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Triumph Sports Six Club

The Courier 382

APRIL 2012



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Day?*



April 2012



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Have You Got Yours?

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.382 Vol 33. APRIL 2012

Price £3.50 Free to Club Members.

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Nigel Clark e-mail: nigel.clark@tssc.org.uk

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We will only accept TXT files **NO** Attachments

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Bernard Robinson

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Nigel Clark, Pip Flegel,
Claire Hill, Nigel Hill, Derek Holman,
Simon Oliver, Jane Rowley, David Smith,
Frank Spencer, Victor Thompson,
Vivien Thompson.

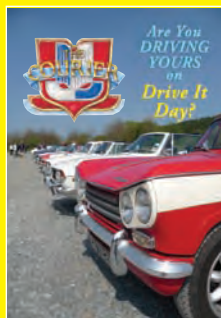
For a full list of TSSC officials see page 82.

HONORARY MEMBERS

Dennis Barbet. Martin Cox. Dave Glead.
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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COVER PIC - FROM SUE FRANKLIN

DRIVE IT DAY 2011

AT MORWELLHAM QUAY



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T.S.S.C. Events Calendar

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PRESCOTT HILL CLIMB
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July 2012

**FRI SAT SUN 20/21/22 2012
SILVERSTONE CLASSIC
www.silverstone classic.com**

“Comment

BY NIGEL CLARK E-MAIL: nigel.clark@tssc.org.uk

Attending the TSSC AGM?

It's April, so this month enclosed with the Courier you will find the AGM Pamphlet containing the agenda for the Club's Annual General Meeting and a summary of the accounts for 2011. I would like to draw everyone's attention to this important yet often overlooked publication for a couple of reasons.

Firstly, you will clearly see from the accounts that from a financial point of view, 2011 has been a very tough year indeed for the Club. The profit and loss account shows a substantial loss for the year, brought about by a combination of factors which have squeezed the Club's income. At the same time, inflation keeps pushing costs ever upward, though in the last 5 years we have achieved very substantial savings. We have now reached a crossroads where it is clear that the Club's financial viability is threatened, and as a result some significant changes will need to be made. We do not believe it is reasonable to ask members to pay a large increase in subscriptions (and for a number of years subscription increases have been far less than the rate of inflation). Many prudent steps have been taken to cut or trim costs, while at the same time the staff at Sunderland Court and the Council of Management have worked hard to improve the service we give to TSSC members.

So now we must consider more radical steps to ensure the long term health of the Club that we all love.

Such change is not something the Council considers lightly, and it's certainly not something we wish to do without considering the views of TSSC members. With this in mind, in the next month or two you will see a questionnaire for members enclosed with the Courier. When you receive this questionnaire, please take the time to complete and return it.

This is a golden opportunity for every TSSC member



to have a say in shaping the future of our great club; the Council of Management is looking forward to receiving the views of as many TSSC members as possible. As with previous questionnaires, I will publish an analysis of the results here in the Courier after the responses have come in, while keeping all individual responses confidential.

The second point I would like to make this month is that Annual General Meetings are important for any organisation. The AGM is the chance to hear what's been happening in the past year, ask questions and consider the future. Our AGM will be held in Lubenham on Sunday 29th April and to help make it more of a day out, we are also opening the TSSC Museum and Club Shop. Please put the date in your diary and try to attend. We can promise an interesting browse of the museum, bargains in the shop, with refreshments and snacks served in the Herald bar before we hold the AGM in the afternoon. It's your club, it's your AGM and it's your opportunity to have a say and hear what's happening at the TSSC.

I look forward to seeing you on the 29th April.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

West Wales Area First Meeting

Jonathan Davies will be holding the first West Wales Area meet on the 4th of April at 7.30pm at the Plas Parke Inn. (address being : **Plas Parke Inn, Pentre - Cwrt, Llandysul Carmarthenshire SA44 5AX**) Please give Jonathan as much support as you can.

You can contact him on his mail address (**triherald@aol.com**).

Volunteer A/O for North London

We are looking for a volunteer A/O to replace Phil Wilcox who has resigned as TSSC North London Area Organiser. Any help, advice or support any one would like should contact **Pip and Frank** direct by e-mail:

pip1272frank@homecall.co.uk



3 Vehicle Anniversary

Did you know that the cover of issue 379 of The Courier actually featured **three** vehicles celebrating their 50th Anniversary in 2012?

The Triumph Vitesse is parked in front of a

Hawker-Siddeley Trident airliner, a type that made its maiden flight on 9th January 1962 from Hatfield in Hertfordshire, where the photo is in fact taken.

The Trident entered service with British European Airways (BEA) in 1964 and served the airline until 31st December 1985, when they were withdrawn from airline service in Europe due to new noise regulations. A batch sold by Hawker-Siddeley to China continued operating until the early 1990s.

Sadly, no more are flying but a small number is preserved in museums around the country. The photograph shows the 1C variant, the only surviving example of which can be found at the North East Aircraft Museum near Newcastle upon Tyne.

Regards,

Graeme Catnach

www.savethetrident.org

And a TR6 owner.

Have You Got Yours?



The 2012 Club Shop Catalogue should be inserted with this issue. If Your copy is missing please Telephone **01858 434424** and request your Free copy.



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**THE
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HQ OPENING TIMES

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

TSSC HQ Open - Sunderland Court, Lubenham.

SUN 29 April 2012 10am to 2.30pm

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be open on the

TSSC Headquarters Open Day

Sunday April 29th 2012 10am to 2.30pm

To ensure we have the parts you need just ring the Club Shop the week before.

Telephone. 01858 434424

TSSC Annual General Meeting

SUNDAY APRIL 29TH 2012 - LUBENHAM VILLAGE HALL

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

TSSC HQ will also be open from 10am to 2.30pm

Council of Management Meetings

10TH JUNE 2012

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: Vivien Thompson

TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster South Yorkshire. DN5 7LG. or email: gensec@tssc.org.uk

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

TSSC INSURANCE PANEL

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www.footmanjames.co.uk

Peter James

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www.peterjamesinsurance.co.uk

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CAMPING WEEKEND
CONTACT JUNE 01454 327059**

**FRI SAT SUN 29/30 JUNE 1 JULY 2012
CORNWALL AREA CAMPING
WEEKEND. PENMARIAN
CAMPSITE, BODDINICK
CONTACT MIKE 01872 573763**

July 2012

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WWW.TSSC.ORG.UK**

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SILVERSTONE CLASSIC
www.silverstone classic.com**

International Family Weekend



www.tssc-international.co.uk
e-mail. international@tssc.org.uk



Claire Hill

5 Months & Counting!

H

ere we go again on the way to yet another BIG celebration at Stafford this year. It's the 50th anniversary of the

Spitfire and the Vitesse so we are sure to see a huge turnout with both marques.



We are lining up some spectacular examples to go in the Hall for display but we are also wanting to display Spitfire's and Vitesse's in any shape or form to commemorate this important birthday celebration.

Please see the booking form in the mag (Page 10) and on the show specific website (www.tssc-international.co.uk) to get you and your vehicle booked in.

Whilst you have the booking form in your hand you will see that for the first time we are offering a sit down meal on the Saturday night. This is to be held in

the Ingestry Suite at the Showground and the menu is as follows:

Country Style Pate with Ciabatta Fingers and Fruit Chutney
Assorted Rolls with butter
Breast of Chicken with a Homemade Creamy Herb Sauce ,
A melody of Green Vegetables,
Minted New Potatoes
Homemade Chocolate & Orange Mousse served in White Chocolate
Cups with Orange slices
Tea & Coffee

All for the very reasonable price of just £23 per head. This needs to be pre-booked and paid for in advance on your booking form.

Another new alternative for this year is a



quiet bar on Friday night. Although the Race Night is extremely popular with most members there are some who would like the chance to catch up with old friends (and make some new ones) in a

setting more suitable for conversation. We have arranged a side room near the bar for this purpose.

On a sad note we are unable to have the lawn mower racing this year which has proved a popular attraction for the last three years. We are looking at an alternative though which if it comes to fruition, will involve some sort of driving skills test for visitors and their cars.

The bus trips will be going into Stafford once again but we may offer an alternative to Ammerton this year. We are sourcing a new attraction at the moment which could be of particular interest to those hunting a bargain or a cheap designer label).

For Saturday Night we are looking at having the dodgems once again as they seem to be in demand each year (although it must be said



some of the "driving" skills shown here later on in the evening would be considered extremely dodgy anywhere else).

The "Party" theme this year is **A Night at The Movies** and could be anything from your favourite

film star, to a theme from a film or just a glammed up "Oscars" type outfit. (Surely not even Johnathan Ingram could find anything risqué in this one....or can he? We'll have to

wait until August to find out!)

We are always open to offers of help and suggestions for new attractions so don't be afraid to shout up. I am around at quite a few events and can be contacted by email or phone (after 4.30 on a weekday though unless its



the school holidays). My details are in the back pages of the mag near the reg secs details.

Claire



Pre Booked Tickets Order Form

WEEKEND £20.00 PER PERSON OR 1 DAY TICKET £11.00 PP PRE BOOKED
UNDER 16's FREE!! GATE PRICES £25 PP W/END OR £12 DAY PP

DATE **Membership No**/.....

Number of Tickets required Weekend 1 Day

NAME (MR. MRS. MISS. MS.)

ADDRESS

POST CODE **Daytime Tel No**

E-Mail

I wish to be part of the Spitfire/Vitesse Display

Saturday Evening Dinner at £23.00 a head (Number)

[illegible]

EXPIRY DATE /..../..../..../

VALID FROM ____/____/____/____

SVN NO. ____/____/____/ (Last 3 digits above Signature)

NAME ON CREDIT CARD _____

Payment by Cash **or Cheque** **Total £**

Please Make Cheques payable to TSSC Ltd and Return Form to:

**Triumph Sports Six Club, Sunderland Court
Main Steet, Lubenham, Market Harborough. LE16 9TF**

Welcome to NEW MEMBERS

*Welcome to all these new members,
who joined the Club in February*



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Nick Rolls	Bucks
Alistair McKay	Bucks returning
Dominic Truman	Bucks
Paul Gasiorowski	Bucks
Oskar Brattstrom	Cambs
Richard Heeps	Cambs returning
Richard East	Cambs
Michael Ford	Cheshire returning
Steve Marchant	Cheshire
Steven Lowe	Cleveland
Ian Edge	Cleveland
Martin Reed	Cornwall returning
Bryan Lindsay	Devon
Uard James	Devon returning
Jasmine Carter	Devon
Malcolm Sutton	Dorset
Mark from MEV Spares	East Sussex
Lorna Greig	East Sussex
Brian Pringle	Essex
Grant Cumming	Essex
Dave Spencer	Essex
Keith Kellaway	Glos returning
Peter Brightwell	Herts
Phillip Brown	Herts
Tom Coles	Herts
Robert Thrower	Kent
David Loscoe	Lancs
Ian Rodgers	Lincs
Adam Law	London
Mike Barrett	London
Michael Glover	London
Philip Richardson	Manchester

Chris Park	Norfolk
Stanley McLaughlin	N. Ireland returning
Robin Langhorn	Notts
James Buckel	Oxon
Paul McGachy	Scotland
Anthony Earnshaw	Shrops
Peter Clarke	Shrops
Colin Griffiths	Shrops
Ian Smith	Staffs
Chris Maunders	Surrey returning
Tony Thomas	Surrey
Chris Hill	Warks
Matthew Wilkie	West Mids
Martin Lloyd	West Mids
Chas Sheldon	West Mids
Dave Wicks	West Sussex
David Cole	West Sussex
Mark Reed	West Sussex
Vicky Clark	West Yorks
Joe Gueli	West Yorks
Christian Hoff-Neilsen	Belgium returning
Mark Crossan	Ireland
Roger Schmidt	New Zealand returning
Rolk Egil Bunes	Norway

*We hope you enjoy
your Triumph and everything
the Club has to offer*

SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire
e-mail. spitfires.tssc@virgin.net



Suzie Singleton

Stoneleigh Season Opener

As ever I get to the end of the month and the beginning of the next one and when the Courier drops onto the door mat it's great to see it arrive so

that we can read through it and see what's going on and how our previous articles turned out - but then the penny drops, oh dear, time to write another one. Sometimes I even amaze myself and have something ready a few days early - and at others we've got right up to Bernie's deadline and I'm still trying to put something together.

The last 3 months Colin Lemmis gave me a reprieve with the great articles he'd written so now it's time for me to come up with something new.

I do have one or two pieces tucked away to use in these pages but I thought I'd be a little selfish this month and tell you about our trip to the Triumph Show at Stoneleigh.

This year the TSSC is doing all it can to celebrate the 50th anniversary year of the Vitesse and the Spitfire and we were chuffed to be asked if we could take Sybil (our 1962 Spitfire4) to Stoneleigh to go on the club stand. When this was first mentioned a while ago we figured I should be reasonably mobile on crutches by then so happily agreed.

We were asked to take her up on Saturday afternoon so, rather than drive her as we would usually do for a show I do have to confess that we did resort to trailering her. It

was the most practical thing to do as we had booked a B&B near Coventry for Saturday night and it would have been an awful long hobble from Stoneleigh to the B&B once we'd delivered Sybil. Saturday was a lovely day, bright sunshine and warm - even hot at times



Ready to go

when in the sun - although a bit breezy. We arrived and Guy took Sybil off the trailer and round to where Nigel C., Bernie, Garth, Nigel H. and others were busy setting up both the main Club stand in the Club hall and the shop stand in the traders hall.

We stayed a while longer but then figured we were getting under everyone's feet so, Sybil nicely settled on her blue carpet, we set off to find our bed for the night. Later that evening we went to visit Guy's cousin and his family in Warwick, the ideal chance to do that, then back to the pub for dinner and not too late a night, needing still to be reasonably early the following morning - though not as early as the

HQ team who, I understand, were all up at the crack of dawn.



In the limelight

Unfortunately the weather was much less appealing on Sunday, wet and very cold. Arriving back at Stoneleigh there was a good selection of cars in the hall and Sybil had now been joined by a Vitesse owned by Peter Lewis of Herts & Beds. Mark Field's ADU 1B was in pride of place at the front of the stand behind the Le Mans arch and Bernie's

catastrophic meeting with a lorry. A lot of hard work has gone into bringing her back from the brink and we wish Mark and the Jigsaw Racing team all the best for Le Mans Classic in July. (**Note:** On this topic, look out next month for further details of an invitation for roundtail Spitfires, particularly early ones. For now I'll just mention **July 29th, Donington Park and Jigsaw Racing** but for more details please contact **Mark Field at Jigsaw Triumph Specialists.**)

I had a brief wander around the trading hall during the morning but found it quite awkward on my crutches so spent most of the rest of the day around the Club stand. It was a very good day for meeting people and I was pleased to see Sybil getting a lot of attention. Several people commented on the lack of roundtail Spitfires at the show, I understand one was spotted in the car park but we weren't aware of any others within the show which really was a shame, this being such a momentous year for the model.



ADU 1B

handiwork was evident in the Le Mans Classic, Spa and Vitesse and Spitfire posters.

Great to see ADU 1B back on show after her

I was very pleased to meet a few owners of early Spitfire 4s and spent some time with each going over the aspects of Sybil which were changed during the production run and which may or may not be on their own cars. As ever, raising the bonnet brought an influx of people to ruminate over her reasonably tidy, but by no means gleaming, early engine with its top

radiator header tank.

In particular it was good to meet John Williams who now owns FC301, an even earlier car than Sybil, and I was very surprised

to learn that he lives very close to us in Wiltshire so planning to get Sybil (FC813) and FC301 together some time in the not too distant future.

Thanks to the various people we spoke to, sorry I didn't get all your names, but thank you for the kind things said about Sybil - and thanks to Guy for putting her back together over such a long time and even throwing a bucket of water over her before her day in the spotlight.

You may remember the snippet last month about the combined ages and ownership of his fleet.

I had another email on this topic recently from Geoffrey Clark, a long-time member of the club. "In reply I can report that I have owned a 1975 Spit 1500 since 1979, and my wife's 1992 Peugeot 205 was bought in 1994, so 2 cars with total ages of 57 years and ownership of 50 years, and both are available for daily use. The Spit has been my daily driver since the day I bought it and has covered 242000 miles - the Pug has done 123000 miles.



Okay, you spotted it, I'm poaching on later Spitfire territory again but I hope Derek and Hugh will forgive me as it does relate to my article last month.

I was going to try to do the same with my cars but the lines blur a little as to which ones belong to Guy and which are mine sometimes, and which do I include?

In the end I just added up all the ones on Classic Insurance and came to a combined total of 133 years of ownership and 902 years in age over 12 cars and 5 motorbikes!

And now a return to the updates on the **'Shropshire Spitfire Project'** from David

Embery, over to you David.

It has been a month or two since I last updated you all with our progress on the 'Shropshire Spitfire'. Rest assured that hands have not been idle and in fact we've taken some significant steps forward.

The Tub is now removed from the chassis and is firmly secured on a Jig to ensure its structural integrity.

The engine and gear box were also taken from the chassis out and then a whole world of issues ensued.

The gear box is less than perfect as it kept jumping out of gear and also we knew there was no syncro on 1st! Not a good selling point we thought! However, needs must and budget constraints dictate that we initially thought all we could do was try for a re-build and/or appeal to the wider Triumph community for help.

We tried both approaches. The strip down by Ron Gittings revealed several problems internally with lay shafts etc. In short it was better to perhaps look for another box. We had a couple of offers of a gearbox from namely Steve Boilt and Steve Povey that we were extremely grateful for and were exploring. However, then out of the blue, Mike Papworth, the widely accepted 'Guru' of all things to do with Triumph Gearboxes, offered us his services and the donation of a full 4 speed syncro bear box.

How fantastic is that! We'll be able to offer the car with confidence when the time comes to sell. Our very sincere thanks to Mike for this very generous offer!

The engine is completely in bits and nothing is broken either. Which, has to be something of an achievement, bearing in mind our past record in taking things apart! The bores look ok along with the rest of the block. Nothing truly significant or of worry arose during the dismembering of our engine. Therefore we are now looking at building that back up to full working order. Good news indeed!

Even more good news in terms of the cylinder head. This came off without much problem and has been sent to Mark Field at Jigsaw Racing Services in Corby for re-conditioning. (see attached photo, Mark is on the Left).



The objective is to have the car running properly with unleaded fuel so as to benefit the future owner. Mark is undertaking this work for us as Jigsaw's contribution to our project. Thanks Mark! It is really is very much appreciated and contributes to our overall aim of building the best quality Spitfire we can. This is both as a tribute to the model and also the late Mr Dyke who initially started the rebuild some 25 years ago and would have no doubt finished it had it not been for his untimely death due to cancer. Hence our overall objective to help the Hospice in Shropshire as much as we can with funds raised from the eventual sale of the 'Shropshire Spitfire'.

The latter brings me on to efforts made by many others on behalf of our project. One special mention goes to Julie Malia at the Wickets Public House in Wellington, Shropshire, who organised a raffle one night in her pub and raised £50 towards the cause. Very many thanks Julia!

Well things will continue to progress and hopefully I'll be able to update you all with some more information in a month or two. Fingers crossed, but no promises, we will have something that we can bring to Stafford in August that you can see for yourselves in terms of the progress we are making towards celebrating the model and helping the very worthy cause.

David & Bill

Thanks David. And finally, just in case you thought I was actually sticking a bit closely to

'real' Triumph Spitfires this month, a couple more 'alternative' Triumphs I've found - this time from the stationery cabinet: A Rexel Herald stapler from the 1970s (sorry, no markings visible, just going by the description on ebay for this one) and, appropriately enough, from the 1950s-60s a Vanguard one!



Rexel Herald



Vanguard

Hopefully just time left to mention the **Classic British welcome again to be held on Friday 15th June at Saint Saturnin**, just a few miles from Le Mans. If you're planning to be there do please let me know as Guy & I would love to meet up with other TSSC members there.

And speaking of which here is the intended Programme for this event.

Saint Saturnin

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Celebrating with Triumph the 50th Anniversary of the Triumph Spitfire

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The event will be held on 25th 26th 27th May 2012, and will have similar grids of competitors to Le Mans Classic, plus Historic F1 racing. The TSSC is offering Triumph enthusiasts the chance to book tickets (entry to the event, grandstand and track laps) plus camping through the Club.

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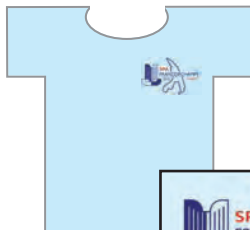
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Derek Ford & Hugh Glossop



Drum Roll Please!

Rear brake drums can hide all sorts of horrors, seized cylinders, shoes held down with bent nails seized adjusters and these only even visible after its taken two hours to get the drum off.

Hopefully this guide and pictures will help you through the worst possible situations.

Start by removing the rear wheel and support the car correctly on axle stands. The drum is held on by two grub screws which are often stuck solid, a well aimed hammer or an impact driver will shift even the most stubborn of screws. Don't be tempted to try and remove these screws with a screwdriver that's not a really good fit or you'll just round the heads off and make the job twice as hard. Once the screws are out the drum may just pull off but chances are it will be stuck on the hub, a puller tool will make removal much easier.

Position the puller as shown and take up any slack on the central nut and then strike the drum with a hammer, this should cause the puller to go slack, tighten the central nut and repeat until the drum is off.

Now the dog can see the rabbit and as you can see from the photo my

Impact Driver on Drum Screws



drums haven't been off in a while.

Looking inside the drum you will see a rusty edge on the inner side of the drum, this will need to be removed with a grinder or in

Puller in use



Inside of Drum - Check the condition

extreme cases drums will need to be replaced. The inner surface of the drum can be cleaned with coarse sandpaper and its worthwhile painting the outside if you have time.

To remove the shoes start by turning the hold

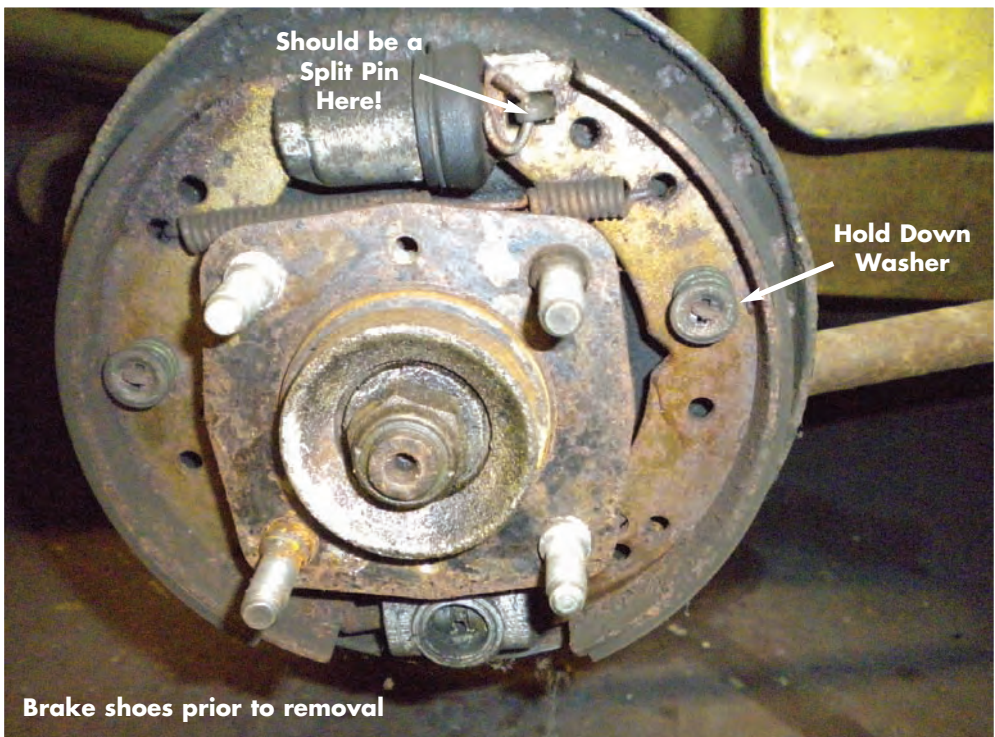
the pin out from the rear of the drum and place carefully to the side.

The bottom edge of one shoe can then be pulled out of the adjuster at the bottom and moved toward the other shoe to slacken the tension on the lower spring, unhook the spring and place to the side.

The top spring can be a little tricky as we have to lever it out of the rear shoe to remove the shoes from the back plate. And long nose pliers are handy here so take your time and please, no swearing!!.

The rear shoe should now drop out and the front shoe just needs to be removed from the handbrake lever by taking out the split pin (in this case the bent bit of wire)

If re using the shoes then clean them thorough-

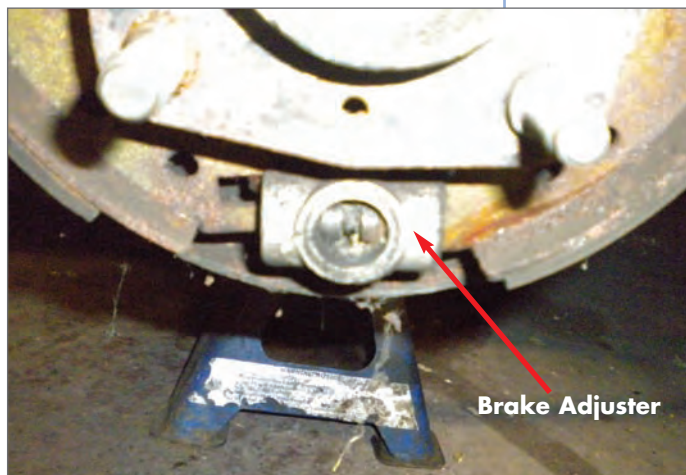
**Brake shoes prior to removal**

down washers a quarter turn (that's the round bit in the middle of each shoe). There's a spring behind these so don't loose them, push

ly with brake cleaner and rough the surfaces with wet and dry and place out of the way noting which was front and rear.

At the bottom of the back plate (see photo) is

refit to the backplate. Turning the adjuster screw while holding the wedges in place you will feel them moving in or out, if you don't then they are in upside down!



At this point you can refit the shoes and have another fight with the springs, use the photos provided as references to reinstall all springs and then slide the drum back over the wheel studs. You should be able to slide the drum on easily, if not then you have the adjuster out too far, back it off until the drum slides on and then adjust the

the adjuster and if its not seized I'll eat my hat. Removing the adjuster is possible by undoing the two small bolts on the back of the back plate and carefully tapping the adjuster out.

Place the body of the adjuster in a vice and remove the two wedge shaped sections by twisting with a screwdriver, soak the rest of the unit in WD40 and clean as much muck off as you can. Turning the unit over so the square end of the adjuster screw is upmost place a square adjuster spanner on the screw and attempt to turn it, repeated applications of WD40 and turning the spanner to and fro until the unit starts to turn, Take your time and keep going until the adjuster screw comes right out, then smear some Copperslip on the threads and put back in. Smear more Copperslip on the wedges and pop those in either side and then

screw in a quarter of a turn at a time until the drum locks up, at this point turn it back a quarter of a turn and your shoes are then adjusted, applying the handbrake should lock the drum tightly and releasing the handbrake the drum should turn freely.

If you experience off/on/off feel when turning the drum by hand you may have an oval drum, this can happen when the brakes have seized on or if the car has been left with the handbrake on for a long period of time, in this instance you will need a new drum, readily available second hand or new.

I'll go into cylinders and cables another time and if any body wants any specific item covered in these pages drop me an Email and I'll see what I can do.

Derek



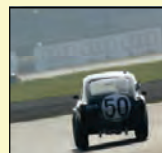
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Colin Lindsay



Spring Brake 2

When I bought my very first Triumph back in the early 1990s the whole ethos

was on maintaining your car yourself, gaining experience as you went along under the guidance of more experienced club members, and whilst being careful and safety conscious, not afraid to rebuild components that needed small repairs or reconditioning. I was therefore somewhat saddened to see on-line advice recently being given to enthusiasts of: "Don't try to rebuild, it's not worth it, buy reconditioned". Having regularly lambasted many local garages for being parts-fitters, rather than mechanics, I never thought to see the throwaway world come to our classics, and while I understand there are owners who don't have the time to spare whilst their Triumph sits dismantled in the garage, I trust there are still some who want to learn how to do things themselves and have the satisfaction of learning a new skill.

I recently set about the rebuild of a pair of type 14 calipers for my 1200 convertible, which took me less than two hours and worked out at around the price of one reconditioned unit - this included the fitting of stainless steel pistons, the requirement for which is visible in the ring of rust around the old mild-steel piston, (pic 1.) and was evident in the much reduced braking

caused by one seized caliper. This caliper has given problems ever since I used EBC Greenstuff pads; not the fault of the pads but low mileage that year meant they hardly even bedded in over the season and as a result the unmoved piston rusted into place.

The new pistons cost me £52 for four with a seal



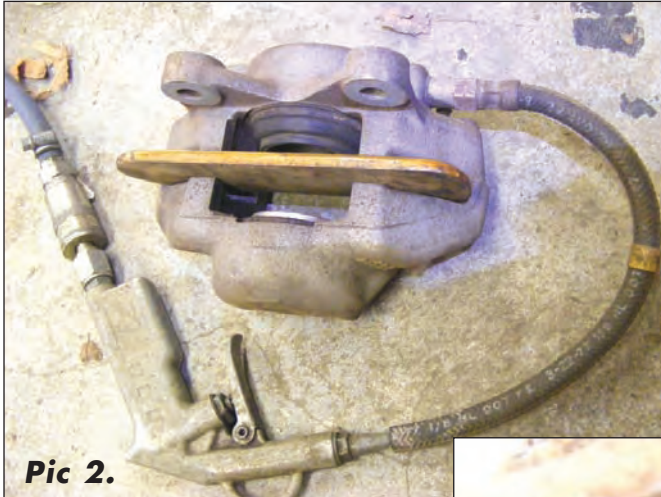
Pic 1. New & Old Caliper Pistons

kit costing £7; good value set against a reconditioned caliper with ordinary steel pistons at around £50 plus VAT.

