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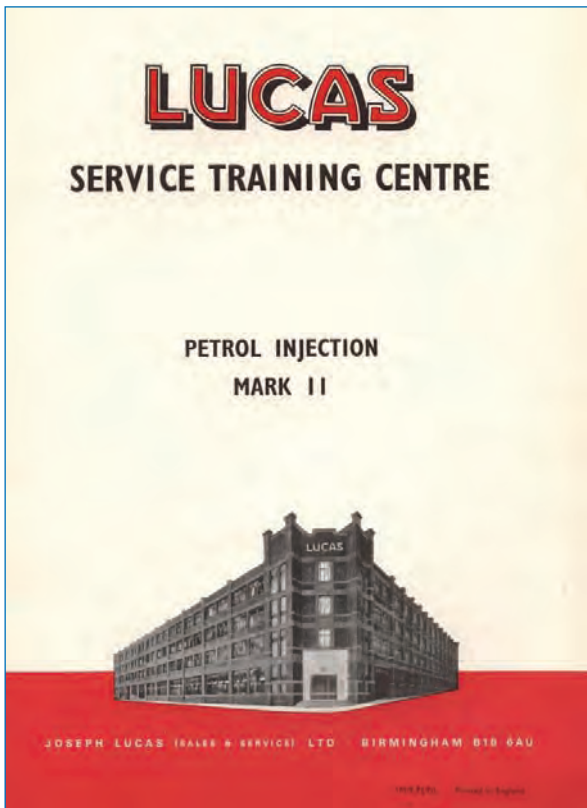
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Lucas. This time I was driving myself as I had joined the Triumph family, in a six month old Mk II 1966 Spitfire. When I got there I found

and hence they had to reduce the cost of manufacture. It is difficult to remember from all those years ago the precise words used but they did tell me why they thought it would not work as well as the original system. Later on, most of my time was taken up tuning 2.5PI's for the Police!



I will now try to explain the difference between the two systems and hopefully you will see why the Triumph PI system has been a little troublesome!

The original system was a twin rotor design driven from the camshaft at one quarter engine speed, each rotor only having to serve three cylinders. This allowed a greater degree of time for the two rotor ports to be open to one another, allowing plenty of time for the transfer of fuel from the rotor shuttle out of the port to the injector. This meant that the fuel pressure was not quite so critical as in the single rotor in our Triumph PI systems which has to do all six cylinders and is therefore driven at half engine speed. The first system allows a greater degree of control over fuelling rates from the sliding datum track adjuster,

bearing in mind that this is all vacuum controlled from the inlet depression. The second system, having the same adjustment arrangement but with only one datum track instead of two – i.e. one for each rotor – therefore necessitates a compromise in fuelling, having to err slightly on the rich side of the mixture to get enough fuel into the engine at high speed and full load due to the lack of time in the rotor orifice passing the injection orifice because of it being driven at half engine speed.

that this was not a course and it was just a 'one off' special for me! They had a separate department for the petrol injection development, not at the main Lucas HQ at Great Hampton Street but some way away at Plume Street. This I discovered was in the gun making quarter of Birmingham. I was introduced to the four people working there by one of the managers from Lucas HQ.

I think they thought I was part of the Company! They started to show me a system derived from the original Jaguar/Maserati, which they said was going to be used by Triumph, taking me through all the workings. However, in conversation I learned that they were not really happy with the system as it had been so pared down from the original (as it was not going to be fitted to a prestigious vehicle)

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cally happy at being restrained by the pricing department, hinting that it had been pointed out to them that there could be competition from another manufacturer. This was confirmed to me in about 1980 when I happened, purely by chance, to be sitting at a dinner next to the Chairman of Tecalemit Engineering. During the usual sort of conversation about what one did, he was interested that I had been involved with petrol injection. He volunteered the information that Tecalemit HAD been trying to produce a system which might have ended up on the Triumph but in his opinion his development engineer Jackson was totally bonkers! This of course was the Tecalemit-Jackson system which did end up as an after-market fit for some vehicles and I think two V12 Jaguar engines were produced with this system as an experiment.

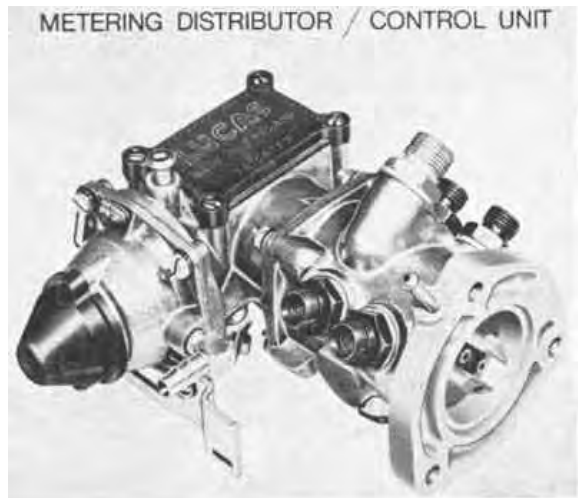
Now we get to what you can do. As you will have seen from the above, the PI unit's sole method of control is vacuum. We must therefore tune the engine to give the maximum vacuum possible. I think the quoted Triumph manual figure was 12.5 inches, but I used to find that we could get 15 inches plus.

You will need to set up all the usual suspects for this i.e. plugs, points, valve timing and set tappet clearances. Ignition timing needs to be the highest you can achieve with unleaded petrol!

Adjusting the throttle butterfly valves, it is important that these open exactly in unison. Check engine compression – if the pressures are low this must be rectified.

Check the rubber balance pipes linking the air inlet pipes for leaks and the vacuum adaptor. I used to find it very important to check the timing of the PI metering unit as sometimes I would find that a previous mechanic had set these incorrectly to inject on No 1 cylinder firing the same as the distributor, instead of injecting on No 6 cylinder on induction stroke. If my memory

serves me correctly, there is a good write up on how to do this in the Triumph Workshop Manual. Now road test the vehicle to assess its performance (we used to use a long steep hill and a stop watch). After this test, check to see if the engine is over or under fuelling which can now be adjusted on the metering unit. You will have to be brave or foolish but, above all, meticulous in recording what you do so that you can return the unit to its original settings if required. It will probably be that the fuelling is too rich due to not having been able to get the vacuum high enough now that we have unleaded petrol. To get over this, we have to adjust the spring pressure on the control diaphragm. Remove the two



Phillips screws from the topmost black plastic cover of the metering unit. Remove cover and, most importantly, replace the two screws in their holes and just tighten. This is needed to seal the depression chamber so that we can run the vehicle later. Under this cover you will find the adjusting screws. These are held with C-type locking rings. Now I doubt that you will have a C spanner for this, so just have a hammer and small punch. You now need to mark the control adjustment screw. We used to use Tippex – now my wife will know where all her Tippex



Now at idling speed you can adjust the control screw to get the best increase in RPM that the engine will take to run nicely. Don't forget to record how far you have moved it – you can then lock up the ring again with another tap with the punch and hammer and re-road test the vehicle. Depending on the outcome of this test, you can then move the adjusting rings again and gradually play with the settings until you get it to your liking.

With regard to the pressure pump – it may be of interest to know that this gear type unit seems to have been derived from the CAV hydraulic governor control unit for diesel injection, just reduced in size, although the latter was camshaft driven from the injection pump. With the PI unit, we used to find one of the biggest problems was volt drop at the pump motor. To overcome this problem a new supply and return was run back from the battery with a relay to switch the live side, using the original supply to operate the relay.

This was done with twin cable – size 28/012. (More details are given in the Courier of February 2009).

I hope you have great fun playing with this and hopefully it will result in a much better running engine.

Thank you to John for an article that is so obviously both entertaining and informative.

Next month it's back to sidescreen TRs with Andrew.

Nigel

disappeared to! Undo the lowest C-ring – that is the biggest diameter one. A sharp tap with the hammer and punch and it should undo. Now you can turn the calibration control screw as a complete unit. It is not necessary for our purpose to adjust them separately, as I would only do this on a fuel injection test rig or with the benefit of a rolling road. You need to turn the complete set of screws anticlockwise for weaker fuelling and clockwise for richer. Before you turn the screws, start the engine and get it up to normal operating temperature.



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Richard Briscoe



Change of Plans

Well it's a long story, but this months article has been a real challenge. Thanks to Bernard the editor for being patient. I have written the article on the lower steering column bushes but unfortunately I haven't been able to transfer the photos. Instead of just publishing the text I have decided to delay the second part of the article until the April issue.

In the January issue I wrote about Stag colours and the 40th anniversary display at Stafford. For those of you who missed it the aim is to get as many different colours of Stag inside the Hall for a display on Saturday and Sunday. Club Headquarters and myself would also like to do a small 40th anniversary display at the Club museum which would of course also be displayed at Stafford. Is there anybody out there who has some Stag memorabilia that they would consider loaning to the club for the duration of this display? We are looking for signage and any dealership merchandise. Any help would be appreciated and any items loaned to the club would be well looked after. Please contact me on **07766 344449** or Bernard at Club HQ on **01858 434424** if you can help us with this.

I would like to try and fill at least 1 side of Bingley Hall with Stags to make an really nice display and I'm reliably informed there will be a little gift for anyone displaying their car. If you could fill in the short form at the end of the article or email me the same information to

72stag@googlemail.com if you are planning to attend the Stafford International and would like to enter your car in the display. Any car is welcome, if you've driven it to Stafford you deserve to show it. Condition is not important. I will not hold onto the information you provide after the event, it is only to allow me to produce a placard with your colours for the display.

After I wrote the article on colours I received a letter from Mike Hardwick from Scarborough.

"Hi Richard - enjoyed your Stag column on car/trim combinations , well researched (as I have come to expect), but I have found, in my 18 years of Triumphant, things don't always go by the book! Take my Mk1, first reg 10/01/72, so probably '71 built but in the '72 model year (Triumph started their next year models in September I believe). Since her full body resto in '94 she has been BRG with a Mk2 tan interior, but as the Vehicle Registration Document for 1976 enclosed in the vehicle history I got with the car shows, it was black! (photos of said resto show black or chestnut trim - hard to tell due to poor photos)

I suppose it is possible that the first owner had the car resprayed in the 4 years he owned it, but it seems a little unlikely! All will, I expect, be revealed when I get a full Heritage Certificate - I'll update you when it arrives. By the way, commission and engine numbers match both '76 reg document and (VERY new commission plate found on NS B-post.....)so it would appear I haven't bought a "bitsa"!"

Mike's car is a typical Triumph anomaly! As I said before my Stag had Blue Velour seats in

which are the same material as Triumph 2500 / 2000 seats and are definitely on Stag frames. They look 100% original too! Does anyone else have any odd colour combinations out there?

Mike's car is shortly to be converted to a four speed automatic so hopefully a few pictures will surface in the coming months.

I have had a couple of requests recently from people undertaking rebuilds of Stags which were bought without their Triumph engine and the new owners are looking at alternative engines. One is going for the 3.5 / 3.9 Rover V8 option and the other is being more adventurous and is currently sorting through a lot of information on more modern 2.5 litre V6 engines of various manufacture. Rear wheel drive is the sting in the tail when considering anything like this conversion as rear wheel drive is a bit old fashioned in most manufacturers line ups. (BMW being the notable if expensive exception)

Is there anyone out there who would like to write a few words of wisdom on the subject of re-engining their cars?

Here are pictures of the relevant engines.

Rover 3.5 V8 – Gearbox is easy as the SD1



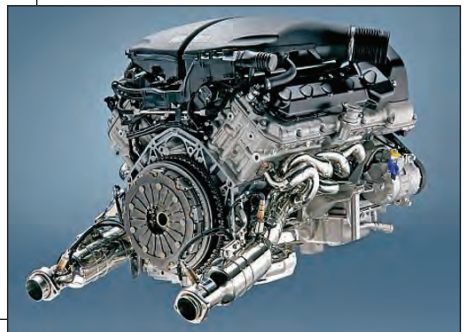
was fitted with this engine. The TR7 gearbox works in this application as well if you can find a V8Bell housing.



Ford 2.5 or 3.0 V6 – Gearbox is again easy – a Grenada or Sierra gearbox should be easy to fit – probably best to get hold of a complete engine gearbox unit.



Vauxhall 2.5, 3.0, 3.2 V6 – gearbox a bit more of a challenge – you'd need to find an Open Manta gearbox or a 2.0 Calibra Turbo gearbox. The second is a four wheel drive box but there are kits available to convert it to rear wheel drive only.



BMW V6 / straight six. You have a choice of petrol or diesel here and best to buy an

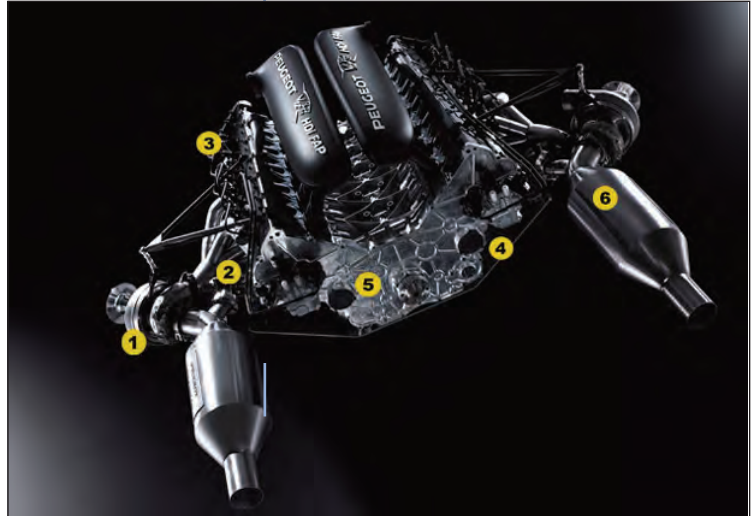
engine and gearbox combined unit.

My personal dream idea would be to fit one of the new Peugeot V6 twin turbo diesel engines but gearbox would be a nightmare – unless you went for (and I'm assuming no one could afford to do it – you went for one of their **Le Mans V12 5.5 litre HDi turbo diesel engines**

Back to reality. You must make sure the suspension and brakes are up to the job if you

re-engine a car and remarkably this can actually cost more than the new engine. Worth considering if you are planning a project.

That's all this month, I'm off to help plan the



route for the Dalesrun. Lots of new roads this year and more scenery to see.

Keep running on eight

Richard

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Stafford Stag Display

Name

Reg No

Body Colour

Trim Colour

Tick for which day you wish to display your car

Saturday _____ **Sunday** _____

Post or email to:

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1 College Farm Close,
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North Yorkshire.
DN14 0UY.

Tel: 07766 354449

e-mail: 72stag@googlemail.com

www.tssc.org.uk/bondequipe
e-mail. bond.equipe@virgin.net



Guy Singleton

European Bond

I have heard from Jeroen Noordman who has just acquired a 2 litre coupe, over 3 emails he writes:-
(email received 15 Dec 2009)
"Since 1996 I am a member of the

TSSC, for the Dutch Club Triumph Holland I used to be Vitesse Register Secretary, now I am Register Secretary of the Spitfire mk1-3 Register.

Yesterday I bought an original Dutch, LHD Bond Equipe Coupe from 1969 (always been attracted to the, at least from my point of view, strange Bond). The car is complete except for the rear window seal (and an original steering wheel).

Do you know where I could order a new rubber seal for the rear window?

The car stood still for years, the previous owner bought it from a museum. The car has

overdrive, heated rear window, the original seats, rotoflex setup and mk2 model engine. New treadplates need to be fitted, I plan this at short notice (old ones are already removed), as I want to drive this car for this winter. I believe



the car has under 100,000 original kilometres. Some pictures are attached.



If you could help me in obtaining a seal for the rear window, this would be much appreciated. Driving the Bond without the rear window is too unattractive I fear....."

I was able to tell Jeroen that regarding the Rear Screen seal, originals are not available, but a useable alternative is available from

Edgware Motor Accessories (0208 952 4789), code 2000 GM + infil trim. The joints can be made using superglue.

(email received 29 Dec 2009)

"Today I collected the Bond Equipe 2 ltr Coupe. It is not too bad (bought it unseen). Mainly work on the A-posts and the top corners of the screen pillar.

The original seats are in good condition, however the original steering wheel is missing as is the bonnet badge. I think I will find these on Ebay. A friend already offered a steering wheel from a GT4s. Is this the same on the 2 ltr?



The car has very strange imitation chrome wire wheels from Mangel.



Do you know if these were an option once?

I think I will fit Vitesse wheels with Rostyle covers, I have these in stock.

Thank you for the advice on the rear screen rubber, I will order it this week."

(email sent 30 Dec 2009)

"Glad to hear that you have collected the car and hopefully it's not worse than you expected.

The top of the windscreen surround is the same as a Vitesse or Herald so it might be worth getting a section from a scrap car to help with this repair - the side pillars were made by Bond.

The wheels should be Rostyle with an option for wire wheels so I think your plan is best.

The steering wheel should be similar to the 4s but it was leather covered rather than wood and in most cases did not have the 'LL' Les Leston marking on it - It should be marked Walsall Wheels under the horn push area, they made the Les Leston ones but Bond requested them not to be marked!

I have not seen these wheels before - I have seen fake wire wheels where the wire bit clips in like a hub cap, but not one like these where the wheels and the wire bit are designed together."

(email received 10 Jan 2010)

At the moment I am fully enjoying bringing the 2 litre Equipe back in the road. Good progress was made on the welding. Most work had to be done on the LH A-post. As no repair panels are available, I had to make it myself. This is in now, as well as the new tread plate for which I had to make the floor 2 cm longer as the old tread plate was not removed by drilling out the spot welds but completely by angle grinder :-

(I enjoy working on the car a lot. And start to think about a 4 cylinder as well. A GT 2+2 would be my favourite then. There is absolutely no rush (in March the Bond should be road-worthy and I will finish my Spitfire4 mk1 then first), but if you might hear about a sound GT 2+2 (either OK car or a sound basis for restoration), can you please let me know?

The diaphragm of the driver's seat is worn. I believe these are special Bond. Is the passenger seat identical?"

(email sent 7 Feb 2010)

"Sorry I realise that I did not respond to this email - there is a 2+2 on Ebay at the moment, I do not know this car, but it may be of interest - item number 160401169325. They are asking £995 which is I think too expensive.

The seat diaphragms are Bond, the two sides

new ones. So I first had to make the bottom 2 cm wider again on both sides:-(. I am now preparing the refitting of the front and rear windows. The clutch and brakes are also fine again. All seems on track according to my own schedule.

Thank you for looking at the seat diaphragms!

Yesterday I saw the GT on ebay. The problem is that the car is in Bristol, making it very expensive to ship to the Netherlands. I think it will be another 1000 pound, that is even more expensive then. For the rest I love it! But I am not in a hurry. I will keep my eyes open and appreciate that you inform me about the ones that you hear about.

Best regards,

Jeroen

It is good to see that Jeroen is making progress



are the same, I am seeing if I can get some more."

(Email received 07.02.10)

Hi Guy,

Thank you for your reaction.

I am making good progress on my 2 ltr. All welding is done now, it was quite a lot. Especially since the tread plates were cut off by angle grinder, making the bottom too short to fit 62

with the car, hopefully he will have it back on the road where it belongs soon.

I have heard of two cars looking for new custodians, the first is a nice looking 2 litre coupe, owned by Philip Bowyer email address: (philipednabow@msn.com), he writes

"Hi Guy

I have a bond which you did print in the Courier some time ago. It's a 2000cc Reg.



VMD 833G 1968 model, body in good condition and engine was running until 2yrs ago, battery flat.

My wife and I have outgrown the bond, she now being 80yrs and myself 77yrs.