If you're popping old pistons out remember that once one is fully out, you'll have fun removing the other. Get both moving freely halfway in or out, before taking the final step, by blocking each piston from travelling fully across the caliper. Anything of suitable size set across the caliper will do, or remove the brake pads and extend the pistons lightly against the disc before the caliper is removed at all. This may be the easiest method; once the caliper is off the car it becomes harder to hold, and press, at the same time. Remember to loosen the bleed nipple each time you try to press the piston back in, or you'll spend a bit of time

head scratching as to why it came out, but won't go back...!

Once both pistons are out, remove the circular inner seal from it's recess round the piston aperture - a needle or other fine point will prick this out (*pic 3*). Give the calliper a good clean particularly the piston aperture, and a good rubbing down of the exposed lip with a scouring pad will remove the rust left by the seized or rusty piston (*pic 4*). Get this as rust-free as possible to ensure a good seal and make sure all rust, debris and dirt is gone.



Pic 2.

I used compressed air running through an old rubber brake hose, cut off just before one end; once it is screwed into the calliper an air gun nozzle pressed into the cut end will allow sufficient sealing to build enough pressure to blow out the piston against my rudimentary barrier (*pic 2*). Yes, that *IS* a Herald ashtray fascia Panel in the Caliper.

Needs must... and use low pressure from your airline; you don't want fluid spraying over your paintwork.



Pic 4.



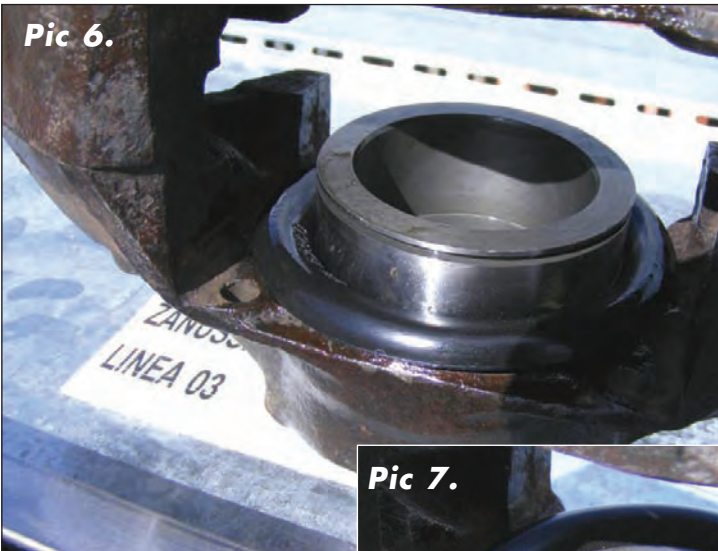
Pic 3.

The inner seal can then be replaced inside the caliper; lubricate well with brake fluid and slide into place. It may twist so be careful, but once in place it stays put. The next part is the hardest of the reassembly - the outer seal has to be pushed into place under the lip right around the circumference of the calliper (*pic 5*), and then once in place has to

Pic 5.



Pic 6.



pressure; too much means it's off centre and if you can't push it in without force, the pedal can't push it out again when needed. Use nothing but light fingertip pressure and make sure it's as far in as it will go ([pic 7](#)). Once the piston is fully in place check the fit of the seal around the top edge. One down, and two - or four - to go. Wipe off the excess brake fluid before fitting or storing.

A relatively easy job; as with all maintenance, do it properly and remember any botches or mistakes may result in less than adequate braking when it's most needed **so don't take chances**; but however, there's still satisfaction in knowing you've learned a skill and saved more than a few pounds.

These days, there's more free time than money.

Colin

be spread out around the new piston as it is pressed gently home ([pic 6](#)). I found a pinhead good for pulling the rubber out around the piston, a small section at a time until all the way around, but there were a lot of restarts and slight discolouration of the air. Don't tear or puncture it. With plenty of brake fluid lubrication the new piston will slide into place under light

Pic 7.



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Derek Giles

Time Capsule 13/60!

I had communicated with **Bill Mellows** on a couple of occasions before, so it was nice when he sent in the following information earlier this Year.

"I thought you might like to hear about my newly acquired Herald 13/60 saloon. (Photo 1-2-3)

I joined the club last month (January) having bought the car on e-bay on New Year's Day. It is in very good original condition and is very well documented. It may already be known to the club, as the son of the previous owner established that the cars build date was in May 1970. He also established that it was registered in Newcastle on 8th March

1971, to a Mrs G Greenwell of High Heaton (a retired schoolmistress) until her death in 1985. She used the car very little, averaging less than 1000 miles a year. Unfortunately she did not seem to have retained the MOT certificates during her ownership. There is one stamp in the service book, at the 1000 ml interval. She had covered less than 11000 mls in 14 years when she died. It passed to her son, who took the car 40 miles

north to his home in Haltwhistle Northumberland. This may well have been its longest journey so far. He dry-stored the car till 1994, probably removing the carpets, (as there were none in it) before selling to a Newcastle dealer, Fothergill's who re-commissioned it. A



new exhaust was fitted but it retained the original Michelin ZX tyres. It had done less than 80 miles since 1985. Some 5 days later it was sold to Mr G Cameron of Chester-Le-Street, about 10 miles away. After about 5 months and less than 400 miles later he decided to sell it. It was purchased for £1000 by Mr J Burnett and returned to Newcastle some 5 miles from "its original home". Mr Burnett and his son removed all the original under-seal, cleaned the chassis



and painted it with Hammerite. All the box sections were filled with Waxoyl. The car averaged 450 miles per year doing regular runs of 30mils or so but never taken out in the wet. At 12000mils it was serviced and fitted with new engine mounts. The starter motor was also replaced. MOT's (at the same testing station) were passed easily right up to 2010, when due to ill health; the car was sold to Sports Car Supplies. They had



intended to use it as a business promoter but due to work pressures it was offered on e-bay. This is where I came into the frame when, on

the 4th Jan I won the auction. It has now been fitted with a new set of carpets. An oil and filter change were done yesterday (Feb 2nd), it also needed a sender unit for the temperature gauge and a new oil pressure switch.

At the same time I washed and polished the engine-bay.

I obtained a replacement windscreen trim but was unable to fit it myself, so I rang Autoglass of Team Valley who invited me to take it to them. I enjoyed a 5 mile drive down the A1 and they fitted it for me, without charge, insisting it had been a pleasure and just like "old times".

Later in the day I contacted Mr Burnett for the first time to ask for some information about the car; things like the age of the tyres, for instance. He told me they were still the originals! I had been on the A1 on tyres at least 42 years old! No prizes for guessing what my next purchase will be!!!"

Bill Mellows.

Thanks for that Bill, very interesting. Just shows how much enthusiasm there still is for the older cars in this day and age.

Don't forget if you have a story about your 13/60 let me know all about it and I will pass it on to other owners.

Cheers for now,

Derek



www.tssc.org.uk/bigsaloon
e-mail. bigsaloon@tssc.org.uk



Mark Blease

Christine's Story Part 2

The season starts here! Big saloons and estates are being woken from their winter slumber, being treated to a service and a clean, and getting out on the roads again. I'm looking forward to another excellent year of TSSC events and clocking up some more miles in Horatio the blue 2000. Hopefully the front engine oil leak will have been cured and new

the fantastic work that husband Adrian has done in getting Christine back to her former

1. Bootlid Stripped Back



glory. But as you will see, the work didn't stop there...

"Unfortunately the new-old-stock boot lid caused a lot of work. Under the primer were blemishes and every bit of coating inside and out needed removing (Photo 1). This coating was so old it was very hard and it took twenty five hours preparation time just to get it ready for top coat! The rear

2. Re-aligning the Rear Wings



lamp panel was chopped out for replacement and new panel placed in position. When the new boot lid was fitted we found the sizes of the boot lids were considerably different which necessitated re-aligning the rear wings (Photo 2).

polyurethane trailing arm bushes will have fixed that infamous "Triumph twitch".

Another member who will be looking forward to attending lots of events in a big saloon is Julie Hadfield in her superb 2500 "Christine". Last month we looked at some of

Eventually primer was applied and final preparation could begin. Paint was applied to the nearside, front and rear panels but hopes to be on road for 2010 were fading fast. Once the season had started I knew I would have no free time to devote to Christine. We continued with the building up but we knew that we had lost 2010.

So, here we go again, I couldn't really leave this could I? So in October 2010 decided to do the offside too - oh, our poor bank balance! Again extensive sill repairs were



4. Bottom 'B' Post Repaired. Note weld thru primer

engine bay. The inner wings were stripped down, mainly by hand (Photo 5), prepared and painted. All panels on the nearside were stripped back to bare metal, and the doors were repaired on the inside as required. Some repairs were also required to the rear quarter panel, par-



3. More Sill Repairs Needed

needed (Photo 3), involving repairing the inner sill, fitting new jacking points and diaphragms but this time couldn't locate a genuine outer sill so had to use a reproduction one - this certainly tested my abilities to obtain a good fit. The bottom of the B post was repaired (note the use of weld primer during repairs - Photo 4) and the bottom of the front wing was a little "peppered" by rust. With new metal welded in for refitting I knew I wouldn't be able to "dolly" back up afterwards, so I chose to MIG braze this piece to keep distortion to a minimum.

With the sill repaired, attention turned to the



5. Inner Wings Stripped



Ready for Paint

particularly around the wheel arch.

It took a while to find a good door frame to accept a new door skin. So at last we were ready for paint, with all joints sealed prior to top coat (Photo 6)."

So a year later than I had hoped Christine hit the road, but I am sure everyone who has seen her at TSSC events up and down the country will agree, it was really worth the wait. Adrian and Julie's hard work

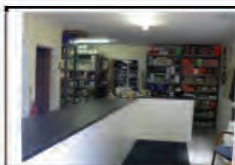
was also rewarded with a well deserved second place trophy at the TSSC International in August. Better get that trophy shelf dusted off Julie!

I'm hoping next month to look at exhausts, more specifically the support arrangements for stainless steel systems. I've always felt that with polyurethane bushes on the subframe mounting, and the stiff rubber "bobbins" usually supplied with replacement systems, the exhaust has insufficient movement and can allow unwanted vibrations to transmit into the cockpit. I have a few improvements in mind, so until next month!

Mark



'Christine' at Stafford 2011



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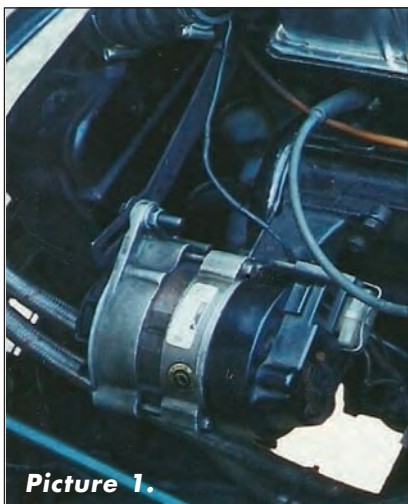


Dave Rumens

Bits & Pieces

Hello folks, I hope you all had a good Stoneleigh and had a chance to buy all those bits for the coming season. Well April is now with us so let's get those cars out there and hope we get some good weather this year.

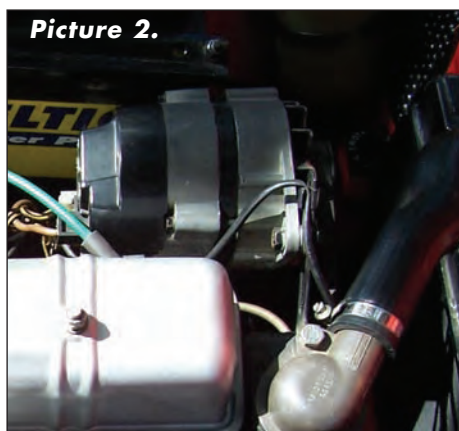
A recent topic on the Club Message board concerned converting the Vitesse electrical system from dynamo to alternator. I did cover this back in **February 2004** and unless requested by club members don't intend to repeat the article in full. However, there are a few areas that can cause problems and it makes good sense to highlight these here.



Picture 1.

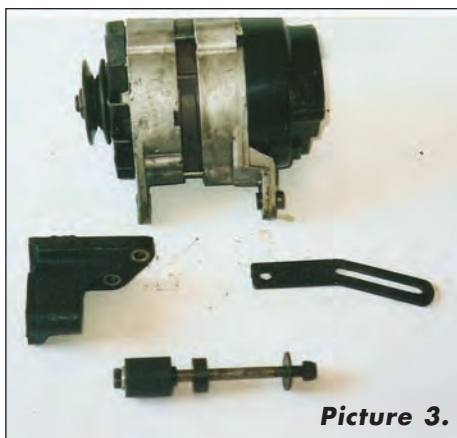
By the time the 1970's came, Triumph like most other makers were fitting an alternator as standard. This means that the either the GT6

Mk3, **Picture 1**, or the Big Saloon, **Picture 2**,



Picture 2.

can be used a source of parts for fitting the

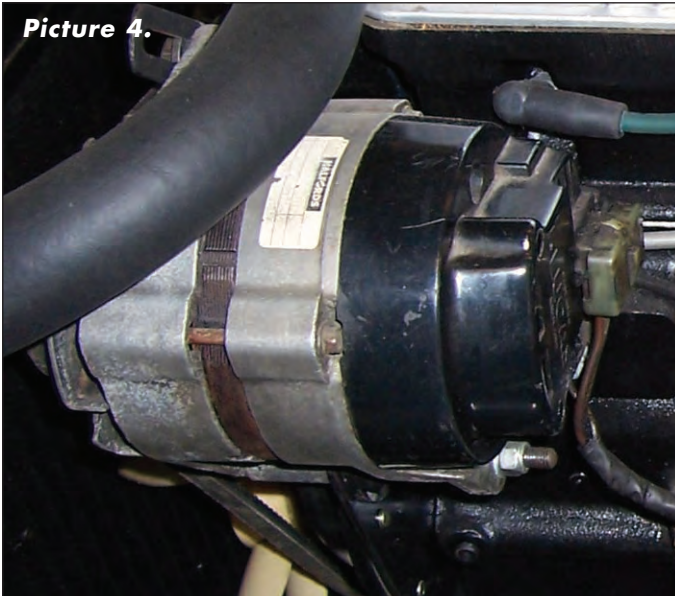


Picture 3.

alternator to the Vitesse block, **Picture 3**. The GT6 Mk3 used a lower mounting point than the Big Saloon so the parts can't be mixed.

Moving on to the next area, the alternator is designed to run at a faster speed than the dynamo, to achieve this, the crank pulley was increased in diameter. This means that if you use the existing Vitesse crank pulley the ignition light may come on at tick over. It also means you won't obtain the full output from the alternator. However, the output will still be higher than the original dynamo set-up. Another problem with using the original crank pulley is that the GT6 Mk3 and Big Saloon fan belts may well be too long. In the case of the GT6 the alternator will touch the engine side valance. I took the easy way out and fitted the later crank pulley. One final point to watch is to ensure that the number one plug lead is not draped,

Picture 4, over the



Picture 4.

plastic cover on the rear of the alternator as in damp weather it can cause the internal regulator to fail. The original plug leads are the correct length and do not cause any problem. However,

some after-market products are too long and can sit on the top of the alternator which may cause damage. I learned the hard way on a very wet winter's night!

Back in February this year I had a question from a club member concerning the types of brake back-plates fitted to the Vitesse and



Picture 5.

thought it was a good idea to share my answer with all of you in this month's column.

The basic rear brake setup on the 1600 and Mk1 is almost the same as the Herald/Spitfire. The difference being that the back-plates are a larger diameter on the Vitesse. The Herald is 8 inch whereas the Vitesse are 9 inch. **Picture 5** shows the Herald type on the left and the Vitesse type on the right.

The 1600, Mk1 Vitesse and Mk1 GT6, Swing Axles rear suspension, all have the same back-plates.

The later Mk2 Vitesse/GT6 and early GT6 Mk3, up to KE 20,000, used the Rotoflex

rear suspension which had different uprights that the earlier Swing Axles set-up. As a result all have a different back-plate from the Swing Axle type.

Picture 6.



Picture 6 shows the Swing Axle type on the left and the Rotoflex type on the right.

On the late Mk3 GT6, from KE20,000 a Swing Spring rear suspension replaced the Rotoflex type and had yet another type of back-plate for the then introduced self adjusting rear brakes.

The brake shoes are the same for all Vitesses. As far as I can remember the rear slave

cylinders are different between the 1600 and 2 Litre models.

Well I hope all the above made sense to you. Just a last thought if you do convert to an alternator keep safe all the parts you have removed just in case you may wish to return the car to standard.

Safe Driving & Keep Running On All Six

Dave.



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Andy Wood

'Diff'erent Strokes

A few years ago, more like nearly 30 years ago I nearly pinned my brother under my GT6 changing the diff using some rickety scissor jacks and ramps, what I wouldn't of given for the following advice, so if you're about to consider changing the diff look below first and pick up a good tip.

Changing the Differential in a Triumph GT6 - Julian Smith

Do you know what a swing axle suspension system is – or even a transverse leaf suspension system?

wheel drive and the swing axle rear suspension system could make for some rather exciting handling characteristics, but in an alarming sort of way.

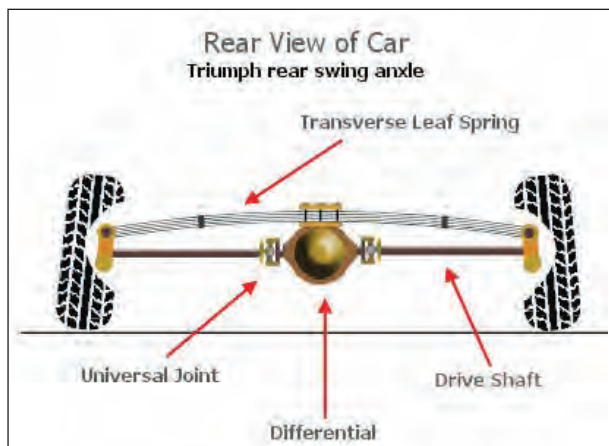
This is because it allowed the rear axle to be almost floating free beneath the car, unlike a more conventional suspension systems.

The differential is attached to the centre of the leaf spring by six bolts through a steel plate.

Two drive shafts, one to each rear wheel, are jointed to the differential by universal joints (UJ's) at the inboard end. The outboard end, at the wheel assembly, has a shackle fixing point on the rear suspension wishbone where the end of the transverse leaf spring and drive shaft is located (leaf spring is a term used for a cart spring, which is made up of several semi-elliptical tempered steel strips sandwiched together). Of course there is the same arrangement on both sides of the car.

The spring spans the rear of the car from wheel to wheel and is fixed in the centre on top of the differential unit. Therefore, the only part of the suspension that is fixed to the chassis is the rear wishbones and trailing arms, these locating the rear wheel

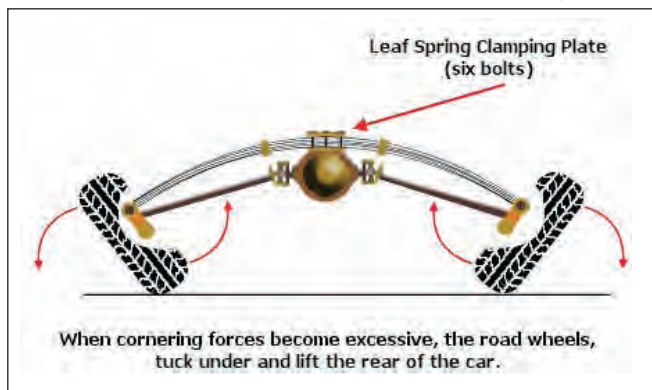
assembly. This is why the rear wheels of the Spitfire, Herald, Vitesse and GT6 always splay outwards at the bottom when under load and why the wheel



Triumph Swing Axle System Layout

This is the infamous rear suspension design fitted to the Triumph Spitfire, GT6, Herald and Vitesse. These cars were rear

angle changes according to the movement of the suspension.



The Wheel Tuck-Under Characteristics of the Triumph Rear Swing Axle System

The problem with the swing axle design really reveals itself during harsh cornering as the wheel on the outside of the bend can suddenly tuck under, lifting the back end of the car and quite probably launching it into the nearest ditch.

Although this condition took a fair bit of effort to initiate, Triumph produced its cars for years without rectifying it. When the company did sort it out, it wasn't until 1970 with the Mk4 Spitfire and Mk3 GT6.

I don't know how it happened with my Triumph GT6, but one day I noticed that there was an oil leak coming from the axle differential and upon closer inspection I realised there was a split in the differential casing at the back. I later found that a tooth has broken away from the crown wheel, which had then become trapped between the crown wheel and the back of the diff body, causing it to split. After searching many scrap yards I actually found another GT6, albeit a MkII, and bought the diff from that to fit to my car.

Replacing the Differential With Another Was Not an Easy Task

Fortunately this car too was a non-overdrive model, so the diff ratio was correct. However, the job of swapping it over for the damaged one was perhaps one of the worst car repair nightmares that I have ever personally experienced.

With the car up on axle stands I removed the small inspection panel from the section of floor pan above the rear axle. This gave access to six long bolts holding a steel plate that clamps the



centre of the transverse leaf spring to the top of the differential.

Using an extension bar on the socket spanner I removed them one by one, and as the last one came out, **BANG!** The spring leapt up in the middle and hit the underside of the car.

"How am I going to get that back again," I thought. Pushing the thought out of my head I pressed on with removing the old differential unit and putting in the replacement. This part of the operation went relatively smoothly. Smoothly that is until I got to the point where I was going to have to sort out the sprung spring.

What a pig of a job, and I was probably

doing it all wrong. I undid one end and fixed the middle, but that didn't work. I undid both ends and fixed the middle, but that didn't work either. I tried putting weight on the wheels to move the position of the mounting points, but that didn't work. Whichever way I tried it, none of the fixing points lined up. In the end, after two days of struggling, and with the assistance of

this task should be done properly, but for me I managed it this way and vowed I would never do it again.

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<http://ridedrive.co.uk/articles-triumph-gt6.htm>

That's one way to do it, you may have another? Let us know.

What do they say something being another man's poison well here's some more art work sent in by Richard Harper and I have to agree with him "Its art Andy but not as we know it" Richard spotted this in London last summer, in a square behind Brick Lane. It was being displayed as a public work-of-art. He also wonders if any other members spotted it? He also attached a picture of his own work-of-art enjoying a day out in Stafford last year .



Triumph GT6 MkIII

my brother, I managed to do it.

Using a Nylon Rope and a Metal bar to Compress the Leaf Spring

With my brother inside the car, holding the retaining bolts ready, I lay underneath with a bar and a nylon tow rope. By threading the rope over the top of the spring, and tying it under the differential, I placed the bar

through the loop and began to twist

Gradually, by winding the rope up, it tightened and it pulled the middle of the spring onto the top of the diff. It took a few attempts, but eventually my brother managed to get a couple of the bolts started. I still do not know how



That's more like it.

So if any one has any more "works art work" send them in.

Toodeloo

Andy



It's Art Andy, but not as we Know it!



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Nigel Clark



The 'Thug' gets a new coat

After the dismantling and paint preparation described last month, my 1970 TR6 (aka the Thug) was entrusted to **MW Restorations**,

where **Mike Wilkinson** was ready to replace rotten body panels, complete the preparation then respray in the original colour of Triumph White. That doesn't sound too bad when said quickly but in reality there was a lot of work to do.

My aim is to produce a car that is completely solid and rot-free, looks very smart but certainly not a concours contender. The Thug is going to be driven more often than he will be polished! With this in mind, we agreed that both front wings, the door skins, sills and lower rear valance would need to be replaced and unless hidden nasties were discovered all other panels would be retained. A few panels would clearly need some patching too. It's really beyond the scope of this article to describe in detail the procedure for panel replacement but if you would like to know more, I thoroughly recommend looking at the section on bodywork in Roger Williams book "How to

Restore Triumph TR5/250 & TR6". Our story this month is told mainly in pictures.

Fortunately almost all panels for the TR6 are available from British Motor Heritage, who still have many of the original press tools from when our cars were built. After many thousands of pressings, the tools are



Outer sill cut away, revealing sill stiffener

naturally worn so the panels don't always fit perfectly but are usually acceptable with a little fettling. Frustratingly, the lower rear valance used to be available as a repair panel but has been discontinued, so I had to purchase a full rear valance, from which the lower half was cut and grafted in.

How many TR's ever need a full rear valance? It's only the lower half that is prone to rusting.

The pictures show the stages in the panel-

work. After all had been replaced, Mike sandblasted any areas of the original body

New sill, front wing and doorskin in place



that showed corrosion, revealing one or two minor rust holes where new metal was let in.

The thin protective coat of primer I had applied was removed and the whole car was etch primed then sprayed with primer-surfacer, which after flattening gave a perfect surface for the top coat.

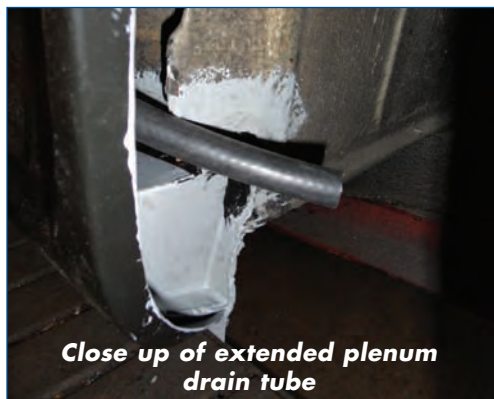
The Thug was finished in the original colour of Triumph White (Code 19) and for the sake of durability I chose 2-pack, which was applied and baked in a Spraybake oven.

After the paint had a few days to harden it was finished by machine polishing, giving a beautiful yet hard-wearing gloss. Again, we tell the story in pictures.

To minimise the risk of future corrosion, all inner surfaces (inside wings, sills etc.) and the underside of the car were liberally treated with Waxoyl.



Right side panel replacement completed



Close up of extended plenum drain tube

And those short plenum drain tubes (see last month) were extended.

With perfect timing, Mike completed his part of the project just in time for me to collect the car before the print deadline for this issue of the Courier.

Even on the trailer going home, the Thug looked absolutely stunning!

Now I need to get working on the reassembly. This will be made a little easier, as while the car was away I've been checking and cleaning most of the parts that need to be refitted. I look forward to reporting back



In primer in the spray booth

on the completion of this project in a future Courier and hope that many of you may see the Thug at various TSSC events this year.

Next month we have a treat of a different nature, as we look at Bernard Littlewood's account of how he rebuilt his TR4A engine.

Nigel



Body in topcoat

Bonnet and boot lid painted separately



Paint and panels done, ready to go home



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Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£175.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£187.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£85.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£285.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKCS09	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange) £205.00	
Brake pressure valve TKC 3667	£41.00
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£135.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£55.00
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£44.50
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£295.00
Recon exchange J Type overdrive	£295.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£140.00
Recon rear hub assy (exchange)	£99.50
Recon Brake Callipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£14.00
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£100.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£125.00
Rear quarter bumper O.E.	£67.50
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front transmission 142377/8	£22.50
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£16.00
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£295.00
Recon drive shaft assy (exchange)	£150.00
Recon rear hub assy (exchange)	£99.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPIRITFIRE MK I & II & III

Spiritfire Mk III bonnet	£730.00
Nearside/offside front wings	£85.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£49.50
Front inner wheel arch 706548/9	£39.50
Bonnet hinge tubes 811679/811680	£40.00 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£55.00
Door skins	£58.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£75.00
Boot lid 575787	£395.00
Dash top cover 714482	£35.00
Vinyl hood Mk III inc zip window	£140.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£45.00
Track rod ends	£9.50
Gearbox 4 Synro (exchange)	£285.00
Rear leaf spring 305894	£99.50
Recon exchange brake caliper type 12	£46.00

Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£15.50 pair
Front wings 909663/4	£49.50
Front wheel arch outer 909351/2	£49.50
Front wheel arch inner 909797/8	£39.50
Headlamp support panel assembly 818871/2	£40.50
Front quarter valance 815391/2	£80.00
Door skins	£58.00
Sills non original. 903097/8	£42.50
Sills O.E. 903097/8	£62.50
Sill reinforcement panel 806634/5	£7.50
Inner sill 806638/9	£24.00
Front sill end plate 706422/3	£8.50
Half floor (deep pressing)	£117.50
A' post lower filler panel 706288/9	£19.50
Bonnet hinge pivot box RKC362/3	£46.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£55.00
Rear wing non O.E.	£120.00
Rear wing front repair panel	£21.50
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£165.00
Rear valance 908970	£75.00
Boot floor	£117.50
Boot lid 911327	£425.00
Rear inner wheel arch 725563/4	£125.00
Rear outer wheel arch 909661/2	£79.50
Windscreen aperture drip channels	£12.00 pair
Hard top rear screen seal 911040	£39.50
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£20.00
Exterior door handle (black) YKC2837/8	£65.00
Window regulator 911271/2	£55.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£35.00
S/steel tread plate finishers	£27.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£16.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£10.50
Front shock absorber GSA364	£20.00
Front suspension vertical link/trunnion assy	£125.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£20.00
Recon steering rack exchange	£45.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£58.00
Gearbox exchange	£285.00
Recon exchange D Type O/D Mk IV	£285.00
Recon exchange J Type O/D Mk IV	£285.00
Recon exchange J Type O/D Mk IV	£285.00
Rear wheel bearing kit GHK1029	£14.50
Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£150.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£87.00
Recon exchange brake caliper type 14	£41.00

Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder -7 dia	£12.50
Rear brake lever 123135	£6.50
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£32.50
Recon w/wiper motor (exchange)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£35.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£170.00
Hoods vinyl inc zip window	£140.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair
Inertia seat belts sensor type	£70.00 pair

GT6

Bonnet assembly Mk III 913766	£1,015.00
Front wings Mk II 908113/4	£115.00
Front wings Mk I 907154/5	£85.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£135.00
Steering lock 216449/UKC2719	£58.00
Recon Steering Rack (exchange)	£45.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Gearbox (exchange)	£285.00
Recon exchange D Type O/D	£285.00
Clutch kit	£80.00
Front suspension vertical link	£108.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£29.50
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£15.00
Brake shoe non rototex GBS746	£15.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£130.00
Mk I front panel (nose cone) 903258	£75.00
Mk I bonnet 903477	£125.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£135.00
Mk II rear lamp panel 910509	£145.00
Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50

Rear quarter bumper (saloon) plain 910158/9	£67.50
Rear quarter bumper (estate) 923444/5	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
Boot carpet 728551	£22.50
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£45.00
Gearbox (exchange)	£295.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£17.50

DOLOMITE RANGE

Toledo Static Seat Belts O.E	£35.00 pair
Front underrider XKC 83/84	£25.00 pair
Rear lamp assembly 1300 F.W.D. 211874	£37.50
Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£62.50
Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Boot floor carpet 1300 F.W.D. 617831	£17.50
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolo 1300/1500 recon new exch distributor	£47.50
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£39.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Service exch oil pump 18/50 - Sprint 215573	£27.00
Sprint gearbox (exchange)	£295.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£285.00
Gearbox exchange 18/50/3 rail	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£55.00
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£45.00
Track rod end	£9.50
Upper steering column joint 157859	£36.00
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£22.50
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£52.50
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£10.00
Brake pads Sprint	£12.50
Sprint brake shoes Original.E. GBS780	£22.50 set
Dolo 1500/18-50 brake shoes GBS748	£15.00
Dolo 1500/18-50 wheel cylinder GWC1502	£13.50
Sprint wheel cylinder GWC1121	£13.50
Tank sender 1500HL/1850HL/Sprint 215652	£25.00

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Manufacturers Part No. used for reference only

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CLUB SHOP NEWS

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e-mail. **clubshop@tssc.org.uk**

by Garth Jupp

New Catalogue 2012

You will have found the new Club Shop catalogue with this edition of the Courier, so please check in there for current prices and we have added quite a few new lines. As time and space was at a premium for the catalogue, I felt it would be a good idea to expand on one or two new items over and above the information in the catalogue.