The car was purchased by us in 1980 and over the years body and engine, have been rebuilt and used as second car by us just for short trips.

In 1998 my son and I took the car to Beaulieu I drove there from Essex and Car was on show for the two days, as Exhibitor on the Triumph 75th anniversary

The car has had 3 owners since new and has been garaged by me from 1980, 32.000 miles since new on the clock."

It's a shame that 'anno domini' are catching up with Philip and he can no longer enjoy the car, this is now an opportunity for

someone to acquire what sounds like a nice car - Philip is looking for £1,500.00 for the car, which if it is as good as it looks is a very fair price.

If anyone is interested please contact him.

The second car is a 4s needing some TLC currently stored in Bristol I gather that it is complete but needs some work to the bulkhead, doors and under the rear seat the owner is looking for around £ 350.00 - if it is of interest please contact him on **07971 320603**.

I was very sad to hear of the death of



Sir Johnny Dankworth who gave Dame Cleo Lane a Bond Equipe 2 litre that was recently restored - this must be one of the few one owner cars remaining.

Our thoughts are with Cleo and the family.



Paul Richardson©

John Warren's



Memories of Triumph

W

hen I first started my research on Standard Triumph history, I became aware that no attention had been

paid to the sales side of the company. On my father Ken's advice I contacted John Warren, who was the export sales director of the company. John was a family friend and he was most enthused to be interviewed. Before my first interview with him he insisted on spending about a month collating his recollections in order to provide accurate accounts. At my first interview, John had piles of very neatly stacked paperwork and old press cuttings on his dining room table, that he'd rescued from his attic. He'd also spent many hours writing notes from when he first joined the company after the war and he found this exercise most enjoyable. He related in my first interview with him.

"I must say Paul my research is proving a most enjoyable and exhilarating experience because, quite frankly, I've not thought about Standard Triumph for about thirty five years

because life moves on. Thumbing through my old diaries has given me the opportunity to write up notes and revue my career with the company properly and include recollections of some of the staff I worked with. Reading back through my revues also reminded me of some humourous happenings within the company that I'd completely forgotten about which has



John Warren, 2nd from left, hosting an overseas distributors conference in London 1951. Ivor Penrice, public relations manager is on the right.

made the exercise all the more enjoyable both for myself and my wife Sonia."

My interviews with John thereafter were undoubtedly my most informative on company management structure. It also became apparent that John became Sir John Black's closest ally in the company, as he was

Memories of Triumph

regularly involved with social activities and parties at Sir John's home and was also Godfather to Sir John's sons. John made literally hundreds of trips abroad, including many with Sir John, to far-flung continents to promote the company's products and establish new distributors and assembly plants.

overseas trade. In fact due to these government restrictions home market sales for new cars for our entire motor industry was restricted to under 100,000 cars per year up until 1950, which hampered sales for our home market distributors. The question of short supply never came up with European distributors at the



John Warren, right, with Sir John and Lady Black besides the Triumph Roadster announced at the 1950 Motor show.

When John began relating his introduction to the workings of the company's sales department he said.

"I first joined The Standard Motor Company as an area sales representative after the war and at that time government policy put severe restrictions on the number of new cars sold in England for the home market. This policy was to encourage exports and manufacturing for export was vitally important in order for our country to earn foreign currency and develop

Geneva, Paris or Brussels motor shows because our exports were unrestricted. My duties at motor shows both in London and Europe, however, led to my generating several important export orders both for the Ferguson and the Vanguard. Sir John Black became aware of these orders and subsequently called me to his office. Quite honestly I thought I must have done something wrong, but he asked me to take a seat and congratulated me on what he called my export initiatives. Subsequently

Sir John asked me if I'd like to join the export sales team which was very gratifying."

In June 1948 Sir John Black promoted John to assistant to the sales director Ted Martin after he'd pulled off several large sales deals during

ence that I may have accumulated in the past years in the industry.

Good luck to you. I have every confidence you will make the grade."

The letter was signed *'Yours ever John.'*

After a meteoric rise to management John was subsequently promoted to General Sales Manager by 1950 after only four years with the company, which involved overseeing both home market and export sales. He related of this.

"I'm sure Mike Whitfield, who became our General Manager and a company director, was instrumental in my promotion. Mike, as your father knows, was an extremely nice man. I found out during a sales trip to South America and Brazil with him and Sir John in 1951, or thereabouts, that he was a soldier during the war and had served in the North African and Italian campaigns. This conversation came up after a somewhat difficult meeting with our distributor over impending import restrictions. We were sitting talking things over in the lounge of our hotel over a



Left to right. John Warren, Sir John Black and Mike Whitfield about to depart by ship to South America for a sales trip in 1951.

the first months of 1948. John gave me a copy of the letter Sir John sent him to confirm his promotion. Dated 3rd June 1948 Sir John's letter reads.

"My dear John

The bomb I have been longing to release has now been released. The rest is up to you.

You will have many problems to face, and you are bound to experience anxious moments. There will be many occasions when you will wish to seek guidance. Come to me any time you like, with any of your problems, and I will give you the benefit of any experi-

very strong cup of black coffee when this soldier business began. It was prompted when Sir John retorted that we were constantly resetting our rifle sights due to all this political wrangling whereupon Mike agreed and replied that the delays were like the Monte Casino campaign because we were jumping from one fox hole to another and running out of ammunition. After relating a few war experiences, and Mike like Sir John had held the rank of captain you know, business was resumed and Sir John decided to contact our foreign office and, subsequent to his discussions, our

import problems and all the red tape were resolved. This made me realise that to get matters on track, it's often not what you know but who you know."

In another interview with John, he began enlightening me about Sir John's character and how kind he could be to staff and workers. He also gave examples of what he termed 'Sir John's business disciplines' by describing Sir John's reaction to a problem experienced with an associate company who supplied parts to the production lines at Canley. This was John's favourite example of Sir John's ability to get things done because of it's 'instant conception and stark financial inducement!'

"Sir John was, by nature, extremely intolerant of inefficiency and pettiness, it made him explode. For instance, we once had a supply problem with a subsidiary company and our director involved brought it to Sir John's notice by asking him what was to be done because the director at the subsidiary company was being obstructive. Sir John snapped back. 'How about telling him that his and your job depend on it being solved by the time I leave the office tonight.'"

Sir John also had a dry sense of humour which John exemplified by relating how he'd been told by Sir John *"I think your ready to do some of my jobs so I want you to represent me and officiate on the company's behalf at the opening ceremony of a new workshop at one of our distributors."*

"Sir John then stopped talking and briskly left his office to collect some paperwork from his secretary leaving me in the lurch believing that this was just the opening of a new repairs workshop at one of our UK distributors. To my surprise, when he came back he told me with an encouraging smile on his face that this was the opening of a new assembly plant for the Vanguard at our Zurich distributor in Switzerland owned by Walter Haefner. When I subsequently began conversation with Walter on the phone to discuss all the formalities involved, he informed me that his guest list included the Swiss minister for overseas affairs and our Consul from the British Embassy over

there. Walter had also invited a host of leading industrialists he knew in Switzerland and others from all over Europe. This led to a superb promotion for our Company and the Vanguard because after my speech on behalf of The Standard Motor Company, and other formalities and speeches, all the guests were shown how well the Vanguard was designed and how it was put together and assembled on Walter's assembly lines."

John also reflected how he became involved with royalty and TV and film stars throughout Europe many of whom owned Standard or Triumph cars. His sense of humour sprang to the fore when, prompted by his wife Sonia, he remembered an incident concerning our national treasure and film star Sir John Mills.

"Many dignitaries owned Triumphs including Dukes and Duchesses, Maharajas and TV and film stars including, I remember, Sir John Mills who owned a Triumph Roadster and later a TR2 I think. In fact he had quite a close connection with our company, which was developed initially through our London distributorship in Berkeley Square owned jointly by Ted Kynaston and his partner Harry Newton. Due to his enthusiasm for Triumphs, Sir John and his wife became willingly involved in our publicity programme with the TR2. This included an exclusive television presentation with the BBC at a Manor House in North London in tandem with the Earls Court Motor Show of 1953. Richard Dimpleby was in charge of interviews and Sir John and his wife demonstrated our press TR2 to the camera and he expressed his keen enthusiasm for its looks and performance. There was only one slight hiccup that most fortunately did not get broadcasted when Sir John, quite wryly, brought to his wife's notice that she had a ladder in the heel of one of her stockings. Ivor Penrice, our public relations manager, then suggested politely but with his typically broad sense of humour that he would be only too pleased to loan Mrs Mills one of his stockings much to Sir John's amusement. Over lunch Ivor's wife caused further hilarity by her mention that Ivor's choice of stockings were of too harsh a denier to suit Mrs Mills anyway."

TECHNICALLY TALKING



A new monthly section starts here suggested by Hugh Glossop. Hugh has suggested a QUESTION & ANSWER section open to **ALL the REGISTER SECRETARIES** based on the Questions and Answers/Advice given by email to TSSC Members making enquiries to the Register Secretaries. Obviously this will only work with the co-operation of the TSSC Register Secretaries - **so how about it guys?** Get in touch with Bernard if you want to get involved. I think all members can benefit from this.

As ever, Hugh has put his money where his mouth is and has supplied some examples of the questions and his replies to show us what he means.

Hello Hugh,

I was recently told that, as brake fluid is hydroscopic, it gradually becomes less effective and should be regularly changed.

My TR7 is having its 30th birthday this month and, as the car has only done 16,000 miles in its life, I suspect the brake fluid is just as old.

The brakes seem to work OK so is this something I should attend to?

Many thanks,

Brian Taber

Membership No. 76603

Brian.

All car manufacturers recommend the brake fluid should be changed every two years, as the boiling point drops off very rapidly with absorption of water (up to 100c after 2 years) so all conventional brake dot 3,4,5.1 fluids should be changed as a matter of course in the service schedule. Unfortunately this is rarely done. On the TR7 the brakes are quite small and get very hot rapidly, even one panic stop from 70mph is enough to boil old fluid and lose the brakes (and you never know when you need the brakes in earnest). Modern fluids like Dot 5.1 have a considerably better performance than the older Dot 3 our cars came with.

Changing the fluid regularly also has the added advantage of inhibiting rust formation in

the calipers which low mileage/infrequently used cars are prone to.

Treat yourself to a bottle of dot 5.1 fluid and if you bleed through carefully you should get no air back in the system, useful tip here is to use a clear bleed pipe so you can see the new clean fluid coming through, shouldn't take more than an hour including removing three wheels (TR7 has one bleed nipple on the back)

You will be amazed at the difference in the brakes when done! My feelings on silicon fluid are documented in the Jan 2010 courier in the Spitfire section!

Hugh

TR7 reg

Hi Hugh

I was fascinated by your article on modding the brakes, and look forward to what I'm sure will be a very informative series of modifications.

I am very keen to up-rate my 1977 1500. I have at present completed: Spax shocks, lower front springs, heavy duty and lowered rear spring. EBC front brake discs with greenstuff pads, uprated rear brake shoes and ally drums. Goodridge hoses Solid steering rack mounts, 25mm anti-roll bar, electronic ignition, high torque starter, Kenlow fan, roll over bar and full leather interior. Sounds a lot now I list it.



I'm writing up the Renault 5 turbo conversion in a spit as we speak son 2) this runs about 180bhp from 1400cc and is considerably lighter than the Triumph engine

The Dolly Sprintfire is written up but I've not sent it in to the Courier as yet, this was an engine that came out of my old TR7 coupe and is around 160 bhp.

What I really want is a fast Spitfire that handles and stops very well and am considering an engine swap and other up-grades to match. I would appreciate any info you have on your modded Spits to help guide me, or, are any of them for sale (Ford engine sounds tasty).

Also I hear tell the Rover V8 is lighter than the Triumph straight six. Any thoughts??

Here's mine at Le Mans Classic 2008. Followed by a sketch I did.

A Few thoughts

I'll send you the text only from my intended articles on the Ford engine conversion which will be a 2 parter starting soon. Sorry for no pictures but I am still on dial up as we are in a broadband NOT spot, I think this will answer most of your questions (not for publication yet!) Suffice to say the Pinto spit will do 0-60 in about 6 seconds and top 130 speed wise, with a 3.89 diff, in short it damn quick!

It has in fact been so successful we are now building a 2.1 pinto with forged pistons well worked head forged rods and a rev limit of 8000 rpm plus which is going to run close to 180bhp

The plan is to have all three Spitfires at Prescott along with the 324bhp 4.6ltr V8 tr7



In answer to some of the questions regarding GT6 and fitting the lightweight Hi Spec 4 pot calipers.

Here are some dimensions and part numbers

Disc/caliper outer dimensions for GT6 245x12.7 discs and capri 245x20 vented discs. Using the princess type calipers on spitfire uprights

I have just physically measured them and they are 5.375" or 136.525mm from centre of spindle to the furthest outside edge (the tabs for the pins on the pads)

which I reckon is 273.05mm or 10.75" and they fit under the 4.5j standard wheels I'm have with 1/2 inch clearance on the radius to the rim but I believe there are three different manufacturers of rims

Ultralite as in Feb Spitfire MkIV/1500 Register in the Courier. I don't have Billet 4 calipers here, however from their drawings the Billet 4 is 72.25mm from the centre of the bottom bolt to the bottom of the pin holes for the caliper and 21mm above = 93.25mm

The Ultralite 4 is 75mm from the centre of the bottom bolt to the bottom of the pin holes for the caliper and 18mm above = 93mm, so there is 1/4 mm in it.

Using GT6 uprights you need to change the calipers to the M16 type from Hispec (same pads same pistons same caliper different lug depth) and they will fit in the same as the princess type on Spitfire uprights.

The actual part nos are listed below:



Ultralight 4

www.hispecbrake.co.uk/calipers/UL4%20M16.htm

GT6 disc 245x12.7 solid disc M16 type mounting caliper
P/t no. ECAL-UL4-M16-12C

Capri disc 245x20 vented disc M16 type mount caliper
P/t no. ECAL-UL4-M16-20C

(note for the posh coloured versions drop the "E" off the front of the part no but costs more)

Billet 4

www.hispecbrake.co.uk/calipers/b4%20m16%20page.htm

GT6 disc 245x12.7 solid disk M15 type mounting
P/t no. ECAL-B4-M16-12D

Capri disc 245x20 vented disc M16 type mount caliper
P/t no. ECAL-B4-M16-22D

(note for the posh coloured versions drop the "E" off the front of the part no but costs more)

Hope this gives enough dimensions and explain what you should need.

Hugh

Joint

Spit MKIV/1500 Sec

Hi,

After reading Hugh Glossop's article on electric fuel pumps for Spitfires in the January issue of The Courier, I have now bought one for my car but I'm not sure of the best place to fit it to the car.

Can you advise please the best position for it?

Regards

Barry Layton-Smith

Barry.

On all our cars I've fitted them in the boot in the pipe from

the tank using a small piece of rubber pipe for the connection in and out, and run a switched feed from the ignition (white, off the ign switch) to the rear.

The earth is just connected to the body (one of the mounting screws for the pump is fine) of the car

Alternatively the TMG pump will mount anywhere at any angle and you can mount it on the bulkhead

close to the original pipe runs and just connect the pipes that ran to the mechanical fuel pump up to it, the wiring is the same, hope this helps if you are not sure give me a ring the number is in the Courier

Hugh

Joint

Spit MKIV/1500 Sec

Hi Hugh

Many thanks for the help you have given me regarding my planned alternator conversion on the 1360 forum. I read your article in the Courier with great interest and will definitely be converting my lights using relays plus may invest in some new bulbs/units as per the other article in the mag. As a member these are just the sort of articles that interest me.

I will be running the additional wire from the alternator to the solenoid for safety and wondered what thickness I should use? The alternator I have was previously fitted to a Herald so assume it will be no more than 36amps. Out of interest where is the model number stamped? On the basis the existing wiring took 20-22 amps, should something like 2mm do or do I need thicker. I don't plan to put anything more than a radio in the car as an extra. I don't suppose you know

where I can get the large spade connectors which attach to the alternator? Nowt much online. Many thanks

Simon.

If you are only going to a 36a alternator you will get away with using the existing wire that the dynamo used, if going bigger to say 45a an additional in parallel the original of 28 or 35/030 size would be belt and braces, as there are two large spade output connectors on the alternator you can put the original cable on one and the extra cable on the other (makes life easy)

The alternator model (assuming acr type) is usually on a small alloy plate on the sideways nut sticking out of the black rear cover and there is usually a flat area on the alternator there, for info the alternators are also used on series 3 landrovers and are available for around £25 new with no exchange from Landrover specialists

I wrote the Wiggles & Watts article because I've seen a couple of Spitfires go up in smoke recently due to very thin

Simon

wire being used in main feeds (in blade fuse conversions) melting and setting the loom on fire

I originally wrote it for the TR7 and Spit4/1500 section but Bernie and I decided would be better as a general article as it is applicable to **ALL** our cars

Re the Connectors, try Maplin or CPC, both are on the net or your local motor factor should stock the large spade connectors I'm fairly sure you can get the correct alternator plug from the major parts suppliers.

Glad the article was of use.

Any questions feel free to ring me

Hugh

Joint Spit MKIV/1500 Sec



CLUB SHOP NEWS

Tel. **01858 434424** web. www.tssc.org.uk
e-mail. clubshop@tssc.org.uk

NEW RANGE OF RETRO STYLE Stainless Hoses NOW IN STOCK!!



Fancy improving your car but want to keep the look closer to ORIGINAL, well we can now offer our range of **Goodridge Hoses** with a black covering over the braided stainless pipework, they retain all the advantages of the original stainless hoses but the finished look is closer to the **original** Triumph rubber hoses **but are wipe clean.**

The price per pair is £25 or £45 for a set of 4 P+P is 0.4Kg per pair (these prices are for **Herald / Vitesse / GT6 / Spitfire & Bond** applications, for other car models please call for pricing.

HOW TO MAKE A SPRINTFIRE

Recipe by **Totally Triumph**

by **Matt Smith**

Ingredients:-

**Dolomite Sprint engine & clutch
Dolomite 1850 bell housing
GT6/Vit or early 1850 gearbox
Dolomite 1500 starter motor
GT6 radiator
2 x GT6 bottom hoses
Dolomite 13-1500 top hose
GT6 bonnet
GT6/Vit engine mounts
T T fabricated engine mounting
brackets
T T fabricated extractor manifold**

Modified wiring loom to alternator & starter
motor with fabricated heat shields

Phil Dixon started to daydream about putting a Dolomite Sprint engine in his 2.5 powered Spitfire, and of having it built by Totally Triumph. As he wanted neck breaking acceleration rather than torque, as his 2.5 went well but modern hot hatches had the drop on him at the lights!

Unlike his Stagworth conversion (Story to come) he eventually decided to keep it all "Triumph" and so opted for a Sprint engine. This would keep the cost down, as it enabled him to retain the existing GT6/Vit overdrive gearbox & prop which were already in place (fortunately the early 1850 bell housing mates to both gearbox and

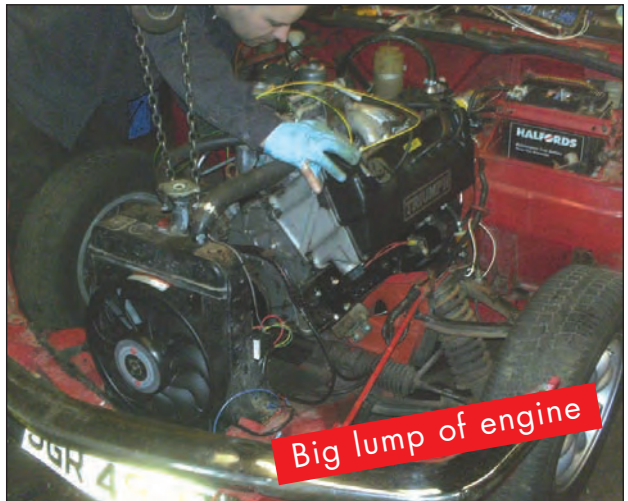
engine) while getting the improvement in performance he desired.

With Totally Triumph's experience, fitting the engine was reasonably easy considering it almost sat on the suspension turret when bolted to the gearbox! By moving it an inch off centre to the driver's side the conversion would work, all that was required was to fabricate a pair of engine mounts and a small modification to the bulkhead. This ensured the rocker box and the engine cleared all the bodywork, but only just!

The existing GT6 radiator could be retained leaving a couple of wiring circuits for an electric cooling fan, oil cooler and remote oil filter, (the standard filter fouled the chassis). The wiring loom had to be extended to supply the starter motor and alternator.

So far so good but now came the difficult bit.

The Sprint cast exhaust manifold would not fit



The Sprintfire



chassis and sump to link up with the readily available twin box sports system already fitted, however, the lads overcame adversity and produced a system which provides a pleasing burble on idle and an explosive growl when 'asked'!

The performance can

between engine and suspension turret and neither would anything else! After two "exhaust specialists" gave up the job as 'impossible', Phil decided to challenge the lads at Totally



only be described as exhilarating, as you would expect from a Sprint engine revving happily to 7500rpm in a car that weighs next to nothing – bring on all those modern hot hatches!

The 'Impossible', possible

Triumph to do the exhaust job.

It took a couple of days to fabricate, but the end result was worth it, with the primaries almost equal in their length.

The secondaries proved difficult to get between the



MONTE CARLO OR BUST!

PART 2

by Neil Sjoberg



The story so far.... Gaye and Neil Sjoberg, TSSC members since 1984 have owned and used a Spitfire MKIII for over 35 years. After a nut and bolt rebuild they decided to enter the MONTE CARLO RALLY HISTORIQUE. They have set off at the end of February 2009 for the midnight ferry to reach the starting point at Rheims, but a sluggish performance and strong smell of petrol tells them all is not well....

You may remember the beginning of 2009 was very cold, wet and snowy, France was no different. We had had difficulty lining up the doors on the rebuild and an icy blast confined Gaye to a sleeping bag within the car and Neil to put on extra layers.

We stopped for a sleep on a French motorway picnic area but the cold was so

extreme that running up and down the parking area was the preferred activity!

Later that morning we discovered there are 2 "REEMS" in France and we had booked into the wrong one. Also that there are two IBIS hotels in Rheims and we arrived at the wrong one.

We had received joining instructions in "Allo Allo" French that were beyond comprehension so when we reported to "La place des Expositions" (a sort of Wembley stadium) were surprised to find an elderly disabled convention in place and no one knowing anything of The Monte Carlo starting there. Eventually I found the caretaker who assured me I was in the right place but not until tomorrow.

The sun came out we had a picnic and a little snooze then I set about cleaning out the float chambers to stop the flooding. The Spitfire immediately ran like its old self and we felt life

was worth living again.

We found our way to the correct Ibis Hotel that was next door to Novotel were most teams were staying. As we drove in we were overwhelmed by the sight: straight out of "Monte Carlo or Bust" fabulously prepared classic cars were everywhere with smart overalled support teams adjusting, checking, and also repairing.

A fine blue smoke haze





so quickly, so generously started us on very steep learning curve. Dear, kind Peter and Mike started briefing Gaye on the nature of the navigation that lay in the days ahead. David and Mike2 introduced me to their service crew and started taking notes on my car and giving mobile support numbers.

We realised we were well out of our depth but so glad to have found this wonderful support group.

hung above and the roar of many well tuned engines filled the air. Drivers and navigators in expensive clothes stood at a distance all holding glasses of Champagne. (Yes really!).

Feeling overawed we crept round the back and hid our 1969 Spitfire behind the shrubbery.

Very timidly I approached a very smart handsome Italian who stood, glass in hand, watching snow tyres being fitted on his Alpha Romeo. I asked his advice on my muddily written joining letter.

He manfully struggled with it for a few moments then gave up and pulled an identical sheet, but in Italian, from his pocket. He translated it into English, line by line and suddenly all became clear. He was so friendly and encouraging I wished I had parked in the main crowd.

In the evening we moved into the official reception dinner. A huge room with last years Rally video projected on the wall. We moved from one smart table to another hearing French, German, Swedish, something else.... Gradually confirming our thoughts this was a big mistake until we came across the one, very small, table of Brits. Smiling, welcoming, not so well dressed dare I say, but oh so friendly.

"How many times have you done the Monte before?..." "Oh this is your first!..." "what other rallying have you been doing?..." "Oh this is the first!". "How did you get here?..." "Where is your service crew?..." "Have you got the latest route updates from the web?"

The answer to all these questions was in the negative, much to the dismay of those assembled. They were genuinely worried for our well being and

In fact everyone, competitors, officials and public were all so very very kind throughout the week we need not have been so frightened.

But frightened we were.

The evening meal was spectacular (the first of many) and the preparation info passed on was head spinning. The next morning it continued: Gaye checking and changing her route with help from the others, me checking and re-checking just about everything I had bought.

Nearly time to pack up and leave "What is the range of your car?" Asks Wes - a yacht mast maker from Bristol

"About 220 miles" say I.

"How many spare cans do you have?"

"I've a gallon" say I proudly.

"No where near enough - there's no petrol in the alps at night!"

We rushed over to Carrefours and bought up all their 10 litre containers and filled with gas. We were already heavily laden - spares, tools, food, clothes (including compulsory evening wear). The extra petrol left hardly any room for us and the maps.

We arrived at La Place des Expositions now on the right day. First checking all the paperwork - Original licences, log books, Mot Insurance and passports.

Some failed at this point and were frantically phoning for paperwork to be brought from where?

The noise and smell in the huge hanger like hall was very exciting. We were issued with car numbers, plates, starting town stickers and car ID panels. While I fixed these as best I could to the car Gaye and Mike, literally sweating with effort, poured over big maps spread over a strangers Porsche. He didn't mind, too distracted trying to make his rear lights work.

Sticking numbers on straight is not easy, tongue out of the corner of mouth I pressed on only to see a group of very serious men with clipboards advancing on me. Oh help what have I done wrong. They stood back for a few moments then advanced and solemnly shook my hand and wished me "Bon Courage". They were the Spitfire Club of France come to wish me well. They stuck some advertising stickers on the car then with big smiles and lots of photos rolled up their sleeves and checked tyre pressures, fan belt tension etc. etc. "Merci bien Messieurs!"

I queued for the scrutineering. Everything had to be original and working well. Again some didn't make it and frantic repairs and adjustments went on right up to the last minute.

Suddenly with a big shout - engines roar into life and all cars followed (in Rally number order) a police escort right through the busy rush hour traffic to Rheims Town hall. Speed limits and red lights ignored, the streets lined with waving cheering supporters (20,000 programmes at £12 each had been sold in Rheims alone).

Our cars were parked behind secure fencing and police kept crowds at a distance. Television crews and local radio reports passed along the 120 cars interviewing and also photographing.

We went into a cafe for a cup of tea. Again many cars had problems on the first parade though and were left where they parked.

It was now 7pm and dark, we had got up early and only had a little nap at lunch time.

The first "Concentration Stage" was 23 hours 700 miles long.

We couldn't see how you could drive non stop for 23 hours leave alone the next 3 days thereafter at 10 hours each.

We were very nervous and about to find out! At last it was our turn. Up on the ramp at one minute intervals, on television my little entry form description read out to the world. *"The car has been in the same ownership for 35 years and been fully restored which is more than can be said for the owners!"*

5,4,3,2,1 Flag lifted from bonnet big roar and away we go! Out into the dark, a big, dead straight long road south out of Rheims. So long in fact you could see several cars tail lights 1 minute ahead. It was good to be driving and the Spitfire went well - it never faltered for the



whole rally. I had minor adjustments but I used my tools more often on others breakdowns than we ever needed on my own. Neighbour Jim did his job well!

After 1 hour and 40 minutes I said to Gaye "How long since we left Rheims?" "About 10 mins I think" she said. And thus it was, so fascinating you got lost in time. Every Checkpoint was a little party of local food and drink, every street lined with well wishers -right through the night.

We managed 19 hours without penalty or mistake but tiredness catches you out. I turned onto a motorway by mistake and it took an hour to get back onto course. We stopped for a sleep and awoke over time. Our phones

wouldn't work in the mountains (we should have asked a local) and unable to phone ahead to skip a checkpoint and take the penalty points we pressed on, missed our deadline and sadly we were effectively out of the rally proper.

We did of course complete the course but were out of the reckoning. The gloom that settled over the Sjöberg entry was deep - after all that preparation to miss out on an avoidable technicality really seemed unforgivable. It is only too easy to forget how tough it is to do simple things when one is tired.

Spectacular snowy stages, exotic checkpoints, col de Turin, ice and snow it was all there. To top it all off our pilot son James met us with his crew in Monte Carlo - his Hercules had broken down in Nice on return from Afghanistan.

The final night was a spectacular cabaret dinner staying in £800 a night sea front hotels. Everyone treated us like heroes.

The next morning the pros had their cars collected on transporters and were met by chauffeurs or shipped their car back on the Paris train while they slept.

Our Italian friend bade us goodbye.

"Now how you get ome?" He asked.

"Where's your service crew?" "What, you drive on your own all the way and now you drive back!" "Impossible!

Only the English!"

On the way home our hotel was raided by gypsies, I spotted them from the window and ran after them. I got their number and the manager (Armed!) and three police cars gave chase. We didn't find them but the police knew the number. They slashed our roof and took most of our clothes.

Some of the motorway



sweepers helped us patch up the roof and we finally reached England very wet and cold. The good old Spiifire had managed 3000 miles of motoring with only one puncture two flooded carbs and a light failure.

England was under snow. As I came within 200 yards of my front door a landrover coming the other way said *"You won't get up there mate its blocked by snow"* - You wanna bet!

As I write we have been accepted for Monte Carlo Historique 2010 and have spent the evening preparing a 1967 Vitesse we bought for our second, and maybe last, attempt.

More room, more powerful, to carry all that stuff and drier feet. I am pleased to say they have reduced the first day to 19 hours!

The next attempt takes place from January 28th to February 4th. Wish us Luck!



For our next attempt

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Spitfire



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MKIV. 1972. Tax exempt. Excellent condition. Current owner & dry use only last 10 years. Specialist maintained and serviced. £2,750. Steve (Leicester) 0116 2693675.

SPITFIRE 4. First Registered 10th April 1963. Invoice available. One owner. Historic Vehicle. For restoration or spares. Peter (North Dorset) 01747 854772.

Herald

COURIER VAN 1964. Bereavement so must go. Offers. Stripped and no body or chassis left. V5 + original engine. Doors, roof + misc bits. Contact for more details. Stephen (Norwich) 01508 493741.

GT6



MK 1. MOT. O/D. B.R.G. New tyres, wires, rear shocks, S/S exhaust. Bodily and mechanically perfect. Further details as requested. £5,750. Summers (Portsmouth) 07733 972700.

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SPITFIRE Mk 3. New, Newton commercial

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HERALD 13/60 Fibreglass Front Valance, used £10. Front seats with headrests - Black possibly Spitfire/GT6 of Herald £20 for Pair. Glenn (Enfield) 01992 768955.

COURIER Magazines 285 (March 2004) to 342 (December 2008) FREE - could deliver London Area - also Triumph World 13 early issues - ring for details. Martin (London) 07921 491028.

PEARSONS - Triumph Herald Service Manual. 1969 manual covering all models fitted with the 948cc & 1147cc engines. Good condition, however has the odd oily fingerprint !!! Price. £5. £2.50 UK Postage. Steve (Tonbridge, Kent) eMail: steveandlivbrown@tiscali.co.uk

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e-mail: courier@tssc.org.uk

TSSC ACCOUNTS

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Tel: 01858 434424 Fax: 01858 431936

SHOW CAR REGISTER

e-mail: info@tssc.org.uk

TSSC HQ, Sunderland Court
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his or her own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

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SPITFIRE Mk I/II/III

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2000/2500/2.5PI

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Julie Hazell Tel: 07813 589799



March 2010

Plus

**CLASSIFIED
CARS & PARTS**

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- AREA DIRECTORY
- AREA NEWS
- CARS FOR SALE
- CARS WANTED
- PARTS WANTED
- PARTS FOR SALE
- ORDER/AD FORMS

Standard Triumph Marque Day 2010

Prescott Speed Hillclimb - 23rd May

MARSHALS REQUIRED!

In order to ensure the smooth running of the Marque Day event at Prescott, the organising team is looking for volunteer marshals. If you can spare 2 hours during the day to direct traffic on site (paddock, car parking etc) then please contact me. This does not include marshaling on the hillclimb course, which will as always be arranged by the Bugatti Owners Club, who own the Prescott venue.

Nigel Clark

General Manager Triumph Sports Six Club

Tel: 01858 434424



AREA DIRECTORY

IF AREA DIRECTORY ENTRY IS IN GREY THEN PLEASE REGISTER OFFICIALLY!!!
YOU ARE MEETING WITHOUT TSSC INSURANCE COVER!

This Directory is kept up-to-date by the Area Liaison Officer so that Members may meet with other Members and enjoy the social side of the Club. Any Member is welcome to attend any meeting and take a friend. Why not contact your local Area Organiser and find out what's happening.

DIRECTORY CHANGES TO AREA LIAISON OFFICERS
PIP FLEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip.flegel@homecall.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news Pub Run See Area News for details	Last Thurs. Eves. 2nd Thursday

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	BARTON Aerodrome ECCLES. M30 75A. Just off A57	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 2768091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm 8.30pm
LIVERPOOL	Lisa Garland : 0151 5491267 Alex Cain: 0151 222 3366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Ollerton: 01772 469354	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Anthony Nicholls: 01709 872486	The Manvers Arms, ADWICK UPON DEARNE	1st & 3rd Tues. Eves.
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Ian Stevens: 01773 787268	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday 8.30 .
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	Stefan Graham: 01384 279686	The Berkley Arms - SPETCHLEY	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 01223 836535	The Unicorn - TRUMPINGTON CB2 9LA.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 01603 426539	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	SEE Area Report.	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Douglas Hogg: 028 2564 2770	Nortel Social & Athletic Club - WHITEABBEY	1st Wed. 8pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831 576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
		Roving Meet - phone for details	3rd Wed. 8pm.
HANTS & BERKS	Andy Cook: 01252 810828	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th
	Mary Rumens: 01635 868640		Wed. Eves.
SOUTHERN	Mike Gooding: 01252 722432	The Seven Stars - STROUD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Green Man, Lewes Rd - RINGMER	1st Tues. Eves.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHEREWELL SP11 7JF	2nd Thurs. 7.30pm
AVON	June Wrihton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	Adam Fiander: 01722 421427	The Greyhound Inn - WILTON Nr SALISBURY	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	St Leonards Hotel - St LEONARDS	3rd Thurs. 8pm
WYDEAN	Clive Speaks: 01531 650035 or 07828 250517	3 Horseshoes - ALLENSMORE Herefordshire	3rd Weds. Eves.

OVERSEAS Contacts

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	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT . . . ANDOVER . . . AVON EAST BERKS



● AREA LIAISON OFFICERS REPORT

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk

Sorry if this sounds like a nag? Well I'm not, And this is!!!! There are 10 Areas that still have not Registered, and we are into March.

You Must Register your Area so that at least you are covered by the TSSC club insurance. Maybe you have just forgotten? If you look at the area directory in the Courier and your Area is not in bold then you are not registered

Maybe you are finding it hard to get a member to take over as Area Organiser?? Please Register your Area then at least you are covered for your meetings and any events that you and your members may attend.

Get in touch with Frank and I (we are your Area Liaison Officers) we will be more than happy to help, if it keeps your Area alive and that can only be good for all.

Your opinions and suggestions are important so by popular request we have changed The Area Draw to £50 first prize and £25 second prize (Second prize to replace club visit)

Don't forget to tell your members that TSSC Subscription rates are still £36 per annum if you renew your membership by Direct Debit.

If you have registered your area you will have received an A/Os Tool Kit Pack it is full of information and one or two freebies including a form to order your own Area's Power/Sail Flags, if you require any flags, please send your forms to me (Pip) at my home address (TSSC Officers page - Courier) or to me at Club H/Q, the cost will be for a 3 Metre flag with pole £64.63p inc VAT, plus Carriage at £7.50p.

From February 2010 it will be free to advertise in the Classified Section of the Courier to members only (Not dealers/traders or Non Members.)

As mentioned in 'Notes from Council Meeting' we thought it might be a good idea to run an Area Organisers Survey

(paper copy) to gain some of your opinions and suggestions this will be an item on the agenda at the A/O Roadshow. Indeed any item you would like included on to the agenda please doesn't hesitate to get in touch with us.

C'mon girls I am still on the look out for articles for our C.A.T.S section I know there are a lot of you out there that are active and very busy within your areas, and your stories could be an inspiration to all the girls that don't wish to become Triumph widows.

Gary Russell the International Liaison officer is also looking to you for your stories and articles from abroad; there is no article with out your input??

Dates for your Calendars.

TSSC H/Q open day **Sunday 25th April** (Drive it Day)

The A/O Roadshow/AGM 10.30 **Sunday 11th April 2010** Lubenham Village Hall any items for discussion or the Agenda please get in touch.

Congratulations to **Gloucester** Area you have won the £50 regalia voucher and **Isle of Wight** you have won £25 voucher, please get in touch with Angie at TSSC H/Q to claim your prize.

Keep in touch, get involved, at the end of the day this is Your Club, Your Courier, and Your Area.
See you soon

Dip / Frank

● **ANDOVER**
Tel. 01672 514241
e-mail: guy.singleton@virgin.net

January saw our last meeting at the Wyke Down and it was nice that Clive and Sally were able to come (not surprisingly without the concours GT6, but with the impressive trophy they won) as well as John & Graham, despite the snow.

By the time this is published we will have had our first meeting at The White Lion at Wherwell; hopefully this will have gone well - and that we won't have the same problems with snow!

Dates for your diary:

7 March 2010 - International Triumph Spares Day NAC Stoneliegh

11 March 2010 - The White Lion in Wherwell SP11 7JF

5 April - Wyke Down Show (Easter Monday)

Guy & Suzie

● **AVON**
Tel. 01454 327059

Another good meeting last month. The events list is building for the season ahead. I will give details of Drive it Day (to St Fagans) and a booking form for Breaan camping and Christmas meal next month.

I can confirm we will have a club stand

at Coleford this year and names and cars have been submitted for passes. Our big priority at the moment is for the Bristol Classic Car show. WE NEED TWO EARLY 948 HERALDS, IDEALLY ONE CONVERTIBLE AND A COUPE OR SALOON. Please contact me by phone or e-mail (Junewrighton@tiscali.co.uk) if you can help. I have until the end of March to find suitable cars for display and confirm this to the organisers. The cars will need to be set up on **Friday** afternoon (**30 April**) and will remain on display until the show ends on **Sunday 2 May**. You can either attend with the car for the whole weekend (on a free pass) or arrange to deliver and pick it up. We have already begun preparations to re-create the 1960 Earl's court show which is why we need these specific cars. I have also made contact with the club to see if they are aware of any cars.

A list of events planned/proposed is shown below. Our next meeting will be on **1 March**. Due to Coleford showing we will be moving the **April** meeting to **12 April**.