The club shop now stocks the Millers range



of oils and lubricants. As you are no doubt aware we have stocked for some time the Castrol range for our cars. It was felt that a choice and broader range would be a good thing. Millers are committed to providing a full range for all classics, and we also have easy contact with their technical department for any questions that can't be answered by the sales literature.

The Millers range of products benefit from the latest advances in lubrication technology to create oils that not only meet older viscosity requirements but also provide maximum

protection and actively prolong the life and performance of treasured vehicles. We plan to stock a 20W/50 in both 5 litre and 1 litre top up sizes.

Pistoneeze 20W/50 (API SF / CD) is derived from high quality solvent-refined base oils with latest technology performance additives and index improvers to provide stable viscosities even under arduous conditions. Incorporates modern additive technology with period viscometrics to provide the optimum lubrication. The modern technology ensures an oil which will meet the 'period' performance requirements along with up-to-date specifications, it also contains high levels of ZDDP (zinc)

Why is ZDDP important to our cars?

Changes to the anti wear additives in modern engine oil formulations can have a serious effect on older engine designs, such as accelerated camshaft / cam follower wear. Engine builders are reporting frequent cases involving serious wear on camshafts and followers during the running in process, and / or within a relatively short period of time after an engine rebuild. Normally, the problem will be attributed to the surface hardness or the quality of the lubricant. However things are not quite as simple as that. An explanation of this unexpected wear is thought to be the fact that many oils we use in our cars do not contain the optimum levels of ZDDP

In the past, the anti wear additive used in the majority of lubricant formulations was a zinc / phosphorous based compound known as ZDDP. (Zincdialkylthiophosphate)

As the drive to better fuel consumption and a cleaner exhaust has dictated the direction of engine design and lubricant formulations since the 80's, it was found that the high phosphorous content of ZDDP and its associated ash content, which has a

detrimental effect on sensitive exhaust emission systems. Also to reduce internal friction and hence increase engine efficiency and longer service intervals, the viscosity has been getting lower as time has gone on, and oils with low viscosities, such as 0w30 or 5w30 are very common today. Due to this trend and to stop the phosphorous poisoning the catalysts, there has been a need to replace the zinc / phosphorous additive in the oil with other additives. This has become evident when you go to buy oil now as there are specific oils for different manufactures, but they all have low levels of ZDDP so that they meet the OE specifications from Ford, BMW, VAG, Mercedes etc. The problem is that the anti wear characteristics of these new additives are different to ZDDP in certain circumstances and therefore require different specifications for the surface hardening on camshafts, followers, gears etc. Our engine components have not been produced to the modern specifications, and while the new oils will not cause a problem in a new Focus/Golf/BMW or any new car, they may cause serious problems in an older race or classic engine, where the surface hardness has not been developed in conjunction with the additive pack in the oil. In addition to the 20w50 we stock we are also able to supply a 20w60 semi synthetic oil which is suitable for uprated engines and also beneficial to those higher mileage engines suffering from low oil pressure.

The majority of the shop sales are by mail order, so if you are paying for carriage, for the same shipping cost why not buy, some Millers suitable for your modern daily drive at the same time. The shop is also stocking Millers gearbox oil to GL4 specification and a range of petrol additives that also

combat the effects of ethanol on our cars.

To find out which oil in their extensive range you require go to this website and enter your registration.

www.millersoils.net/1_Millers_frame_AUTO_WHICH_ENGINE_OIL.htm



Steel Engine Sealing Block

We have had a steel version of the front engine sealing block **part no.**



151134 manufactured. So no more stripped threads and oil leaks from the front of the engine. These were too late to go in the catalogue and will cost **£29.95** and P+P of **0.15kg**

123 Distributors

Finally we are thinking of stocking the range of 123 Electronic distributors from the Netherlands. The range would cover 4 and 6 cylinder versions with a choice of 16 advance curves (**4 cyl £261, and 6 cyl £275**) and also the fully mappable type that you connect to a laptop and design your own ignition curves to suit your engine, these would be **£310** for the 4 cyl version and **£330** for the 6 cyl version. Please let me know if you would be interested in the shop stocking these distributors.



Lost & Found?



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



A True Story - ish!

In lieu of an Area Showtime - Hint! Hint!

A Well Known Scissor Welder from South Lincs, wanted to use his retirement money wisely, so it would last, and decided to buy a home and a few acres. The modest farmhouse had been vacant for 15 years; the owner and wife both had died, and there were no heirs. The house was sold to pay taxes. There had been several lookers, but the large barn had steel doors, and they had been welded shut.

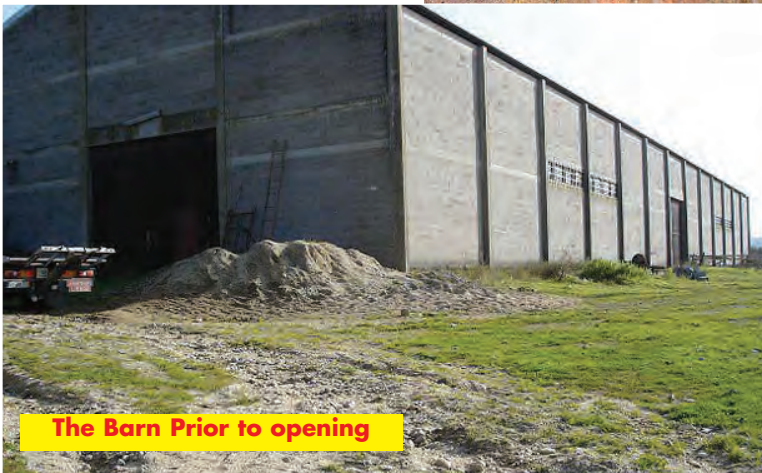
Nobody wanted to go to the extra expense to see what was in the barn,

...so, nobody made an offer on the place.

The Scissor Welder bought it at just over half of the property's worth, moved in, and set out to tear into the barn...

...curiosity was killing him.

Welded lock ground Through



The Barn Prior to opening

So, he bought a generator, and a couple of metal grinders.... ...and cut thru the welds.

What was in the barn.....?

VALUED AT £20 MILLION Pounds.

THIS IS A TRUE STORY. THE NEW OWNER HAD FULL CLAIM TO THE

and it wasn't complimentary to the property anyway....

LOT and he will have a GREAT RETIREMENT!

**The Contents of the barn
Valued at £20 Million Pounds!**



Includes a Few Triumphs as well!



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Trevor Collett

Not All Black



How's your motoring trivia knowledge? What if I asked you how many Welsh car companies there has been. I expect most of you are saying, "Just one, Gilbern". What about Scotland? A bit more difficult? Actually there have been a few, Argyll, Albion and Arrol-Johnston, to name three. How about another English dependency, New Zealand (joke, joke). Now, that's got you motoring masterminds thinking.

Indeed some sources would have you believe that there are no New Zealand designed and built cars at all, which, to me, seems a bit surprising. But hold, there is a company that claims to have been responsible for more genuinely New Zealand cars than any other. That company is called today Alternative Cars, and is based in Auckland.

From the name of the company you're starting to get a clue as to how this intro fits in with my specialist subject. To bring you the full story, the other day I left my office in Woking a bit earlier and popped over to see company

founder, and still company boss, **Russell Hooper** (I wish - Russell and I have communicated by earth-shrinking email technology). The following words are written by Russell, hence a few local New Zealand words, which I'm sure you'll be able to translate without the aid of a dictionary.

I entered into the auto body assembly business in 1984, setting up one of the earliest New Zealand manufacturer of kitset cars. I was a medical supply representative for some 30 years, and always had a desire to own an MG



Russell Hooper - from this to this

TF, but could never justify the cost of ownership. In the early 80s I decided to build my own, utilising the Triumph Herald platform chassis, that vehicle being the only modern car with separate chassis. Many companies in the

The T Cars



UK were using this donor vehicle as it provided all the mechanical parts required to complete an affordable car.

By 1983 the first, and so far only, car had

been shown at the Auckland Motor Show and enough interest generated to indicate a healthy demand for the vehicle in kitset form. Kit Kars Ltd was formed in 1984 as the manufacturer of kitsets of the 1955 MG TF.

These replicas were built by individual customers from body parts supplied by the company.

The car was named The T Car.

Warwick Tweedy, a personal friend of mine, doubled the one man band in 1984 and assisted in the marketing and brain storming of the



car. His main efforts were directed at sales.



From 1983 to 1985 the company supplied 20 Mark 1 kitsets. This model had 100% Triumph Herald chassis and mechanical parts, plywood floor and firewall, fibreglass grill with rod bars, and a tub made up of five panels.

Number 22 (Mr Hugh Cooper) had the new one-piece body tub but retained the old grill shape. These were designated as Mk1A, with



six being made. Some customers, over the years have upgraded these cars to Mk2 by replacing the bonnet panels and grill to the later shape.

Number 21, Oct 1985, (Mr Con Hickey) had the MG TF grill design, although in fibreglass.

All Mark 2s had a one-piece tub with its floor and firewall being built in, with the TF grill shape. During the model's life there were several modifications to the grills, from the Mark 1, to a fibreglass replica of the TF, to ABS plastic, to steel and eventually a brass one.

All the while it was being attempted to chrome plate the grill but only the last two attempts succeeding.

From 1985 to 1991 the company supplied 186 Mark 2 kits. This model still used the Triumph Herald chassis and running gear but moved to more modern motor and gearbox, namely the "A" series Datsun (Nissan) in either 1200, 1400, or 1500cc sizes with 4 or 5-speed gearboxes, although the Triumph motors were still occasionally used.

In the late 1980s it was decided that the NZ market was just too small for future growth and it was decided to develop our own chassis and redesign the total car to comply with the ADRs (Australian Design Rules).

To this end a consultant design engineer was employed to design all items that required ADR compliance. The Mark 5 was born in 1991; the 5 or V chosen to stand for the Viva suspension. The all new Mark 5 T Car utilised the Vauxhall Viva, or Holden 4-cylinder Torana LC or LJ in Australia, front and rear suspensions in all their entirety, and were powered by the Nissan Z series motor and box, 1800 or 2000cc. Very late models then swung to the Mazda Miata MX5 1600cc motor and box.

The Mark 5 was sent to Australia and experienced some success, and in all 75 were made up to October 2003, and continue to be available to those who want to be more "hands on" in the building of their cars.

I'm going to stop Russell there as he's moved away from our primary interest.

It is amazing to me that we have a set of over 200, potentially 217 if Russell's build records are to be believed (and no reason not to believe), Herald-based kit cars on the other side of the planet.

I haven't got to hand the numbers of Heralds that were exported in CKD (completely knocked down) form and assembled in New Zealand, but 217 must be a significant proportion.

I asked Russell to send me a photo or two of a



Herald-based T Car, which I'm afraid he didn't do – he sent me 35 photos. I've included a selection here; a great looking bunch of cars you all must agree.

I interrupted Russell's story in 2003, it's beholden on me to bring it up to date. In April 2003 his Alternative Cars company showed a brand new car at the Knotts Berry Farm Kit Car Show, in California, in the US of A. It won the "People's Choice" trophy. This car was known, and still is known today, as The TG Sports 1955. It still maintains the shape on the lines of a 1955 MG TF, but it uses the engine and suspension from the Mazda MX5.

The TG is also different from its Herald and Viva-based predecessors in that it is no longer a kit car, but a "semi built" vehicle, or as known in the US, a "turnkey minus".

This is delivered direct to the customer in a case, in a completely built up state, upholstered and painted, depending on customer requirement. Just add the oily bits from Mazda's ubiquitous sports car and drive off in to the sunset, which is still westwards you know, even in the southern hemisphere.

If anyone fancies building a TG Sports 1955 there are agents in the UK, Australia and North America, go to www.sportscars.net.nz for details, and an order form.

Spain last month, New Zealand this... next month I've got something completely different, or not.

Trevor



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Guy Singleton

Formerly **TCK 888**



Suzie and I had a very good day at the Triumph Show at Stoneleigh. Whilst I did not find many - or indeed any - specific Bond items in the auto-jumble, it was good to meet a number of Bond owners. It looks as if another 'unknown' 4s has emerged and hopefully more on this in a later article.

I was pleased to meet David LeSurf who is restoring the 2+2 formerly



From Standard Triumph Review - October 1963

significance, TCK 888 was one of the press cars and featured in many of Bonds advertisements, brochures etc. It was one of the early press cars and therefore effectively 'pre-production'.

David has let me have some photos of the works - the car is looking good.

One thing he has found is that the boot floor detail is completely different to later cars in

known as 'TCK 888' before its number was ignominiously removed prior to David's buying it. A great shame for this to happen with such an early and recognisable car.

For those of you who are unaware of the

that it is not a 'double' floor, the fuel tank being mounted on a steel platform fibreglassed into the rear of the car.

I will have to look at 'No. 1' when I am next at **TSSC HQ** where its is on Display.



Work started



Being returned from re-spray



Boot floor - original



Being returned from re-spray



Boot floor - repaired

Having looked at the production details in fact this arrangement was used up to September 1963, thereafter the more usual double floor was fitted

It reminds me of when I was rebuilding Suzie's very early Spitfire4 and all the differences I found from that particular car to later 1963 and 1964 cars.

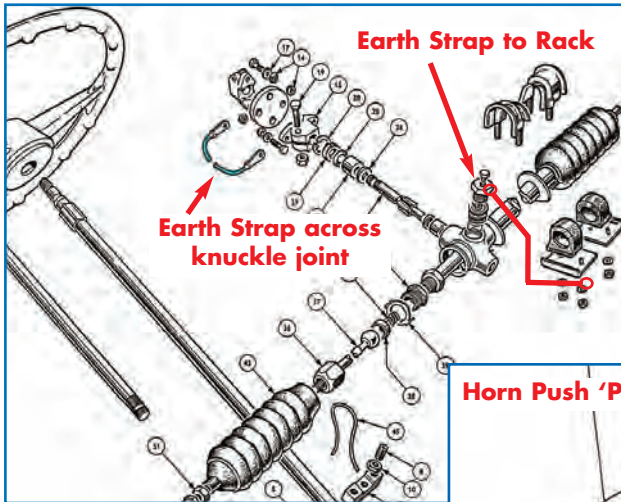
It will be interesting to hear if David finds any more differences in TCK.

I recently replaced a steering wheel on a friend's car and, as ever, then had problems making the horns work. This is something of a 'black art' as the horns work on an earth switch system and, whilst I know where to look for the faults, many people would not, hence the number of cars with horn switches on the dashboard and elsewhere.

To try to reduce the number of cars where this has been / will be done I thought I would run

through the check list - this applies to all Bond Equipes, Heralds and Vitesses. The Spitfire & GT6 is similar but also includes a solenoid/relay in the system - why only on the Spitfire/GT6?

horn push and check that the 'pencil' in the wheel is complete and the wire in the middle is not broken. Also check that the horn switch has an earth - there should be a contact onto the spring on the side of the horn push to the steering column.

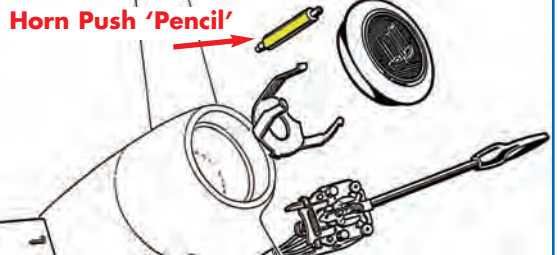


* The first thing to check is that the horns themselves work. The easiest way to do this is to take a wire from the earth to the terminal on the horn with the purple and black wires (the purple wires are live all the time). If the horn then works move onto the next stage; if not, check that there is power in the purple wire.

If there is power but the horn still isn't working then repair or replace the horn. Also, on a 2 litre car check the fuses as the horn is fused - there is no fuse on the 4 cylinder cars.

* I mentioned earlier that the system is earth switched. The next check I usually do is to take a jump lead from earth and attach it to the lower section of the steering column. If the horn now works then the problem is on the steering column earth. There are two earth straps, one from the underside of the steering column U clamp to the greasing point on the steering rack and - the usual culprit - one linking the two halves of the knuckle joint on the steering column. Check and/or fit the missing earth strap and you are in business.

* If the column is earthed then the next point to check is the steering wheel end. Take off the



contact on the horn push to earth via the steering column.

* Finally, while on the subject, why does the horn sometimes go off when turning the steering wheel? Well, usually it is because of one of two things. One: the nylon washer at the base of the outer steering column is missing - this isolates the outer column from the U clamp joining the upper and lower sections of the steering column. Two: the steering wheel (especially after market ones) is too close to the outer column. This is adjusted by loosening off the two bolts on the U clamp and pulling the steering wheel towards you - 1/16th of an inch is usually enough to sort this out - but don't forget to tighten up the clamp again.

Here's to a noisy result!

Looking forward to seeing as many of you as possible at SEM at Leatherhead in May. Bonds have been a bit thin on the ground there the last few years so it would be great to see more there this year.

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CROFT HILL CLIMB

MY START IN MOTORSPORT **PART 7**

by Paul Robinson



10th September 2011 saw the last event in the Millers Oils 2011 Northern Ireland Hill Climb Championship – Croft Hill Climb in Holywood County Down. As Holywood is about a 20 minute drive (at most) from where I live it was easy to take a run down on a few occasions beforehand to familiarise myself with the road used for the event. It's a reasonably narrow and very steep country

road involving a series of blind bends followed by a short sprint to the finish line. For the main part the road is bounded by grass banks and hedges although near the start there is a cluster of houses on the apex of one bend and near the top, right on a long sweeping corner, there is pair of concrete walls marking the entrance to a private house. The first thing I noticed going into this bend, even at only 30

mph, was that the pillar at the end of one wall is uncomfortably close, the line most cars would take – something to remember before getting too carried away!

The Spitfire was going well when, on a wet and chilly morning, we made our way down to the event. For some reason (almost certainly a mistake on my part) the organisers (the Thoroughbred Sports Car Club, who also organise Cultra) allocated the Spitfire the number 12 rather than 33, which I used

throughout the season. The paddock area was the usual side of the road affair divided into an upper area for some classes and the lower area for everyone else. Other than that it was pretty much first come first served – as the morning went on space was increasingly hard to find. Thankfully (and for a change) we had arrived in good time, which meant a long wait for proceedings to start but at least there was not a half-mile walk to the start line!

The scrutineer, I discovered, was Gary Dunlop,



It's not much fun in the Wet!

cousin of the late and much missed club member Norman Edmond. Gary until quite recently had a Dolomite Sprint and has worked on many Triumphs over the years. After a thorough inspection of the car and a quick chat about Spitfires in general (plus details of a car he knew was for sale) I was given the necessary paperwork confirming that the car had passed. It then up to the organisers caravan and signing in for the day.

Just as the roads closed and we were getting

ready for the first practice runs the rain came and the temperature dropped. The marshals put on their waterproofs, convertible owners put their hoods up, umbrellas appeared over the single seater cars and we sat and waited for the start. Soon the unmistakable snarl could be heard of competition cars and we knew, wet or not, the first cars were getting ready to go.

The rain had not eased by the time my class was starting to go and so, with the roof up, I made my way to the start.

At Croft the start line is pretty much at the start to the first bend, followed quickly by the second, third and then all the rest of the bends – It's a short, twisty course on a steep hill with a short straight just at the finish – I love it! Not having a lot of experience of competing in the wet I took no chances on the first practice run. All went very well right up the last bend and the very concrete walls I had noticed when checking out the road in the weeks before – as I turned into the corner, for a moment, just a brief but very scary moment, the Spitfire under steered! However we made it around the corner and a few seconds later crossed the finish line. My time was 61.89 seconds, over ten seconds slower than the fastest in my class which gave me pause for thought– the gap is normally much larger.

The rain started to clear for the second practice run and I managed to get my time down by nearly 3 seconds but that was all. It was clear that the Spitfire was competitive on this course but I was having trouble finding the right lines for the corners. Never mind, after a short wait at the top of the hill it was back to the start line and the usual stop for lunch. As we waited for the first official timed

runs to start the rain stopped and the sun came out. The roads dried almost immediately and the day was completely transformed with really glorious sunshine.

The first official timed run saw me shave another couple of seconds of my time but the competition were getting much quicker – the gap had increased to 12 seconds. However I was enjoying myself and, while waiting at the top of the hill got chatting to the driver of a De Dion Button, which he explained used the same engine design that the company developed for first world war airplanes.

Croft attracts a fair number of spectators and during the afternoon both old friends and total strangers stopped at the Spitfire for a chat. Conditions were near perfect for the second timed run but there was lengthy delay for our



And I mean Wet!

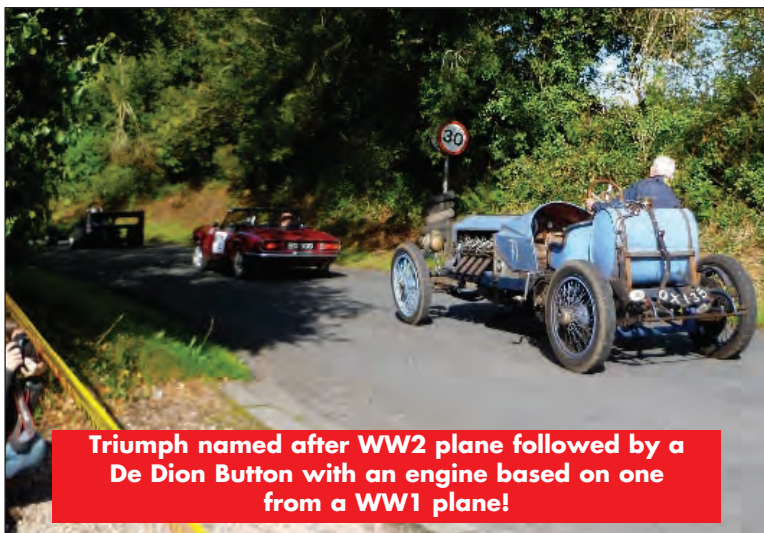
class was able to run. A marshal apologised for the delay and explained that an Opel Corsa had hit, yes, you guessed it, one of the concrete walls on the last bend. Thankfully the driver was fine. Everything was cleared up by the time I went and I was determined to shave off a few more seconds. However I made a complete mess of one of the corners and my time was slower (59.20 seconds) – so frustrating!

Another short wait at the top of the hill and then back to the paddock and the wait for the last official run. The weather was still perfect when I

made my way to the start line for the last time. The Spitfire was behaving flawlessly and, with the hood down. I lined up for the last official timed run on the last hill climb of the 2011 season. As I prepared to go my thoughts were

Championship; a nice end to both the day and the season.

So that faithful readers, ends my start in motor sport. The Spitfire and I survived seven hill climbs, made some new friends and had a



Triumph named after WW2 plane followed by a De Dion Bouton with an engine based on one from a WW1 plane!

great time. So what happens now? Well my second hand (and no longer acceptable) overalls have been replaced (£270- ouch), there's a new engine with a Kent cam waiting to go into the Spitfire, a place at Prescott Hill Climb school and the 2012 Hill Climb season to look forward to (Croft will be the first in April this year). Not only that but I have high hopes that fellow

mainly on the task ahead but I was conscious that on the same spot 6 years before I watched my good friends David Edwards and Gordon Dunlop in their Spitfires. Then the lights turned green and the Spitfire launched into action. I later learned that one of my work colleagues was talking to a marshal who, when I passed commented *'see that car, its not very fast but it goes as fast as it can'*.

I think it was praise but I could be wrong.

My last timed run was slightly better (58.11 seconds) but not enough to get me into the top five so no championship points. However the championship organiser came up at the end to check some details and ask how I had enjoyed the day. He then added his congratulations and confirmed that I had come third overall in Class 16 of the 2011 Hill Climb

club members Michael Hudson and John Hewitt will be competing this year. Can we make it two years in a row with Triumph in the top three of the Northern Ireland championship or could one of us even win it? Good luck to all club members competing in 2012!

Paul





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The Daily Telegraph



"There's No Fuel Like an Old Fuel!"

by Del Holman



"...to uphold the freedom..."

Recently the TSSC had an invitation to a conference at the Department for Transport with the Federation of British Historic Vehicle Clubs to discuss the effect of adding ethanol (ethyl alcohol) to petrol. I drew the short straw, and, being the Director that lives closest to the Home Office, I duly attended. Despite the national invitation, there was a rather poor attendance from the classics' clubs, and from the fuel industry – of which only Esso and Total sent representatives. 22 guests in all.

Far from affecting FBHVC clubs, those in attendance had other personal interests involving marine, aircraft and farming problems.

The main reason for 'diluting' petrol with ethanol is not to reduce greenhouse gas emissions – it is arguable whether current mixtures in use in Europe do make any reduction at all – but to find out the reported effects of fuel ethanol on a wide range of current means of transport, and to inform that ethanol is likely to become a future fuel derived from sustainable sources. The DfT seemed uninterested in the research that shows that 10% ethanol in petrol is likely to increase carbon dioxide production. Food and crop waste is the main current source of ethanol, but future research is heading towards the decomposition of woody cellulose wastes – which is a much more difficult proposition.

So, how does this affect us?

Currently some fuels contain no ethanol at all and do not create problems. Others do contain

up to 5% ethanol (so called E5). In due course E10 fuel (10% ethanol) will become available, but E5 must be available alongside it. 2013 is the date when the possibility of an extension to the use of ethanol will be considered.

But currently, and until the end of 2013, 97RON fuel must contain no more than 5% ethanol. Even for the DfT this sounds rather vague as nobody is sure how ethanol production will progress.

Another problem is that today, almost nobody knows what our petrol contains! The fuel that leaves UK refineries is all pure petrol. It is stored in distribution depots as pure petrol. According to some company reps., ethanol is only added when the liquids are put into the delivery tankers. The same named and branded fuel can therefore have different amounts of its constituents depending on whether there is any ethanol available in the depot to go into the tanker !

How does ethanol affect our hobby?

With current E5 fuel, the answer ought to be "Not very much" but conference members were already reporting problems.

Old rubber contains elastomers that are attacked by ethanol, and the rubber eventually fails wherever it is in contact with the fuel. Such places as the pipe between filler and tank, tank to pipe to pipe connections, fuel pump diaphragms, O rings and many more.

Steel tank rusting can be accelerated. Ethanol is hygroscopic – it absorbs water. It is said that while the water is contained within the ethanol, it is not a problem, but changes of temperature, humidity and tank contents can cause

the water to separate out. Water is the more dense liquid, and when it sinks to the bottom of the tank, in contact with the steel, that's when serious corrosion starts. It is also the reason that the refining companies do not store the petrol ethanol mix. It would rust their storage tanks.

Fibre Glass.

Some resins are attacked by ethanol, and the motor-cycle clubs have many reports of classic machines that have fibreglass fuel tanks dumping a tankful of fuel on the garage floor overnight. Not healthy in a small garage ! Fortunately since 1970, fi-glass fuel tanks have been illegal.

Any more? Oh yes !

Ethanol in fuel makes it a better conductor of electricity, and as a result, two dis-similar metals in contact will start a galvanic reaction that will erode one if them. We have a whole range of affected metals – steel, brass, copper, aluminium and even the mazac alloy. Such problems arise anywhere from fuel gauge senders to fuel pumps to carburettors.

Tank internal sealant coatings are dissolved, and the resultant mush can block the fuel lines and/or cause engines to stall.

The ethanol is also suspected of increasing vapour locks – which is not good news for our PI members.

Diesel fuel is not immune ! There's likely to be ethanol in the diesel in our Euroboxes. Bugs that live in the ethanol grow quite successfully in diesel and the growth easily blocks pipes –

and injectors.

Businesses such as farmers and river-based boats are concerned that their large stores of fuel will easily become contaminated.

One attendee asked about aircraft fuel... Apparently, aircraft have no filters in their fuel lines !

Ethanol contains less energy than petrol, so for the same journey you will use more fuel, but for the same cost per litre. The DfT ducked the question of any reduction in Duty – that's the Treasury's responsibility!! Hence the publicly pronounced emphasis on the renewable aspect of bio fuel rather than CO2 reduction.

During the meeting I had discussions with MG club representatives, who have liaised with **Burlen Fuel Systems** over the galvanic action at carburettor needle valves, where brass is in contact with aluminium, and where brass floats are in trouble. **The Article Follows this piece.** *"Article originally published in Safety Fast! and reproduced with the permission of the V8 Register - MG Car Club".*

For those of you that have been involved in the Messageboard discussions under the Spit Mk4 and 1500 heading, this info is the best I can do at the moment. But I expect there's more to come.

Turn the Page for Burlen Fuel Article.

Del.