June

Events list

April 5 Coleford show.

Avon area club stand

April 25 Drive it Day, visit to St Fagans. Details in **April** report
May 1-2 Bristol Classic Car show.
See appeal for cars in report.

June 12 Castle Combe Action Day

June 25 - 27 Breaan Christmas camping weekend and meal. details and booking form by e-mail or in **April's** courier.

July 16 Local area BBQ at Judy/June home.

August 8 Hay on Wye camping weekend/show.

● **EAST BERKS**
Tel. 0775 333500
www.freewebs.com/eastberkstssc/index.htm
e-mail: eastberks@tssc.org.uk

Dear All. Firstly to start with the sad news of Len Young's death. Len was always ready to offer help/assistance on the cars. His spirit will live on in many of the cars (my Herald's speedo cable was supplied by Len & my sister's car had been worked on by him). I know a few East Berks members had had work carried out by Len over the recent years. Mark S & Dave E will be going to his funeral in Amersham on 16th February and a card has been signed by East Berks members who were at the Feb meeting.

What a start to the New Year! All the snow we had in January prevented us holding our January Meeting. Although the snow was threatening our February meeting, we did go ahead on a bitterly cold evening with Mark in Son of Dog, Dave E & Jeff attending & Mickey & Julie A.O.'s Thames.

SOUTH BUCKS CAMBRIDGE . . . CANTERBURY



Apparently JY has banned Mark from making any changes/improvements to Son of Dog! We discussed holding a Skittles Night on **Thursday 15th April**. The venue will be the Jack O'Newbury, Binfield cost £10 per person. There is a choice of food Chicken, Sausage, Vegetable Tartlet or Jacket Potato. If you would like to come along, please contact me.

Events are rolling in fast now, I am planning to take Francesca on the New Forest Run on **18th April** & also to Chiltern Hills Rally on **16th May**.

If you need any entry forms and/or wish to join in, please do not hesitate to contact me.

Our next meeting will be held at the Shire Horse from 20.00hrs on **9th March**. Please can you let me know if you would be interested in an evening at the races with the cars (picnic paddock parking so cars are in a secure compound) at Windsor Races on **Monday 14th June**. Racing commences at 18.00hrs and if we book in advance we may be able to get discounts on entry.

We wish Mark well for his exams & Colin & Jess on the imminent birth of Baby Behan.

With kind regards

Helen

For those of us who knew Len we have lost a friend, for that we are deeply saddened.

My condolences to Len's family.

Daniel.

CAMBRIDGE
Tel. 01223 836535
e-mail: tssc-cambridge@rochfort.org

Another good turnout for the February meeting, but only one Club car in the car park - Mike's Herald, obviously he's not too bothered about the salt on the roads.

The change of venue for the regular meeting is still being discussed. Several village pubs north west of Cambridge were discussed, but before a decision is made I need to "visit" them to check them out. I should be ready to report the short list at the next meeting.

The first meeting at the new venue will be **Monday 3rd May - the bank Holiday Monday**. I'm looking at organising a driving event that afternoon, so we can end up at the new venue for a meal as well as the meeting. Until then, we continue to meet at The Unicorn in Trumpington.

We have a couple of drives planned for the spring and summer, and subject to numbers we might even manage a treasure hunt. It's also been suggested that we try a Karting evening - I'll write more about that when we get it organised.

Luton Festival of Transport, **Sunday 13th June**, if you want to come along, entry is free, but the tickets must be ordered in advance. Please let me know if you want a ticket and I'll get them ordered.

Some dates for the Diary :
Stoneleigh Triumph Spares Day -
Sunday 7th March.

The TSSC AGM, Lubbenham Village Hall - **Sunday 11th April**
The FBVHC "Drive It Day" -
Sunday 25th April - Convoy drive to the TSSC HQ.

Duxford Classic car show -
Sunday 2nd May
Cambridge Area countryside drive and meal at the new meeting venue -

Monday 3rd May,
Beaulieu Spring Autojumble -
Sat/Sun 15/16th May
Standard Triumph Marque Day -
Prescott - **Sunday 23rd May** -
Possible convoy drive with the

Herts & Beds area
Enfield Pageant of Motoring -
29/30/31st May

Luton Festival of Transport -
Sunday 13th June - shared stand with the Herts & Beds area
Date of next meeting - **Monday 1st March** - 8pm onwards.

Dates for 2010. **1st Monday** of the month, normal venue, 8pm onwards,
The Unicorn, Church Lane,
Trumpington, CB2 9LA

Future meetings - **5th April, 3rd May, 7th June, 5th July, 2nd August, 6th September, 4th October, 1st November and 6th December.**

Kevin

CANTERBURY
Tel. 07932 179459

Sorry there was no newsletter last month, but there was nothing to say. It snowed, that was it. Unfortunately I decided that there was no point in fighting the elements so cancelled the meet. Only Chas and Dave (the ones with the 2000 not the piano) made the effort and let's face it Charles likes a challenge.

Many thanks to Charles for again organising the post Xmas meal. I think everyone enjoyed it. As usual he also set the quiz and it does make me wonder what sort of warped mind thinks of such questions. Of course the same could be said for the one who knows the answers, congratulations Phil-the-Stag, although evidence of foul play was offered for a price at the February meet, I'll say no more.

As we didn't get to meet up in January the issue of who was going to run the area was never resolved, and with the issue of insurance and prospective shows in the offing everyone managed to get around the table and have a chat last meet. The outcome was that Phil Rogers has taken up the baton and I have passed over all the paperwork to him. I will of course still be around to help if required. Good luck my friend.

So that's it then, my last newsletter. Many thanks to all that have helped and supported me over the years, I'm sure you will do the same for Phil. Finally congratulations to John and Julie who are expecting their first child in April (I think) A baby seat in the back of his 2000 oo-er! And also to Marmite Dave and Belindy who are tying the knot in August. A nice way to end a newsletter I think.

Enjoy whatever you do.

Del

So Del signs off and I sign on! My sincere thanks to Del for all he's done. I'm sure that he still has a lot to offer to the club and Triumph-kind in general. My name is Phil Rogers and I'm the poor soul who's going to try and fill Del's boots for at least the next year. If you need to contact me for info or a chat you can get me at progers01@one-tel.net or on 07810437084. Evenings are best.

The last meet featured a proper 20

SOUTH BUCKS

Tel. 07818 052276
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I am very sorry, this month, to report the passing of Len Young. Many will know Len as the 'Triumph Doctor' and I have no doubt that his skill, passion and experience have kept many Triumphs on the road over the years.

I remember once my Stag had failed its MOT because of play in the steering. I phoned Len and asked his advice (assuming it would need a new rack), he said to bring it down and he would have a look. When I got there he dropped what he was doing, dove under the car, adjusted the rack and I was back on the road with much better steering in 15 minutes.

Half an hour later I had my MOT. Len would not let me pay him, saying it was nothing. Many of our members have similar stories.

We have been lucky enough to have Len as a guest at some of our events, the latest being the Christmas Dinner just a few short months ago. Len entertained us all with his tales of mechanical mishaps and Stag cylinder heads. I will particularly miss his stories of the old Triumph service department, where he used to work.

The Triumph community has lost a great deal of expertise, experience and a link to the companies past with Len's passing, for that he will be missed.



CANTERBURY . . . CHESHIRE CORNWALL . . . COVENTRY

● CANTERBURY Cont.

minute meeting round a table, which I for one found very helpful. I'm going to try and set up the same for future meets because it will be easier to give out info and receive ideas or feedback from you lot, the members.

Show applications are coming in and were advertised last meet.

Annette and I will be going to the Isle of Wight area do in May with the Ramsgate crew (Dennis et al). Anyone else interested?

I've bought a diary and already started filling it up with club stuff. I have a Treasure Hunt (date to be agreed) and I asked Mark to check his diary to see if he could organise a run for **May**. If 6 members could organise a run or event each, we'd have a good year with some variety of events.

For now, I'm going to put another log on the fire and make sure the snow shoes are readily available.

All for now,

Phil

● CHESHIRE

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This month we have an unusual location for the typing of the report. It's happening on American Airlines 55 (a 757) at 30,000 feet somewhere over the Atlantic, bound for Chicago and then on to Toronto, where the weather is a bit colder than we had in England about a month ago. Bizarrely for an American plane run by an American airline, the power socket under the seat is a UK13 amp configuration! It does mean I don't have to rush to get it finished before the battery dies.

The view out of the window is rather boring, it's clouds below and the sun is rather hazy even at this altitude.

As is normal for the time of year, most Triumphs are tucked up cosy and warm in their respective garages, waiting for the frosts (and the salt) to go away. However a blue W reg Spitfire 1500 was spotted in Macclesfield in the last day or two. I didn't recognise the driver.

I have to apologise for arriving late at our meeting - a friend of mine had his 60th birthday on that day, and it takes an hour to drive from his house to the Cock and Doodah via Didsbury (I was

also a taxi service). It was a pleasure to see so many faces (even if most of you did run away as soon as I arrived) and to see two new faces (Andrew and Jackie I think) who have acquired a Spitfire Mk11 with only 11000 miles on the clock, but in serious need of restoration, the tinworm having attacked several parts of the car despite the low mileage. This looked like a serious challenge, but there seems to be the space to do the job and enthusiasm, so we look forward to seeing the car in time for one of our runs out this year (as our other restoration was noted as no change this month).

I was also asked if I'd recommend the high torque starter, and my answer is a definite yes. I started Heap the Vitesse in the garage in early January, just to see whether he would start (the engine is then allowed to run up to temperature to ensure some charge goes back into the battery and the condensation has gone from the valve stems). Bearing in mind that I thought the battery was on its last legs a year ago with the old starter, I just pulled the choke out and turned the key and held it there until the engine was firing on several cylinders - a fair time was needed as all the fuel had fallen out of the bottom of the float chambers. The starter turns the engine 'energetically', and of course doesn't go out of engagement when the engine coughs and splutters on its way to eventually starting. The wiring is also subtly different to that suggested with the new starter - the solenoid is now used just as a starter relay and doesn't pass the full starter current, which should extend the time before I have to take it (the solenoid) to bits again and clean up the contacts. Also note that I think Adrian has a spanner that's been bent to allow the lower fixing nut to be accessed without removing the gearbox tunnel, which saves an awful lot in the swear box department.

I've been informed that the North Wales and Wirral areas are going to make a friendly visit to the Liverpool Area on Tuesday 15 June, and wondered if we'd like to come along as well? I said I'd tell everyone at the meeting and put a note in the Courier. Well, I forgot altogether when we were at the Cock but I remembered a moment ago (it's an age thing, you know) and in the intervening time we can work out how far it is to the Derby Arms and how many cars and petrol stations we'll need to get there and back.

Our next meeting is on **Thursday 4th March** at the Cock and Pheasant.

I shall see you there. It may even be warm enough for a Triumph or two to venture out.

Henry

IMPORTANT NOTE
E-mail news to: courier@tssc.org.uk
News in By the 8th of Month please

● CORNWALL

Firstly we would like to say how nice it was to see everyone who turned up at Country Skittles on the 31st January, what a great time we all had.

We are now starting to arrange our camping weekend, so if anyone has any ideas where we can go this year then let us know. We are looking at camping the last weekend in June.

There's not much else in the way of news from our area for this month, so just to remind you all of our next meeting, it will be on **Thursday 11th March** at the Hawkins Arms at Zelah meeting at around 8pm. We look forward to meeting up with those of you who make it.

Tony and Helen

● COVENTRY

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We had a good turn-out at The Bull and Butcher for our February meeting, assembled in the snug bar with a welcoming log-fire. See the photo of our 'motley crew' that night, thanks to our cameraman, Paul Cheshire.

This year's classic car shows and events were discussed, and we agreed in principle to attend The Triumph Show & Spares day at Stoneleigh on **Sunday 7th March**, and The Coventry Festival of Motoring, **September 4th-5th 2010** (put it in the diary!) Now that I have a Dolomite 1500, I intend to become more involved in local events. I was wondering if we could get together with The Dolomite Owners Club in the near future. I know their Coventry Area Organiser, so it would be interesting to see a number of 'Dollys' alongside our Spitfires and Heralds in the paddock at The Bull and Butcher one summer's evening.

The TSSC are organising an Open Day at the HQ in Lubenham, **Sunday 25th April** - see details in this Courier, page 9. Perhaps we could arrange a for our group to visit that day, are you interested? This is a pleasant drive from Coventry, approx. 40 miles, we are always made most welcome there. We can arrange this at next meeting if enough folks are interested.

The next Coventry Area meeting is **Tuesday 2nd March**, at The Bull & Butcher, Corley Moor. The early

CUMBRIA DERWENT VALLEY . . . DEVON



evenings are gradually getting lighter, and hopefully we will get a better summer this year; we live in hopes! So get the dust and cobwebs blown-off your Triumph in the garage and prepare it for the new season! Don't forget your shopping list for Stoneleigh!
Regards,

Kevin.

CUMBRIA

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We had another lively meeting at the High Cross Inn, Broughton, at the end of January. 10 members attended. I now have the entry forms for the shows for the first part of the year. Those who attended the January meeting have filled them out. All forms are available from me. No charge for entry to the Border City Steam Fair and Hethersgill.

The entry list for the Fell Run Challenge, **11th April**, is growing. Closing date for entry is **3rd April**. More details about the Fell Run can be found on the advert in the Courier.

Carol is organising the Drive It Day **25th April**. We will be linking up with Cumbria Classic Car Club for this. More details on this in the next Courier.

2nd May Vintage Show, Carlisle airport. Nigel is going to speak to the organisers so that we can have the same spot as we had last year. On the grass area just inside the entrance. It is difficult to put tent pegs into tarmac.

29-31st May Border City Steam Fair, Rickerby Park, Carlisle. Last year was the first time that this event was held and all who went thought it was excellent. There is camping on site. The only issue was the beer tent was a little chilly but Nigel has a plan for this year.

At the last meeting it was decided that the Area would purchase one of the new 3m high TSSC sail/power flags with Cumbria Area on. This has been ordered. Although not cheap it will be a great addition to our club stand and make us more prominent

Those who intend going on the Fell Run could you please let me have your £5 entry fee as soon as possible. To those that have paid already, many thanks. It makes my life much easier. Safe motoring

Roy

DERWENT VALLEY

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Not a busy month for most of us, January. Recovering from Christmas is certainly enough for me! Anyway, I missed the rearranged New Years Run through an emergency at work, we missed our January meeting because

of the weather, but I did end up with the Triumph on the road for a week due to problems with two moderns. And the heater was great.

Back to business; we had our February get together on the 2nd and there was a very good turn out. After much discussion we have elected for a seaside flavour for Drive It Day on the **25th April** with a run out to Sunny (we hope!) Mablethorpe. Not sure whether it was the Beach Cricket or the Skinny Dipping, but folks do seem interested. All are welcome and we have details on the Derwent Valley website.

We had an interesting, if somewhat highbrow, quiz; centred around New Year across the globe. Two worthy winners managed 5/10 but the Wooden Spoon (actually a Feather Duster) went to our new member Dave, who seems to be making a habit of winning the most useless prizes. He did manage some beer in the Raffle though.

Planning continues for this years Peak Run and bookings are being taken. Again details on the website.

Hopefully more will be happening in February and the weather will be good enough to see more Triumphs out and about.

Fan & Richard

DEVON

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The first Club Night of 2010 at the Star was well attended, with Maurice & Mary coming along for the first time, Kipper from East Devon and Colin making the journey from Cornwall. The usual crowd were there and we were grateful we had not scheduled the meeting for a week or so earlier, with the bad weather we had around New Year. We thought the TR7 in the car park was Julie's but it turned out to be yet another of Steve's 'rescue jobs', having come into one of the scrapyards. Steve is a serial rescuer of these cars, three of which we know about! With this one of Steve's, Julie's and Colin's, we are now seeing many more TR7s than we used to.

January's rescheduled North Devon meet was well attended with John and Joan Whitehead taking Steve Wilkinson and Sharon Walker's roles as they were ill again! It was great to see Steve Knight again, and also Steve from the TR Drivers Club who came along too - we're looking forward to seeing his rally replica TR8 at some point! North Devon had a good get together in February, even with a Triumph in attendance as Steve Knight was in his 2000. Steve from the TR Drivers Club was there along with Dave and Kay, Glenn and Trish, Steve W and Sharon and Callum.

Now for something completely differ-

ent! John & I will now forever think of Dave Alexander as 'Buttons' following his very successful appearance in the Knighton Players' first pantomime 'Cinderella'. Oh yes he was! His wife Sharon was a brilliant Prince Charming and younger son Robin was a star on the drums.

On 7 February, Brian & Anita organised 'Dan's Birthday Run' from Exeter Services for lunch at the Hare & Hounds at Putts Corner. A good turnout, with eight Triumphs and a Smart car. Apart from the birthday boy's Herald Estate, we had Brian's 12/50, our 13/60, the Vitesses of Allan and Russell, Simon's 2000, Maurice's 1500 TC and Ann R-S's newly restored 1200. An excellent lunch, then a gentle meander through the Iron Age fort of Blackbury Camp, Branscombe and Sidmouth, stopping to cut the celebratory birthday cake courtesy of Jackie, then on to our destination of Otter Nurseries where some even had room for tea and room in their cars for the plants purchased. A lovely run through lanes previously unknown to us, and thanks to Brian and Anita for organising. At the Nursery, we even met a couple from Chard who are presently restoring a Coupe.

COMING UP

First of all on **THURSDAY 4 MARCH**, the North Devon sub group meet at the Tarka Inn at Heanton - all welcome.

We have a **SOUTH DEVON RUN on SUNDAY 7 MARCH**. Meeting at Ivybridge Station Park & Ride at 10.45am for a drive through South Devon finishing near Dartmouth. An opportunity for members from Plymouth and South Devon to join us - just let us know if you are coming.

MARCH CLUB NIGHT at the Star is **WEDNESDAY 17** when we will confirm details of our Easter Sunday run on **APRIL 4**. We will also have copies of some show entry forms for the summer for you to collect.

We have been invited by Torbay Old Wheels Club for **SKITTLES on Saturday 10 April** - no charge but they would like raffle prizes - a fun evening where we have previously won the match!

On **DRIVE IT DAY 25 April**, we intend to meet up with Cornwall Area for a joint get together - maybe at Cardinham Woods near Bodmin where we can picnic or BBQ - more details next month.

We have a group going to the Isle of



DEVON . . . ESSEX HANTS & BERKS . . . HERTS & BEDS

DEVON Cont.

Wight for the early May Bank Holiday weekend - great fun for all - why not join us too?

DIARY DATES

- Thursday 4 March** North Devon
Meet at the Tarka Inn, Heanton
- Sunday 7 March** South Devon Run
10.45 Ivybridge Park & Ride
- Wednesday 17 March**
Club Night at the Star Inn, Liverton
- Sunday 4 April**
Easter Sunday run

Sue & John

ESSEX

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www.freewebs.com/essextssc

Intro - This month my report will be a skinny latté due to time of year and very little happening and the fact I have left it late to write.

The weather is getting better, well at least it's not snowing in Essex at the moment and the show season and warmer weather hopefully are getting closer every day. I think I must be suffering from seasonal adjusted disorder (SAD) or missing the sun as I don't like the grey days and find it hard to go out and crawl under cars when it's wet and cold but one of our members keep boasting his car is ready to go, I don't now how he does it and he helps out other club members.

My office - I threatened the welding on Theodore last weekend then it started to rain so I went in and started on Tallulah, as I have mentioned before the bulkhead needed tidying up, I started at one end by taking the wiper motor off and rubbing the area back to bare metal, there was some rust but it was only on the surface, I have put a coat of hand painted Zinc primer on the area, this should fill all the small dips in the surface, I will smooth this off and start spraying, when I have some top coat on I will move along to the next bit (can't rush these things). This weekend I DID the welding on Theodore, yes you read it here first the welding from last years MOT is now done two weeks before this years MOT all I need to do now is service the head light pod (it's a TR7) and it should be good to go, fingers crossed, results next month.

Out and about - Club meeting this

month we had 14 members but only 4 Triumphs. I was impressed with Tallulah she had not been started for 11 weeks but she started up first time and with the top down it was off to the pub, the sun was shining all be it chilly, but my new Russian style hat kept my head warm as I am follicley challenged I need something on my head. The four cars were, Malcolm's Vitesse, Steve Hall's Herald, Janet's TR7 and my Spitfire. I had my usual lunch, sausage baguette and chips with 4 coffees (we were there 3 hours) plenty of nattering and I think I managed to speak to every one, apologies if I didn't get to you.

West Kent, an evening trip across the water, we met John there so I had to navigate my self into deepest darkest Kent. I managed it and arrived at the pub just after John, the pub had a lovely warm fire going, got the drinks in, diet coke as the landlord is not happy doing coffee in the evening, lots of nattering and comparing show lists for the summer, just like school kids with their football cards, I've got Chatham, we have 4 Chatham and a Luton.

Up and coming
Sat 6th / Sun 7th March club beano to Stoneleigh via Gaydon Heritage Museum and an over night stop.

Sat 13th /Sun 14th March Race retro Stoneleigh
Sun 21st club day at Halfway House A127/A128 at 12:00 good pub grub and a natter

Was it you?

- 14th Jan Blue TR8 Bulls Cross Enfield out side Capel Manor 10:45
- 1st Feb White Stag M25 road work by M11 08:30 ish
- 4th Feb White N reg Stag M25 M11 road works 17:30 ish was it the same one?

Birthdays:.. There are no birthdays this month, let me know if you want to be included in our birthday line up.

Told you this was going to be short probably didn't even get time for the kettle to boil!!

Allan

HANTS & BERKS

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Important News, **THERE WILL BE NO AREA MEETING AT THE CROOKED BILLET ON TUESDAY 2nd MARCH.** That's because we have re-arranged our previously cancelled Christmas meal at the Hogget for this date, late I know but hopefully too late in the year for cancellation due to snow like the last date!

I've contacted all those who were booked in for the previous meal by email so hopefully if you are coming you've already replied and I've booked you in. If you haven't and you turn up on the night there's a good chance that

the restaurant may be able to fit you in but I wouldn't guarantee it so it maybe worth giving them a call before setting out to book an additional table. The menu has changed slightly from last time but the good news is they are now offering a limited choice from the main menu as a set price at £9.50 for 2 courses and £13.50 for 3 courses a significant saving, unless of course you want an item that is only on the main menu! For details of menus and a link to the Hogget website see the events page on our area website,
www.freewebs.com/hantsandberkstssc/events.htm

Now we are in March the Classic Car season starts to kick off, the Stoneleigh Spares show on **Sunday 7th March.**

Another recommended show early next month is a local one, the Spring Vehicle Meet and Autojumble at the Wyke Down PH, Pickets Piece near Andover on Easter Monday (**5th April**) see:- <http://www.springvehiclemeetandautojumble.co.uk> . Always a good selection of cars, bikes, military vehicles, steam and stationary engines and a good autojumble. There is usually a TSSC display there run by either the Southern or Newbury areas (not sure which as they both usually have cars in the display) and several Hants and Berks Area members (including myself) tend to turn up on the day.

Another event fast approaching is the Isle of Wight Camping Weekend from **Friday 30th April** through to **Monday 3rd April**. As I write this it's not been advertised in the Courier yet but hopefully it will be in this month. It's certainly listed on the Isle of Wight Triumph events page though. Important thing is to make sure you get your ferry booked as it's bank holiday weekend. As usual there will be a large contingent of members from the Hants and Berks area there, we have to defend our honour as raining quiz champions so the lucky area team Hawaiian shirts will no doubt be out again!

That's all for this month.

Andy

HERTS & BEDS

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Hi folks the classic season is fast approaching and the welding, twiddling and dusting can be replaced with DRIVING. All on my email list will see the results of our survey we have been doing since October, there were 38 replies full of good original idea's, these have been rolled into categories and a further request gave us some good usable and achievable idea's to follow up, so watch this space, it will take us a little while to get it all tested costed and circulated.

Dates of events we support will be:

ISLE OF WIGHT . . . WEST KENT



Drive it Day **25th April** (details to follow)

Luton Festival Of Transport Stockwood park Luton **June 13th** with 1400 cars and traders we have a club stand and 30 free club passes are available from the Pub meeting or apply <http://www.cvpg.co.uk/lft/> or pay on the day

Kimbolton Charity Classic is a must, held on **July 18th** pre booked passes are available from the pub meetings, it's £5 per car pay on the day but you need a pass to get in, see <http://www.sportingbears.org.uk/>

The Herts and Beds All Triumph Day at the Duxford Imperial War Museum this is **September 19th** no pre booking just pay Duxford on the day around £9.95p under 16's are free no dogs/pets allowed. please see <http://duxford.iwm.org.uk/> Any questions drop me an e' mail or telephone

The pub meetings are still popular with often 20 to 28 people all talking at once, the pub has its own separate car park for our use and keeps the back room of the restaurant open for us to take over without blocking up the bar, we are hoping to have a visit from Mark of Jigsaw Racing bringing ADU 1B down to the pub on **March 22nd** where we hope to get some Le Mans sponsorship funds sold, these cost £10 per unit and you stand a chance to win a trip around a circuit in UK or at Le Mans if you are there, so make a note of this visiting part of Triumph heritage.

If you travel any distance there's some good food deals on, for a map see the area directory on the club website <http://www.tssc.org.uk/index.php>

We tried a alternative pub further into Bedfordshire but not overly popular, we don't want to dilute the Hitchin Location so if any of you have some ideas of where and when, we will revisit this idea.

Meetings are always without fail the **fourth Monday** of each month, not the 4th of the month and not the last Monday.

That's it for now, any items you would like included in here please let me have it before the end of the month, don't ask where February's news went as it disappeared into the email blackhole.

Regards

Dee

ISLE OF WIGHT

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www.triumph-iw.co.uk

March already and only 2 months to go until the 21st Isle of Wight Camping Weekend!

The caravans at Appuldurcombe are already nearly sold out, but of course there is plenty of camping space available so contact Angela as soon as you

can, it looks like it will be even busier than last year! Remember the sooner you book, the more likely you are to get a limited edition rally plaque and of course a mug to add to your collection. It is at last getting light in the evenings and for those of us who let their Triumphs hibernate it must be time to wake them up again now.

Here are some events we will be attending during **March:**

Sun 7th Triumph Spares Day, Stoneleigh

Tue 9th VHVC Club Meeting, Appley Manor, Ryde

Mon 15th Area Meeting, Woodman Arms, Wootton from 8pm

Sun 21st VHVC Afternoon Tea Run, start from Newport FC 1.30pm

Sun 28th MG Club, No Headlight Run, start Sea Street Car Park 2pm

You can visit our website www.triumph-iw.co.uk to find out all that is happening and lots of other useful information too.

Our regular meetings are on the **3rd Monday** of the month at 8pm at the Woodman Arms in Wootton, so if you are a new Triumph owner, or someone who always meant to come along to a meeting or are even just here on your holidays, we would be pleased to see you, just turn up or give us a call if you are not sure, we are a very friendly lot honestly!

See you all soon. Regards

Tracy

WEST KENT

Tel. 01732 743747

www.freewebs.com/tssc-west-kent/

Firstly, an apology - I missed the deadline for last months edition, I had it in my mind that I could wait until after we had celebrated Christmas with our evening meal on the 29th January - now I know otherwise!

This is my first report as AO, having taken over from Del Holman who successfully managed the Area before me, many thanks to Del for his sterling support during his tenure. Del's swansong was in fact the evening meal at the The Cock Horse on the 15th January and I am pleased to report that 24 members turned up and had a fantastic meal. Del had also organized a competition to build the highest tower using spaghetti and jelly babies. This caused much merriment, not least because some of the jelly babies got eaten, however there were three challengers for the winning construction, Frank, Malcolm and Gary, all of whom managed to construct towers in excess of 4 levels - the first to achieve this was Frank, followed by Malcolm and Gary who took rather longer than the allotted 15minutes but ended up with a construction that defied belief! - Pictures on the website!

Last months meeting was well attended and included visitors from Essex Area in the form of Allan and John - it was good to chat with you again gentlemen. I apologise if I did not get to speak to everyone this month, I will try harder next time.

Coming back to Area activities for the future, it is my aim to make the monthly meets more interesting and to 'use' the cars where practical, whether this is trying a roving meet to another Area (Canterbury, Gatwick) or an evening run to another location.

There was a discussion at the Christmas Meal about the possibility of doing a run into France, this may be a possibility but will need some careful consideration into the practicalities and aims of the run. I think in reality this is a project for next year as I feel it will take some time to organise!

If you have any other ideas, please let me know, either personally at the monthly meet, or via email at rosteve@gmail.com

The website will be kept up to date with the latest information, if you are not able to come to one of the monthly meets - please visit this, or alternatively send me an email or give me a ring at home

Below are some dates for the future, there are a few shows I have not included in the list yet, i.e. Bromley Pageant, Tunbridge Wells Autorama, Faversham to name a few - let me know if you wish to support these and any others.

April 4/5th Medway Dockyard Classic Show

April 25th West Kent Drive It Day Run to Bentley Motor Museum

May 8/9th SEM Leatherhead

May 22/23rd

ST Marque Day - Prescott

June 12th West Kent Run to Ace Cafe for Triumph Car Day

July 9/11th Le Mans Classic

July 11th Darling Buds of May Show

August 21/22/23rd TSSC Stafford

September 17/19th

Goodwood Revival

Thanks

Steve

IMPORTANT NOTE to ALL: If I don't reply to your email I Haven't received It!! Bernard Ed.



LANCASHIRE LEICESTER & RUTLAND . . . LINCOLNSHIRE

LANCASHIRE

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I must apologise for not submitting an article last month, I completely forgot to do one, and didn't even realise when members told me I hadn't, it must have truly been a senior moment or two.

The January meeting went quite well with 16 members attending; we had the raffle held over from Christmas, which raised £25 for club funds and a new event, the mystery bottle swap. The idea being to take part you had to bring a bottle, a bottle of anything, anything at all and disguise it so that you didn't know what it was and each participant was given a raffle ticket, which was drawn enabling you to pick a bottle. I myself brought a "message in a bottle" which told the winner to ask for another bottle from me, which contained a fiver, and as Stuart, 'I have a TR7 honest' won the fiver, that should help him completely re-furbish his imaginary car. By far the funniest entry was a bottle of bleach, a toilet brush, and a magazine to rip up as toilet paper hidden in a cardboard box, supplied by "Ickle Whittle". Nine members took part and it was something we will do again.

Two members present , celebrated their 50th birthday recently, " Ickle Whittle" who looks like Tom Jone's lovechild (only jealous because he has loads of hair) and Mark Coward who doesn't. Pam surprised Mark with a "Top Gear" birthday cake which was very tasty. We sang happy birthday to him as he walked back in the room, and he went redder than the barbeque he stole food off last year while camping, totally brilliant

We had a new addition to the Lancashire area recently, Mark and Cat Knowles had baby, Daniel Peter born 27th December, weighing in at 7lb 11oz, we wish them all the very best for the future. Mark has also started a new venture with a mate, restoring classic cars, check out his website at www.lanashireclassiccars.co.uk and give him a call if you want any work done.

Preliminary calendars were handed out with events that we may attend during the year. Some of us have already registered with Alan and his team for the Dent weekend, which this year has been limited to 40 cars, so if you are interested you should contact him soon. Another weekend we are planning is a camping weekend in the Lakes

at a site we stayed at a couple of years ago, with a view to have a drive around Wrynose and Hard Knott pass, which was a fantastic run. This is planned for the **first week in July**, and if anyone is interested please let me know and we will see if we can get you booked in. Hopefully I will be able to make Stafford this year, so that should be another weekend as well, and of course the "End of Year Bash also held by Alan and his team, which myself and Dawn thoroughly enjoyed last year.

There will also be day runs out to the various car shows, such as Cholmondley Castle, Capesthorpe Hall and Houghton Towers and possibly a few others chucked in for good merit.

By this time the members on my email list should have calendar of events, sent to them covering dates for these events. If anyone has not got them and would like them please email me and I will forward them on to you.

That's all for this month.

Kevin

PS. guess which lady member gave up smoking as a New Years resolution and uses a plastic smoking aid to help, but still winds the car window down to let out the smoke....I will let you know next month that it's Pam.

LEICESTER & RUTLAND

Tel. 01774 276564

With no meeting in January it was great to see so many members back at the Brant this month, and with a number of you unable to be there on the night.

Our condolences go to John Edwards for the sad loss of his wife Carol..

The dark nights and rotten weather are curtailing current activities but we were able to fill our area calendars with lots of forthcoming events, except most of you had left them at home.

Sad or what, I have had to book our 2010 Christmas club dinner for Saturday 11th December at the Red Lion, Huncote. No building extensions planned so restricted to 50 members and guests.

Slot car will hopefully be the 27th February, and then Triumph Spares day at Stoneleigh on **March 7th**. I thought the move last year into the cattle sheds and the auto jumble stalls mixed up with the real traders created a poor show, but costs are always increasing and numbers decreasing, so we have to expect standards to slip.

I have organised a mystery trip on **Saturday March 27th** to....? Negotiated a low entrance price, and after a full day's activities will arrange a stop on the way home for refreshments..Lots of interest from members so should be a great day out. Drive it day on **25th April** with our usual start at the Brant and finish at the club for the Open Day.

May and we have the Leicestershire show on the **2nd**, Snibston Museum and car show on the **16th** and the **23rd** is Standard Triumph Marquee day at Prescott. Either the genteel climb up the hill in the cavalcade or gear screeching, tyre squealing, passengers falling out blast up the hill. You pays your money and takes yer choice.

June will see us at the Northants Area Rally, and at Stapleford Park Steam weekend. **July** and Waddington International Air show, Beaumont car show and the area week in Hunstanton at Searles.

So lots of things planned for this year and more in the second half of the year, so come along to the area meets and find out more.

Dave

LINCOLNSHIRE

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www.lincstssc.co.uk
email: garth@lincstssc.co.uk

We had a good turnout at our February meeting (most of been because it was Keith's birthday) and we enjoyed the usual non-Triumph banter! Hopefully we've all survived the February "Family Bowling Challenge" (it'll be bad backs and family disputes for a few weeks).

Tony is continuing to make plans for the Herald-shaped downhill racer which we hope to race in September at the Belchford Downhill Challenge. I've just rechecked the website (<http://www.belchford.org.uk/2009report.html>) and it seems the local MG club seem to be top 3 every year - now that is a challenge!!!

My own Vitessie project is moving forward following hours of underseal stripping, and hopefully the chassis will be ready for the required extensive repairs in the very near future. Keith has bought a welder the size of a small bungalow - which he cannot get out of his van as it's so heavy; which could be handy as he'll be the travelling welder for the area until he can find someone to help him move it! It looks like we're all heading to Stoneleigh with shopping lists in **March** so we'll see you there...

The monthly Classic Car Meets at the Woodcocks Pub at Burton Waters have commenced again, however I think we'll wait until it gets a bit warmer before we join them! I have dates in the diary for **May to August**.

Our plans for **March** are as follows; **3rd** Area Meeting, **7th** Stoneleigh Triumph Show, **15th** TR-Register Meet at Wragby and the **20th** is the rearranged Lincoln Ghostwalk.

Aprils plans are: **7th** Area Meeting, **18th** South Lincs TSSC meet, **20th** South Yorks TSSC meet.

Ideas for a non-Triumph Family Day on the **25th April** are still invited!

I'll be at the AO Seminar on the **11th**

LIVERPOOL MANCHESTER . . . NEWBURY



April, so if anyone has any comments/ideas they would like raising, please let me know.

Ta-ra,

Simon

LIVERPOOL

www.tsscsliverpool.pwp.blueyonder.co.uk
Tel. 0151 5491267

Hello again after a few quiet months, first off I'd like to wish Nick a speedy recovery from his recent operation, hopefully we'll see him back at the March meeting fighting fit and back on form. Get Well Soon! With all that time on his hands, Nick's had some great ideas for the Area, namely the introduction of an AGM. As we've already elected some members to positions of responsibility, this gives us the opportunity to involve more of you in the running of our Area.

Enough of that for now, what's new to report? You may have read in February's Courier that North Wales, Wirral, and Cheshire Areas will be visiting us at our **June** meeting. It promises to be a good night, at least the Derby Arms car park is big enough! David has promised to plan the route for a run out, so that should be good fun if we can all get our cars fixed and back on the road! On the subject of an Area logo, we already have a Superlambanana and a Yellow Submarine, I'm on the look out for a good quality image of a Liver Bird, you wouldn't believe how difficult it is to find one that is bold enough to use, if any of you can find one please mail it to me at tsscsliverpoolarea@blueyonder.co.uk

We meet **3rd Tuesday** of the month, Derby Arms, Knowsley Village
That's all for now, see you next time!

Alex

MANCHESTER

Tel. 01524 791607
www.tssc-manchester.org.uk

It doesn't seem to matter what time of the year it is the weather seems to play a big part in our events and activities and so it was. We had to cancel two Tuesday area meetings and a run out in January due to Snow, but managed to have an informal meeting on Sunday 10th Jan, which turned out quite good actually. We welcomed 2 new members Jeremy and Debbie with a Vitesse and TR6 they also managed to win the infamous raffle so we hope to see them again at the next meeting???

Bumble the Bear (our mascot) was missing from the last meeting Tracy reckons he had been fighting so he was grounded.

I am taking bookings at the moment for Prescott Hill Climb **22/23rd May**

We still have 1 or 2 of our fantastic Area calendars for sale at £3 each let us know

if you would like one.

Our Area meeting in February was a little quiet with various members being on holiday or with work commitments but there were still twenty eight members present.

We were chuffed to bits to welcome a new member to our Club. Stuart Holmes with his Java Green TR7, for those who have been involved in the classic car movement around the North West over the years will know Stuart as the organiser of the Classic Car Shows at Tatton Park; I hope you get as much enjoyment from the Manchester Area as we do from our weekends at Tatton Park.

We will be ordering 2 power Flags for our Area and hopefully we would have them for the start of the new season.

The Cumbria Run on **11th April**, members are booking themselves as Frank and I are unable to attend due to the AGM so please get in touch with Roy Ross Area Organiser of the Cumbria Area (I do have some details if you require them)

We took bookings for the following events, The Area BBQ will be held at Wyreside Fisheries camping and B/B is still available at the moment there will be a run on **Saturday** and a mini run on **Sunday** morning.

I am taking bookings at the moment for: Prescott Hill Climb **22/23rd May**. Passes for Tatton Park in **5/6th June** have been booked. Dales Weekend **11/13th June** Robin Hood Weekend **15/20th June**. Peak Run **25/27th June**. Le Mans **8th /13th June** is fully booked!! Stafford International **21/22nd Aug** and Tatton Park **21/22nd Aug**.

As you can see the second Tatton clashes with our own Stafford International, Manchester Area members only that wish to attend the second Tatton will need to get in touch with me as a matter of urgency. If you are interested in any of the above events and wish to come along please get in touch in the usual way.