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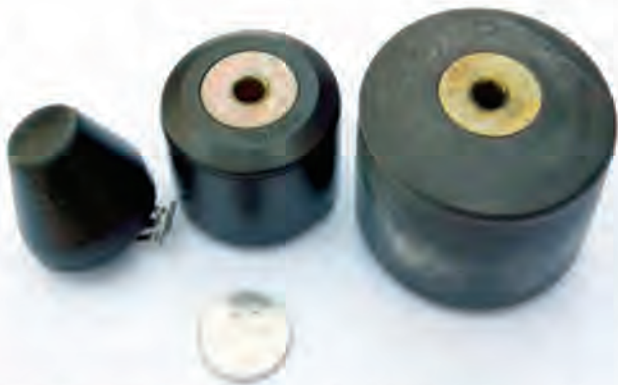
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What are the concerns with biofuel for MG enthusiasts?

Earlier this year a report on the compatibility of vehicle fuel systems with bioethanol from the consultancy QuinetiQ for the Department of Transport recognised the problems for older cars running on blends of ethanol and petrol. The report recommended a delay in the introduction of higher levels of ethanol in the UK. The questions on many MG enthusiasts' minds are what are those problems, what damage has been seen with SU fuel system components and what alternative materials have been used for replacement parts? So we visited Burlen in Wiltshire, the only maker of genuine SU carburettors, fuel pumps and spares, to see what damage they have seen to SU fuel system components from ethanol and what alternative materials they have used to produce replacement parts.

Since the introduction of ethanol in motor fuels in the UK and overseas there have been three main areas of concern – corrosion of fuel tanks, compatibility issues over the effects of biofuels on rubber components and sealants, and combustion issues. The FBHVC (Federation of British Historic Vehicle Clubs) has recognised the seriousness of the problems with the present E5 (motor fuel with 5% ethanol) and has been very actively working on them, not least lobbying Government to delay the planned introduction of E10 in the UK.

The **corrosion concerns** are that biofuels in petrol attract water which can then lead to corrosion in fuel storage tanks and supply systems, particularly when fuel is stored for lengthy periods in a classic

car laid up over the winter months. A number of corrosion inhibitor additives have been produced, some of which are already available from suppliers and classic car specialists. Earlier this year the FBHVC commissioned independent tests of commercially available additives and the results are expected by the end of 2011. Then the Federation hopes to be able to launch an endorsement scheme to assist classic car enthusiasts selecting an additive.

The **compatibility concerns** are that some types of elastomers and polymers used for moulded and flexible rubber components may swell, shrink, begin breaking down or leak and seals may not perform well. The most common complaints are that fuel tank sealants have failed and the consequential effects are leaks, blocked carburettors, fuel starvation, weak mixtures and engine damage. Biofuels also have adverse effects on some metal components in fuel

systems, for example brass and copper. Unfortunately there is no quick fix or additive solution for these material compatibility problems, only replacing non-compatible materials with parts which can perform better in the ethanol/petrol blends used in commercially available motor fuel.

The **combustion and driveability concerns** with the biofuel blends currently available pumps in the UK are technically complex and in some respects controversial. They are being examined by FBHVC experts so clarification is expected in due course.

What problems have Burlen seen?

Generally Burlen has not seen many problems or complaints with SU carburettors – in fact only two in the last few years. In those cases the problem was jelly like deposits in the carburettor bowl but Burlen feels it is likely the problem is caused by other factors, for example from drivers in other countries using various additives in their fuel which lead to SU carburettor and fuel system problems.

Damage has been seen to plastic motorcycle fuel tanks and the cause has been identified as the adverse action of biofuel on the original plastic tanks fitted to those machines. So replacement tanks, made from a biofuel resistant plastic material, have been a necessary preventative replacement.

Burlen's tests on the rubber fuel hoses previously supplied for SU fuel systems showed some disintegration on the inside surface of the hose from E5, so Burlen now supplies an ethanol resistant rubber fuel hose. Another replacement fuel hose option, Gates 3225 hose from Car Builder Solutions, is good for 7% ethanol.





SU carburettor bodies were made from Mazak (zinc and alloying elements of aluminium, magnesium and copper) but most recently are pressure die cast aluminium items which they hope to roll out across the SU range. The latest aluminium bodies are for MG P and J types and H4 carburettors for MG TFs and MGAs. Whilst Mazak is not recommended as compatible with biofuel in the table below produced by CONCAWE, Burlen has not seen any adverse effects or damage except the deposit of a light varnish or gum which has not become a problem. Nevertheless they continue to monitor the situation.

What replacement materials and parts has Burlen introduced?

Burlen has changed all its rubber fuel hoses to fully ethanol proof string reinforced components made from Viton sourced from a UK supplier. Viton is a brand of synthetic rubber, a fluoropolymer elastomer commonly used in O-rings and other moulded or extruded goods like fuel hoses. The hoses are rated to 225 psi – not a fuel pressure SU carburettors would experience!

Burlen has seen that thin rubber membranes in fuel pumps do not rot or split from contact with biofuel but they do become either too supple or in many cases very hard so they no longer perform well as efficient membranes. So Burlen uses their latest Viton diaphragms in both new and restored fuel pumps.

Some years ago SU introduced a rubber tip on the float needle valves in their H type carbs to achieve both a better seal than current brass and steel versions and improved wear characteristics to prolong the life of the valve. Burlen replaced the

rubber tip with Viton to improve performance with ethanol fuel mixes. The main metering needle had always been made of brass but as a further improvement Burlen recently changed this to nickel silver (brass with 20% nickel). This retains the necessary good machining properties to make accurate needle valve seatings, needles and jets while improving corrosion resistance for ethanol fuel use and lowering the cost.

Burlen's original plastic/nylon float was produced as two halves which were then sealed together. The experience with this pattern of hollow white plastic float has been good, but after use for some time they are usually seen stained brown and the more so in the last few years. Burlen had previously supplied a robust plastic carburettor float for military fuel systems which had a honeycomb structure and was not hollow so that if the float is pierced for any reason, then it will continue to float and perform well. Burlen has since developed a range of plastic floats called StayUp® Floats for its SU carburettors which it has tested in E85 with no problems. So they are they are now available for H and HS type carburettors fitted to Midgents, Sprites, MGBs and MGCs. They are looking at the viability of this float for older versions.

Burlen continues to sell its traditional SU brass floats alongside the newer StayUp® Floats for enthusiasts who wish to maintain the originality of their vehicle. No damage has been seen with the traditional

brass floats and there have been no signs of biofuel attack on the solder used to join the upper and lower sections of a brass float. Brass is an alloy of copper and zinc. A horseshoe shaped StayUp® Float for the HIF carburettor used on the MGBGTV8 model is being developed and will be available soon.

Where next in the UK?

It is likely E10 will come in during 2012, a blend the DfT acknowledges is not suitable for most pre-1993 cars and many newer models too, so classic car users may then have to buy the more expensive premium E5 fuel like Shell V Power. An EU Directive requires Member States to ensure that supplies of 5% ethanol petrol are maintained until 2013.

Burlen Services

Burlen owns the intellectual property rights and SU trademark and has expanded its manufacturing and development facilities in order to maintain a good spares and refurbishment service for SU carburettor equipment and fuel pumps. They employ some 60 people with four experts on the restoration side and business is booming. You can contact Burlen at Salisbury on 01722 412500. For more information see www.v8register.net/ethanol.htm

Table is from CONCAWE, the Oil Companies' European Association for Environment, Health and Safety in Refining and Distribution which has carried out extensive work on the uses of petroleum substances.

Recommendations for Materials Considered for Use in Ethanol and Ethanol/Gasoline Blend Applications

Material	Recommended	Not Recommended
Metals	Carbon steel with post-weld heat treatment of carbon steel piping and internal lining of carbon steel tanks Stainless steel Bronze Aluminium	Zinc and galvanised materials Brass Copper Lead/tin coated steel Aluminium (may be an issue for E100)
Elastomers	Buna-N (hoses & gaskets) Fluorel Fluorosilicone Neoprene (hoses & gaskets) Polysulfide rubber Viton	Buna-N (seals only) Neoprene (seals only) Urethane rubber Acrylonitrile-butadiene hoses Polybutene terephthalate
Polymers	Acetal Polypropylene Polyethylene Teflon Fibreglass-reinforced plastic	Polyurethane Polymers containing alcohol groups (such as alcohol based pipe dope) Nylon 66 Fibreglass-reinforced polyester and epoxy resins Shellac
Others	Paper Leather	Clay



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Readers Write



A Welcome Addition?



It was April 1st last year when I was sitting quietly in my office, when I heard the roaring of a Triumph engine.

Glancing out of the window I noticed a red GT6 hurtling down the hill, seemingly totally out of control.

It hit the verge and took off, heading towards me and then, with a thump, it hit the side of my house and came right through, sticking half in and half out of the building.

What amazed me was that its headlights were still on and didn't seem to suffer any damage at all.

I lost a lot of plaster from around the entry, but I didn't mind as it was such a really nice looking car.

The driver was quite stunned and, after making him a cup of tea, I asked him if I could buy his car and leave it where it was.

We cut the outside bit off and just left the front section in the house, which we think looks so nice with the lights on.

Peter Milner
Southern Area



A Tale of 3 Hats

It was the best of hats and the worst of hats, and there were three

HAT ONE was the old faithful from SEM 2005 now just worn in it has seen rain,

snow, sun, car oil, and even the odd spot of paint. This lived on my seat in Tallulah my Spit.

Nicely worn in and appreciated by the wearer and not the observer. The best of hats and the worst of hats

HAT TWO was my good hat, NEC 2009 this had seen some sun, some rain, no snow, no oil, and no paint yet. and normally lived on the parcel shelf of Tallulah and was whisked out when the occasion demanded.

It was not as comfortable as HAT ONE but was appreciated more by the observer. The best of hats and the worst of hats

HAT THREE still has its label on, 'HQ 2011' has not seen sun, rain, snow, oil or paint yet and is not comfortable yet but is appreciated a lot more by the observer.

It is a far better thing I do now than I have ever done, HAT ONE is destined for a life in the garage. No more sun, rain, snow, but lots more oil and paint

A Spitfire
Essex

SOUTH OF ENGLAND MEET

13TH MAY 2012

by Guy Singleton

It's that time again – the start of the show season!

Location:

**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**

OK folks, time to get those cars out of winter storage (if they were ever put away), MoT'd and serviced ready for the **TSSC South of England Meet at Leatherhead!**

As with last year there is only one show day on **Sunday 13th May**. However, as with last year, camping is available overnight on **Friday 11th and Saturday 12th** at £5 per camping unit - tent, caravan etc - for the whole weekend.

Please bear in mind that although you are welcome to join us from Friday evening onwards, there will be **NOT** be a show on the field on Saturday.

For the last couple of years we have offered you the option of following a guided route around the local area however there has been very little take-up of this. This year Karen



Chignell of Surrey Area has offered to lead as many cars as would like to join her to the Bluebell Railway in East Sussex to enjoy a day at their Southern at War Weekend, a journey

of around an hour or so.

This event will include Concert Party shows, Afternoon Band concerts, Wartime Cinema, Sussex Home Guard, Fire Brigade Watch Room, Military vehicles, Home front displays & food and they hope to also have aerial displays although that has not yet been confirmed.

Please see the Bluebell Line website for further details of the event: www.bluebell-railway.com/event/southern-at-war-weekend.

For further information about the run from Leatherhead Leisure Centre please contact **Karen Chignell (Surrey AO) on 0208 8733022**.

SEM is still great value for money with the entry cost held at £5.00 per adult, entry for under 16s is free and the Leisure Centre facilities will be available at non-members prices during the weekend.

On Sunday the show we all enjoy and look forward to will be held on the rally field. The **Tune Up vans** will be there to fettle your cars and **Adam Chignell** will be on hand to oil your trunnions and check the front suspension.

Those of you who have been to SEM before will know what to expect but for anyone who hasn't been then do make this the year that you come out to join us. We're particularly hoping for a good turn-out of early Spitfires and Vitesse to celebrate the 50th anniversary of these models.

The Club shop will be in attendance as will many of the Club officials, AOs and Register Secretaries ready to carry out valuations on your car, answer questions you may have and perhaps take notes and photos of your car for use in future Courier articles.

There will be autojumble (pitch free for

jumblers, only the same entry price to pay as everyone else). Please bring along any jumble you have - the more the merrier.

There is also a Concours competition on Sunday - but don't worry if you haven't polished your exhaust or have forgotten all the paperwork, the SEM Concours is on a lighter note than many others. The only criteria for the winners and runner up cars is 'what the judge likes on the day'. Every car on the field is eligible for judging and you don't have to book in for it - just be there for the judges to look at your car - and be there for the prize-giving - just in case!

SOUTH OF ENGLAND MEET CONCOURS WINNERS 2011

BEST HERALD - FHP 644C - Hatchback

Chris Gunby

RUNNER UP HERALD - FMM 714J - 13/60

John Hill

BEST VITESSE - OVV 756J - Mk2 conv

Andy Smith

RUNNER UP VITESSE - 9598 PK - 1600

Nick Bareham

BEST SPITFIRE - SRE 811W - 1500

Peter Harding

RUNNER UP SPITFIRE - DLT 829T - 1500

Brian Jobin

BEST GT6 - GTJ 102K - Mk3 - Ian Gordon

RUNNER UP GT6 - UYC 877M - Mk3

Trevor Hughes

BEST BOND - NDF 181F - 4s - Andy Belcher

RUNNER UP BOND - CBF 646H - 2l Conv

Bob Buckby

BEST SPECIAL - PDD 270G - Stanbury TT

Mark Farley

RUNNER UP SPECIAL - TKN 943 - Gentry

Terry Johnson

BEST SALOON - GCL 777F - Mk1 2000

Stephen Pedley

RUNNER UP SALOON - HNR 108N Toledo

Andrew Burford

BEST SPORTS - TFM 533K - TR6

Philip Payne

RUNNER UP SPORTS - VEW 349L - Stag

Mike Goolding



Editor Bernard Presents Best Herald to Chris Gunby (Left)



Best of Show

Best Saloon

GCL 777F - Mk 1 2000

Stephen Pedley

Presented by Chris Gunby



Paul Richardson©

Roger Dowson
1944 to 2012



I received the tragic news from Joan Henderson, wife of the late Ray Henderson, that Standard Triumph competition and experimental department engineer, **Roger Dowson**, passed away on **4th February**.

Roger's expertise was regularly mentioned by staff who worked in the competition/ experimental departmental during my interviews with them, including Ray Henderson who ran the competition department. I first met Roger at a get together of ex Leyland Triumph engineers in Coventry a few years ago and he was a most engaging and cheerful character and whilst listening to some of the 'shop talk,' and the complexities involved with some of the projects Roger was involved in at Triumph, his modesty tended to hide the fact that he was of all things a master craftsman.

I subsequently interviewed Roger, who'd worked at Armstrong Siddley in Coventry, before joining Ray Henderson's competition department. Roger told me.

"I joined the Triumph competition department, which was under Leyland's control then, in 1967 when the official works team had been disbanded, but the competition shop was still involved with preparing cars for privateers like Bill Bradley who was racing his Spitfire which we looked after, and we also prepared Triumph 2000s for Roy Fidler. Our competition shop was at the back of Fletch North then where we had our own small department. Ray Henderson ran the department with Peter Cox as charge hand and the other lads in the department included Pete Clarke, Brian Spencer and of course myself."



**Roger Dowson - Standard Triumph
Experimental Department Engineer**

I asked Roger what kindled his interest in competition work.

"Well, it all started really when I was still at school when my father introduced me to a speedway rider called Brian Meredith who worked at Armstrong Siddley and I became very interested in speed way bikes. This led me into helping Brian by cleaning his bikes and leathers first of all, and I progressed to doing more work on his speedway bikes and used to go away with him racing almost every week end because at one stage he became a

Roger Dowson - Engineer

full time professional speed way rider. Brian was racing up until 1960 I think until he had a very bad accident and decided to stop speedway racing. I then became interested in motor racing and tuning engines."

I asked Roger what was the first project he became involved with at Triumph.

"Well the first big project was the Triumph

went extremely well and Denny Hulme was down to drive one of the cars and Roy Fidler the other. Pete Clarke and Pete Cox built Roy Fidler's car and Brian Spencer and myself built Denny Hulme's car, which was a Triumph Cactus colour."

Roger was also involved with many one off experimental projects including the building of an experimental 'live axle' prototype Spitfire incorporating coil spring/ shocker units and radius arms with Ray Henderson. This prototype was built specifically to see if it handled better than the production Spitfire due to problems experienced with the transverse leaf spring rear suspension. Roger told me. "The live axle prototype we built had much improved road holding over the pro-



Roger Dowson racing the prototype TR7 he bought from the company in a rally cross event. Roger rebuilt the car from a wreck - after it had been crashed at MIRA.

1300 prototype I built with Ray Henderson for the televised off road event in which the London Motor club competed against the Army team at Bagshot. This 1300 was built with a 70X Le Mans Spitfire engine, and Ray did a bit of wizardry on that car because we took out the 1300 rear floor pan and fitted a Triumph 2000 rear floor pan which allowed us to fit the Triumph 2000 rear suspension and diff. I really enjoyed that type of work where you could improve a competition car with a bit of innovation."

"I think it was after that when we built two Triumph 2.5 petrol injection saloons specifically for the RAC Rally which was unfortunately cancelled due to the outbreak of foot and mouth disease that year, which was a big disappointment for our team because the cars

production Spitfire when we'd finalised all the suspension geometry, but Ray was ordered to scrap the car not too long after we'd finished it because of the embarrassment it would have caused our directors bearing in mind the handling problems inherent with the transverse leaf spring rear suspension set up."

I asked Roger about any interesting sports car projects he was involved with. "Well I collected one of the TR7 prototypes from Italy with Graham Stanley, who was foreman of the experimental shop under John Lloyd. I remember testing prototype TR7's at MIRA on the banked high speed circuit testing general reliability and we had problems with the head gasket failure several times and I was on that TR7 test programme at MIRA almost every day for about six months. I also bought a TR7 prototype from the company myself and prepared and raced it with a pal of mine in rally cross races."

"In 1974 we were moved out of the Competition shop and Pete Cox went to press cars, and Pete Clarke and I moved into the

main experimental shop on general experimental work for production. But the car industry under Leyland control then was in turmoil and when the three day week started, I decided to take on some foreigners in my garage at home to earn some extra money."



Roger Dowson (left) with his pal Dennis Barbet at Jigsaw open day

"I prepared quite a tasty modified Dolomite Sprint in my garage with a pal of mine for a guy called Bob Saunders who loaned it to Gerry Marshal who'd driven for the Vauxhall team and he thought it was a good car to race. So in 1978 I started building high performance Dolomite Sprints in my garage and the cars won a couple of championships."

N.B. Roger's son, Simon, informed me that Gerry Marshal and Tony Hill won the Britax and Derwent T.V. championships driving Dolomite Sprints built and prepared by Roger. Roger remembered of this period.

"At the end of 1978 Gerry Marshal was offered the job of running the works Dolomite Sprints in the British touring car championship and asked me if I would join him in his business down at Silverstone and that's when I left Triumph to work in partnership with Jerry in

his business, Gerry Marshall Racing, preparing the cars and we had some very good results."

Roger's expert knowledge on Sprint preparation led to a host of successes for Gerry Marshal and Rex Greenslade in production saloon car events, and Group 1 and Group A racing.

Roger then told me how he started his own business **'Roger Dowson Engineering.'**

"I'd always wanted to start my very own business when I first started preparing Dolomite Sprints in my garage at home and this led to approaches on various other projects when I was still with Triumph, and I'd also taken on various projects on historic cars, as well as preparing Sprints, so I decided to start my own business in a unit at Silverstone in 1982. I built and maintained several customer cars for historic racing which I really enjoyed including a TR3 for a guy called Gordon Bruce.

And in 1983 I managed secure a deal to run the Works Metro team in the British Touring Car Championship, which I did for the next two years."

Roger's son, **Simon**, graciously provided the following details of some of Roger's amazing racing achievements.

During the eighties Roger took many championships and class wins for different production saloon car championships. He was commissioned by the Austin Rover Group to develop and run the Group 'A' M.G. Metro for the likes of Tony Pond, Armin Hahne and Steve Soper. He also developed the M.G. Maestro for one make racing. He finished 2nd in class in the British Touring Car Championship with Jerry Mahony in an RS500, and won the Willhire 24hr race and ventured into classic cars winning the Historic Sports Car Championship with David Franklin in the McLaren M6.

In the nineties he formed a relationship with Mazda, initially developing the MX5 for one make racing and running the celebrity car. This then branched into the British Touring Car Championship developing the 323 in 1992 with Patrick Watts at the wheel. In 1993 Mazda pushed its Exedos model in its distinctive purple and yellow 'Mr Blobby' colours. The car, with Watts at the wheel, excited the

Roger Dowson - Engineer

crowd and took pole position at Snetterton, front row at Knockhill and many top ten finishes were achieved during the year. The second year for the Exedos had David Leslie and Matt Heal at the wheel of the two car program before Mazda withdrew from the BTCC.

Simon related of Roger's business from the late nineties.

'Dad became more involved with building, preparing and maintaining cars for Historic

and the 'Aygo Crazy' conversion. Circa 2005 Roger also played a major roll in his son Simon's business **'Delta Motorsport'** including the building of GP Masters cars, The Venom GT Supercar and the electrically powered cars produced in Simon's business.

Among the tributes I've received from Roger's colleagues, Triumph Design/Development engineer Dennis Barbet said. *"Roger was a delightful friend, a first class engineer and a*



Roger Dowson (left) pictured with his son Simon, at Simon's business 'Delta Motorsport'

motor racing including many AC Cobras, a Ford Mustang for David Franklin, and Tom Delaney's Lea Francis. He also prepared E Types driven by established drivers like Colin Percy and Win Percy. '

Roger's excellent engineering reputation at Triumph is a matter of fact, and in his own business Roger's reputation in prototype/ performance engineering building competition cars became truly international. Roger's technical know how from the year 2000 also led to a contract with Toyota on special projects including the Toyota Prius rally car

devoted family man."

Competition and experimental engineer, Pete Clarke, remembered. *"Roger was a first class engineer and a brilliant friend. He was also the sort of man who would do you a favour rather than not do you a favour, and he was well liked by staff in all our departments including the drawing office and engine section."*

I'm sure members of the Sports Six Club will join me in offering Roger's wife Jenny, his son Simon, and his daughter Amanda and all the Dowson family our deepest heart felt sympathy in their loss.

SPITFIRE RESTORED

IN A WEEK! PART 2

by Danny Hopkins

Three phone calls, two Spitfires and a ridiculous challenge. Practical Classics Magazine editor Danny Hopkins tells the tale of a Mk IV's theatrical rebirth

At the NEC we take the whole car apart again in the name of theatre – we need to start with a naked chassis for the audience's amusement.

The Wheeler Dealers, **Edd China** and **Mike Brewer** turn up. It's their show and the live stage would be devoid of audience without them. Mike is the frontman and Edd wields the spanners with technical adviser **Paul Brackley**. They're excellent fellows all, which is a big relief. We have a good laugh at the state of the Spit and then look at each other as we realise what we've undertaken. It goes a bit quiet.

The silence is broken by **Ian Ford** and his son **Graham**, long term PC readers and friends of the mag who have driven up from Somerset to add restoration muscle and a bit of nouse. '*We can do it,*' says Ian, '*It's only a Spitfire.*' Ian runs his own restoration business so he should know. It takes most of the evening to rip the Spit to bits. We end up with a naked chassis, an Airfix kit of parts and an overwhelming need for sleep.

LIGHTS CAMERA... SPITFIRE!

It's Friday and the chassis is naked, we're all

exhausted and the calipers still haven't turned up. But despite these worries Edd, Mike, Paul, Ian, Graham, Clive, Keith, James and I spend a happy day getting in each other's way in front of a live audience. Miraculously we have a roller skate again by the end of the chaos, with



Deconstruction - NEC November 2011

suspension and everything.

We also have a dent-free bonnet thanks to the genius of **Leeds City College**. Restoration tutor, **Michael Coman**, kindly agreed to take the bonnet to the college's NEC stand and give it a sound thrashing. They get to work with hammers. Watching them recreate perfection made me vow to get to grips with metal-shaping. Not only is panel beating an art, it is also therapy. Become a master and people will want to befriend you. Do it regularly and I imagine attaining transcendental levels of karmic bliss



The Live Stage - Lights Camera... SPITFIRE!

with hammer and dolly. Joyful. Er... anyway thank you to Leeds College.

At this point it is worth mentioning the TSSC stalwarts **Derrick Binning, Bob Whiting** and, boss man, **Nigel Clark**, whose

purchased. The body was securely fastened to the chassis and the wires were connected. We added petrol and battery, and by 5pm all fingers were crossed.

After several abortive attempts the 1296cc four pot caught and roared into life. With only a four-branch manifold to absorb the noise the whole hall stopped and stared. Unfortunately, an historic car launch was happening as we fired the Spit up - apologies to the chaps at Frontline and Future Publishing... it wasn't deliberate. We end the day feeling satisfied and slightly deaf.

Another all-night paintathon has us staring at a symphony in white primer. Thanks to the



The NEC Audience being suitably Amused...

encouragement, material help and on-the-day expertise made the whole exercise possible. All are men who know a decent challenge when they see one and get to grips with it in the true spirit of classic camaraderie.

The other source of good karma is the attendance of **Richard**, the Spitfires' original owner. He takes a front row seat and soaks

heroes of the restoration hall we also have all the bits we need to finish the car. Under-felt from **Josh** in the autojumble, UNF nuts and bolts from **Spalding Fasteners**, Flexible exhaust pipe, a brilliantly made bonnet hinge from Leeds College, number plates from **numberplates-4-u.co.uk**, waterless coolant from Evans and oil from **Morris lubricants**.

New wheels on, trim and seats in, hard top on, bonnet on and then the crowning glory of shiny bits and numberplates. Suddenly it's a car and there's excitement in the room. **Richard Tremaine** is back to see the Spit

THE NEXT STEP FOR THE SPIT?

Well, the story doesn't end here. In a unique link-up with **Practical Classics Magazine**, **TSSC** and brewer **Shepherd Neame**, this Spitfire is poised to become a working vehicle.

As you read this, a Pimento Red respray (two-pack paint kindly supplied by the **Triumph Sports Six Club Shop**) will now be being supplemented by some Spitfire Ale and TSSC decals, creating what we think is the first Mk IV Spitfire company car for many years.

'It's going to be used by our marketing manager Laura Salway through the Spitfire's 50th anniversary year.'

Graham Hukins, Shepherd Neame's visitor centre manager, explained. 'She's really looking forward to it.' The PC / TSSC / Shepherd Neame Spitfire will be revealed on the Triumph Sports Six Club stand at the



Spitfire Being mounted to 'Roller Skate'



complete, as is his wife (who can't quite believe it). At 5pm **Paul** - the only Wheeler Dealer small enough to fit in the car - turns the key, Richard joins him in the passenger seat and Mike Brewer sits on the rear panel. They roar off the stage in third gear (one and two were elusive) in a Spitfire that was on the move for the first time in 25 years. Stumbling out into the winter night there was only one question.... what shall we do next year?

Beautifully restored Bonnet Fitted



Triumph Spares day at Stoneleigh, Warks, on March 4. It is then due to take centre stage at



The Live Build Team Celebrating

the Faversham Classic Show in Kent on May 19-20. Here, the PC team will be bidding a teary farewell to the car for a whole year – although there are plans for a PC Spitfire lead road run from London to the Spitfire/Vitesse 50th anniversary in August (watch this space and PC magazine).

On the Sunday of the Faversham Show in May there will also be a dramatic race against a steam train. Further details will be announced next time.

Thanks to:

Andrea Seed, Richard Tremaine, John Simpson and the PC team, Edd China, Mike Brewer,

Paul Brackley, Clive and James Jefferson, Alan Bull, Ian and Graham Ford, Michael Coman, Derrick Binning, Bob Whiting and Nigel Clark. Rimmer Bros (www.rimmerbros.co.uk), CES Automotive (www.cesuk.com) Falken Tyres (www.falkentyres-uk.com), The Triumph Sports Six Club (www.tssc.org.uk), Leeds City College (0113 386 1971), Evans Coolant (evanscooling.com), Spalding Fasteners (www.spaldingfasteners.co.uk), numberplates-4-u.co.uk, Rustbuster (www.rust.co.uk), SU Carburettors (www.sucarb.co.uk) and Polybush (www.polybush.co.uk).



Back at the works - watch out for the PC/TSSC/Shepherd Neame Spitfire!

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MKIV 1500. BRG. Restored. Garaged. New engine 97 25,000 miles. O/Drive. Spax. Oil cooler. Lots more. Ring For full details & Photos. £3,250. Nigel. (Sheffield) 0785 120299.



1500 1977 53k miles, overdrive. Restored in 2007/8 after 20 year layup. All original panels, no welding. Resprayed 2010. Receipts for £2700 in parts alone. Offers considered, more pics available. £4,250 Brian (York) 07802 265504.



1500 1977. Overdrive, 114586 miles, Inca yellow, 8 owners (seller for last 18 yrs). MOT and TAX valid until Jan 2013. Engine had a full re-build at 91800 miles. Rear Diff replaced 87522 miles. Spax adjustable dampers all round, spax front springs. 4 pot

calipers and drilled discs. 4-2-1 twin box/s exhaust system, K & N air filters, oil cooler, roll bar. car is solid and reliable. Garaged. Receipts etc... TSSC value £4000. Offers around this. Ian (Totton) 07796 145082.

1500 Spares or Restoration. Red - unused for some years. Hard top, Overdrive gearbox, engine needs rebuild - free - buyer collects or pays carriage E. Barns (Southampton) 02380 842756.

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Herald



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M.W.

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SPITFIRE MKIII Standard recon gearbox less Bell housing, standard Propshaft, Clutch kit, 2 Black Bucket Seats, Offers. Brown (Sidmouth, Devon) 01395 516335.

2000 MK 1 Engine MB85142HE £75 GT6 MK1 chassis £75. 4 off Wheel rims £40 will scrap if unsold by end of April as no space. Adrian (Farnham) 01252 715781.

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GT6 occasional rear seat, Black, buyer to collect. £150 Martin (E.Sussex) 07969 375174.

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GT6 Mk3 engine, number KE21282HE with domed pistons. Condition believed good but was purchased some years ago so cannot confirm. £50. Colin (Kenilworth) 01926 730473.

COURIER back issues from May 96 **Free** May 1996 to Dec 2009 except Sept 2001 (might turn up yet). Buyer collects from Surbiton Surrey Oliver (Surrey) 07739 155401.

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SPITFIRE Mk3 parts needed Front valance (steel, original, fair). Windscreen frame (straight, not rotten). Door drop glass (no weld spatter or deep scratches) Thanks in advance. Chris (Cheltenham) 01242 673966.

STAINLESS manifold and down pipe for my MK IV 1300. Got twin box just need mani-

fold and pipe to complete Jim (Milton Keynes) 07787 102059.

VITESSE MK2 ENGINE Preferably including Distributor. Trevor 07767 701772.

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The following services are available from the Club headquarters.

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RENEWALS

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

Direct Debit Renewal £36.00 UK

Members renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK

TSSC - Sunderland Court

Main Street, Lubenham,

Market Harborough, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

e-mail: info@tssc.org.uk

<http://www.tssc.org.uk>

TSSC INSURANCE

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TSSC, Sunderland Court

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Tel: 01858 434424 Fax: 01858 431936

MAGAZINE COPY DATE

All magazine material must be received

BEFORE 8th of each month prior to the month of publication.

DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

e-mail: courier@tssc.org.uk

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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.

HERALD 948/1200/1250

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TBC

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Ben Broadbent, 26/28 Forshaws Lane, Burtonwood, Warrington
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TR7/TR8

TBC

AMPHICAR

David Chapman, e-mail: amphicar@tssc.org.uk

Tel: 01684 592985

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TBA

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Dan Chudleigh 1 Cottey Meadow, Kingsteignton, Newton Abbot, Devon, TQ12 3GB.

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Tel: 07971 017012 e-mail: international@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISERS

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Tel: 01302 850740 e-mail: concours@tssc.org.uk

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TSSC PUBLIC RELATIONS OFFICER

TBA

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799



TSSC

Area News Review

April 2012

Contents

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- **AREA NEWS**
- **EVENT ADS**



Spring Fell Run Challenge

SUNDAY APRIL 1ST 2012

Starting from Grizebeck Petrol Station (A5092) at 10.45 am we will travel through the splendid scenery of the Duddon Valley to Ulpha then onto Seathwaite. From there we will follow the Duddon River to the foot of Hardknott Pass and ascend the Pass from the East side, descending into the picturesque Eskdale Valley. Lunch at the Boot Inn, Boot. After lunch having travelled over Birker Fell the challenging ascent of Hardknott Pass from the west awaits with its magnificent views of Scar Fell and Conistoun Old Man. Then onto Wynose Pass and the Little Langdale Valley. Finally travelling along the shores of Conistoun Water, arriving back at Grizebeck around 4pm.

Some of the route has been changed from previous years.

Entry is £5 per car and will be limited to 30 cars. Closing date for entry 24th March.

A lunch menu will be emailed to all entrants prior to the Run in order for lunches to be available on arrival at the Boot Inn. Entrants to pay for their own lunch.

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 a 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!

Euro Boxes are welcome if driven by club members but they enter at their own risk.

WESSEX AREA PRESENTS

NEW FOREST RUN

Sunday 15th April 2012

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



AREA DIRECTORY

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.

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

Please note that TSSC Area Organisers are volunteers and avoid calling after 9pm.

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.
LOTHIAN & FIFE	Russell Macfarlane: 01383 822340	Elgin Hotel, Charlestown DUNFERMLINE KY11 3EE	2nd Wed. 7.30pm

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 7.30pm
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning: 0191 5485188	Travellers Rest (A691) - WITTON GILBERT off A691 Durham to Consett Rd	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	New Hall Tavern, Salmesbury - Preston. PR5 OXA	Last Tues. 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	Ian Blair: 01302 820119	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Martin Appleby: 01535 634239	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.30pm
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8.30pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	The Brick & Tile - Palmerstone St - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	The Elwes Arms - GREAT BILLING NN3 DT	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE	David Embrey: 0121 552 0550 William Bate: 01952 581391	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999 May to Sept West Midlands Police Social Club	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973	EDGBASTON Oct to April NAUTICAL CLUB BIRMINGHAM The Berkley Arms - SPETCHLEY. WR7 4QL	3rd Tues 7.30pm 1st Mon. 8pm

WELSH AREAS

NORTH WALES	Derrick Binning: 07930 210071 Bob Whiting: 01492 516479	Hollybush, Cefn-y-bedd - LL12 9UD	1st Tues. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Plough Inn at Aston Hill (1st FRI 8.30pm) Plough at St Asaph The Park Golf Club, COEDKERNEW - NEWPORT	3rd Wed 8pm. Last WEDS. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	John Barleycorn - DUXFORD CB22 4PP	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927	The Bird in Hand WRENNINGHAM	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON PO33 4RQ	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 Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30-8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. 8pm.
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 - WHERWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. 8pm
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	John Moore: 01722 710429	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
	Steve Hopkins: 07729 565059		
WESSEX	Trevor Carlyle: 01425 475376	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	Royal Forest Inn - COLEFORD GL16 7DA	2nd Tues. 8pm.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
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DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
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		MILAN.	
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		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT ANDOVER . . . AVON . . . BUCKS SOUTH

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



All but 6 Areas have now registered. (Thank you to those that have.) Those of you that have registered should have received your 'Tool Kit Packs'? Inside your Tool Kit Pack is a small survey on what you think of the pack. I would appreciate it if you could take the time to send the form back to me or send me an email with your observations, ideas or any improvements we could make. It is only a small survey but it will give Frank and myself a chance to discuss this with you at the Area Organiser's Seminar, any improvements? Is there too much in the folder? Or do you need a full pack every year? Or would updates suffice? Let us Know! For those 7 that have not registered yet **Remember you are Not Insured without it!!!**

Congratulations to:

£50 Club Shop Voucher **South West Wales**

£25 Club Shop Voucher **West Midlands**

£10 Club Shop Voucher **Newbury**

Please get in touch with Angie Hill at Club H/Q who will send them to you.

The Area Organiser Seminar/AGO is 29th April 10.30am any items for the Area Organiser's Seminar Agenda please can you send to me by any communication that is possible phone call, email, snail mail or pigeon.

A lot of you come a long way to attend the Area Organiser Seminar and AGO Remember this is your chance to have your say and ask questions on any subject!!

The Club Shop is also open 10am – 2.30pm Sunday come and see the New Herald Bar!! Well worth a visit.

Area Scottie!!!!

Don't forget as the New Season begins in 2012 you will be enjoying several events throughout the year and indeed organising a few. Please send me your pictures with a few words describing where and when your event took place and the fun you got up to!! The Area Show time article is a good opportunity to advertise your Area. Show off your pictures in glorious colour and (not squashed up in the back of the Courier) Encourage other Areas to join in your fun and games. Show new members what is going on in their Areas and best of all a chance to show off their Triumphs.

See you at the A/O Seminar and AGO.

Pip n Frank

Area Liaison Officers

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Firstly, and most important, Happy 80th Birthday Mike - great to see you at the last meeting and sorry we will not be able to

join you on the day - but thanks for the drinks!

A great turn-out for March with Mike, Chas, Ernie, Carol, Graham S - new visitor to our soirees, both Bobs, John and ourselves - and Ed saved the day by being the only one to come in a Club car, arriving in his TR7. Apologies were received from Graham R who has been working very long hours lately and thought he had better get home.

We saw Mike a couple of weeks ago when he and Graham S brought his new Vitesse to Bondhenge to have a smaller steering wheel fitted to it. Having swapped the wheels we discovered a lack of horn beeps so followed the usual trail of suspects until we found it again - hence the topic of the Bond article this month. I gather it took him a little while to get used to the difference but he is now happy with the modification.

The next meeting will be at **The White Lion in Wherwell (SP11 7JF) on Thursday 12th April** but before that will be the **Wyke Down Show on Easter Monday**. We do hope to be there but as we will be returning from a week in France the day before, if anything goes awry with our travel arrangements we may be noticeable by our absence! If that should be the case we hope the day goes well - if we do get back in time - we look forward to seeing as many of you there as possible on the Club Stand.

And finally, great to see Colin, Graham N and Burbage Bob at **The Bruce Arms (SN9 5LR)** last month. We will be meeting again there on **Wednesday 18th April** and hope some more of you will come out to join us there.

Guy & Suzie

AVON

Tel. 01454 327059

Apologies for a very quick report due to a family emergency which means I am unlikely to be here for the **March** meeting. We are all booked up for **Coleford** and will be arranging cover for the **Bristol Classic car show** at the **April meeting**.

There are rumours that BMW have applied for the Triumph badge laurel wreath. It would appear that they want to produce a roadster version of the mini and sell it as a Triumph roadster. Although these rumours have been about for a few years, the new trademark application has put them back into the limelight. The application apparently covers not only vehicles but accessories such as watches, books, leather goods etc. I guess we will have to see what happens.

I will publish the booking form for **Brean** next month and looking into a **museum/garden visit for the Saturday** for those that want it. **Saturday morning will be Father Christmas grotto** in his usual flamboyant style, so don't forget the Christmas decorations and hats!

Hope to see you all at the meeting on **April 2**.

June

BUCKS SOUTH

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Hi all. Well, what can I say?! Here we are in April and this is the first time I have managed to find the time to send a report! I do apologise and hope I can make a better job or find someone else more reliable than me!

So, going back to late last year (Dec 9th), we had a superb Christmas dinner at The Crown in Penn. Dan and Melvin, Paul & Liz, Phil & Alley, Robin, Kate and I attended. The food was

CANTERBURY

TSSC AREA NEWS



great and portions were ample to say the least. Robin did very well as he had already consumed a Christmas lunch on the same day, and he's a rather slim chap so goodness knows where it went! It was busy in the Crown too, so made for a most festive atmosphere.

The Dec club night was also a family birthday for me, so we did make an effort after the birthday meal had taken place, but must have missed whoever turned up by just a few minutes!

On the 13th December, Dan and I headed down to the Ace café for the classic car night. We generally take it turns, so my 2000 was called into play. The 2000 had other ideas. As we headed down the M40, all seemed well. As we got onto the A40, the traffic started to slow, and then stop. Sitting in the traffic, the 2000 then stopped. It started again and off we went. We did the same thing about three times before the 2000 would not restart. So, we were sat in lane 3 on the A40 where there's no hard shoulder. Drivers taking last second avoidance as they looked up to see what the issue was. This was getting pretty hairy. Dan and I pushed the 2000 upon to the central reservation as far as we could. Dan then took refuge in the middle of the central reservation and I contemplated the best option. I was just about calling the Police as we were in real danger when I thought I would call a friend who lives close and owns a Mitsubishi L200 pickup truck. I rang and asked where he was. 'I'm trying to get onto the A40, but the traffic is awful.' Yes, we were the cause of this. I said you'll never guess where we are, and he did. I have never been so happy to see him or his truck a few minutes later when he came into view just a few minutes later. Equipped with a recovery rope which was about 1 ft thick, he hitched the I200 and Triumph together. The traffic now had cleared, and cars were heading to us at 60-70mph. I was now really concerned! My friend said we would make an enthusiastic getaway and move across as quickly as possible. This was my next fear that the 2000 would have bits pulled off by the L200! Instead, the 2000 accelerated quicker than it has ever done before! We came off at the next exit. I tried the 2000, and of course, first turn of the key, it started!

Eventful to say the least!

The next Ace meet on 10th Jan was much less event full. Dan and I in my Vitesse (Rover Sd1) met up with a hardy few in the first meet of the year at the Ace. I did attempt the Brooklands meet on Jan 1st, but time and the weather beat me. I am a member of the Brooklands trust, and saw many pics and how pleased they are with the event that grows every year. So to the monthly Breakfasts at Brooklands where they are doing a similar event as Goodwood. For us, it's much closer and doesn't take a lot of time to get there, and personally, there's much more to see and do at Brooklands than Goodwood! The monthly meet at The Squirrel Jan 18th was limited in numbers to say the least. Andy in his Dolomite, Phil in the Hurricane and I in a modern British built car! We had a good evening with Andy giving some details of what's needed for the many boats trips for the Olympics and Jubilee! He will be a busy man.

Seems hard to believe, but the 23rd Jan saw the 2nd anniversary of Len Young passing. Still remembered in many conversations to the present day. Sadly missed by us all that knew him and his outstanding knowledge and history with Triumph.

For my birthday, I was allowed to go and visit a very good friend who emigrated to Florida three years ago. A double blow as a good friend and superb mechanic who had looked after all my fleet including the Triumphs. Superb time, but not without its effects. When I was sorting out an issue with my mother in laws car, I saw Paul 'racing' Lucas. He looked a little surprised at me. When I asked why, he said 'where were you last Wednesday?

I said 'at home', why?' It was as these words came out, I realised that I had got my weeks mixed up and realised that as I thought it was the following week, it had passed! So, sorry to all that attended The Squirrel on the 8th Feb. I did venture down to the Ace classic on the 14th Feb (after being given clearance from the CEO!) just a few other there but enough to see and bore friends about the US trip with!

So, hopefully we will be seeing the green shoots of spring in many different ways as we head into **April**. **Tues 10th** is the **Ace classic car night**. **Sat 14th** is **'The pride of Longbridge'** which is open to mainly Rover group cars but if you can find a link to Longbridge, then you're welcome. Over a thousand cars last year. **18th April** is the monthly meet at **The Squirrel, Penn Street Village**. **Sunday 22nd** is the National 'drive it' day with a run to Gaydon . There is also the Brooklands classic breakfast on the same day.

Take care, hope to see you soon.

Carl.

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Does this make sense? A quiet meeting but a lot going on. I say a quiet meeting as members were busy enjoying each other's company and engaging in various conversations. A lot going on from my perspective as Web master Bob, Diane and myself were trying to collate the much promised list of club runs and events. These kick off on **April 22nd** with **Steve and Mark's Drive it Day event**. Meet at 10am at J8 services on the M20 for 60 miles of classic motoring ending at the Dover Transport museum.

As for the rest it is, believe me, close to completion and will be with you shortly but in the meantime, here is the news.

Mike T of Burlington Bertie fame (he of the broken spring on the ferry ramp in France!) has contacted me and offered to organise a club stand for the **Whitstable Classic** on the **23rd of June**. It would be nice if as many as possible could earmark that one. He is also rooting out information on the Manston airshow which is heavily under advertised but was brilliant last year. Watch this space for that one.

My contact on Sheppey, Marc V, will organise a club stand for the **Swale Vehicle Enthusiasts** do on the **6th. May**, if there is sufficient interest. This is on Sheppey and is new to me but I am assured it is a nice little show, so I am asking him to act as our agent and set that one up for us. Let me know if you'd like to attend.

The very next day on the **7th. May**, there is the **Merton Vintage show**. I know several people have already booked for this one so we should have a good showing.

On the **13th. May** there is the **South of England Meet** at Leatherhead for those wishing to partake.

On the **20th. May** we have the **Faversham Classic**. Although this show charges £5 I am assured that there is a lot going on in addition to the vehicle displays. Booking form is on our website.

The **Open Gardens event at Canterbury Cathedral** has been confirmed to me today for the **26th and 27th of May** from 13.15 onwards. This was a quiet but enjoyable event last year and I'm sure it will be the same this year.



CANTERBURY CHESHIRE . . . CORNWALL

TSSC AREA NEWS

Canterbury Continues

We were hoping to organise a longer run to **The Shuttleworth collection at Biggleswade for the 26th May**, but when I spoke to them today for more information, was told that it had been **cancelled!** There are other options, but more of those later.

Jerry is burning the midnight oil organising his run to the **Bentley wildfowl and motor museum for the 10th. June.** More details later, but I'm looking forward to the run.

So there you have it: quiet, but a lot going on.

Regards

Henry

CHESHIRE

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Excitement this morning – driving along the A536 from Congleton to Macclesfield, an unusual shape was observed in the distance travelling in the opposite direction.

When it came closer, it turned out to be a steam lorry! Adrian tells me it's a Sentinel that spent its earlier life on Liverpool docks, and it lives locally.

We had four Triumphs in the car park at the meeting, a dramatic improvement on earlier meetings this year. We actually managed to get all the cars together in the car park (this is extremely rare, being able to park next to the Triumphs!) and I took some photos with the little camera, and wished I'd brought the SLR and the tripod. Adrian indicated that this was the first time his GT6 had been out in March for a number of years, spurred on (I think) by Heap the Vitesse getting out of the garage on a rather cool night.

There's been a little progress on Hark the Herald this month. He has propelled himself out of the garage and back in again (the exhaust fits properly now and the cooling system appears not to leak any more), and the back body was placed in front of a spraygun full of red paint and has duly turned red. Paul's Vitesse has been providing donor parts for Hark the Herald (thankyou Paul) and I have no news of the Spitfires and Jaguar. The Herald Estate has had fresh tinworm food added in place of the air caused by an earlier generation of tinworms, while my advice was to use fibreglassworm food instead.

And so to Stoneleigh. They obviously had a fight with the weather elves. Adrian's thermometer said 2°C on the way down, and it wasn't much warmer inside. We were passed on the way by a yellow Spitfire which had started its journey near Crewe, and in total we spotted six regulars at the bash (seven if we count Richard's son!). Adrian bought some engine valves (I think that's the right term) from the club, Paul came away with a piece of wheel arch (no comment) and I bought a few tools and an assortment of screws and clips. I was also introduced to Bernard the Courier Editor.

In the technical department, Dave indicated he has a sticky calliper piston, possibly related to using the standard brake fluid. My recently acquired bottle of silicone says all you have to do to convert from glycol to silicone is drain out the glycol and refill with silicone, but my recommendation is to renew all the seals, thoroughly clean, and reassemble with silicone.

We're going to have to revise the tool lending policy, which

Phil R

up to now has been based on trust. If you are (or know) the person who borrowed Adrian's torque wrench – then please – he would like it back!?!?

Our next meeting is on **Thursday 5th April at the Cock and Pheasant.**

CORNWALL

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Yes, it's confirmed at last! **We will be visiting Dingle's Fairground Museum on Drive It Day.** We have been there before and can confirm that it's a great day out. Dingle's has a small cafe, attached to a large indoor display of fairground parts and memorabilia going back to the beginning of fairgrounds. Lots of history. There is also a Wuritzer Organ that you can listen to. The larger shed houses the rides. The obligatory Dodgems are there along with several other rides, all £1 each with long rides. Along with us, we are expecting Cornish TRs and Stags, plus Club Triumph to convoy up with us, meeting up with TSSC Devon, Devon TRs and Stags. Last year we had over 30 cars at Morwellham Quay, this year it looks even bigger. Come along and join in the fun, if you've never convoyed before, it can be great, you certainly get a lot of looks and friendly waves. We will be leaving The Hawkins Arms, Zelah (just off the A30) at 10:30am prompt (not 10am as shown last month). Bring your family, bring your car and why not bring a picnic.

Other news; the camping weekend is currently being planned for **Friday 29th June to Sunday 1st July at Penmarian Park, Boddinick** (across the river from Fowey). This is a lovely friendly site where we are always welcome. On the Friday evening we try and meet up at the Ferryman's Inn (down by the ferry!), Saturday we have a leisurely drive out, perhaps across the very scenic Bodmin Moor, stopping somewhere nice (Possibly The Blisland Inn) for lunch, before completing our run out late afternoon. In the evening we have a communal barbecue (just bring food and drink), before breaking camp on Sunday morning for a pub lunch. If you fancy coming, please let me know so that I can get you booked in on the site.

Our February Pub Lunch was very nice, Graham (Mr Greyham) booked us all into Cornwall's highest pub, The Wheel Tor on the side of Carradon Hill. After we had had our fill we had a convoy around the hill and drove up to the TV mast at the top where there was simply a stunning 360 degree view of Cornwall (and a bit of England). If it hadn't been misty we might have even seen The Scillies. In March we went to, possibly the lowest pub in Cornwall, The Rashleigh Inn, Polkerris, but more of that next month.

Don't worry if you live 'down west' we do plan to visit you soon and have even got a plan to visit all the ancient sites around **Penwith one Sunday.**

I have been cajoled into going up for the **Club AGM** (thanks Sue), so if you want any points put forward, please let me know.

I have sent out a couple of emails recently to keep you all in touch with what's going on and am occasionally getting some replies, which is nice. If you're not getting the emails (about one a month) and would like to receive them, please let me know. Conversely, if you don't want to receive them also let me know and I'll delete your address. We are trying to be more inclusive of members that we don't see very often, so please feel free to come along and join in, after all you've paid your

COVENTRY

membership and this is all part of it!
Some events you could join in:-

APRIL

- Saturday 7th Lands End Trial;** all day throughout
North Cornwall – contact me for more details
Thursday 12th Meeting at The Hawkins Arms, Zelah,
8pm onwards
Sunday 22nd Drive It Day to Dingle's Fairground
Museum, Lifton, Devon – The Hawkins Arms,
Zelah, 10:30am
Sunday 29th TSSC AGM, Lubenham, Leicestershire
MAY

- Fri 4th – Mon 7th Isle of Wight Camping Weekend**
Thursday 10th Meeting at The Hawkins Arms, Zelah,
8pm onwards
Sunday 13th Route 38, Trerulefoot – lunchtime
Sat 19th – Sun 20th Triumph Marque Day, Prescott
Hillclimb, Gloucestershire

Since it's nearly the start of the show season, there will be other things happening too, so if you're going to a show and want some company, contact me and I'll try and put you in touch with other members who will be going.

Time to dust down your Triumph and get her out with us for some fun!

Mike

COVENTRY

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After a long, long, January what a short February! Although a very cold day our first event of the month, the Heart of England meet at the Griff on Sunday the 12th, was reasonably well attended, with 25 vehicles turning out, including a TR6, our Spitfire, 2 Herald Convertibles and an Acclaim, Paul and Joan came in their VW camper so the ladies could be more comfortable, but after a short while we all headed for the warmth of the bar, when we came out everybody had disappeared, still we all had a lovely Sunday lunch time, you can't beat a nice friendly chat and a look at Paul's latest Gadjet (a sort of iPad on which he had down loaded some great photo's).

Next was our February Dalos Day (Drive and lunch



on Sunday), The best supported one yet with 16 attending, in 8 cars, again the weather was lovely and sunny, so far every Dalos Day has been a very sunny Sunday, the route was organised by Maurice and Ann Smith who led of the convoy in their superb 1935 Armstrong Siddley Long Twenty Lauletta, an excellent route through the (at this time of the year) not so leafy lanes of South East Warwickshire, a well worked out route with some great views, we even stopped outside Sir William Lyons (Jaguar founder) mansion in Lapworth, see attached

TSSC AREA NEWS



photo, before driving on to the Queens Head at Bretford for lunch, a great day Bro, well done.

The 'Smiffy Spitty' is off the road now for it's annual check over and touch up, a bit more stone chip to cover the rust and make it look a bit respectable for the coming season of shows.

Our monthly meeting at The Bull and Butcher saw 11 off us in attendance, with 3 classic cars in the car park, we had some unfortunate news, Sharon arrived a little way through the meeting to inform us that Steve, her husband as had an heart attack, the reason for him not being with us, thankfully not too severe, all our wishes for a speedy recovery Steve from everyone at the TSSC.

Sunday 15th April Dalos Day was going to be organised by Steve and Sharon, but obviously not now, so we will now step in ourselves and organise it details to follow.

We have been asked by Dave Beechey, a TSSC member, if we could put on a parade of Triumphs in support of the **Myton Hospice Nurse's Appeal**, to take place in Earlsdon on the evening of **Thursday 3rd May**. Anyone wishing to join us are welcome, further details to follow.

Next Dalos Day is Sunday the 1st April. We will meet up at Corley Services, North Bound, to leave at 12.30pm. Lunch will be at The Cottage at Fillongley after, (we are sure will be) a delightful drive planned by Paul and Joan Cheshire.

At next months meeting on the **3rd of April**, Paul will be presenting a video show which will include the 1958 Alpine Rally in which Triumphs played a prominent role, so don't be late show starts at 7.30pm.

We would like to congratulate Bernard and the Courier for now putting our photos that we include in our newsletter in colour they look great, well done guys a great improvement.

We have dates for 4 more events, **The Kenilworth Show on the 2nd June, the Birdingbury Country Show on the 14th and 15th July and The Gloucestershire Warwickshire Steam Railway Classic Vehicle Day at Toddington Station on the 10th June and 16th September.**

That's all for now, see some of you at the Griff this Sunday the 11th March.

It's time to get them Triumphs dusted down and out and about, happy classic motoring

Phil & Lyn

Forth coming events :-

Sunday April the 1st. This is March's Dalos Day run, changed to 1st April because it would have fell on Mothering Sunday. Route to be planned by Paul And Joan Cheshire, meet at Corley Services North Bound to leave at 12.30pm, lunch is at The Cottage in Fillongley, a great day out, if you want to join us we must have your details by **Wednesday 28th of March** so we can reserve the places for lunch. Getting very popular.

Tuesday 3rd April Our monthly meeting at the **Bull and Butcher, Corley Moor**, Film show starts at 07.30 pm don't be late.

Sunday April the 8th. The Heart of England meet at the Griffin Inn Bedworth, starts at 11.00am, we tend to arrive at 12.00

Sunday April the 8th and Monday the 9th. Weston Park Transport Show a Transtar promotion, we will be attending on the **Sunday only**. www.transtarpromotions.com

Sunday April the 15th. Dalos Day run. To be planned by



COVENTRY DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

Coventry Continues

ourselves (Phil & Lyn) details to follow.

Sunday April the 22nd Stilton Run. Will meet up somewhere in Coventry area and drive in convoy to the start at Uppingham, entry forms contact Jim Barry Tel 01536 724512 Mobile 07952398638. email jim.barry@ntworld.com

Sunday April the 29th TSSC AGM Lubenham.

Sunday May the 8th Heart of England meet at The Griff.

Saturday May 12th and Sunday 13th Bidford on Avon Vintage Gathering. a change of plan, we will now be attending on the **Saturday only**, due to Sandwell being on the Sunday. A most enjoyable show on the banks of the Avon. Entry forms contact either Mark on 07747741393 or Matt on 01789778693.

Sunday May 13th Sandwell Historic Vehicle Show. We will again join up with the West Midlands TSSC on their stand, let us know the details of your car so they can be included with the stand entry, or individual entries contact 01215698276 email events@sandwell.gov.uk

Sunday May the 20th. Standard Triumph Marque Day Prescott Hill Climb. We do the weekend arriving on Friday pm and camping till Monday morning, a great weekend, come and join us.

Saturday 2nd June The Kenilworth Show. In conjunction with Heart of England, see Roger Perkins at the Griff Meeting.

Saturday June the 16th Sunday 17th Ashby Magna Midsummer Vintage Festival, again we camp for the weekend, great fun come and join us. Contact 01455 633277 or 07780616059 email shirleymarlow@aol.com

June the 22nd - 24th Peak Run Weekend, Still deciding.

Saturday and Sunday 14th and 15th July. Birdingbury Country Show. in conjunction with HoE. or Tel 01380 727110 E-mail: petermichaeltaylor@talktalk.net

Sunday 5th August. Mary Ann Evans Hospice Run

Saturday 11th August ASDA Day at Bruntingthorpe in conjunction with Heart of England a great day out, not to be missed. Contact Roger Perkins HoE

Sunday 12th August. Fillongley Show our local show where we have a stand, just let us know if you will be attending.

Sunday 26th August. The Coventry Run starting this year at Stoneleigh NAC Centre. www.festival-of-motoring.co.uk

Saturday 1st Sunday 2nd September. Shackerstone Festival. Another great show involving air displays, narrow boats and railways as well as cars. Again we camp the weekend, come and join in the fun. info@shackerstonefestival.co.uk

Sunday 23rd September. Kettering Vintage Rally at Cranford, a big event, lots of steam engines etc. www.ketteringvintagerally.co.uk

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Hi everyone, a big thank you to all the D.V members that came to the March meet. Numbers was a little up with the return of Richard W, Dave and Tina who gave us news of the newly purchased Vitesse now Mot'd and ready for the summer. The evening starting with a round up of this year's events and

who's intending to go to them and I can tell you its going to be hard to fit them all in, especially in June.

John Eade is going to be working on treasure hunt for the July meet and we are hoping for a **fish and chip run in August.** Both will get us out and about in our classics. We are also planning a **Saturday afternoon's Clay Pigeon Shooting**, complete with gun hire and tuition. Price will be circa £35 for 25 days.

As the night went on it soon became time to feed the old and the homeless (DV crew) with Julie's hot tomato soup. Colin could not resist calling out "get your baps out Julie" which is his way of saying he needed a bread roll. He also hosted the improvised general knowledge quiz. Eggheads John and Richard came out of top with 16/30 the rest of us did not get into double figures. The night ended in our usual raffle with Paul's bottom lip nearly on the floor until he won the very last prize.

We're having an **Easter Egg raffle and some hot cross buns next month plus a quiz from Stuart** (which is guaranteed to make you laugh).

If you have not been to one of our meetings then come along make new friends and have some fun. They are held on the **first Tuesday of the month at the Smalley Common Ex-Serviceman's Club** and start from 7:30pm.

Dates for your diary:

3rd April ~ Derwent Valley's Monthly Meeting. Smalley Common Ex-Serviceman's Club from 7:30pm.

[DE7 6FY] All Welcome.

22nd April ~ Drive It Day/Standard Triumph Day. Gaydon Heritage Motor Museum. A choice of starting points if you wish to travel to Gaydon as part of a group - details on our website.

29th April ~ TSSC AGM. 2:30pm at Lubenham Village Hall.

1st May ~ Derwent Valley's Monthly Meeting.

We might be on a run so check the website for details. All Welcome.

5th and 6th May ~ Donington Historic Festival.

12th and 13th May ~ Newark and Notts Show.

22nd to 24th June ~ **STAR EVENT Derwent Valley's Peak Run.**

That's about it for now.

Roger

DEVON

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Steve Wilkinson reported on a good February meeting at the Braunton Inn near Heanton, North Devon with Steve T and his recently restored TR7 Victory Edition, Steve W, Steve K, Dave & Kay, John & Joan, Glenn & Trish and Ray & Wendy having a good gas about life in general and Triumphs in particular! John also unwrapped his 65th birthday present from Steve and Sharon W - an Airfix Triumph Herald so he can fill the dark evenings with building a Triumph in the warm!