Derek had planned a **Sunday** Run with an informal meeting and lunch starting at Barton Aerodrome on **Sunday March 14th** but due to unforeseen circumstances (He is in the doghouse because his grandchild gets christened in Ireland on that day Brenda his lovely wife was not pleased) has had to have a re-look at the dates? We can still do it on **Sunday 14th** without him or do the run on the **21st March** without Frank and me as we are attending a council meeting; it's up to you we can decide at the next meeting.

Any one requiring tickets and prices of any of our events please check out the Manchester Area Website it's all there.

Les gave us our annual financial report at the last meeting as (Ler our treasurer had forgotten her glasses and every

one that knows her, knows how quiet and reserved she is.)

Dates to remember in **March**

2nd March Tuesday Area Meeting

Barton Aerodrome 8ish

7th March Stoneleigh

TBA March Sunday Lunch/Run

Everyone is welcome at our meetings with or without a Triumph (All Triumphs Welcome) come along we give laughs, technical advice if you want it, access to our extensive Tool Pool, events and rallies, and you never know you may just enjoy it.

See you soon

Dip/Frank

NEWBURY

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Very sorry about the lack of news last month. I did write it but just forgot to send it off: must have been the cold weather (but more likely it was a senior moment!). Anyway, I hope I have e-mailed it to everyone who wants to read it, if not let me know. We had to cancel 2 meetings just before and after Christmas because of the mountains of snow and ice around here, let's hope we've seen the last of it!

We had a good Bingo evening at the end of January. Unfortunately Malcolm still did not win a prize (but Josie did!) Sarah managed to find some cheap ready-made bingo cards which helped no end. Thanks to her for bringing all the equipment along and being a splendid caller, despite all the interruptions!!

We have now sorted out the skittles evening at the Wessex club with the TR Register: **Saturday 27th March**. We have ordered similar food to before, so there will be something for everyone. It would be helpful if you could give me your £10 at one of the meetings in March and I need to know definite numbers by **Friday 19th March** at the very latest.

It was unanimous that we return to the same campsite this year in **June**, as we can book tables at the pub on the **Friday** evening and can arrange a taxi shuttle to get us back at the end of the evening. The games room will be booked for the **Saturday** evening.

I have e-mailed the Area events list for this year to everyone. If it got stuck in the ether and you still haven't received it let me know. Most of the events that we went to last year are on



NEWBURY . . . NORFOLK NORTH EAST . . . NORTHANTS

NEWBURY Cont

again, just one or 2 haven't confirmed a date yet, but I will let you know as soon as possible. Sean will do one of his famous quizzes and there will be the return of the feely bag competition later in the year. We will run the photo competition again this year as it bought in some nice photos for the calendar last time. Please remember to use at least 5 megapixels or the quality won't be too good.

Next meetings

10th and 24th March at the Spotted Dog starting about 7.30p.m.

Events

7th March Stoneleigh Spares Day

27th March (Sat) Skittles at the Wessex Club with TR Register

5th April (Mon) Wyke Down Spring Vehicle Meet

Keep 'em flying.

Mary and Dave R.

NORFOLK

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www.norfolk-tssc.co.uk

Well our Caister Hall meet is round again, but yet again in spite of the weather we had a good turn out. It was nice to see Brenda up on her feet again, albeit with the support of crutches, well done Brenda, the road to recovery has begun!

Laurie gave me a very nice thank you letter we received from Jessica Hiscocks, the Community Fundraiser for EACH (East Anglian Childrens Hospices) and in which she included the invite to their open evening and open day, these are Evening of **Wednesday 22nd September** and **Thursday 23rd September**. A formal invite will follow later but Jessica thought we might like to put the dates in the diary.

We went on to discuss some of the up coming events, starting with the dinner/dance this Saturday, but more of this later (as I'm writing the report the morning after)! Our next run will be Mike Carrols jaunt to Walberswick, Suffolk on the 21st, meeting at the Gull on the Lowestoft road outside Norwich at 10.00am, with a pub lunch. If you have'nt already please let Mike know if you wish to join us.

March, sees the ever popular Triumph Spares Day at Stoneleigh on

the **7th**, several of us likely to be going, so ring me if you want a seat (07825994927) and on the **28th** Langley Daffodil Day. Meet at Loddon Church car park 9.15am.

April 11th AGM!! Must remember to return our trophy!!!

12th Our joint meet with TR Register, Stag Club, Club Triumph and hopefully the pre war Triumph Club. (This event to replace the previous meet of the 5th being Bank Holiday) Don't forget the ad hoc Concours at this meet, who knows, we might win!

25th Drive it day - TSSC HQ Open Day

29th a small group departing for Magny Cours, part of the old formula 1 race circuit. Ring me or Adrian if interested, but soon!

May 23rd Triumph Marque Day - Prescott Hill Climb, several going, arrangements to be made, again ring me.

These are just some of the events on in the early part of the year, look to our web site for a fuller picture and remember if you have any suggestions please let us know.

We then rounded the evening off with the raffle and another of Yellow John's quizzes, which have been sadly missed understandably. He is still promising a motoring theme for one quiz, but he has not said when!

That's it for now, see you on the **21st**. P.S. Dinner/Dance at the Maids Head - 8 TSSC members joined with the TR Register for an entertaining evening, and Andy & Linda even won a trophy for their hard work with clubs, well done to you both.

Now I'll get back to my alka selzer!!

See You.

Mark

NORTH EAST

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Hi all. Another nice turnout at the pub, nice to see Mr Tucker senior and junior again after a longish break. Aaron is in the process of fitting up prior to a fund raising walk to the top of Kilimanjaro in **April**, in aid of this, he brought a sponsorship form down which generated a fair bit for the cause. It's also likely we'll have a benefit quiz in **March** with part of any money generated going out as a prize and part to the charity.

Round one of the 2010 multi choice was completed as well. There'll be another 5 questions every month up to **November** to find the 'guesser' of the year, you're all welcome to email me a question with 4 answers (one must be correct) for inclusion in a future months offering. Prize will be awarded in **December**.

Thanks for all the photos sent in for our calendar, the most popular selections will be sent away and we should have the next issue at the **March** meeting.

If you can't make it, please get in touch if you want a copy.

Car news, Chris Fish has got in touch with his feminine side, turning up in a Corsa (or is it a Tigra) hard top convertible thing. James got his new over-drive box in only to find it's not as good as hoped, minor compared to the additional ventilation/ drain holes in the boot floor - arch - wing area. Geoff has added some spots to his GT6, along with additional fuses, just some relays and new power feeds to the headlights to do. Sam is also doing the same on his car shortly. Sadly my own car hasn't moved since November, no reason other than too busy and as the boot is near the door into the garage, it's become a large green storage unit.

On the member front, we have a doctor in our midst. As mentioned last month, Julie is in fact a witch doctor and presented me with a pin filled Voodoo doll.

Events coming up, Steve's supper run on the **13th March**. Our Treasure hunt, this year being organised by Joe, will most likely be April, we should have a large presence at the Morpheth fair on **June 13th** as well. If you'd like any details on anything to do with these, get in touch.

For those of you going to Classic Le Mans, the end of **March** is when the final payments are due, I'll advise everyone of their remaining balance during the month once the final costs are in.

Right, I'm going to finish off there, see you all around, hopefully in a Triumph.....

Cheers

Mark

NORTHANTS

Tel. 01933 229992

www.tssc-northants.org

e-mail: tsscnorthants@aol.co.uk

It is at this time of the year that we are thinking of giving our cars a good service. The International Triumph Show and Spares day is held on the **7th March** at Stoneleigh. It is the perfect opportunity to collect all the parts you need to get your car in tip top condition. Our club will have a stand at the show with a special display of the Stag as part of the 40th anniversary celebration. Martin Stevenson and Ian Inglis have kindly offered to display their cars at the show. I will be available on our club stand so do drop by to say hello, we will be delighted to see you.

I will be attending the AO's seminar on **11th April**. If you have any questions about our club you would like me to take up at the meeting please do not hesitate to contact me. You can email me at tsscnorthants@aol.co.uk or telephone on 01933 229992. Also on the **11th** the TSSC will hold its AGM. All members are welcome to attend.

NORTHERN IRELAND . . . NOTTINGHAM



Proceedings start at 2pm.

The **25th of April** is the Federation of British Historic Vehicle Clubs (FBHVC) Drive it Day. A day for us to get our cars out from their winter hidey holes and do what we enjoy, driving our cars. TSSC Northants will be taking part with a scenic drive finishing up at the Club HQ for a BBQ and refreshments everybody is welcome to join us so feel free to contact me for meeting points and a route map.

The booking forms for TSSC Northants Standard & Triumph Rally to be held at Wicksteed Park, Kettering on the **4th 5th & 6th June** are now available. Visit www.standard-triumphrally.co.uk or give me a call on 01933 229992 and I will be pleased to send you a copy. This is TSSC Northants big weekend so do make a date to join us for the **weekend** or for the Rally on the **Sunday**.

We will continue to run a TSSC-Northants free prize draw. If you come along to our area meeting you will automatically be entered into the prize draw that takes place at our December meeting or our Christmas Party night. The draw will be for a club shop voucher that can be redeemed at the TSSC club shop or any TSSC-Northants regalia. We really appreciate the support of members who come along to our area meet.

We still have the last few area calendars for sale. They are available at our area meeting for just £6.00 or email me at: tsscnorthants@aol.co.uk and I will be pleased to send you a copy.

To find out more about TSSC-Northants visit our web site at: www.tssc-northants.org

Our next area meeting will be at the Elwes Arms, Great Billing on Wednesday **10th March**. Old and new members are always welcome.

Adam

● NORTHERN IRELAND

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northernireland@tssc.org.uk

Thankfully the weather has been a little better this month - although not much. As mentioned in last months report we set aside £100.00 of club funds for a local charity, Meningitis Research Fund, that is assisted by Nortel Social Club. The donation was handed over to Barbara by Alan (F) at our Feb meeting.

We agreed to send a team to the MG club quiz night on Thurs 18th at the Ivanhoe and by the time the next Courier comes out it will all be over, although I doubt that we will win it this time.

For a long time now we have been wondering how to make ourselves more professional looking when attending shows throughout Northern

Ireland. In view of that it has been decided to purchase two TSSC local area flags and they have already been ordered. The Annual Dinner was on Sat 20th Feb at the Ross Park Hotel, Kells, Ballymena with Mark Raine winning the "Member of the Year" award for all his assistance over a number of years as treasurer. Then there was the Ladies Award - the "Coupe Des Dames" which was won by Jacqui (R) - the first winner of the award. Very well done to both of them on their hard earned awards.

As mentioned last month the truncheon oiling will be on **Sat 27th March** at the lay-by at Belfast Road, Carrickfergus unless, at the last moment, we get a better site. The Eglinton Classic Car Show will be on **Sun 11th April**, The Argyry will be on **Sat 24th April** with our own Totally Triumph Show on **Sat 8th May**. As you know our show is held in tandem with the Lisburn Mayors Parade and Show. Chic has already been contacted and he has promised to attend, along with Iain. If you need anything from Chic order before the show and save on postage.

As in previous years the Shanes Castle show will be on the **first May Bank Holiday**, if, as I mentioned last month, the pipeline is completed.

The club will be going to Westport on the **second Bank Holiday in May** from the **Fri** to the **Mon** or **Tues**. Stephan is looking after the Westport run so keep in touch with him over these next few months and book your place.

The National Trust are holding a "Vehicles of Yesteryear" Father's Day Event on **Sun 20th June** at the front of the Mansion House at Mount Stewart. There is to be an Auto Jumble, entertainment and, believe it or not, rides on a Routemaster bus.

As yet I can find no details in relation to the Kilbroney event for this year but the AVOC event in Ballymena will be held on **Sat 26th June** at the Showgrounds.

So there you have it folks a little more meat on the bone as regards our events. Don't forget our monthly meeting on the **first Wed** of each month at Nortel Social Club at 8 pm.

Stop Press! Congratulations to John (G) on becoming a grandfather for the



first time with the birth of Ethan William Gill on 8th Feb.

Douglas.

● NOTTINGHAM

Tel. 07971 017012
www.notts-tssc.org.uk

Well, that's it then. Five years on and we are no longer a "newbie" area. Can't believe how fast the time has flown past. Seems like no time since we were encouraged to try and get together a few folk from Notts to talk about Triumphs - nowadays try getting them to be quiet for 5 mins whilst you want to tell them what's happening..

Since our first fund raising success for "When you Wish Upon a Star" where we raised a superb £415 during the New Year Run, we have since held a Race Night (similar to the ones at Stafford) and raised another whopping £254. Many thanks to those from the West Midlands area who made the long journey to support us. (Although they did end up taking most of the raffle prizes home with them so hopefully it was worthwhile!!) This brings our total to date to £669. We are going to hold further fund raising for the charity during the next couple of months and will hold a presentation evening at a date that will be announced later in the year.

The events are already starting to pile up on the calendar - I'm sure the winter months used to be quiet!! There is Stoneleigh on the **7th March** which is always a good start to the year. Loads of spare parts and chances to chat about that annoying drone or rattle (no, not your passenger).

The club stand will be there with some really spectacular cars and a chance to have a chat with some of the people you may have only spoke to on the phone before.

We have ordered a new power flag from HQ so hopefully at shows our presence will be even more pronounced. We have quite a lot of local events this year so please, come along to us one night at the Sandhills and introduce yourself and your car. We are always on the lookout for different models and examples to boost our already wide range of cars. On the subject of shows if anyone knows of a trailer that is not being used in which we can store all the regalia that we take to local events we would really appreciate it. Our shed is being overtaken and it would make preparation for events much easier.

A quick thanks to Andy Sollis for all his hard work on the web site. It is always full of up to date information and



NOTTINGHAM . . . PETERBOROUGH SCOTLAND CENTRAL WEST . . . SOUTHERN

● NOTTINGHAM Cont

advice and even a few nice runs out for when the weather improves. Go to www.notts-tssc.org.uk to see what he has done.

Don't forget the meeting on the *last Monday of every month*. Hope to see you all there.

Cheers

Nigel and Claire

● PETERBOROUGH Tel. 01778 560507/01780470358

A rather cold, dank night with the threat of yet more snow showers did not bode well for our February meeting and I for one did not bother to disconnect my battery conditioner from the Vitesse. However the Peterborough area members are a hardy bunch and I'm pleased to report we had our best turnout for some time.

Perhaps it was due to the fact that our new area calendars have now been delivered from Bernard at HQ and a splendid job he has made of them as well. We ordered a run of 30 and I'm pleased to announce that with pre-orders and sales on the night we have already sold 25 of these meaning our costs are now covered. Many thanks to all of you for supporting this venture and for helping us to raise funds for the area. If anyone who has missed out would like a calendar we now have just 5 left so do get in touch asap.

The happy coincidence of the night must have been the appearance of David, back from the USA on a week's business trip. David and his Spitfire appear as our November calendar stars and it was purely by chance that he arrived at Stansted airport on Monday afternoon and drove direct to the Bertie Arms for our meeting!

It was great to see you again David and do keep flying the Triumph flag in the good old US of A!

Over the past few months we have been discussing how we might run an area camping weekend at Sacrewell Farm this coming summer. Doug and I have discussed this and unfortunately we think we have left it rather too late for this year. There is a considerable amount of organisation required for such an undertaking and we really think we should be allowing a full 12 months to organise properly. We will therefore defer this to 2011 but Doug has suggested in its place that we run a day out

to a rather quirky museum. Cranwell in Lincolnshire is perhaps best known for the RAF Officers Training School. However it is also home to the Bubble Car Museum and we think this will make a rather interesting day out. There is the opportunity to see over 50 restored bubble cars, the chance to take a ride in one, and there is also a restaurant and camping available nearby.

We don't have a date fixed for this just yet but early- to **mid-September** is currently the favourite.

We will keep you posted.

On the subject of excursions Andy Pratt has kindly offered us the opportunity to take a tour of Peterborough Power Station. The dates on offer are from: **7-9 June, 14-17 June and 22-25 June**. The tour will start at around 7pm and will last around 1 1/2 to 2 hours. We will firm up the date that suits the most people at our next meeting - please let us know if you have any preferences. I think this will be a really fascinating tour and we thank Andy for making this possible for us.

All this talk of excursions reminds us that the show season will be upon us in the not too distant future. Pip and Frank, the Area Co-ordinators have recently sent all the AOs an info pack/tool kit and within this is the opportunity to purchase an area specific banner, complete with pole and stand. A quick straw poll of those present at the meeting was unanimously in favour of us purchasing one of these so we can advertise our presence at the shows during the summer. Doug will get this ordered asap.

That's about all the news for this month. Please remember we meet on the **second Monday of every month**. Our next meeting will therefore be on **Monday March 8th** at the Bertie Arms, Uffington, near Stamford. Hopefully spring will have sprung by then and we'll be able to get the cars out and get along for a noggin, katter and nosh. We look forward to seeing you any time from around 8pm.

Cheers

Paul

● SCOT CENT WEST Tel. 0141 952 4624 centralandwestscotland@tssc.org.uk

The second meeting of the year was again in snow, it got heavier as the evening went on. Three people were out Dave, David and me. Martin phoned in, busy with other things. I travelled to Lochinch via the golden arches and hoped the snow would stop. Lochinch did not open for the second month, no warning, could be the bar staff are off ill. We will monitor the situation. We sat in my Fiat until the third arrived and we transferred to Dave's Honda. Dave is modifying his Spitfire air intake to try to get cool air in with a custom airbox.

David is still sourcing Stanparts and is an authority on original items. I haven't really done much except sort out a new battery for the Merc. Lifetime warranty too, do they realise how long I keep cars?? The tarpaulin covering my Spitfire chassis in the garden has disintegrated with the weather so I guess it is time to get on with it.

The yearbook has now been published. The dates are all subject to the weather. Provisional Calendar 2010.

April 25th - Drive It Day, run in the cars, venue TBA.

May 9th - Dean Castle Show, Ayrshire.
27th June - Leven Car Show, Fife.

The rest have to be discussed further. I may also have an alternative for the last weekend in **August**. Not a car event but there might be some space needing filled.

If you can, try for Stafford; we can set up a good area to camp/meet up.

One of the other clubs in Western Scotland is not running events this year. So we have no autojumble, the big event that was Zulzean weekend is not on, Chatelherault is also not on either, so we may try alternatives. We are still looking for ideas for Drive It Day in **April** and Club runs later in the year.

I have had word of a Mk2 Vitesse saloon for sale. It requires restoration and has been garaged for 14 years. Grey with a red interior. The owner would like to see it restored, not used for spares. I have his details, if you want them; the car is up near Aberdeen. It is a start to the sales and wants folder. Also wanted is a Vitesse Mk2 gearbox, diff and dizzy with tachometer. I will bring the folder to the next meeting. You can put items for sale and items wanted in it.

Still don't know if I will manage to Stoneleigh (**7th March**) I can look for smaller items, within reason if people let me know. I will have to look for Mk1 Spitfire bits and Vitesse bits to keep them all going, but will do my best to find anything else.

Here is another word association test. Ready.. snow > ?.?????.....getting a bit fed up with it now.

The next meeting is on **Wednesday 3rd March 2010** at Lochinch. This time I won't say, all should be back to normal (didn't work last month) so hope to see you there, it should be the last in the dark.

As ever.

Gregor G

● SOUTHERN Tel. 01252 722432 <http://triumphsouth.20m.com>

Hi All, and after the the first meeting of the year being a non-starter, due to snow, our first Sunday lunch of the year held at the West Meon Hut. It was a reasonably well attended affair.