February's Club Night at the Star saw young Chris Watson drive up from St Austell in his Outspan orange Spit accompanied by Mum Karen. Dad Colin brought his TR7 too, and the only other proper car out was Dan's Spitfire. Nevertheless, a good attendance, with farthest travellers being Michael and John from Monmouth who made the trip specially. This month Julie remembered to take her calendar with her! We heard that Lisa E was intending to come along for the first time for ages,

DORSET SOUTH



TSSC AREA NEWS

but Ruby her Vitesse let her down in Sainsbury's car park and she was AA'd home. Uncle Dan's big news was that sister Jasmine and Chris now have a new addition to the family, baby Gabriel arriving a little early on the 11th, missing Dan's birthday by only four days. Congratulations from all of us. Catch Lindsay's beautiful GT6 restoration in March's Classics Monthly – with words by Adam Sloman.

Our 'Mad March Hares' run on 4 March clashed with Triumph Spares Day at Stoneleigh so we were missing some of our regulars. Despite that, we had a brilliant, if chilly, day. Colin & Karen arrived from St Austell, a little delayed as they had to return home and swop to the TR7 after 'Miss Daisy' their 2000 sprung a leak. Eventually nine Triumphs met at Chudleigh, along with Tracey riding shotgun, and we set off with Allan leading in the Vitesse. Through the lanes of the Teign Valley to Moretonhampstead and onwards to Whiddon Down where we met up with Jerry and Judith Stephens, having put their Devon registered mimosa GT6 back on the road for the first time this century – she was last used in 1997. So ten Triumphs arrived at the Countryman Inn at Sampford Courtenay, where we met up with Gerald and Anita Bailey and their friends Peter and Helen Sennett. Adrian was able to join us on a run for the first time for a while, and Phil Richman brought the Dolomite out on his first run with us, accompanied by his brother Craig who we hope is converted now to the Triumph cause. It was a good opportunity to meet up with members whom we have not previously met, and we hope that you will join us again before long. Landlord at the Countryman, Roger, is a classic enthusiast, and had a good look at the cars displayed, three Vitesse (Allan and Adrian's saloons, and Russell's convertible), two 13/60's (our's showing off her new hood and carpets, and Marc's), Maurice's 1500 TC, Phil's Dolomite, Ann's Spitfire engined Herald, Colin's TR7 and Jerry & Judith's GT6.

COMING UP IN DEVON

Remember we have decided **NOT** to have a run on 1st April – not that we are afraid of looking April Fools of course, but we are conscious that we have a lot of big events on in the next few weeks, with Drive it Day, the Isle of Wight trip and Marque Day at Prescott all fairly close together. With **Easter weekend** comes the first of the car shows, at the **South Devon Railway**, and also the **Autojumble at Hatherleigh** run by Devon Vintage (**Sunday 8 April**). **North Devon meet on Thursday 12th** (probably at the Braunton Inn again), and **Club Night at the Star Inn, Liverton will be on Wednesday 18th**.

DRIVE IT DAY 2012 We are liaising with various other Triumph Clubs in the region in the hope that they will join us on **DRIVE IT DAY – Sunday 22 APRIL**. We have been in touch with Dingles Fairground attraction at Lifton, on the Devon / Cornwall border and are proposing to travel there to display our cars and have a good time together. We are in touch with the Press Officer of the Fairground, Guy Belshaw, who has been very encouraging. Although the Fairground does not reopen until mid March, he is looking forward to us coming along as an added attraction. **START TIMES AND POINTS** Mike Crewes, Cornwall Area Organiser for TSSC tells me that Cornwall Area will be meeting at **The Hawkins Arms, Zelah at 10:00am**. We are proposing to have two start points in Devon, one at the **RAILWAY PARK & RIDE on the Bittaford side of IVYBRIDGE and the other at EXETER SERVICES**. Note – start times from both Devon venues will be **10.30am**. We would like to have an idea of how many to expect, so please let us know if you are interested in coming along.

Although it is a long way to Leicestershire from deepest Devon, Dan and Sue are travelling to the **Club's AGM**, along with Mike

Crewes from Cornwall, on **Sunday 29 April**. The Club Headquarters will also be open for a while, and we are looking forward to seeing the rescued 'Herald' bar in situ at Sunderland Court – as well of course to supporting the membership rule change which has been proposed by Sue and Ollie Scaife.

ALL Club members are welcome at the AGM, and it would be good to see more members attend this important meeting for the Club.

Looking ahead to the end of **JUNE** – Colin Watson is again organising a weekend away – at the **Southfork Caravan Site** at Martock in Somerset. This will be from **Friday 29 June to Sunday 1 July**. We have a full weekend of events planned, with a visit to the **West Somerset Railway on the Saturday**, and joining Somerset members at the **Taunton Car show on the Sunday**. If you would like to join us this year, please let Colin know on 07768 982182.

Devon Diary for April

Thursday 12 April North Devon meeting at the Braunton Inn

Wednesday 18 April Club Night at the Star Inn, Liverton

Sunday 22 April FHBVC Drive it Day trip to Dingles Fairground

Sunday 29 April TSSC AGM at Lubenham, Leics 4 – 7 May Isle of Wight Weekend

Sue & John

DORSET SOUTH Tel. 07920 549474

Hi all. Hope you have all spent the winter months wisely oiling your trunnions and greasing your nipples? It's nearly time for all you fair weather drivers to break cover literary !!!

Dorset South will kick off their campaign when we travel up the road to support the Wessex group for **The New Forest Run on the 15th April**.

Into **May** and I have checked my passport and can confirm that Dorset South will be on the Isle of Wight for the **TSSC IOW Camping weekend 4th to 7th May**, look forward to putting a few names to faces and a couple of shandys in the bar.

At the end of May Dorset South will be in attendance at the **Classic and Vintage car show Pecorama Beer Devon (27th May)**.

Other events for your diary if you find yourself down south are:

1st June - Open Top Sports Cars at Poole Quay.

3rd June - Hardy County run. Contact me for details.

15th June - Best of British at Poole Quay.

24th June - Charity Classic car show and Fun Day Weymouth. Contact me for details.

Hope to have pictures from these events in future Couriers and also on our Facebook page: **Triumph Sports Six Club (TSSC)**

Dorset South

Cheers for now

Rob

IMPORTANT NOTE

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

Here I sit after my wrist operation typing with one finger so this month should be a short report

MY OFFICE - Theodore TR7 MOT. Janet had to drive it up there with me in the passenger seat as I cannot drive with my wrist done up like a big balloon. I had wiggled a few wires and cleaned up some connections and the head lamp flashers worked, I was amazed as I did not think I had done anything to fix the problem. The exhaust was pasted up and it all went great, when he did the emissions test he said you can richen it up now, CO 0.34 out of a max of 4.5 and HC 68 out of a max of 1200. I think I went a bit to far this year on setting it up for the MOT no wonder it only ran when it was warmed up, but it passed which is what I wanted and it is running a bit richer, nothing else to report apart from getting bored as my right hand is not yet up to holding spanners.

OUT AND ABOUT - CLUB DAY. A lovely sunny day forecast and a chance at last to get the car out of winter storage. We had 4 Triumphs in the car park enjoying the sun. John's Herald, looking splendid on its first public appearance since its respray, Ray and Lesley's Herald, Ian and Cheryl's Spitfire and Mike Titchen's GT6. Mikes car was a welcome sight as its been off the road for a while having lot of work done, all the mechanical work well, most any way, has been done, he is now getting it ready for a respray (this seems to becoming a habit, my cars will get a complex) Ian was going to bring the 2.5 PI (Frenchy) for us all to see but an unfortunate incident in the week which left him with less wheels than Triumph intended prevented him from getting it MOT'd. I turned up in a modern car with Janet driving, complete with Joe and Grandson Jack, who was passed around everyone for a hold (Jack not Joe). Other members out on the day were, Steve and Maria, Mumma and Stuart, Dave and Karen and Fiona. (Nice to see you again Fiona.). As we were leaving there was the unmistakeable sound of a car alarm going off, much to Johns embarrassment. It was soon sorted by yanking the wires out of the back of the siren. This will give him something to do now the car is all back together, he had run out of things to do.

TIP TREE (2) this was an excellent turn out again for the second try to get to Tip Tree, in all there were 17 regulars who popped along and had lunch first at the halfway house. We set off at about 1ish for Tip Tree and after a leisurely drive, with me playing leader, we arrived and headed straight for the museum all in modern cars again due to the weather etc. It is rather small but had all the information needed to learn about the jam factory and its beginnings. After the important bit of the visit to the cafe to sample the Jam, Graeme had already sorted out tables for 17! and we all had a cream tea. It was huge! Not all of us managed to eat it all, some did but there was really too much. Anyway after a good cream tea and a natter we headed for the shop where I think we all purchased something. Lots of jam for tea? Now it was getting a bit dark and cold so after the goodbyes in the car park we headed home. We took the scenic route which was wasted on Janet as she fell asleep.

QUIZ NIGHT. Once again it was all over to Club Triumph Eastern HQ at the Shepherd and Dog in Billericay. We managed to scrape together 2 teams again this year ready to pit our

wits against the rest of the local classic car community. This was the second year they have held the quiz night and once again the pub was packed. Other clubs were represented, TR Register, The Imp Club, the Chelmer Valley Group and others. Before we got started on the brainy stuff we all tucked into the 2 course meal. Very nice. It was then onto the quiz and both our teams did reasonably well, both finishing mid table. A little bit off of the top spot but easily missing out on the wooden spoon. We did rather well in the raffle though, I think between us we bagged 4 of the prizes. The main object of the evening, apart from having a laugh was to raise money for the Essex Air Ambulance. This year easily outdid last year by about £200, I think the total raised on the night was well over £600. Another excellent night hosted by Club Triumph Eastern. One I'm sure will become a yearly event.

BATTLESBRIDGE. as the weather was nice Janet and I decided to have a run out for afternoon tea, we headed for our local antiques centre at Battlesbridge for a 2pm late lunch early afternoon tea, there was only 2 cars out today, "Frenchy" with Ian and Cheryl (plus Joe as back seat driver) and Theodore with Janet and myself, which was a shame as we had advertised on the Essex TSSC face book page, but never mind. Unfortunately there was a full car park and we had to drive round for a bit but eventually found parking spaces, spread out all over the car park. This was The TR7's first outing since its MOT, I had given Joe instructions on how to richen up the carbs so it was running a lot better (emissions for MOT etc) we had a lovely tea and cakes followed by a look round the antiques centre. We also got a few admiring glances at the cars so we had a photo call too. On the way home we saw a friend from the Triumph South Eastern club who waved, seeing him later on in the week he said he was surprised to see



us out and we should have stopped for tea. But we actually were on our way back to our house for more tea and nattering. photo here please

Cheryl and Janet having driven the cars to give us boys a break!

STONELEIGH. First I would like to thank Ian and Cheryl, plus Ray and Lesley for the lift to Stoneleigh

We set off at a nice leisurely time as Joe had a driving lesson first and we had decided to make a weekend of it and headed out to Gaydon Heritage centre on Saturday. We arrived at about midday which was just in time for lunch. The entrance fee to Gaydon is a bit expensive but once again I managed to get Joe in as a child, but in all it cost us £30. Straight away after lunch we headed for the Triumphs, our face section as we have been here several times before. The cars are getting like old friends. After that it was a wander around all the other cars, Joe took heaps of photos to add to his Face Book collection!. After a trip to the shop for a look round we had another walk round the museum and then decided to head out for afternoon tea somewhere, hopefully on the way to the Travel Lodge. In the end it was Star Bucks at the service station but never mind. We sat there for a little while chatting about the cars we had just seen and then headed out to the Travel Lodge at Bingley. This wasn't that far and after booking in we had a nice nap before dinner.

The next morning Janet felt very unwell, I think it was the din-

GATWICK . . . GLOUCESTER

ner which was ok but not brilliant. We headed out to Stoneleigh which was only just up the road. When we got there we met up with some other Essex members. We had a wander round the auto jumble, quite a lot again this year. Joe got a few bits and pieces for work, he was very pleased with his hammer. I only bought a rubber hanger for the exhaust on the TR7 as the spare I had was used in preparation for the MOT. It was soon time to head into the hall and visit the stands. The TSSC and the TR drivers and several other clubs but not as many cars as we have seen in the past. Had a wander round the cars and then lunch for some (not Janet still feeling very unwell) Janet spent the rest of the afternoon sitting in the foyer sipping water. Once all us boys were ready to head for home, off we went, it had stopped raining now and the sun was trying to break through. Janet reports that once again she slept all the way home. It is getting to be a habit!

Birthdays for April. No club members that we know off.

Allan

UP AND COMING in April

" NEW SHOW " FESTIVAL OF BRITAIN Friday 6th /
Saturday 7th / Sunday 8th / Monday 9th The Cherry

Tree Pub, Knowl Green, Suffolk

MEDWAY FESTIVAL OF STEAM AND

TRANSPORT Sunday 8th / Monday 9th Chatham
Historic Dockyard, Kent

MONTHLY MEETING Sunday 15th The Halfway House
Contact: Allan Jannaway on 0771 544 9332 or at

ajannaway@leevalleypark.org.uk

COLNE VALLEY RAILWAY VINTAGE RALLY Saturday
21st / Sunday 22nd Colne Valley Railway, Essex

NATIONAL DRIVE IT DAY ROAD RUN Sunday 22nd
Starting from Chelmsford

GATWICK

e-mail: pac@cottinham.wanadoo.co.uk

Tel. 01342 843290

Well Hello to everyone in the Gatwick area, apologies for the lack of write ups on the areas activities over the last few months, a culmination of events and illnesses have transpired against me in getting the article in for the deadline!!

However Gatwick area is up and running for 2012, what with The Queen's Diamond Jubilee and the Olympics it looks like 2012 will be an event filled year.

Looking back at last year we must just say thank you to all who supported Paul and I and the TSSC in the events we ran, we really appreciated all your help. Also a BIG congratulations to Richard and Natasha on the birth of Bryony (soon to be another TSSC member I am sure!), it's great that all 3 come along to the monthly meet.

The meet is at the White Hart Pub in Ardingly on the 2nd Thursday each month, this has recently changed hands and the menus has changed too, so have a look when you come to next month's meet at the menu. We had our Christmas Bash there in December and the food was excellent, it was great to see Ian and Jill back at last month's meet as well as Gordon, Richard, Natasha and Bryony.

Along with the monthly meets the coming events this year are:

6 April – Annual Wheels Day at Rushmore arena

28th April –Walk and pub lunch

5/6 May – Blindley Heath Country Show (let us know if you want to book into this one)

12 June – Brooklands Double 12 Motorsport Festival



TSSC AREA NEWS

7/8 July – Ardingly Vintage and Classic Vehicle show (let us know if you want to book into this one)

11/12 August – vintage Vehicle Day at the

Bluebell Railway

19 August – Cranleigh Classic Car Show

These events whilst planned may be subject to change to keep an eye on your emails just in case – if you do not currently receive an email from us let us know so we can send it over.

We hope to see many of you at these events as well as the **Goodwood breakfast club and also the Brooklands Breakfast club**. If you want a programme then drop us an e-mail and we will send it over to you.

See you all soon

Paul and Sue

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/gloucester

Hi folks April already and the fun has begun. The Feb coffee morning was at Jane's and bacon rolls swilled down with coffee was a great way to start a Sunday, Barry, Jane and Jasper then took to the woods (questions about that should be directed to Jane) ok it was for a walk.

The club night saw us swell to a very large crowd much to the delight of the pub and us of course and it seems that the Isle of Wight weekend will be getting quite a few Gloucester area visitors in May; I hope they're prepared for us.

Vicky, John and Danny very kindly organised a treasure hunt for all who wished to attend and a lovely day out it was, Barry and I joined forces and surprised ourselves by getting some of the answers right too, not enough to beat Dawn and John though so they took first prize. Not surprisingly they did the most miles too that's because on many occasions they passed us going in the opposite direction to ensure the "missed answers" were obtained. You got that bit wrong Vicky the other prize should have been for the "least" amount of miles covered. With a hearty lunch at the Frogmill to finish of it was a fun day out. Thanks to all the participants and to the midland three for organising it all.

Paul and I took a day out to attend the Race Retro show at Stoneleigh and thoroughly enjoyed a wander round. We managed to buy a few bits and bobs and get some ideas for projects too.

The Triumph show and spares day was good, as usual it got cold in the sheds but having been before we're used to that so we wandered happily through all the goodies on offer. Lots of familiar faces there too and a warm welcome and even warmer drinks on the HQ stand.

The last coffee morning for this year was at Don & Bj's, as usual the home baked cakes were very very Moorish and just to be polite I sampled one of each. Don had put on display lots of his career history from the air force, it was really interesting to see all the pictures and records he has the only shame of it was that not enough turned up to see it. If we're really lucky we'll get another opportunity to see it again in the future.

You should have your pride and joy washed and polished by now so here are the forthcoming events for you to partake in, see you all soon.

Events.

Monday 9th April the Coleford Festival of Transport.



GLOUCESTER . . . HALLAMSHIRE HERTS & BEDS

TSSC AREA NEWS

Gloucestershire Continues

Monday 9th April the Malvern Classic car show, Three counties showground.
Monday 16th April Area meeting at the Swan, Coombe hill.
Sunday 22nd April Drive it day run.
Wednesday 25th April Fish & Chip run to Bourton on the Water.
Fri-Mon 4th-7th May the Isle of Wight camping weekend.
Sunday 13th May The Prescott open classic.
Wednesday 16th May Pub run to the Yew tree inn at Chacely Stock.

Andy

HALLAMSHIRE
 e-mail: ade@adrianhadfield.wanadoo.co.uk

Tel 07837 110325
 or 07809 655388

Hi All. Anniversary – yes we been an area 12 months now and still battling to get unseen members to come and join in , for any members who have not been to our meetings before why not try to have a run out we have a large car park, friendly informal meeting usually with a Quiz and chip Butties and plenty of time to chit-chat.

Good meeting last month, had a good quiz and plenty of you turned out. We haven't done much this month, Myself and the boys went to Stoneleigh for the first time and boy was it cold, the tea urn was a welcome addition to the Club stand It was great catching up with other Areas and looking round the vast stalls managing to purchase a few bits & bobs. Ayrton and Charlotte did a great job by handing flyers out. In the other hall were all the club stands and a small number of cars on display.

Silverstone Classic Tickets 2 for 1 due to end in next few days Make the most of this fantastic event/offer
BOOK WITHOUT DELAY – and join us on display at the largest classic car display / racing event in Britain (see Silverstone classic website)

Well Christine is waiting to be booked in for a new roof lining which hopefully will be done in the next few weeks then we can get her back on the road. The Vitesse has unfortunately taken a backseat to a new kitchen, so that will have to wait a little longer before it gets its suspension rebuild .

The next event that we will be attending is **Drive It Day at Gaydon**, which looks to be an interesting event so let's see if we can get plenty of people there with their Triumphs, we are planning on travelling down joining other areas on route. Please contact us for details.

Let's not forget the **open day at HQ on Sunday 29th April** all welcome and it's also the day for the AO's Seminar and AGM meeting. Questions to Pip & Frank please.

Julie & Adrian

Future events April

April 3rd Derwent Valley's Monthly Meeting.
Easter Egg Raffle and Hot Cross Buns to eat
April 3rd South Yorkshire Meeting
April 16th Hallamshire meeting
April 22nd Drive It Day Venue Gaydon .
April 29th Open day at HQ AO's & AGM Meeting
April 30th Notts Meeting
May
May 5th - 6th Donington Park Historic wk4

May 13th SEM Leatherhead
May 17th - 19th STMD Prescott hill
May 25th - 27th Wicksteed Park - Great for the family.
June
June 15th - 17th Dales Run
June 21st - 25th Peak Run - Derwent Valley - great for the family
July
July 6th -8th Le Mans
July 19th - 23rd Silverstone Classic wk4 great weekend for all the family. Plenty to squash in.
August
August 10th - 12th Stag/Tr wk4 Malvern
August 17th - 19th Stafford Show ground Family Wk4
August 31st - 2nd Sept Lincoln family wk4 nice relaxing weekend
September 21st - 23rd Mile of Triumphs - New Venue this year fun for all the family. Caravans available this year.

HERTS & BEDS
 e-mail: peter.h.lewis@ntlworld.com

Tel. 01582 750943

Here we go again, the months are beginning to fly by and April is upon us and the **TSSC AGM at Lubenham is set for April 29th**, we could do with some extra members taking part this year. As a plus the Club Shop is open in the morning for a coffee and a snack, have a browse around the Shop and the cars in the museum and the latest fitment, the Bar from the Herald Pub just outside the old triumph factory, some real nostalgia. HQ and shop will be open from 10.30 till 2.30pm, the AGM starts at 2.30 in the Village Hall just up the road, doesn't take long, but to have some ordinary members taking part would be useful, I have submitted a request to join the Council of Management so some local Herts & Beds support would be very nice.

April the 22nd is National Drive It Day, and weather permitting, Herts and Beds will be heading up to join Claire's discount event entry to the **BMHI Museum at Gaydon** we plan to join other Tssc area's at the British Motor Heritage Museum, Gaydon <http://www.heritage-motor-centre.co.uk/> Discounted if you attend in any classic, pre book £5 each or pay on day £6 each (if you are in a modern car, £11 normal admission cost) Starting point, 9 am BP Services/ Holiday Inn on A6-A421 round about south of Bedford, suggest we pay on day, a saving if the weather puts us off. This is approx 57 miles from start.

By the time you get this we will have done our early cobwebs run and Stoneleigh will have passed. The Club used my Vitesse



6 as the display for the 50 yrs of Vitesse. It was a really cold and miserable day with rain wind and sleet all day. I did spot Chris, Maurice, Malcom & Rob (new member), sorry if I missed others, but the ice was fogging my glasses up, a busy day with lots of questions from visitors, the Club Stand and Shop did some

good trade selling products and a good few new members plus the Bonus of winning 'Best Club Stand'!

The pub meetings so far this year have been pretty busy with 24 to 28 visitors each month. We have circulated locally the events we expect to attend and there will be some adhoc outings as they develop, hopefully to suit all tastes.

Next pub meet is **Monday April 23rd** regards

Peter

ISLE OF WIGHT WEST KENT . . . LANCASHIRE

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk
www.triumph-iw.co.uk

Another month has flown by and by the time you read this, the clocks will have gone forward, so there are lovely light evenings ahead.

The booking form for the camping weekend is now available to download from our website at www.triumph-iw.co.uk if you would like a free souvenir mug then please book early.

Now is the time to sort out ferries too as they do get booked up over the Bank Holiday weekend, unless of course you have an Amphicar!

For those of you interested in getting a better deal from Southampton with Red Funnel (as a guide it will be about £35 mornings and £76 for the rest of the day, this is a huge saving). Please contact Julian by email religiouscancer@hotmail.com - he has kindly offered to handle bookings this year. You will need to let him know your name, dates and times you wish to travel and a telephone number you can be contacted on so he can call you back for credit card information. Julian is doing this around his work so please be patient.

Alternatively, Wightlink sail from Portsmouth or Lymington and as a rule it is cheaper if you travel very early or after 9pm, you can also use Tesco vouchers which need to be booked 2 weeks before travel, each £1 voucher is worth £3 on Wightlink.

If you have booked a static caravan through the campsite you can also take advantage of their ferry offer.

The last meeting was very well attended which is good news. I hear Stoneleigh was cold, but great to catch up with friends after the winter break. Here are some dates for your diary:

April:

Sun 8 VHVC Easter Bonnet Run, all classics welcome
2.30pm start

Mon 16 Area Meeting, The Woodmans Arms,
Wootton 8pm

Sun 22 Drive It Day

May:

Fri 4-Mon 7 23rd Isle of Wight Camping Weekend

Mon 21 Area Meeting, The Woodmans Arms,
Wootton 8pm

See you all soon, regards

Tracy.

WEST KENT

Tel. 01732 743747

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

The meeting at the end of February was a very cosy affair, a bit like a David Cameron Ministerial meeting, sitting around a long table, but with Anne in charge. Only joking Anne.

We welcomed another new member - Roger Quilter - who instantly recognised my mug. It seems that I signed him up at the NEC. Roger has a GT6 that he's working on.

Colin's Concourse winning Spitty and Alan's recently painted one were the only Triumphs that I noticed in the car park.

Bob Garret also was there with questions about his Midge. I'll try to value it later in the month. I can also introduce him to our tame MoT man, Nigel Meeson, in the MoT station just down the road from the Cock Horse. Nigel has a good understanding of the ways that classics differ from modern euroboxes.

Despite it being the 28th of the month, a lot of us had already received our Couriers, so the rest of the evening was just natter, with much discussion about the use of a ballast resistor in the feed from the ignition switch to the coil.

In the Spit Mk4 workshop manual it says that the ballast resistor is a very obvious unit mounted beside the coil. Vitesses and



TSSC AREA NEWS

GT6s don't have one at all, but the Dolly 1500 manual shows, in the circuit diagram, a pink and white wire, called the Ballast Resistor Wire, feeding the coil from the ignition switch, together with a white and yellow wire connecting the starter motor to the coil. The idea is that the coil runs on 6volts via the ballast resistor in normal running, but is fed 12 volts to enhance starting while the starter is in use.

These alternatives can cause problems. 40 year old pink wire is probably an oily brown by now. If you have a 12 volt coil fed through an undetected resistor wire, you'll get a weak spark because the ballast wire is reducing the voltage to the coil to about 8 volts. If you have a 6 volt coil fed with no ballast so it receives 12 volts, the coil will soon burn out.

I can't say I like the idea of the resistor wire as it is bound to get hot - but to what degree I do not know. It is however well wrapped up with all the other wires in the skein. Potential for trouble. Here endeth the tutorial !!

The rest of our discussion was mainly about the forthcoming outings, starting with Stoneleigh which will have gone on the 4th March, and **Drive It Day on April 22nd**. Steve suggests that we meet up with Canterbury at the Services at J8 of the M20 and joining them for part of their run before diverting back to Marden for their Cars, Organs and clocks show. Weather permitting I could bring my cuckoo clock and musical box !!

PS. I contacted Steve on the www only to learn that he has had an attack of wvv. Nasty. So I don't think he'll be going to Stoneleigh. (note: I did in fact make it to Stoneleigh with Del in Andy's car - Steve)

See you all.

Del

STOP PRESS - Owing to the postponement of the Organs, Classic Cars and Clocks event on **Drive It Day, West Kent Area will be joining the Canterbury Area on their run to Dover Transport Museum** starting from the J8 Services on the M20 at 10.00am. Further details at next months meeting

Steve

LANCASHIRE

Tel. 01282 449099

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February's meeting (now the second at the New Hall Tavern) saw fifteen of us turn up on a bit of a miserable night.

The evening was to see our annual fund raiser raffle....on offer as prizes were numerous motor related items.

But as is usual with our raffles each year somehow there seems to be one lucky individual(s) who does better than most.....well done Mark & Pam, but scooping the high value hood cleaning kit was our latest members Leyland & Debbie, a hood cleaning kit isn't any use on their GT6 but will be used on their MGF (oh well!!!!).

Many thanks to all who bought tickets.

Further discussions in the evening about activities and events have arrived at the following dates for your diaries.

15th April - Day trip of around 80 miles organised by Mark & Pam.

22nd April - Drive it day. Organised run by the Pilling and district old car club. £10/car

6th May - Ripon Spring Classic Car show

As usual I will email everyone with on-going information. If you don't receive emails from me it's probably because I don't have your email address, to rectify this or anything else drop me a line to kev.makin@hotmail.co.uk

That's all for now.

Kevin



LEICS & RUTLAND . . . LIVERPOOL MANCHESTER . . . NEWBURY

TSSC AREA NEWS

LEICS & RUTLAND Tel. 07774 276564

A few of the thirty members that turned up for our February meeting were in club cars, so with shorter nights and, hopefully, warmer weather, we should see more of our cars at each meeting from now on.. The majority of us also partake of the excellent meals on offer by the Red Lion and arrive early. Once everybody had eaten we sat down and discussed the shows and events the area hope to attend in the first part of this year.

Jigsaw Classics & Coffee is on Sunday 25th March and several members indicated that they would visit.

Drive It Day on Sunday 22nd April and members are split between the **Standard Triumph day at Gaydon** and the **Stilton Cheese Annual Classic Vehicle Run**. Let us hope the sun shines and we can all enjoy the day wherever we are.

May 13th will see us at **Snibston Transport Festival** whilst a group of us travel further afield to take part in the **Laon Historique**. The town hosts a classic car parade for over 400 classic and vintage cars from all over Europe. This event has become the largest classic car Motoring event in Europe culminating on the Sunday, with a drive up the steep hill with hair-pin bends leading to the town centre. Must remember to pack the French dictionary.

Transtar hold classic car events throughout the summer and we hope to visit **Weston Park Transport Show on Sunday 8 April**, **Catton Hall Classic Car Show on 6th May** and **Baumanor Hall Car Show on 22 July**.

We missed the **Stapleford Steam Rally** last year but the format of the show seems to have changed so we might give it another try. Set for the weekend of **9th,10th June**.

Dave

LIVERPOOL Tel. 0151 5491267
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e-mail: triumphliverpool@gmail.com

Hello again, where to start this month? With the most recent news, that of our trip down to the Triumph Show and Spares Day at Stoneleigh. Eight of us made the trip despite the cold, rain and sleet, not to mention the huge spider that fell on my head and the flat tyre on our return trip, we had a great time! A few spares were bought, plenty of tea and coffee consumed, not to mention the brass monkeys in attendance. Funny how the weather either side of Stoneleigh was dry and warm! Anyway, it was a chance to meet up with a few people known only by their avatar on messageboards, and of course cast an eye over some stunning cars.

For many of us Stoneleigh signals the start of the Classic "season", so with that in mind, have a look at our website www.triumphliverpool.com for details of Events we'll be attending/organising this year.

Steve has put together a good balanced list of Events, if you feel we could add/improve it, by all means let us know by email at triumphliverpool@gmail.com.

As I write, we have one more Meeting before British Summer Time kicks in, hopefully we'll be able to convene outside the Derby Arms again. I'll end by sending our best wishes to Max at Totally Triumph, for those of you who are unaware, he has had to cease trading due to ill health.

Up here in the North West we are losing a Triumph specialist, a great source of knowledge surrounding our cars, and a great character into the bargain! His mantra of "You just can't get

them" regarding those elusive bits of trim will live long in the memory! All the best Max!
TTFN!