SUFFOLK . . . SURREY



Dave Moore (GT6) and myself (Vitesse) arrived first closely followed by Suzie and Guy (MK1 2000 estate) and Alan (Vitesse) arrived top down minus Wendy not long after (can't blame her). Mike (AO) and Babara, Paul T, Dave and wife, also attended with Neil and his wife hot-legging it from Switzerland to join in. One thing that was quickly decided at lunch was, that, we will no longer use the West Meon Hut for Sunday lunches or any other meetings, due to lack of good ale and also it's mediocre food.

February regular meet. Unfortunately Mike and son Mark G could not attend due to a family crisis, but we did have a very good turnout. George and Marion being the stars for the night, having the only Triumph in the car park. I was told by George that it has just received a new gearbox and transmission tunnel and has a new coat of paint. The usual suspects were around the table. Alan and Wendy, Richie, George and Marion, Neil and daughter, Suzie and Guy, Beccy, Gerry, Paul T, Neil F, myself and newcomers Amber and Pierluigi (sorry if not spelt correctly)

Most of the evening was spent discussing this years roaming meets and the remaining Sunday lunches, but more of that in a mo.

Beccy has got hold of a replacement flywheel for her Herald and also the gearbox mounts and a new set of calipers, but what is now getting her down is that the Herald she was using for her daily drive has now been at the garage for six months or more and the fuel problem is still not resolved. (Get it back to your Mums ASAP). Richie was feeling pretty chippy with his MK3 Spit that had sat undercover for three months and then started first time.

The raffle winners for the night were as follows, Richie- TSSC voucher, George and Marion - TSSC voucher, Amber - cable ties, Beccy - small socket set, Suzie - loofa.

Newcomers. A big welcome to Amber and Pierreluigi who live in Portsmouth. They are joint owner/drivers of a yellow 1500 Spitfire called "Limoncello". They bought the car last August for a hobby and a bit of fun. Amber tells me that it has had a recon engine fitted and the previous owner had it for 15 years. We look forward to seeing you both and your car a lot more in the future.

Dates

MARCH

Tuesday March 2 Regular Meet
Seven Stars GU32 3PG

Sunday March 7 International
Triumph spares day, Stoneliagh,
CV8 2LZ

Sunday March 7 LL club Indoor
autojumble The Grange, Midhurst,
GU29 9HD

Sunday lunch March 21 The
Hunters Inn, Swanmore, SO32 2PZ
(please arrive early as this pub quickly

fills up)

Thursday 25 March Griggs Green
runout (please note the meeting of
this car club has changed to the **4th
Thursday** in every month)

APRIL

Sunday 4, Goodwood breakfast
Club .Fourseater family favourites

Monday 5 Wyke Down Show
Andover, SP11 6LX (forms in by
(forms in by **March 7**, aim to arrive
before 8.30 am as long queues
to get in , up to 1 hour)

Tuesday 6 regular meet ,
Seven Stars GU32 3PG

Sunday 11 Farnham Central Car
Park show, (arrangements to
be discussed)

Thursday 15 Roaming Meet , Bat
and ball , Hambledon, PO8 0UB

Thursday 22 Runout Griggs Green
That's all for this month, any changes
and reminders will be posted via
Yahoo group
Take care

Mark

PS we're really getting a thirst on
now Mike.



As most of you will know by now, the Maggie has shut up shop. Sad, but it had become quite rundown; however the rumour is that Greene King are somehow involved and that it may be refurbished and eventually re-open. In the meantime, where to meet? For February's meeting we moved further up the A140 to the White Horse at Stoke Ash. This is a nice pub, seeming to do a reasonable trade on a Tuesday evening in winter. Problem is it is even further for a lot of people (34 miles from Felixstowe).

So, for **March** we are going to meet at the **Sorrel Horse** located just outside the village of Barham (Old Norwich Road, Barham, Ipswich IP6 0PG). This pub must be doing something right because the same family has run it for over 20 years. It is also the pub at which the Stag Club meets. Lyall (who also belongs to the Stag Club) checked with the landlord that we would be welcome, and we are. This may or may not become our regular place to meet so, for the next few months, check the notes to see where we are meeting. Colin will also send out an email via the TSSC so if you think he may not have your email send it to him at suffolk@tssc.org.uk.

Because of this change of venue we are postponing the Christmas meal that was originally planned for March. We may hold it in **April or May** - watch this space.

It is seemingly Waxoyl month. Lyall is pumping even more into the Stag and onto himself. Chris is following suit

now that he has his shiny blue Stag back home. All orifices, sills, posts etc are being liberally injected with the stuff and he is resisting putting all the shiny bits back until this is done.

It seems there quite a few GT6s and Stags on eBay, and various parts as well. Chris recently picked up a carpet set at a good price. Simon, currently the owner of a Herald, is being tempted by a GT6; but will not be selling the Herald. Colin was trying to tempt me with one of a pair of 2.5P1's, one of which will be coming up for sale. Mind you, it's the same problem - where do we keep these other cars. It needs to be local to where one lives or the car will end up not being used and it needs to be under cover - any barns going spare near Felixstowe?

That's all for now.

The next meeting is **2nd March** followed by the **6th April and 4th May**. So remember, it's the Sorrel Horse, Barham we are meeting at in **March**. See you there at 8pm.

Detex



At the January meeting Martin Feltham brought us some pictures of the work he is doing on his Spitfire over the winter months. It looks quite significant as he has taken the engine and gearbox out and has replaced them with rebuilt units from Canley Classics. Martin was having problems tuning the previous engine as it was suspected of having a fast road camshaft but no other engine tuning extras. He has also fitted an overdrive so travelling on the motorway will be a more pleasant experience this summer. I hope to see the his Spitfire at SEM.

Adam has been busy working on the Vitesse this winter as well. At this moment all I can hear is him hitting something hard with a hammer. I hope it is the rear suspension that he is trying to fix and not the car's bodywork! Over Christmas Adam had to weld up the chassis where the lower rear wishbone bolts on to the passenger side all because I had 'a moment' when going round a roundabout. I hadn't intended to do a sideways drift but the backend of the Vitesse suddenly skipped out. Luckily I wasn't going too fast. The problem now is completely collapsed rear wheel bearings (both sides) so the drive shafts are being taken apart. Ahh the banging has stopped so either he



SURREY SUSSEX . . . THAMES

SURREY Cont

has successfully got the driveshaft back into the bearing carrier or he has given up. I suppose he could have missed and hit something else. I now have a mental picture of Adam hopping around the garage having hit his thumb, best go and check..... All fine and about to put rear drive shaft back on the car.

Even when the Vitesse is fixed the weather is definitely still not roof down weather and for most of you your Triumphs are nicely tucked up in their garages. Mine however went out in the snow as Gertrude (2000 estate) is my everyday car. Consequently I have some good pictures in the snow that we can use for next years calendar, if no-one else managed to take any.

I decided that a big heavy 2000 estate is not a bad car in the snow and ice as it ensures the power is put down to the road without spinning the wheels and the lower power compared to most modern cars meant that I didn't slip either. High gear and avoid using the brakes, pity the heater only goes whirr and doesn't really warm the driver up, burrr.

By now I hope the temperature is better and spring is on it's way as in only 2 months time we will be sitting at the Spyglass Inn on Ventnor seafront in the Isle of Wight (we'll some of us anyway). There will be an even larger Surrey contingent that usual as Paul and Lillian have been persuaded to come to the Isle of Wight this year. All we need to do now is convince Liz that May is not too early to camp. It is the Silver Jubilee of the event after all so extra effort should be made to attend one of the best Triumph weeks of the year.

Con and I (mostly Con) have been preparing a Surrey Hills Run that we will be doing for the SEM this year. The route is pretty much finalised and we have a sponsor for the printing of the route instructions.

Thanks to Richard at West Sussex Restorations for the offer of help with the printing costs. The route takes in Box Hill, Ranmoor Common and Leith Hill as well as other parts of the North Downs and is about 45 miles in total. There are many opportunities for stops along the way that include several pubs. The reasoning behind this was that the SEM is officially only going to be a Sunday event this year. However the field is booked for the weekend and camping can be from Friday night onwards (I understand).

Therefore we thought that it would be nice to have something off site to do on Saturday, but the run can be done on either day at your leisure. So don't forget to come to the SEM and ask for the Surrey Hills Run route and hope that the sun shines.

This month Adam will be travelling up to the Triumph Show and Spares day at Stoneleigh on the **7th March**. I hope he has better luck this year with finding some seats for my car. I however will probably be taking a trip to the Goodwood Breakfast Clubs first meeting of the year as the theme is 'Tax-free Sunday'. Below is a list of all the Breakfast Club meeting this year. If you do think of going don't forget to go early (by 8.30am) and it's normally all over by 11am.

- 7th March** - Tax-Free Sunday
 - 4th April** - Sporting Family Favourites
 - 2nd May** - Everything But The Car
 - 6th June** - Supercar Sunday
 - 27th June** - Soft Top Sunday
 - 1st August** - Performance Car Legends
 - 29th August** - Classic Sunday (Pre 66)
 - 3rd October** - Souped-up Sunday
 - 7th November** - Deutsch Marques!
 - 5th December** - Christmas Cracker Special
- Meeting this month - **Wednesday 31st March** at the Well House Inn, Chipstead Lane, just off the A217.

Karen

SUSSEX

TEL. 01273 566593

Well, January's meeting did actually happen, just that I couldn't get there as the snow caused havoc...again. However a few diehards made it, and decided I needed more backbone. Cheeky bunch.

The other thing that has emerged is that nobody else is ready to take on the post of AO, so I am still here. Just!

February's meeting was very well attended, with about a dozen attendees, including new faces Bob (early 1200 Herald, needs a little TLC) and Matt (1300 Dolly). Matt has seen my Toledo about, and one reason being it seems our journeys to work seem to cross! But a very warm welcome to both, and look forward to seeing you again. In fact even Henry made an appearance, he is having troubles with his cylinder head and a wide variety of valves.....so if anybody needs 1500 inlets he is the man to see as he has a "few" spare!!!

Hopefully all will be sorted quickly now the head has been skimmed/converted to unleaded. Job done!

The main items for discussion did seem to be my lack of report, my lack of Feb's courier, Ian's new garage plans and STONELEIGH (spares day, **Sunday**

7th March!)

There will be 4 or 5 going up to stay the Saturday night, and Doug and Myself are having stalls to clear some "quality" spares. Then the requests came in. Pete is taking a couple of rebuilt overdrive boxes plus some lights and a couple of panels, Ian some shotblasted wheels that he had done but then decided on minilites, and Martin a "couple of boxes of gangpins".... all in the back of my car. Hope I don't find too much stuff, looks like I get to use my trailer! But in all honesty it makes for a great weekend, we sell some stuff, drink tea, buy some stuff, eat bacon sandwiches....and of course the Saturday night is all about a few beers with mates and a large slab of steak! That should be enough to encourage a few others to come along!

There was vague mention of a weekend jolly up to the Club HQ at some point, so anybody got some more ideas on that please do bring them along, we need to form a plan!

The **March** meeting will be on **Tuesday 2nd March**, as always at the Green Man, Ringmer. Hope to see everybody there!

Clive

THAMES

TEL. 0777 362 3807
e-mail: thames@tssc.org.uk
www.tssc.org.uk/thames

Welcome all. The wheels are in motion for the up and coming show season and more dates are coming in each week hopefully by March we shall have a list of local events to hand out. We had our New Year's meal with mixed success. My Vitesse is going well but needs a proper wash and clean.

10th Jan - We had our New Year's meal at the Windmill pub in Windlesham. The Weather was very seasonal trying its best to snow while we sat in the warm pub waiting for everyone to join us. We had the wonderful company this evening of Tony & Penny H, Andy & Paul, Martin & Cynthia B, John & Anthea I, Chris C, Dave L, & George B who was celebrating his birthday (many happy returns). The food was very tasty as last time but because we were on two tables, one sitting eight and the other sitting five there was a mix up with the side dishes of veg and potatoes. We had the table of five missing out. They also seemed to be a bit under staffed. A shame really as the food was so nice. We had our cracker's to pull and groaned at the cheesy jokes and had a good time chatting the evening away. A big thank you to all that came and joined in for a wonderful evening.

14th Jan - Social evening at the Fox & Castle. Our first meeting of the New Year. With Julie and I tonight were Andy K, George B, Mark M, & Rob W. The

NORTH WALES . . . WEST MIDLANDS



only two Triumphs in the car park were Robs 2000 Mk2 saloon and Andy's Stag. Rob is talking of selling his Mk 2 Saloon and Tony is also selling his Spitfire 1500. Phone me for details. Other talk was of getting our Triumphs out of the garages and to start using them again.

28th Jan - Social evening at the Fox & Castle. I am in the Vitesse tonight as Julie is working late. It's a wet and cold night as I park up in the pub car park. Inside the warm pub I am joined by Mark M, Chris C, Dave L, George B, Andy K, Rob W, Tony H, David H & Jim B. Triumphs in the car park this evening were Dave's rat 2.5Pi Mk2 Saloon, Tony's TR8 and my Vitesse. Work on our Triumphs has been:- Mark has serviced the fuel pump on his Vitesse but is still having some problems? Dave needs to have some welding done on his rat 2.5Pi. Chris is fitting new carpets to his Spitfire. David has asked to hire out the clubs spring compressor (we have many tools for hire, phone me for details) for the next meeting and now has a radio fitted to his Spitfire.

Our next meetings at the FOX & CASTLE are from 8pm in March on the 11th & 25th and in April on the 8th & 22nd. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events in:-

- Mar 7th** International Triumph show & spares day Stoneleigh
- Apr 5th** Shalford Easter Show Guildford Lions
- Apr 11th** Farnham show
- Apr 25th** National drive it day TSSC HQ open day

Mickey & Julie

NORTH WALES

Tel. 01978 359263
www.wrexhamg.co.uk

The call to our group's February meeting was ominously serious. "Come an hour early", it said "There's important business to discuss". Little did we realise there was a real seasonal treat in store. Pantomime!

Sadly the plot could have done with a little more polish, but I got the impression it was based on Oliver Twist (you remember, the little lad with the porridge bowl....) Of course it was a cast drawn largely from the stars of the MG School of Drama. We Triumph oiks only get walk on parts.

The story went something like this. The Twist character had the temerity to plan a couple of scenic trips for the guys on their bikes. Seems he covered a few hundred miles researching the routes to the Peak District and distant Shropshire, to produce detailed tulip routes.

That seemed all right. Except he had the nerve to use a fair bit of juice going in his Jag. Should have gone on foot, of course. He then wanted some oats

to replace the porridge he'd eaten on the way....get it? Bounder!

This upset the guy with the big spoon. He went over all Principle Boy (against my principles and all that). Cue some spoon-stirring and resignation. Chorus strike up soul-searching numbers. To be honest, the singing wasn't up to much - and that from the lad that produced Bryn Terfyl and the Voice of the Valleys. Not to mention Charlotte Church.

Eventually a stand-up bloke came on. I think he had auditioned for Principle Boy, but didn't have the legs for it. He didn't go down too well. I did notice Derrick was close to splitting his sides at one stage, but it wasn't from laughing. I remember seeing that look on his face once before, when he had his Spitfire sideways on in a roundabout.

I tried to liven things up with a little heckle, but even the fact that I used to edit a morning newspaper was of no help. He said he didn't understand me. I'll try something other than English, next time. There must be some common ground, after all. Pete's sake, I even drive an MG from time to time!

It had all a carefully-staged happy ending. Martin agreed to play the High Chancellor role, Oliver apparently got his porridge and it was agreed that anyone else who wants a spoonful only has to ask. We had all been searched for rotten tomatoes, so the curtain fell in peaceful silence. We didn't cheer, for fear they'd want to give us an encore. But I've a feeling there'll be a better-rehearsed sequel to come.....

In the meantime, Derrick and I are trying to keep our noses clean and our Triumphs clear of MGs in the chicanes. Derrick has organized a trip to the Lakes for **March 10, 11 and 12**. Seems there should be about half a dozen of us going. We're basing ourselves in Threlkend (near Keswick) and plan to do some of the passes and maybe visit Holker Hall and the Campbell Museum on the way back.

We are looking into a couple of events at the St Asaph Tweedmill in **April** and **September**. More of that at the next meeting. Derrick is also working on closer liaison with other TSSC areas. We hope to strengthen our link with the Wirral group and plan a get-together with them and the Liverpool area, probably in **June**.

Enthusiasm for the big Prescott event is growing. Derrick and I are making it part of a five-day Spring Break. Roger and Helena plan to join us (Stag or Spitfire?), Mick Cohen isn't going to miss and Mark is already having sweet dreams of how his TR8 will sound coming out of Pardon. As an event of the year, it's up there with Stafford and Malvern, so come and join us. The following weekend, **May 30, 31**, we have the Prestatyn Classic event, with the run on the **Sunday**, show on the **Monday**. Another great event - and I've still got

entry forms. So, see you at the **March** meeting. This time, no pantomime. Promise!

Rob

WEST MIDLANDS

Tel. 07969 024999

Tuesday the 2nd February our second meeting of the year, and after last months meeting which was ruined by the deep snow and cold weather it was nice to see so many people turn up. We had 31 people and 8 of our classic cars on the forecourt, a lot of members still have their cars mothballed against the winter, especially those with soft tops.

A new guy was one of the early arrivals. William Diggins from Erinton in Birmingham. Bill informed me that he was the proud owner of a Stag that was not yet on the road, but he had heard of our gathering and had come along to see what we got up to. He informed me that he was not yet a member of a Triumph Club, you can be assured that he was issued with a TSSC Membership Form as quick as I could, don't want these Club Triumph bodds getting in first.

After the bad weather, the cold and the snow it was nice to get together and chat, catch up on what folks were doing to their cars and what was needed to bring them out for the summer and of course in preparation for 'Drive it Day'. **25th April**, when everyone is invited to visit TSSC Headquarters at Lubenham.

Breaking News - There is rumour going round at the moment that poor old Rob has had problems with his pride and joy his Spitfire. Haven't been able to confirm it yet as he didn't turn up at our last meeting. Apparently his car failed the MOT, with wood worm in the steering wheel. They are having to bring in Rent-a-kill. Shame.

We have a meeting on the 16th of February at the Hamstead Social Club, and at our next meeting at the Drakes Drum we will be entertained by Chris Allen with one of his great quiz nights, all welcome, fantastic prizes for the winning team. I will also be collecting your £5 notes for the buffet when we visit the National Club on the **16th March** so bring your wallets and purses with you.

Don't forget the International Spares Day at Stoneleigh on the **7th March**, any bits and pieces you need will sure to be available at this event. Orders



WEST MIDLANDS . . . WIRRAL . . . WORCESTER WYEDEAN . . . NORTH YORKS

WEST MIDS Cont

taken if you can't make it yourself. Think that's all for now. Keep you plugs clean, and I'm glad I've got a Triumph not a Toyota, no trouble with my accelerator pedal or the brakes. Best wishes

Roger the Dodger

WIRRAL

Tel. 0151 339 4150

Hi everyone. Very little to report this month as January's meeting was snowed off, and I couldn't attend the February meeting due to working nights.

Derrick Binning (North Wales AO) has been in contact with me regarding a visit to the Liverpool area's monthly meeting, **June 15th** has been agreed so hopefully there will be a good turnout by ourselves, North Wales & Cheshire. I'll have more information nearer the time.

Another event which I think is well worth attending, is the Standard Triumph Marque Day at Prescott Hill Climb on **23rd May**, I missed the 2008 event at Prescott but I've seen the footage on youtube and will be attending this year. Details for this event are in the Courier.

That's all for this month. Take Care.