Alex

MANCHESTER Tel. 01524 791607
www.tssc-manchester.org.uk

Frank who is a very, very, very, (*Stopit Bernie!*) old Area Organiser celebrated his 70th Birthday in Bonnie Scotland in March and after his whiskey tasting exploits he seems to think he had a fantastic weekend and thoroughly enjoyed himself. Frank would like to thank everyone for their cards, well wishes and pressies and the fantastic whiskeys, much appreciated.

28 members attended our March meeting at Barton Aerodrome. It was good to see New Members Phillip Richardson and an old friend Mike Ford again I know we will see you again as neither of you got a sniff of a raffle prize. We hope you enjoyed the meeting and hopefully we will see you at the next meeting and many many more. If you can't get to a meeting and fancy any Events on our Calendar please get in touch with either Frank or me by phone or Email.

There will be a run for the **Manchester Area on Drive it day 22nd April from Elm Cottage (Manclins Camp) at 10.30.**

Just a reminder that Phil Billpot's son Matt, of Magic Detail is hosting a **Show and Shine detailing meeting** with a difference! **Location Shinerama Unit 1 Stag Industrial Estate Atlantic Street Ailtrincham WA14 5DW.**

Date: Sunday 01/04/12 Time: 10am - 3pm Cost 100% Free. The idea is to turn up in your car and get it judged by Matt (it doesn't matter if it's dirty it can be washed on site) Top 2 win prizes. Bacon Butties & Brews, advice on car paint & mechanical advice.

I would like to end my report this month by sharing our thoughts with all the TSSC members that have been following the progress of Pete and Janet's granddaughter Louise. As we speak she is celebrating her 6th birthday and getting ready to undergo what is hopefully her final operation to remove a tumour from the wall of her heart.

Good Luck Louise!! Our thoughts and prayers are with you from TSSC members all over the country.

Dates to remember in April
Area Meeting Barton Aerodrome Tues 3rd April 2012.
Cumbria Fell Run 1st April
Magic Detail Show 1st April
Drive it Day Mcr Run 22nd April
Area Organiser/AGM 29th April

See you all soon

Pip & Frank

NEWBURY Tel. 01635 868640
e-mail: dave.rumens@btinternet.com
e-mail: mary.rumens@btinternet.com

We had an excellent turnout for our meeting at the end of February as everyone wanted to take part in our Bingo evening. The landlord had kindly given us use of the small marquee (with space heater!!) so that we didn't put the rest of the customers off their dinner with all our noise. As usual Sean did a tremendous job of organising things, with mystery prizes wrapped in plain brown paper! We (well some of us) got off to a flying start and soon Ian was calling "Line". As in recent years Malcolm wondered whether any of his numbers were actually in the machine, but Josie went on to get the first "House" and he did get a line prize later, so things weren't that bad. Nigel won both a Line and House prize, one of them being a money

NORFOLK . . . NORTH EAST



TSSC AREA NEWS

box at which everyone fell about laughing (in-house joke about Nigel and money!)

We still have Christmas chocolates in the raffle, which were boosted by a donation from Helen, so thanks for that. Again, thanks to Sean for a great evening.

Welcome to Dan and Rosemary, who have just bought a Midge. As Patrick is an expert on Spitfires, he will be helping to resolve the Midge's rear suspension problems. We hope to see you again in the near future.

Due to the way the dates fell there is only one meeting in this Area News period, but as you can see there are plenty of events up and coming. Many are reasonably local so we hope you will be able to make it to some of them.

Next Meetings

**11th and 25th April starting about 7.30p.m.
at the Spotted Dog**

Events

**9th April (Easter Monday) Spring Vehicle Meet
at Wyke Down, Andover**

**6th May Lambourn Vintage Machinery Show
and Country Fair**

7th May Popham Classic Fly and Drive

27th May Donkey Sanctuary Country Fair

Keep 'em flying

Mary and Dave R.

NORFOLK

Tel. 01603 426539

www.norfolk-tssc.co.uk

Hi everyone, sorry about the last report, I did write it up (see below) and I thought I had sent it in, but somehow it went astray! So without further ado this is the gist of last month's report:-

The weather on Monday night was a bit harsh, so no surprise that there were only 6 of us who turned out. This was a shame as we had a guest for the evening, namely Peter. Peter lives just up the road from the Pub and has issued us with an invite to have a look see in his garage. Needless to say it's not the usual garage as he has some 52 cars in various states, including 4 Triumphs, namely a Dolly, a TR7 and 2 Spitfires. No doubt we might take up his offer a bit later on. With regard to events, last November some of us attended Snetterton Race Circuit for their Charity Day. On the day I was fortunate to be taken round the Classic Circuit in several vehicles, including a rally spec Volvo 144, driven by Rob Henchoz. Some people who follow the various rallies may recognise the name, especially if you followed the recent London to Cape Town Rally in January, as Rob was navigator for Richard Atherton in his Volvo 144 and I'm pleased to say that not only did they finish, they also managed a 1st in class. My reason for bringing this up though is that they promised to come and give us a talk about the event, which I'm sure will prove an interesting evening. For future events please see our events list on the web site which Laurie updates regularly.

For those of you who were wondering about the progress with my Vitesse/Sammio Spyder conversion, the donor has been stripped, almost to the chassis, a bit more to go. This will then be cleaned up ready for repair (for this read, I'm learning to weld, it may take some time)!)

That was the gist of last month's report, now for this one, well no surprise the weather was still wet, but it was at least a bit warmer than last month and the turn out was better, so well done to all who attended, especially Yellow John who has only just recovered from a flu bug and our thoughts are with Brenda, who has had a fall and broken her wrist.

We started the evening with a noggin and natter, before our meeting proper, much talk about future events etc and what

we are doing with our cars, especially my kit, as I am now down to the main chassis rails and have discovered how much work there is to do (quite a lot)!!

The Sunday preceding the meeting, some of us had been up to Stoneleigh to gather in a few much needed spares ready for the on coming season. It seems my list was longer than most. I wonder why? Our next event is likely to be **Langley Daffodil Day**, but we do not yet have a date, but its usually **early April**.

22nd April will be the **St. Georges Day Run** starting in Sheringham and finishing in Hunstanton. Details speak to Yellow John.

5/6th May several of us are off to the **Donington Classic** which is only the 2nd time this has run and last year was great. Still time to book if you wish to attend, but speak to the club office for the event code, its cheaper that way.

7th May MGOC Heritage Run

11 -14th May Laon Historic

10th June Euston Park nr Thetford

22 - 24th June Peak Run

8th July Charles Clarke Run starting at the Pigs

29th July Worsted Festival

5th August Helmingham Hall

These events are just some that we may be attending, its likely that there will be more to follow as details come in, so as stated in last month's report, Check the web site.

That's all for now folks, see you soon.

Mark

NORTH EAST

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Hi all. Another good turnout at our area meeting, we even had a couple of club cars outside including Deryck's new Spit 1500 with the roof down. Bought just after the last meeting, the car was rebuilt locally a few years ago to a high standard by Dave Appleby, so quite a few people already know it. All the first attendees from last month came back and we had another new member. Dougal Southward recently purchased a '76 Stag, the car was away having some minor issues attended to by the dealer he got it from.

There is quite likely to be a nice Dolomite for sale shortly. Graham Payne has one that son Ryan was going to drive around in. Having passed his test, he's become victim of the recent lack of insurance for younger drivers, any cover he could get was outrageously expensive on the Dolly, plans may be afoot to get something smaller and more readily insurable. Shame really, where are the next small chassis enthusiasts going to come from?

Many thanks go to Mark Ramsey for organising the cobweb run, bit of a gasp from newbie Tony when he found out how far it was in total for his little Mk2 Spit, but he seemed game. Hopefully it went well. There was plenty of interest at the meeting with 10 or so hands up.

The next event after that will be the **Treasure hunt on FBHVC 'Drive it day'**. At the moment I don't have the start location and time, but we'll have it at the **April** meeting and it'll be published on the area blog, <http://www.tsscnortheast.blogspot.com>.

Hopefully as well, we'll have good news from Gavin Brown, he did/almost made/failed miserably (delete as appropriate), but definitely took part in a charity run. This involved buying a 1.0 Micra, painting it (by hand) yellow and then, with a friend, both in lycra, driving from Newton by the Sea all the way to Benidorm. They are raising funds for cancer research, many



NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

North East Continues

thanks on their behalf to all those at the meeting who donated and pledged so generously. Anyone who missed out and would like to donate after the fact, feel free to come along to the **April meeting** or get in touch and we can pass on contact details. The pictures should be worth coming to see anyway!

Unfortunately, Royal Mail failed to deliver the box with our calendars in, they also neglected to post a card in my door to say they'd tried (if they made it this far). No idea where they went to. Should have them for the **April meeting**. Biggest loser is Sam, his car managed to make the March page!

Andy D will be in charge in **April** as I'm away with my family, hope you all have fun, Cheers

Mark

Thought for the Month – Why are there never any police around till you need to tow a trailer at night and find that none of the lights work?

NORTHANTS Tel.01234 740548
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The new season has slowly arrived, cars are beginning to come out of storage and put back on the road.

Dave has ventured back to the garage, like many others, He's restarted work on 'Joy' so she is up and running for at least part of the 2012 season.

February saw some of us having a good night out bowling, thanks to Tracy and Nigel who organised it for us, it was nice to get together with the group like that and have some fun during the winter months, and hopefully it has given us some bowling practise for when we challenge Leicester area to a skittles night at some point.

March brought us to the first event of the season - Stone Leigh - (note to self, should not have put the thermals away so soon), I hope all who attended had a lovely time and have now defrosted enough to plan which events they are doing for the rest of the year.

Our area are off to Shuttleworth air Museum on the 18th of March, where we are having a guided tour around, and will be shown a Merlin plane engine partly rebuilt, this is thanks to Matt from our group and his brother Toby who works at the museum on the plane engines, followed hopefully by a short scenic drive. Next thing to concentrate on is our **Wicksteed Park weekend in May** and plan what "Carry On" fun and games to throw at everyone, Ohh Matron!!

Our meetings are for anyone interested in Triumph's, if you would like to joining us, our meetings are the **Second Wednesday of the month at The Elwes Arms - Great Billing from 8.30pm onwards** Website www.tssc-northants.org.

Some weekend events to put in your calendars

Wicksteed weekend 25th, 26th and 27th May

Silverstone weekend 20th, 21st and 22nd July

M.O.T 21st, 22nd and 23rd September

But there are many more Events on our web site throughout the year

Dave and Angie

NOTE to ALL:

**If I don't reply to your email
I Haven't received It!! Bernard Ed.**

NORTHERN IRELAND

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Firstly, apologies for no area news in last month's Courier – let's just say it was a case of confusion on my part!!

Well the show season has properly begun, the Trunion Oiling is now behind us and the cars are all "woken up"!! Hopefully the weather was kind and everyone had a great day! The next official event on the calendar is the **Argory** that takes place on the **28th April** – this is always a great event and hopefully this year will be no different with a really wide cross section of vehicle and stationary engines. Of course not forgetting the National Trust Tea Rooms!!

The Totally Triumph show draws ever closer and by now you should have all received your entry forms for this year's show. Please can you return these as early as possible so we can have some idea of numbers and plan the best layout to show the cars off!! Obviously, you can also enter on the day and the more the merrier!!

Also, please remember that Chic Doig will be at the show and this is an excellent opportunity to save the postage costs on any parts that you need to order for your Triumph. If you need to order from Chic, he can be contacted on 01592 722999 or visit his web site at: www.chicdoig.com

We had a lively meeting as usual and it is good to see the evenings getting longer at last, roll on the summer!! It was good to Brian at the meeting especially as he made the trip all the way up from Ardglass! I hope he wasn't too perturbed by our sometimes random conversations and the innate skill of all our members to take the conversation off at any number of tangents!! Apologies I didn't get chatting to you Brian and we look forward to seeing you again in the future.

Hopefully you will be able to make it to the show in **May** and some of the other events during the year!!

It was also good to see Keith at the meeting and also to see the that Triumph bug has bitten him as he has bought what looks like a very tidy MkIV to go with his Mk 3 resto project!! We had discussed some of the upcoming events and Frank had suggested that it may be a good idea to book a table for lunch following the Trunion Oiling event in Carrickfergus.

For those of you who are interested, please can you email Frank to give him a rough idea of numbers.

For your diary, here are the dates of the events in 2012:

**Sat 28th April - The Argory event,
Argory National Trust Property, Moy, Co Armagh.
Mon 7th May - Shanes Castle, Shanes Castle, Antrim.
Sat 12th May - Totally Triumph 2012,
Wallace Park, Lisburn.
Sat 16th June - Kilbroney Show,
Kilbroney Park, Rostrevor.
Sun 17th June - Cars of Yesteryear,
Mounstewart Nat Trust property.
Sat 28th July - Tulip Rally.
Sat 18th August - Sperrins Run
Fri 17th - Sun 19th August - Stafford
International Weekend.
Sat 15th Sep - Antrim Hills Run.
Sat 13th Oct - Co Down Ramble.
Weds 5th Dec - AGM**

Well, that's about all for this month. Don't forget the next meeting on **Weds 4th April, 8:00pm at Nortel Social Club, Monkstown.**

Look forward to seeing you all there.

Regards

Mark

NOTTINGHAM Tel. 07971 017012 www.notts-tssc.org.uk

TSSC AREA NEWS

Well, it's nice to start off by saying that on 27th February that my car "Sybil" passed her MOT with a few advisories and attended the club meeting that same day, which was co-incidentally our 7th birthday as an area. Happy Birthday Notts TSSC Area! And thanks to Claire for all she has done since the seed was sown for an area. We have moved around since then with meeting venues in Papplewick, Oxtun, Hucknall & our last and current venues both in Underwood, but we keep Triumphant on, with new members, long standing members, returning members and simply some we never see again! Many Happy Triumphant Returns!

Although very well attended (packed out would be a better



description) with members at the last meeting, Sybil was in fact the only Triumph present, something I never thought I would

stake claim to! It does seem that the new venue is proving popular with the fact that food and very nice



and not expensive deserts are available to order at the bar... Oh how we have missed that! Let's just hope that come the lighter evenings the big car park will be busy with Triumphs

whilst we all sit in the outside beer garden alongside. So with luck we will settle in at the Brick and Tile quite nicely. Here are some photos of the last meeting, with the Kids club seeming to be getting very popular!

Now, Claire has decided to cancel the Robin Hood Rally for this year, but thoughts are turning to having a possible run out and stay over in a guest house somewhere.... We just need someone to organise it...? Maybe the RHR will come back in 2013 when Nigel & Claire are not planning Le-Mans, Spa, the Norfolk Mile of Triumphs and Stafford International with two 50th anniversaries. As our AO's the do a great job!

So, what's coming up???

National Drive It Day - Sunday 22nd April - Destination Gaydon Motor Museum.

Thoresby Classic Car Show - Bank Holiday Monday 7th May.

Isle of Wight Camping weekend - Fri 4th - Mon 7th May

I hope you all enjoyed the bitterly cold and at times wet Stoneleigh? There were some great displays and it was nice to chat with other car owners again regards there vehicle, although I have had a few comments made on my own

Facebook page regards a very heavily modified TR7 in red that was on display with Large wheel arches and a huge spoiler. Each to their own. It seems everyone I knew that was there had hardly spent more than £15



on their car?? Although one persons, who will remain nameless actually sold a car so was in profit ! I myself only purchased a few items, but the father in law treated himself to a new set of door skins for the TR7. I know what I'm doing the next few weeks ! I must at this point say a big thank you to Johnno Ingram and his company Ingram Electricals who came and fitted new power and lighting in our garage recently, so come some better weather we can crack on with that TR7! Oh, and incase your wondering, Sybil did get a few advisories from the MOT exam, track rods and steering rack the main concern and some more bodywork to repair. He did try to tell me I also had a headlight bulb gone, till he then spotted himself when looking under the bonnet, that a wire had come loose. Needless to say, it was working before he printed out the advisory list on the certificate! The nice thing is I have since found out the rack is OK and its just the rod ends to replace. Another job on the "to-do" list before the season starts.

Finally a 'hello' to our new members this month - Alistair Calderwood & Shaun Brown. We look forward to seeing you with your cars at a club night or event soon if we haven't already done so. Welcome to the club! Don't forget, follow us on [Twitter @notts_tssc](#) for quick updates or other shared news links.

That's all for this month folks!

Andy

PETERBOROUGH

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First-off apologies from Doug for not being at our March meeting. Amongst other extra-curricular activities, Doug is quite heavily involved with the Federation of Small Businesses and unfortunately he was required to be at one of their meetings. It has to be said they don't normally clash so I think we can let him off just this once.

I was pleased to see another very decent turnout for this early spring meeting, including a few faces that have clearly been in hibernation for the winter months. It was good to see you all again and hopefully come April we will see a few more club cars in the car park. I am going to be very honest now and confess that my Vitesse has not been in the car park for some time. In fact it is just celebrating its first year on a SORN. That is quite shocking and I am truly hoping that now I have 'come out' as it were, I will get the car down for an MOT before our next meeting!

At this time of year we start to look forward to the many events that will be taking place over the next 6 months. Once again I have tried to compile these into a list and have tried my very best to get as many photos of your cars as possible so that we can publish a limited run of Peterborough area calendars. Sadly I am still short of a few photos. Hopefully by the time you read this I will have chased up all the promised pics and obtained sufficient to produce the calendar and I hope to have them available at the **April meeting**. Price is TBC.

A couple of events are worthy of mention now as we will require a fast response from those who wish to take part. Firstly on **April 15th** we are planning a trip to the Coventry Museum of Transport. Entry is free and special parking facilities are available for classic cars. If you are interested in going please try to let either Doug or myself know as soon as possible. Graham and Brian are organising this and they need to let the museum know our approximate numbers in advance.



PETERBOROUGH . . . SCOT CENTRAL WEST SCOT Lothian & Fife

TSSC AREA NEWS

Peterborough Continues

Secondly I just want to make everyone aware of the **Classic Racing Event at Silverstone from 20th to 22nd July**. There are special deals available on advance tickets up to 31st March and a further 10% discount is available through the TSSC by entering a special code. This was published in the March Courier.

By the time you read this some of us will have ventured to the **Jigsaw Racing Open Day on March 25th**. Hopefully we'll be able to report on this next time.

That is about it for this month. Please note our next meeting is on **Monday April 9th**. This is the Easter bank holiday Monday so I hope it doesn't prevent too many of you from attending. We do try to avoid bank holidays wherever possible but this one seems to have taken us by surprise. So please come along and you never know the Easter Bunny might have a surprise or two in store as raffle prizes! As always we meet at the **Bertie Arms Uffington, near Stamford**. Any time from around 8pm is fine so if you've never been before why not give us a try? We always offer a friendly welcome!

All the best

Paul

SCOTLAND CENTRAL WEST

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The March meeting was close to copy deadline so a quick run-down. We had 9 members present plus two apologies by txt. 3 Spitfires and 1 Herald were out. There was a Yeti present in the Park too, quite a beast. I also helped catch a runaway dog which was evading its owner who had fallen in the mud twice (face down too). So meetings are not all about cars. We went on to discuss the show dates and all things Triumph.

We have yet to decide on an exact route for Drive it Day. Leaving Lochinch at 9.15am and going up towards Inverary and round in a loop. Stafford has a definite 2 so far discussions nearer the time. After a busy start to 2012 there seems to be a lull, so rebuilds were the subject of the evening, not all projects are cars. We swapped parts and borrowed tools for engine rebuilds, so everyone was happy. The Scottish Stafford Accommodation Challenge is on. I am going for economy, after 2011 a bin bag would be a waterproof improvement.

Reports now. Stoneleigh. We met up for a 3.45am start from Glasgow. The run down was wet and it got colder too. Our usual hotel for breakfast is no more so we found another nearby. The show was in two halls, one for Clubs and the other for parts. It was getting colder as the day progressed. Lots of bits to look at. The S/H parts stalls were good. Traders obviously cannot carry everything but were willing to take orders. Now some of you will know about me purchasing items, my garage is full of 'items'. I did

get a few bits, but was conscious of being in someone else's car. Saying that I could have had a Sinclair C5 another bike and a set of original Mk1 Spitfire seats, amongst other things. I was curious about prices too. We had a good Scottish contingent (4) plus the TR Register (2) and Dave turned up too and narrowly missed trying to fit a Sinclair in the back. The TSSC stand was welcoming and put on a good display. We left the show for the return voyage in bright sunshine but it was cold. Having eventually found food after 4 attempts we got back

home to frosty cars and a drop in temperature. We did see a green GT6 1966? Possibly with a mini following, heading into Carlisle in the night. Good for you, it made me realise how small the car is and the importance of good lights.

As this is April I was going to say the Area is closing and moving to Lothian, but you wouldn't believe me would you?

Seriously though Triumph fans, a new Scottish Area is being set up in Lothian and Fife. Russell is in charge of the East Area, so please turn out to support him. It solves the problem of the members we only get to see at Leven. We all wish him well and hope for a pincer attack over the border to Stafford. It will be good to have another area relatively close. Although Ian does travel 100 miles to the meetings when the ferry is off, and he brings 'stuff' or 'items' too.

We have had invitations for Dean Castle, Hamilton and Leven so names please, places are limited. See below for dates. It also seems that some of our cars have Monte battle scars, the stickers took some of the paint off. Well that's rallying. At least my wheels stayed on.

The SVVF Scottish Yearbook is published. I will list shows of interest at this point. Definite numbers will be needed in advance if we are to have an Area Stand, otherwise we can go as individuals for a day out.

2012 Show Dates Only (not booked).

***Names Please* indicated.**

22 April - Drive it Day.

Meet Lochinch at 9.15 am for run northwards.

6th May - East Kilbride. Rural Life Museum.

13th May - Dean Castle Park. *Names Please*

20th May - Bridge of Allan.

10th Jun - Thirlstone Castle.

16th Jun - Hamilton Town Centre (Saturday)

Names Please

24th June - Leven. This may be with new East

Area. *Names Please*

8th July - Glamis

15th July - Eglinton Park (Jaguar Club).

12th Aug - Biggar Rally

17th - 20th August - Stafford. Scottish Area Stand in Main Hall will need manning, but cars will be inside.

26th Aug - Kirkintilloch Canal Festival.TBC.

9th Sept - Scone Farming Show

16th Sept - Selkirk (Cumbria Area)

23rd Sept - Museum of Flight

The rest of the info from the SVVF is at www.svfv.org.uk now published. Any suggestions?

Next Meeting is Wednesday 4th April 2012 at Lochinch. It will be the first of the official summer meetings so bring your thermals. The Yeti was a Skoda 4x4 TDI.

Have a Happy Easter.

Gregor G

SCOTLAND Lothian & Fife

Tel. 01383 822340

This month (March) saw Lothian and Fife's first monthly meeting at the Elgin Hotel in Charlestown. There were nine members in attendance and I would like to express my sincere thanks to all who came along to show support. It is never an easy task setting up a new area but with continued support and enthusiasm I am positive that the area will thrive. We had a lovely relaxed evening and it was great to meet fellow enthusiasts and



SCOT NORTH EAST SHROPSHIRE



chat about our cars and Triumph tales. The four Spitfires that were in attendance looked resplendent together and it was nice to hear the car park echoing some familiar sounds. Discussion took place as to what members would like from their group and it was decided that it would be nice to attend a few shows and take part in a few runs throughout the year while continuing to meet on a monthly basis to catch up and engage in some light hearted humour. At this stage we would like to note the following diary dates that Lothian and Fife will take part in:

April 22nd 2012: Drive it Day. We shall organise a leisurely scenic run making sure to stop off somewhere nice for lunch. Details of the run are still being finalised but please contact myself for details.

June 17th 2012: Festival of Historic Transport at Lathalmond Vintage Bus Museum, near Dunfermline, Fife

July 8 2012: 38th Scottish Transport Extravaganza at Glamis Castle

September 16th 2012: The Selkirk Rally at Selkirk

If you would like to take part in any of the above events please contact me as soon as possible and I shall arrange for us to be booked in.

We look forward to seeing you at our monthly meetings and above events. Next meeting shall take place on **Wednesday April 11th at 7.30pm in the Elgin Hotel.**

Russell

SCOTLAND NORTH EAST

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Hi All. Sorry I could not make last months meeting at the 4 Mile Inn, I hear a good technical talk was given by TR Owner/restorer Lee Robinson, pity I missed it.

What a fantastic winter we have had in the North East of Scotland with no snow to speak of, I can't remember the last time we had weather good enough to use the classics and also salt free roads good enough to drive on in February. I have had both the Spitty and the Stag out a few times over the last month, I hope March proved to be as good.

Our next meeting will be at the **Lairhillcock Inn, Netherly on Thursday 26th April**, it is planned that it will be a meal evening. If you and your partner are joining us for the meal be there around 7:30pm otherwise it's 8:00pm is fine. This is the first of our visits to various country pubs where we will hold our monthly meeting.

As usual the four main Triumph clubs (TSSC, Stag OC, TR reg & 2000-2500-2.5) should be represented, our local group is called "Grampian Triumph Clubs".

If you are a TSSC member and also own a Stag, like I do, you are welcome to join us at the monthly Grampian Stags meeting which is held on the **3rd Wednesday** of the month at 8pm in the bar of the **Shepherds Rest, Westhill**.

April is the month when the Events Calendar for this area kicks in, with the first organised outing being **"Drive It Day" 2012**, this year the run will be held on **Sunday 22nd April**. As usual we will set off from Aberdeen Beach Esplanade and head out

TSSC AREA NEWS



to **Royal Deeside Railway Visitor Centre at Milton of Crathes**. The Railway Society has kindly opened their Carriage Restaurant for us again so that we can have a coffee stop and a tour of their shop. After that we will head off, our final destination this year is **Montrose Air Station Heritage Centre**. Put it in your diary now! Let's see if we can beat the 74 cars we had last year. The event is organised by Stag owner Alan Sharpe and is held in conjunction with the GVRs club.

Please go to www.brmmbrmm.com/grampiantr.bb - Events Diary for more details.

Local area TSSC member Alaister McIntosh alaister.mcintosh@yahoo.co.uk has a whole lot of Courier Magazines to give away, please contact Alaister directly if you want to take them off his hands.

If there are any new members to our local area please get in touch with me. I will add your email address to our mailing list so you get the notifications and updates of meetings as the year goes on.

That's all the news I have for you this month.

Cheers

Danny

SHROPSHIRE Tel. 07701 049881
www.tssc-shropshire.co.uk

Well the winter months are now a fading memory and spring is fast approaching. In fact the only down side as I write is that next week we lose an hour in bed as the clocks go forward! Still, once we've all overcome that stressful moment we can then concentrate on what we can do with our Triumphs for 2012 and that is certainly what we are doing here in Shropshire.

Not a lot has happened with ourselves in terms of driving our Triumphs over the winter apart from our meetings in January and February giving us all the chance to catch up on what happen re Triumph goodies received as presents from our loved ones over the Christmas and New Year period.

It is amazing (and, be honest, reassuring) as to how many of us keep a regular check on our Triumphs during the winter months and give them a little pat of reassurance whilst also offering words of comfort so as to make sure they are all right during their hibernation!

Plenty has been happening with the 'Shropshire Spitfire' project as you will have noted earlier in this edition of the Courier. Also we have been building our list of club events for 2012. These you can now see updated at our website www.tssc-shropshire.co.uk. The principle is to have something for everyone in our group that appeals. For example we have two separate groups going to France this year. One is heading for the **Laon Classic in May** and the other for the **Le Mans Classic in July!** This I feel is fantastic for a group that has not yet even celebrated its 2nd birthday yet!

Our attention is currently focused on what we should do for our **'Drive It Day'** escapade! Last year you will recall that we made a trip over to Barmouth for the day and a great day was had by all. This year we want to celebrate what we have to enjoy closer to our Shropshire shores! A trip is planned to explore the very picturesque south of our county and what that has to offer both in terms of good driving combined with good food and drink! Details will be sent out to our members very shortly and also they will appear on our web-site. Our club motto is 'More the Merrier' and in that spirit everyone is most welcome to join us on the day should they not have any other plans. Therefore, if you live in Shropshire and have not yet come along



SHROPSHIRE SOMERSET . . . SOUTHERN

TSSC AREA NEWS

Shropshire Continues

to one of our meetings, please consider joining us for 'Drive It Day!' If it was anything like last year, the fun will start on the day before we even get going, never mind what we get up to once we get behind the wheel!

That's about it for this month and hopefully we'll get a chance to see you all very soon.

David & Bill

SOMERSET

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Hello Somerset area members and my apologies for not writing anything lately - I assume some of you still look in this section to see if I have managed to write anything worth reading and the answer is.....well, you decide.

Firstly, the main thing to mention is that I am now sharing the role of AO with Steve Hopkins. This has come about through me not having as much time as I would like to give to this role due to my new business, and secondly, Steve having a change of shift pattern and happy to help out. It was decided to make Steve's offer official and we shall share responsibility with his details also appearing in the Somerset area info. I am sure with him on board, we will be able to get regular news into the Courier and more events organised this year.

If the date hasn't passed by the time you get this, we have a drive out on **Sun 25th March**. Meet at 10am at the **Fox and Goose Pub**. We will be having a drive around the area, finishing at the Hunters Lodge in Priddy at Midday.

Easter Bank Hol Monday is Coleford - already booked via the Avon area and will be £2.50 per car on the day.

Drive it day is a meet up and drive to the **Bristol Classic Car show** again as those at the last meeting expressed the wish to do it again. North Devon are looking at joining us again.

We are also looking at a drive to the **Standard Triumph Marque Day at Prescott on 20th May**.

Booking for **Norton Fitzwarren** has been dealt with and again, North Devon are joining us.

This year will also see **Mark Moor** being held and the date for this is **August the 26th**

This is where we passed by the mo, if you know of other shows, please let me or Steve know and if the interest is there, we will arrange it. We are looking at trying shows this year that we haven't been to yet, or arranged fully as a Somerset area - Please let us know which you favour. These will be in addition to the normal ones.

If you haven't been along to a meeting yet, please come along - we don't bite, rarely talk Triumphs and usually have a bit of a laugh (normally at my stupidity or lack of organisational skills) If you want to come along to any of the events, but don't get to the meeting, E-mail me your details and I shall add you to the list as lots of what we do is dealt with in this way.

That's it for this month.