Andy

WORCESTER

Tel. 01384 279686
www.tssc.org.uk/worcester

The morning of February 1st saw nose to tail chaos on the roads due to snow, ice and a lack of salt. Thankfully after a quick thaw the roads were clear enabling members to attend the February meeting, some using their club cars. Apologies were received from John B. who was having to endure the heat and sunshine of NZ at the time.

It was good to see the return of Mike Donovan in his GT6. Mike attended the Worcester meetings many years ago. It was also good to see Chris at the meeting for the first time. Here's hoping it won't be the last time we see them.

Talking of the last time.....I think the good turn out of members had something to do with the fact that the February meeting was the last one for Mike Carter, before he goes to live in Derbyshire. Mike has done a lot for the

Area both as a member and during his time as AO. Hopefully we will still see Mike at events in the future, but members wanted to show their appreciation for all his hard work. During the evening Mike was given a collage of photographs to help him remember his



time in the Worcester Area and he was presented with the Member of the Year Award.

The 2010 club calendars which had been ordered were handed out.

I was able to reassure members that I haven't forgotten about the Annual Dinner. I am having to think again about the original venue of our choice, as the situation there is uncertain. As soon as I can organise something I will be in touch with the details.

Those members who attended Droitwich Spa Classic & Vintage Car Rally last year will have received information about this year's event from the organisers. If anyone is interested in going along on **May 1st** I can supply the organiser's contact details.

Here's hoping for an early Spring and a chance to use our classic motors!

- Dates for your diary:
Events marked (*) attended by Area
1 March - Monthly meeting *
7 Mar - Triumph Spares Day at Stoneleigh

Please keep checking the Website Calendar for scheduled events for 2010. (www.tssc-Worcester.org.uk)

Stef

WYEDEAN

Tel. 07828 250517 or 01531 650035

Hello from snowy (again!) Herefordshire, I hope that you are all well and are enjoying 2010 so far. I have been busy under or on various vehicles over the last few weeks, none of them a Triumph it has to be said, although one could be described as a 4 wheel drive version of a TR8*, but as they say, variety is supposed to be the spice of life. Many thanks to Derek for helping me sort the Peugeot and to Hugh for showing me where all the ancillary bits of Karina's old

Rangerover*engine go.

To explain, I stripped down the engine in this 4 wheel drive TR8 two years ago, 4 popped core plugs, two blown head gaskets and a cracked head (we got it very cheap because of all this) were sorted very quickly. It then sat for two years as other vehicles, a caravan rebuild, horses, two lousy summers, a gravel drive and life in general then got in the way. When I finally got back to it, I couldn't remember where things hung, what order the various pumps (power steering and air conditioning) went, never mind the maze of associated pipework. Cue Hugh Glossop, under whose expert eye things soon came back together and even running by the end of the afternoon. Hugh of course other than being TR7/8 register secretary also used to race V8 engined offroaders and has built up very many Rover V8s over the years.

So back to real Triumphs, seen any about? 'Cos I haven't. Must be something to do with the warmer than usual winter that the Met' Office told us about. Might as well just stick your head outdoors as listen to the forecast. Around here if you can see the Malvern Hills it's going to rain, if you can't see 'em it probably is raining already. Anyway as a result of the heat wave, attendance at the Three Horseshoes has been patchy to say the least. Hopefully we'll see a few more of you at the **March Meet on Wednesday the 17th** and we can put together a calendar for this year.

We lost a number of our regular attendees over the course of 2009 to ill health, house moves, babies, University, rising fuel prices, emigration, yup honestly, New Zealand and would love to see new faces. Sooo... if you have wondered about attending a pub meet now's your chance to become an old hand in very short order. Do pop in, any time after 8pm and we look forward to meeting you. Regards

Clive

NORTH YORKS

Tel. 07766 35449

All I need to say at the start of this article is BRRRRRRRRRRR - its cold! After experiencing -15 deg C in the January snow we are now forecast another 'significant fall'. I deal weather for stoking the fire up in the garage and playing on the cars but I'm also helping plan the route for the Dalesrun and we are having the recce run in the middle of the snow!

The "not Christmas meal" was a success although the Lamb was a little well done. Well done Grace and Christine for organising a great night and also for volunteering to recover anyone who got stuck in the snow!

I've finally managed to get an almost

WEST YORKS . . . SOUTH YORKS



complete list of diary dates ready and will be giving these out at the February meeting. The first run of the year is probably the shortest one. I think its time for Nigel's Fish and Chip run before the April meeting. Nothing technical involved. 7.30 pm start at the Happy Haddock in the lay by on A19 past the pub on the York side, and we will have a meal and a run back to the pub. Don't worry about the distance - its approximately 300 yards from the pub!

Dates for diary's

Monday 12th April - Fish and Chip run - 7.30 pm at the Happy Haddock, Deighton - THE shortest classic car run!

Sunday 25th April. Drive-it-day - Venue is Elvington, You must be booked in to receive reduced entry, see advert in Courier

Monday 31st May (BH) Vintage & Veterans Day, Sherburn Aero Club - A great day out - I have booking forms

Friday 11th June onwards - Dalesrun Camping weekend in Dent - See advert in Courier - Numbers limited, please book early.

Saturday 10th - Sunday 11th July - Vintage and Classic Weekend on the North Yorkshire Moors Railway. I have booking forms.

Sunday 25th July - Huby and Sutton show - another great day - I have booking forms

Saturday 28th August - Cawood Craft Festival - A relaxing day out - Let me know if you are interested-free entry!

Fri 17th September onwards - West Yorks end of year camping weekend Phew looks like a busy year!

Richard

WEST YORKS

Tel. 01274 781814
www.tssc.org.uk/westyorks

Hi all. Looking out of my window, we are back to winter. I thought we had seen the last of the white stuff for this year. Our first meeting of the year at the Black Bull coincided with the first snow. Even so we had 20 members in attendance. I was very glad to see Jeff and Janet arrive as they volunteered to do the quiz! This turned out to be a pictorial Christmas carol theme and very well done it was too, but for the life in me I cannot remember the name of the winner even though I know it was a very good score indeed. My thanks must go to Janet for being the quiz master for the night.

On the following Saturday night we had our after Christmas Meal at the Hunsworth Pub and Restaurant. 29 members attended the new venue, as it turned out this was a good choice with a very good menu and hot food for a change. During the evening we had a good raffle with 14 donated quality

prizes from members. Thanks to you all, we had a good night.

DRIVE IT DAY will be with us before we know it. All is planned for a good day out and bookings are now coming in to me. Don't forget booking is essential to receive the discounted entry to Elvington. It looks as if we will be having a very good cross section cars on the run with Micro cars to Rolls-Royce booked in already.

DALESRUN -camping week end bookings are now coming in, bookings are up on last year so if you have not booked already and want to go it is advisable to book ASAP as numbers are limited this year. Bookings are this year being taken by Martin - see advert in your Courier. If you are looking for B&B's its worth looking at the 2 pubs in the village. George and Dragon - tel - 01539 625756 or The Sun Inn -tel - 01539 625208. Both have been recommended by our members in the last few years. By the time you are reading this the BACKEND BASH will have been finalised see April Courier for details.

By the **March** meeting you will all have dates for this years events and shows. You may have seen in the Courier that we can have a large power flag sourced through club HQ. This is now ordered and paid for, we are just waiting for our delivery

Notice a change to the TSSC subscription rate with the effect from January 2010 - Membership renewal will be £41.00 in the UK **but by Direct Debit only £36.00 per annum** - this is a good saving!

Keep your Triumph wheels turning

Alan

SOUTH YORKS

Tel. 01709 872486
www.southyorks-tssc.org.uk

There are two ways at looking at the post Christmas slump. One is to hide under the duvet until the spring arrives, the other is to generate a bit of excitement by planning for the year ahead.

That's what we are doing here in the South Yorkshire area! We already have our first run out coming up, to the east coast. Fish and Chips always taste so much better in the sea air! We are also looking towards various other activities, including camping weekends, picnics, bbq's and meals out (are you noticing the common link of food in our activities!) Catering for the Triumph widows, we are also looking at a spa break later in the year.

Our January meeting unfortunately had to be cancelled due to the inclement weather (a number of cars had already been abandoned in the snow by a number of our members..) A reasonable turnout made it to the Noggin and Natter on the third Tuesday where we had our grey matter severely tested by a quiz set by Wendy. Well done to Jane on her win!

February's meet was a little on the lean side in terms of numbers, but what we lacked in quantity we more than made up for in spirit, thanks to the hardy brigade! Finally, our thanks go to Alice and Ian for their very kind open invite to Ian's 60th/retirement do - what a great time we all had.

Our meetings are informal and friendly, we have quizzes, raffles and discuss everything and anything! So why not come along to our meetings on the **first and third Tuesdays** from 8.00pm onwards at the Manvers Arms, Harlington Rd, Mexborough, Doncaster, S64 0NL, where you will be assured of a very warm welcome..

Appeal - If anyone knows the whereabouts of any club tools would they please let me know.

Cheers

Tony

IMPORTANT NOTE

**E-mail news to: courier@tssc.org.uk
News in By 8th of Month please**

NOTE to ALL:

**If I don't reply to your email
I Haven't received It!! Bernard Ed.**



Spring Fell Run Challenge

SUNDAY APRIL 11TH 2010

Starting from Grizebeck Petrol Station (A5092) at 10.45 am. we will travel through the splendid scenery of the Duddon Valley to Ulpha before turning over the little used road of Birker Fell and descending into the picturesque Eskdale Valley.

Lunch at the Boot Inn, Boot. After lunch the challenging ascent of Hardknott Pass with it's magnificent views of Scar Fell and Coniston Old Man. Then onto Wrynose Pass and the Little Langdale Valley.

Finally travelling along the shores of Coniston Water. Arriving back at Grizebeck around 4pm.

Entry is £5 per car and will be limited to 30 cars.

Although it is for Triumph cars we will accept Euro boxes if driven by club members.

Closing date for entry 3rd April.

Please make cheques payable to TSSC Cumbria and send to

R W Ross, 28 Duddon Drive, Barrow-in-Furness, LA14 3TW. Include your email address or an SAE for confirmation. For further information contact Roy,

Tel:01229 474077.

Email: roy.anne@tiscali.co.uk or visit our website tssccumbria.co.uk

This event is not for the faint hearted!

**WESSEX
AREA PRESENTS**

WESSEX AND NEW FOREST RUN

Sunday 18th April 2009

Supporting the FBHVC 'Drive it Day'

A Convoy Run of about 60 miles winding its way through the New Forest and surrounding countryside with a half way halt.

At the finish the cars will be on display to the public

Run Open to all

Triumph Owners and Enthusiasts

For further details/ entry form contact

Trevor on:

01425 475376

Or Visit www.triumphnewforestrun.co.uk

Drive it Day 2010 25th April 2010

Derwent Valley are off to the SEASIDE !!!

Join us for a great day out and proper 'fish and chips' when we arrive in the Lincolnshire resort of **Mablethorpe**.

There will be time for a walk on the beach, a round of crazy golf and to spend your pennies on the slots.

There are two starting points leaving:

9:00am prompt from Sainsbury's supermarket Ripley
(just off the A610 – DE5 3QP).

and

10:15am prompt from KFC near Newark
(just off Brownhill Caravans Island – NG24 2DB).

For more information contact either:

Ian Stevens – 01773 787268
or Colin Wright – 01773 531580.



YORKSHIRE AIR MUSEUM



West Yorkshire Drive it Day

Drive it day is on 25th of April this year.

In addition to the Dalesrun we also organise a run out on "Drive It Day". This is a national celebration of historic motoring under the umbrella of the FBVHC and this allows us to promote the classic car movement and our own club. Last year we had over 80 cars on the run.

The 2010 Drive it day will take place on the 25th April and will finish at Yorkshire Air Museum, Elvington, near York.

We have arranged for an extremely low entrance fee of £4 per classic car* plus £1 to Alan on the day for our nominated charity.

*Pre 1983 "Y" registered cars only.

Sorry this discount cannot be transferred to a modern car, even in the event of your classic breaking down.

To obtain this reduced entrance fee you must have a ticket which will be sent to you on receipt of a Stamped Addressed Envelope and booking form.

No ticket = No discount at the gate.

Pick up point 1, Steeton Hall Hotel, Keighley, BD20 6RY.

Meet from 8.00am, leave at 9am

Pick up point 2, at Tesco Superstore car park

Seacroft, Leeds, LS14 6JD. Meet from 8.00am, leave at 9am

Pick up point 3 at Tesco Superstore car park at Askham Bar,

YO241LW. Meet from 9.00am, leave at 10.00am.

Do not send payment with your booking form

Group bookings are welcome from clubs and interested parties. Each booking requires a fully completed form. Please ensure that your envelope is correctly stamped for the weight of the tickets you are expecting as we cannot be held responsible for extra postal charges. Please ensure you fill the form in correctly and fully, including your telephone number.

Well behaved dogs are allowed

Name Address.....

Post Code..... Telephone Number.....

Car Make..... Car Model.....

Car Reg No. (Must be completed)

Send completed form and a C5 (half A4 size) S.A.E. To

Alan Heaton, 20, South Road, Frizinghall, Bradford, West Yorkshire, BD9 4SU.

Tel -07944 909823 or 01274 781814

**Isle of Wight
Area
21st Camping
Weekend**



**Friday 30th April to Monday
3rd May 2010 inclusive
at Appuldurcombe Gardens
Holiday Park - Wroxall**



Pic Courtesy Karen Chignell - TSSC Surrey Area

***Fun for all the family and children of all
ages! Convoys, quiz, raffle and much more!***

***Please book in advance your camping and
adult entertainment tickets to receive a
limited edition souvenir mug.***

***Visit www.triumph-iw.co.uk to download
a booking form etc***

***Contact 07884 006 237 / 01983 281427
(evenings) or
email info@triumph-iw.co.uk for more info.***

SOUTH OF ENGLAND MEET 9TH MAY 2009

For one day only

TSSC South
of England Meet.

Pay on the Gate

FREE entry for children under 16.
FREE to have an autojumble pitch.

FREE to meet up with old friends
and make new ones.

FREE to enter the concours – all
Triumphs and derivatives on
the field are eligible.

NOT FREE

Entry

**Goodies and other bargains in
the autojumble.**

Beer, Burger and ice-creams

Engine tuning

TSSC Club Shop

Insurance Valuations

Location:
**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**



**For more information contact Guy & Suzie Singleton
AT 31, Cadley, Marlborough, Wiltshire. SN8 4NE**

E-mail: suzie.singleton@virgin.net

TSSC Northants **STANDARD & TRIUMPH RALLY** 4th 5th & 6th June 2010



**Day
Entrance £6.00
Camping: £15.00 per pitch per night**

TSSC-Northants are proud to present The Standard & Triumph Rally. This great event is set in the wonderful grounds of Wicksteed Park, Northamptonshire's premier entertainment and events venue.

Saturday, you can take part in a 12 Car Navigational Rally. Discover the clues to unlock the treasure. For more info visit www.standard-triumphrally.com/treasure. Limited numbers apply. Book early! £12.00 per car including evening entertainment and awards.

The show Rally will be held on Sunday 6th June at the Arena field from 10.00am. All Standard and Triumph cars from all clubs will be most welcome

In conjunction with the Rally's we will be holding our 6th Camping weekend on 4th 5th and 6th June. We will be holding a welcome reception on the Friday night with our Big Feast BBQ. A family day trip and fun night of entertainment at the Park View Bar on the Saturday night.

Wicksteed Park
Barton Road,
Kettering,
Northamptonshire
NN15 6NJ

Contact Adam Easton
01933 229992

Email: tsscnorthants@aol.co.uk



Event Sponsor
Jigsaw Triumph Specialists

Visit www.standard-triumphrally.co.uk for more Information



20th YORKSHIRE DALES RUN, CAMPING WEEKEND, BBQ & CONCOURS 11th, 12th & 13th June 2010

The 20th Dalesrun is returning to High Laning caravan site, Dent, Nr Sedborough, Cumbria LA10 5QJ and we will be taking you through some of the most wild and scenic areas of the Yorkshire Dales and Cumbria. There will be a lunchtime stop with great facilities and a barbecue will be held at the site about 5.30pm (salad and bread supplied, please bring your own choice of meat.) Evening entertainment has been organised at the Village Hall and there is a pub and cafe's nearby. West and North Yorkshire are going to be organising something, so come along and enjoy yourself. On Sunday, we will be holding a drivingskills competition and an informal Concours. All profits from the weekend are being donated to the Humber RNLI Lifeboat.

This year we have the following:

Completely separate area on the campsite A scenic run through the Yorkshire Dales of Approx 90 miles
 A lunch stop with picnic and cafe facilities on the Saturday run Raffle with quality prizes (Donations welcome)
 Night time entertainment with Alan's infamous Racing and quiz "Western" theme night
 Favourite cartoon character fancy dress competition with two age groups
 Children's games and activities Dog friendly site.
 Access to the site will be sign posted. Please arrive with a full tank of fuel.
 The site accepts tents and caravans. We have negotiated discounted rates and a separate field with the campsite.
 Bookings must be made through the club to receive these preferential rates.

To attend the 20th Dales Run please complete and return this slip to:
Martin Appleby, 10 Rowan Carth, Sutton in Craven, Keighley, West Yorks, BD20 8DA
 *** Remittance made out to M.Appleby, not TSSC ***
 Queries to: dalesrun@google.com or tel Richard on 07766 354449
 or our event website which is - www.dalesrun.webs.com.

Name(s) : Address Tel

e-mail: Club Area

Car: Reg No:

Nights camping - Friday/Saturday Small tent, £11 per night (max 2 People).....

Large tent / camper / caravan /any other camper, £16.50 per night (Max 4 People).....

Extra adults @ £ 5 per night. Sorry strictly no extra tents unless you pay extra
 Under 10's free otherwise classed as adult. Electric Hook Ups available if you tick here

I will be attending the following days Saturday run Sunday Skills test/Concours

Weekend price per car is £10, single day is £6. Total enclosed £

Plenty of Bed and Breakfast accommodation, you are advised to book early by local Tourist Information office.



**Derwent Valley
Triumph Sports Six Club's**

The 22nd Peak Run

The 25th 26th and 27th June 2010 are the dates for the Premier Classic Car Run and Peoples Choice Concours in Derbyshire.

Friday night will be the welcome 'get together' at the campsite where we can catch up on the gossip, enjoy a drink and have a little fun. If you wish to use the campsite please book with Derwent Valley and not direct with the campsite.

Saturday is still very much in the planning but we are organising activities for the day plus mini runs or you could choose to explore the local towns and beauty spots.

We have a brand new venue for the 'Party Night' and it is actually on the campsite. Once again we will be holding quizzes, playing silly games and a host of activities for all the family, and not forgetting the beer raffle. Meals will be available at extra cost.

On the Sunday we will embark on the 22nd Peak Run which will take it's traditional format of a 90 mile drive through the beautiful Derbyshire Countryside before finally arriving at a 'premier' destination in Derbyshire for the presentation of the 'Car of the Peak Run' and 'Peoples Choice' awards plus the bumper raffle.

For more information visit our website - www.derwentvalley-tssc.org.uk

Booking form for Peak Run 2010

Name.....

Address.....

..... Post Code.....

Phone Nos..... E.mail

Car Make.....Model.....Registration No.....

Cost only £12.50 per car.

Please use separate booking form for the campsite. Tick here If Campsite booking form required.

Please send application form together with your cheque made payable to
Derwent Valley Area TSSC to!

**Peak Run 2010, c/o David Dawson, 28 Routh Avenue,
 Castle Donington, Leicestershire. DE74 2NA.**

Telephone enquiries:

David Dawson 01332 810004 or Ian Stevens 01773 787268.

You may photocopy this form.

COUNCIL