Phil & Steve

SOUTHERN

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<http://triumphnsouth.zum.com>

Hi All, not a great deal going on last month, the Sunday lunch meet was very well attended with I think twenty one sat for a carvery lunch. This was a change of venue, as the Hinton Arms

was booked up with a coach load and would not be able to accommodate us until at least 2pm (their loss, not ours) It was a very pleasant day, enough to have half a dozen cars in the car park. It was nice to see Suzie and Guy and also newbies David and Lynn who turned up in their Standard Flying Nine. This time I was able to have a good look at this lovely little car in daylight. The high point of the day though was to be able to buy a pint of ale at £1.99.

The Goodwood Breakfast Club meet, themed "Tax Free Sunday" was a very wet, cold and windy affair. A few of our brave members did turn up said that it was well attended for the weather conditions but numbers were well down. Would be nice to have a "Tax free sunday" a bit later in the year when it was warmer and maybe see the Supercars in the wet (They won't have that). Aaron has posted some pictures on the Triumph Vitesse Page on Facebook.

Our regular meet at the Seven Stars was very well attended with 24 of us squeezed in. Dave Robinson's Vitesse 6, Richie's MK3 Spitfire, Aaron's 1500 Spitfire, Lee's 1500 Spitfire, Robin's 1500 Spitfire, Neil's MK1 GT6 and David and Lynn's Rover 100 sat in the car park.

Paul and Carol's TR5 is in the bodyshop at the moment having a facelift and they hope to have it back on the road very soon and I may have some pics for next years calendar (hint)

April is the month where it all kicks off as far as shows are concerned with events at **Farnham, The Wessex area Run, the Lord Mayor Of Havant's Charity Run, The Wyke Down show and of course Drive It Day**, so there will be a bit more to report.

Up and Coming Events

April

Sunday 1st Goodwood Breakfast Club, gates open 8am, theme ...Everything but the car

Sunday 1st Farnham Central Car Park Show, no booking required, just turn up.

(Mickey and Julie from Thames area normally have a stand and will reserve us some spaces)

Tuesday 3rd Regular meet, Seven Stars Pub, GU32 3PG

Monday 9th (Easter Monday) Wyke Down Show, Picket Piece Nr Andover, SP11 6LX (You need to get there early to avoid being stuck in the queue, about 8-8.30am) Club Stand

Sunday 15th Amberly Post Office Vehicle Show

Sunday 15th Southern Classics Spring Show, Chichester College, 10am-4pm

Sunday 15th Lord Mayor of Havant Charity Classic Vehicle run

Sunday 15th Wessex and new Forrest Triumph Run (Pre booked only, meet at Avon Heath Country Park 9- 9.30am) BH24 2DA

Thursday 19th Roaming Meet The Angel Hotel GU34 3NN MAY

Tuesday 1st Regular Meet Seven stars pub GU32 3PG

Friday 4th -Monday 7th TSSC Isle of Wight Camping weekend

Sunday 6th Goodwood breakfast Club, Supercar Sunday

Monday 7th Popham Fly drive Classic vehicle Show SO21 3BD

Sunday 13th SEM Leatherhead Leisure centre KT22 9BL

Sunday 13th Basingstoke Festival of Transport, War Memorial Park, Crossborough hill, Basingstoke, 11.00am -- 16.30pm

Thursday 17th Roaming Meet, The Golden lion, Southwick, PO17 3EB

Sunday 27th Haslemere Classic car Show and Tour, Lion Green, Lion Lane Haslemere

Sunday 27th S.H.V.P Show Queen Elizabeth Country Park, Club Stand, (no entry after 9.30am)

NORTH STAFFS SUFFOLK . . . SUSSEX . . . THAMES

That's all for this month, start taking those photos. No photos means No calendar!

Mark

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Hi. It was difficult to get any formal meeting matters dealt with due to the pub being full with standing room only as there was some sort of bash on. **The George & Dragon** has gone from being almost empty to very busy since reopening which could mean finding another venue to hold meetings.

It was really good to welcome visitors from the West Midlands area, Paul along with 6 other members who had travelled up in a variety of Triumphs. I hope they found the trip worth while and hope to meet them all again in the future, thanks also for the Midland Area calendar guys.

Henry Jones AO from the Cheshire area also paid a visit again it was great for these members to take the trouble to come along to give us some support.

I would also like to welcome a new member to the North Staffs area Ian Smith who has a Stag. Ian (Smith that is, as we now have 3 Ian's) showed us lots of photographs of some amazing and expensive cars, plus lots of shots of his visits to many events and shows that he has been to around the UK and Europe, so we hope to see Ian again as I'm sure he has lots to offer the club.

The drive it day did not get sorted again due to the busy pub, so an email with some options along with choice of joining other groups has been sent out.

A more detailed list of shows has also been sent out to those who are on my list, if any one would like to join us or find out more about these please call or email me.

We had a small raffle to start some fund raising this was won by Ian Stuart, if anyone would like to help with fund raising along with the roll of treasurer give me a call or email me.

Next month should see some of those sorn cars back on the road and some warmer weather hopefully.

It was good to see that a strong following is still evident for the Triumph brand by the numbers attending the International Triumph Show at Stoneleigh.

Next meeting Wen 25th April, Don't forget **Transport Show Weston Park 8th/9th April**.

Keep driving the dream.

Dave

SUFFOLK Tel. 01206 250360
e-mail: Suffolk@tssc.org.uk

Nice to see Graham again, who occasionally comes to our meetings. (He drives a GT6 and a ford-based Spartan).

Chris and Lindsay went to Stoneleigh and bought lots of bits for Chris's newly acquired Stag-in-bits - servo, wiper arm panograph, badges, chrome trim... Colin also went and sold bits but did not buy anything, at least I think that's what he said - that will be a first. Russell also went there in his Stag and averaged 22mpg; that's a lot of petrol.

Colin then worked out the mpg of his PI to get to the meeting - about 13mpg!!! Apparently it doesn't like coming out of hibernation or the cold.

Justin's son is getting married in 17 months time and that's the deadline for getting his Spitfire MK3 back on the road. He really wants a new windscreen frame but they seem to be quite rare (and therefore expensive) so will need to look at repairing his. Lots of other work to do.

Mike repaired his Vitesse rear light unit (the one above the

TSSC AREA NEWS



number plate) with PETG sheet. He made a wooden former and heated the sheet with a hairdryer to get the curve in it. The originals are riveted in but Mike used Araldite to fix his replacement ones. This looked very effective and he now has clear panels through which his number plate is illuminated.

Lyall has fixed the vacuum advance problem on his Stag. Deciding against taking off the carburettor because of all the problems with rebalancing it etc., he put a tee in the vacuum pipe to the servo. All now works fine.

At least three members are entered for the **Ipswich to Felixstowe run in May** but will make their own route for the last part to avoid the slow grind through Walton and the worry of overheating cars.

There is a strong showing of members going to **Le Mans Classic**. At the last count it was at least 8.

The next meeting is **3rd April followed by the 1st May and 5th June**. So, see you at the **Sorrel Horse, Barham on 3rd April at 8:00pm** - clocks will have gone back, the weather may be kind and there could be more than a couple of Triumphs in the car park.

Peter

SUSSEX Tel. 01273 566593

Apologies for no news last month, things seem rather hectic at the moment and I keep forgetting things.

Now, Stoneleigh came and went. The hardy trio made the journey, and came back happy having sold a variety of bits and bobs, so that was excellent. Plus we did eat pretty well, which is always a bonus.

Discussions are ongoing about events this year, and Vic kindly brought along entry forms for the **Hellingly Festival of Transport** which takes place over the **August bank holiday (25-27th)** and if we get forms in by the end of **June**, it is a freebie, including camping. So hopefully there will be a group attending. Of course, that is a long way off, we have **Leatherhead/SEM looming on May (13th)** which is always the traditional start to the summer season. Usual story here, we will meet up at Pease Pottage services bright and early, 9.15 provisional time but will confirm next month. And of course **Classic Le Mans**, where the area group is picking up the odd waif and stray who is tagging along with us. I suspect tickets are still available if anybody else fancies this superb trip.

Elsewhere, Martin brought along his new shiny Honda Civic all alloy rad, which needs some brackets attaching. It should then be a sub £100 lightweight alloy radiator. Seems a bargain, news will follow when it is fitted. I am still behind with my Spitfire (no surprise etc) and most other people seem to be ahead of the game and their cars are all behaving as they should.

Right, off to play with vented discs...

Clive

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Greetings! We have fixed a date to visit the **Wheels museum at Eton Wick on the 29th April**. Also our first show of season in on the **1st of April at Farnham** and the following week on **Easter Monday at Shalford**. Best I get on with the Vitesse engine rebuild, which has hit a stumbling block when I went to fit the piston rings as they were for the 1600 Vitesse, but the crank is back in the block, most of the engine painting is done



THAMES NORTH WALES . . . SOUTH WALES

TSSC AREA NEWS

Thames Continues

and I am very eager to get it up and running. On the down side the MoT has expired and the tax runs out soon. Our events list is now available but it's not too late to let me know of any local shows that we can attend.

SOCIAL EVENINGS AT THE FOX & CASTLE

2nd February It a blooming chilly night to be venturing out, but we are pleased that John S, Graeme, Bob, George B, John P, Mike H, Mick C braved the cold to join Julie & Me at the Fox & Castle in the warm. On going work on our Triumph's has been :- John S Herald is off to the body shop soon, John P been having fun with fitting the exhaust on his TR7, having to remove the manifold to drill out broken studs and while accessible replacing the core plugs under the manifold and fitting anew starter motor. Mick C, has got his diff sorted out and new UJ's on his propshaft ready to go back on his Spitfire.

We set a date for our visit to **Eton Wick Wheels Museum on the 29th April**, hopefully more Triumphs will be back on the roads by then (mine included). Julie's raffle winners to night were:- Bob won the bottle of wine, John P won the Torch, Graeme won a set of cleaning pads, I won a small can of WD40, and someone won the rose plant (which only the winner knows). Once again thank you for braving the cold and making it a fun night.

16th February Julie must be trusting me now as I am free to venture to the Fox & Castle on my lonesome (its getting quite regular now). To keep me out of trouble tonight I have the pleasure of Mark M, Bob, John P, George B, Martin, & Mick & Julie C. We have quarter of a Triumph in the car park tonight in the form of Mick's Spitfire diff, spring and propshaft, as there was some concern over the modern leaf springs (Metric sizes) fitting into original diff housing (imperial sizes). Also how loose or stiff should UJ's be on the propshaft. Hopefully Mick's mind is at rest and all seemed to assembled well and the stiff UJ was tweaked a bit to ease it up slightly. Other on going work on our Triumph's were :- Martins trunnion-less suspension is now complete one side. In Julie's absence we still had a raffle and the lucky few were:- Martin won a bottle of wine, George won a small can of WD40, Mick won the Screwdrivers (much to Julie's dismay as she had her eyes on the wine) and Bob won a set of wire brushes.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **April on the 12th & 26th & in May on the 10th & 24th** Please come and join us for a warm welcome or call me on **07773 623807**.

Up coming events are:-

April

- 1st Farnham town centre show
- 9th St Catherine's hill Fayre, Shalford
- 22nd Drive It Day
- 22nd Standard Triumph Day, Gaydon
- 22nd Brooklands Classic Breakfast

May

- 4th/7th IoW camping weekend
- 12th/13th SEM Leatherhead
- 20th Brooklands Breakfast Club
- 20th Aston Clilton Chiltern Hill show, Aylesbury
- 20th Standard Triumph Day, Prescott Hill Climb
- 26th/27th Motorsport at the Palace, Crystal Palace
- 27th Haslemere Surrey Classic Car Show & Tour (NEW)

Mickey & Julie

NORTH WALES Tel. 01492 516479

The calendar tells us it's summer time. Sam has confirmed it, so you can take the dates as official. Cars are emerging from their winter SORN, blinking out into the sunshine, ready for the first run and show.

I saw a Green Midget down at Sleaf Airfield the other day – and we are promised some new motors on parade.

After our skittles night, the first show will be the **Tweedmill Show, near St Asaph on April 15**, an event which is growing in popularity. Then comes the first serious run of the season, the **Drive-It Day excursion on April 22**. This year the run has, fittingly, been selected to be the **Stewart Davies Memorial**, on which cars will wear the Red Leader plaques so proudly carried through the city of Chester on the sad day of his funeral.

It will be a fitting tribute to a great enthusiast – and it is not inappropriate to reveal that the two charities chosen by Brenda have benefitted to the tune of almost £2,500 from donations in Stewart's name and the decision, by Richard and Joyce, to eschew presents on the occasion of their golden wedding anniversary and send the proceeds to the same charities.

The run will start from our new HQ at the Holly Bush, Cefn-y-bedd and will, largely, follow the A5 through Betws-y-coed and down the Ogwen Valley to the National Trust's Penrhyn Castle. Some of us from down the coast will be linking up with the rest at the Conway Falls restaurant at Penmachno.

Our new Ewloe connection are considering a run down to the **King Arthur labyrinth at Corris, south of Dolgellau**. There are no details available, yet, but as it will involve a run down the A470, anyone interested should contact Derrick... he knows that road like the back of his hand!

Further research has resulted in the decision that our four-area **North West get-together on June 20** will be at the **Ruthin Castle Hotel**. They have the parking and bar facilities to cope with the anticipated 30-plus cars. And the routes available to our visitors, through the Vale of Clwyd, are scenically some of the best in our area. As we are hosts for this event which we originated, Derrick and I would ask for your full support on the night.

New cars on the scene this season will include Roger Bryant's new Vitesse convertible. It came fitted with SU's, but Roger found a pair of Stromberg 150's at Stoneleigh, so it should be back to normal specification fairly soon.

We also hope to see more of Geoff's MK 3 Spitfire and Helen's pretty little Herald drophead. Graham and Barbara have had a lot of work done on their Tristan and Nick has now got the body back on his MK 4 Spitfire, so there should be some interesting new stuff on parade.

Derrick has managed to get in some time on his Vitesse – and it's beginning to look pretty good. There's talk of a suitable length of mohair having been found down in Coventry and a couple of ancient craftsmen being lured out of retirement to become part of this super project. As there's some doubts about the gearbox on the Silver Bullet, Derrick's even talking about having the Vitesse ready for Prescott. Now, that would be a sight. I'll keep you posted ...

Bob

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Hi. A short report this month as there was no club run to comment on, however I can advise that there are good plans for the upcoming spring and summer season. Many details of what we want to do as an area were debated and agreed upon in

WESSEX . . . WEST MIDLANDS



TSSC AREA NEWS

our end of February meeting which was attended by 16 so there was a good representation of views and points for action.

Area club clothing is now available at very reasonable prices and anyone interested should contact Bernard our A.O.

On **April 22nd**, drive it day, our area run will be to the "**Bristol Classic Car Show**" at **Shepton Mallet**, details will be posted on our area website and anyone interested should contact Bernard our A.O. Provisional arrangements for trips to the Cardigan and Pencoed are being made and please let our A.O. know if you are attending.

Good news for members who live in West Wales as Jonathan Davies is trying to establish a West Wales section, Jonathan has been a TSSC member and Herald owner for 16 years and is very keen to get the area set up, however he needs help and support. His first meeting will be on **Wednesday 4th of April** at the "**Plas Parke**" **Pentrecwrt at 7:30 p.m.** So good luck with the project Jonathan!

Pete and Rob are making good progress with their Vitesse convertible and hope to have it on the road for Easter along with Mike who has been patiently waiting for temperatures to rise so that he can finish painting his Herald.

As for my Spitfire I have done the first "Shake down" run of 20 miles and everything seems to be in good order after such a major overhaul of engine, gearbox/od, and it would be remiss of me not to thank Bernard our A.O. who helped me to breathe live back in to my "special" Spitfire.

To those members who do not come to meetings or club runs please give a thought to what you are missing as there is a wealth of experience and knowledge freely available from long established members.

So don't struggle on your own contact you're A.O. as we are all keen to see as many Triumphs on the road as possible!

Cheers.

Gwyn

WESSEX

www.triumphnewforestrun.co.uk

Tel. 01425 475376

At the risk of being accused of "banging on", as previously mentioned, we are currently involved in the planning for this year's **New Forest Run** - see our website www.triumphnewforestrun.co.uk for more details. The Run will start from Avon Heath Country Park around 10am. There will be the normal halfway stop which this year will be at Brockenhurst Village Hall. This year we will finish on Christchurch Quay. This Run is always very well supported by the local Triumph Clubs. This event is held in support of the Federation of British Historic Vehicle Clubs "Drive it Day" which encourages all Classic Car Owners to "take to the roads". This year's event will be held on **Sunday 15th April** which is the week before the official day. In this way we hope that people will be able to join in with other events in support of "The Cause". Entries are coming in steadily and we currently have 61 cars entered. If you would like to join in, either as an entrant, or to help out on the day please do not hesitate to let me know.

Other wise, our first event for the year was the annual pilgrimage to Stoneleigh for the Triumph Show and Spares Day. This year was certainly NOT for the faint hearted - it was B****Y Cold! Nevertheless Martin, Neil, Richard and myself, braved the elements in search of that elusive spare part. I have to say this year was a little disappointing on this front, best highlighted by Martin's vast collection of purchases at the end of the day - 3 magazines for the princely sum of £1 which included a carrier bag - (what reputation!) However despite the cold and miserable weather and lack of purchases we still had a good day meeting up with old friends and "talking triumph".

Looking past the end of April, on **13th May is the Basingstoke**

Festival of Transport. We are going to join up with our friends in the local area of the TR Drivers Club for the day. The following weekend **14th - 15th May is the Beaulieu Spring Autojumble.** If anyone is interested in attending these events please do not hesitate to let me know.

Now if you are still with me - an **IMPORTANT** bit. At the last meeting it was agreed that we should try to find an alternative meeting venue, hence we have agreed to give the **Three Legged Cross** at (surprisingly) **Three Legged Cross** a try. So as from the **April meeting, which will be on Thursday 26th April**, our meetings will be at the Three Legged Cross which is situated on the Horton Road at Three Legged Cross. That's it for now, just to re-iterate we have changed our monthly meetings to the following:

Three Legged Cross, on the **LAST Thursday of the month**, from 8.00pm onwards.

Look forward to seeing you there!

WEST MIDLANDS Tel. 07969 024999

First of all I must apologise for not managing to send in the West Midlands Area Report into the magazine for the last couple of months but it has been common knowledge that I have had a lot on my mind. That brings me onto my second item, I would like to thank everyone in the West Midlands area for their kind enquiries about my wife Valerie, and their good wishes over the last couple of months, it is really appreciated. I am glad to say to report that I believe we have finally turned the corner, and she is slowly finding her feet, and that's not a pun. We both send our thanks, and she hopes to see you all soon at one of our events.

Now a very belated thanks to Ken one of our staunch members for the evening entertainment that he gave to us at our February meeting when we were able to view those historic videos of events in the past in which the West Midlands Area were not only taking part in, but organised. Thanks Ken, the evening was a great success and yet again shows the strength of our region with members organising events for the enjoyment of others.

On the 3rd Tuesday of March we met again at the Nautical Club in Bishopgate Street, Birmingham, a venue which by popular vote has become our **3rd Tuesday regular meeting** place during the winter. Unless other arrangements are announced our regular meetings are now:- **1st Tuesday of each month. the Drakes Drum in Aldridge Road, Perry Barr. Our winter 3rd Tuesday meeting place from October until to April is the Nautical Club. Our summer 3rd Tuesday meeting place will still be the West Midlands Police Social Club, Pershore Road, Edgbaston, and that will be from May until September.** I will make sure that the details are published correctly in the 'Courier'. The next meeting at the **Nautical Club** will be on **Tuesday 20th March 2012.**

One of our favourite events at which the West Midlands Area is well represented is the **Sandwell Show** which is due to be held in 2012 on **Sunday 13th May 2012.** Last year we had 32 cars on display, and with a free barbecue all day a good time was had by one and all. If you want your car to be on display this year then without delay make sure that Chris Allen has the details of your car, and be prepared to hand him the princely sum of £3. Do not delay, he will have to close the list next month. If you don't have Chris's number then ring me and I will forward the details.

Drive it day this year is on **Sunday 22nd April 2012**, and as an area we have decided to join in with a lot of other areas for



THAMES . . . WIRRAL NORTH YORKS . . . SOUTH YORKS

TSSC AREA NEWS

NORTH YORKS

Tel. 07766 354449

Thames Continues

a visit to the **Heritage Motor Centre at Gaydon** in Warwickshire. Provisional arrangements are we will meet at 9.0am at the McDonalds restaurant on the A.34 at Monkspath, which is situated at the junction of the A.34 with junction 4 of the M.42. We will move off at 9.30am in convoy down the M.40 to junction 12 at Gaydon to the Heritage Motor Museum the event running from 10am until 4pm. There is a charge of £5 per person for those attending in a classic car, under 16's enter free. If you arrive in a modern car the charge is £11 per person and under 16's £8. These fees give you access to the event and the Motor Museum which is well worth a visit.

The **Annual General Meeting of the TSSC** is being held this year on **Sunday 29th April 2012** at 2pm with an area organisers meeting the same day at 10.0am before the AGM. **TSSC Headquarters** will also be open for visitors from 10.0am until 2.30pm. If you have any item which you wish to be brought up at either meetings please let me have details as soon as possible.

Cracking meeting 1st Tuesday in March. Nice to see everyone in good shape and also to welcome some visitors. Looking forward now to better weather so that we can make the most of our classic cars. Get those tins of polish out and shift that winter dust. See you next month.
Keep well and drive carefully.
Cheers.

Roger the Dodger.

WIRRAL

Tel. 0151 339 4150

Hi everyone. Just a short report this month as there has been very little happening over the past month. The only event worth mentioning was the annual planning meeting which was held in mid February.

There are quite a few events coming up in the next few months but I'll not mention them here until the calendar has been published. The couple of events I will mention are the **Cholmondeley Pageant Of Power in June**, although by the time this report is published the discount codes for the club stand will have expired so hopefully everyone who wants to attend will have ordered their tickets. The other big event in early summer is the **Standard Triumph Marquee Day at Prescott in May**. I'll have entry forms at the club meetings.

Also, the annual **North West Area** get together will be hosted by the North Wales Area this year on **Wednesday June 20th**, Derek & Bob have yet to confirm the venue, but I'll let you know in due course.

I spoke to Ray last week, unfortunately the operation he had on his hands wasn't the success everyone had been hoping for, he tells me the Doctors don't seem to know why the operation didn't work, so hopefully a resolution will be found soon.

That's about it for this month, so take care and see you soon.

Andy

NOTE to ALL:

**If I don't reply to your email
I Haven't received It!! Bernard Ed.**

Well last month meeting was a quiet one with holidays and the forced move from the Swan due to it being refurbished. I'm hoping they are finished for the March meeting and let us back in!! (yes this is Aprils magazine but that's magazine deadlines for you!) Anyway not much to say as not much is happening!

Drive it day looks to be good with a nice route for us. Meet at the White Swan where we have the meeting and then head to Ferrybridge services before a short trip down the M62 to Normanton and then the mining museum. If we avoid the motorway I think we'd have to set off on the Saturday evening as Wakefield is just so horrible to avoid, (and drive through!) Here are the dates so far!

Club nights. Monday 9th April and Monday 14th May Events

Sunday 22nd April Drive it day. Below are "Our" 2 meeting spots so let me know if you are coming. We won't be waiting for late comers as the schedule won't allow it!

1.The White Swan, Deighton, YO19 6HA meeting from 8.30am leaving at 9.00am

2.Ferry Bridge Service Station, WF11 OAF, meeting from 9.00am leaving at 9.30am (contact: Richard Briscoe on 07766 354 449)

18th - 20th May, North Yorks Bash/camping/relax weekend at --- Dent. If you can make it up for the Friday it's a 3 day event! Yes it clashes with Prescott but that's at the wrong end of the country anyway!!

15th - 17th June, Dales Run Dalesbridge campsite near Settle - I have booking forms if you don't want to cut your mag up!

21th June, Solstice Run to Helmsley.

14th - 15th July North Yorks moor Railway weekend.

We will be going to Levisham as normal. Open to all if booked in advance, I have the forms!

Hope we have a great summer

Rick

SOUTH YORKS

Tel. 01302 820119

www.southyorkshiresstc.yolasite.com

Hello Everyone. Alice celebrated her 65th Birthday on the 18th Feb we all had a superb evening with good food and excellent entertainment, her thanks go out to all the SYTSSC members who attended and made her day so special.

The 26th Feb was an absolute super day for our annual Fish & Chip run to Cleethorpes, a convoy of three vehicles made the trip these being , Pete, Paula & Bethany in their SDI John & Maggie in their GT6 followed by Alice & myself in the trusty Bond. The road's through Humberstone & North Linc,s were very quiet which made the trip very pleasant. As always a superb lunch was had at Steel's emporium followed by a brisk walk along the sea front

Entry forms are now coming in thick and fast for events in the Yorkshire area so it will soon be possible to organise some sort of calendar for the remainder of the year.

Several members went to Stoneleigh on the hope of picking up some good spares and the opportunity to catch up with old friends, it was my first visit, so a new experience.

It didn't last as I predicted in the inter club quiz we are gradually dropping down the leader board and laying in joint third place at the moment, still it's not to bad from a average team of four against greater opposition. Not a lot this month but now the weather is picking up, it may bring more members to the monthly meetings and events Regards

/an.

WEST YORKS

WEST YORKS

Tel. 01535 634239

www.tssc.org.uk/westyorks

Well cupid's arrows must have been falling in West Yorkshire as there were only eleven people in attendance at the February meeting we could have held it inside a Trabant and had some room to spare. I will take this as a hint to avoid having a meeting on Valentines day.

Looks like the Bridlington area will be favourite for our day out by the sea - Date to be confirmed. There will also be a fish and chip night at the same place as Alan went to last year for one of the summer meetings.

Bookings for the **Dales weekend** are slow at the moment but I am hoping they will pick up. I have some booking forms for the **North Yorkshire Moors Railway classic car weekend** which I can recommend.



National Classic Car Drive It Day 22nd April

Organised by West Yorkshire Triumph Sports Six Club

This is a national celebration of historic motoring under the umbrella of the FBVHC & allows us to promote the classic car movement & our own club. The "Drive It Day" event is open to all classic cars whatever the make or model.

The 2012 Drive it day will take place on Sunday 22nd April & will end at the National Coal Mining Museum for England, Caphouse Colliery, New Road, Overton, Wakefield, WF4 4RH

FREE ENTRY & PARKING on the day (dogs are allowed on leads)

Various attractions, Museum shop, Cafe & Toilets with Disabled access

Our nominated charity this year is for St James's Prostate Cancer Charity all donations extremely welcomed on the day!

If you wish you can take the free underground tour Booking is required on arrival at reception for details on this please take a look at their website: www.ncm.org.uk

You may go direct or join the run at any one of the three start points

1. The White Swan, Deighton, YO19 6HA meeting from 8.30am leaving at 9.00am
2. Ferry Bridge Service Station, WF11 OAF, meeting from 9.00am leaving at 9.30am (contact: Richard Briscoe on 07766 354 449)
3. The Black Bull, Kirgate, Birstall, WF17 9HE, meeting from 9.00am leaving at 9.30am (contact Alan Heaton)

For More Info please contact: Alan Heaton event organiser on

01274 781814 or 07944 909 823



TSSC AREA NEWS

The Stag is still progressing with the rear wing and wheel arch all now welded in place and all the nearside suspension sand-blasted and repainted and waiting for re-assembly so not looking too bad for Drive It Day (fingers crossed).

DRIVE IT DAY 22nd April to the National Coal Mining Museum at Wakefield, see advert in the Courier or ring Alan 01274 78114 or 07944909823

North Yorkshire Area Dent camping weekend 15/16/17 May contact Richard 07766354449

West Yorkshire Area 23rd DALESRUN Camping Weekend at Dalesbridge, Austwick near Settle 15/16/17 June - see Courier.

Martin



Dent Camping Weekend North Yorkshire Area

After last years trial run, we are running another camping weekend.

It will be held on **Friday 18th - Sunday 20th May 2012**, and will be held at the old Dalesrun campsite at High Laning in Dent.

If you can make it up for the Friday its a 3 day event!

The weekend is going to be a relaxing season opener and there will be a couple of runs and lots of time to take in the area.

For Bookings and details email Rich at

**e-mail. 72stag@gmail.com
or on 07766 354449**

STANDARD TRIUMPH DAY

SUNDAY 22ND APRIL 2012

(DRIVE IT DAY)

BOOKING FORM

Name _____

Address _____

Tel _____

e-mail _____

Vehicle make/model _____

Please send booking forms to:

Claire Hill
32 Holly Hill Road
Selston
Notts
NG16 6EF

Tel Enquiries to:
07976 163006 – Nigel
07971 017012 – Claire

e-mail: clairehillmrs@hotmail.co.uk

New Venue: Heritage Motor Centre
Banbury Road
Gaydon
Warwickshire
CV35 0BJ

	Special rate for those attending in classic cars ONLY		TOTAL
Adults – pre booked	£5 per person	Number	
Adults on the gate	£6 per person	Number	
Under 16's	FREE		
Adults in Modern cars	£11 (usual admission fee for Gaydon)	Number	
Under 16's in Modern cars	£8 (usual admission fee for Gaydon)	Number	

Cheques Payable to TSSC Notts Please

FUN & GAMES IN THE GREAT OUTDOORS!

Northants Area

Carry on Camping Weekend 2012

Wicksteed Park, Northants

All passes to be shown at gate!!!!?

A Jolly Good Time!!

25/26/27 May 2012

Day Entrance £6.00

Camping £15.00 per pitch per night

Contact

Dave Richardson: 01234 740548

E-mail: d.richardson13@sky.com

or see

Website: www.tssc-northants.org



22nd DALESRUN

15th, 16th & 17th June 2012

(a week later than normal)
The Dalesrun is moving to Dalesbridge activity centre, Austwick, Near Settle, LA2 8AZ and we will be taking you through some of the most wild and scenic areas at the heart of the Yorkshire Dales. Campsite website - <http://www.dalesbridge.co.uk>
Completely separate area on the campsite Two scenic runs through the Yorkshire Dales of Approx 90 miles over 2 days Raffle with quality prizes (Donations welcome)
Night time entertainment and bar Children's games and activities. Dog friendly site.
Access to the site will be sign posted.

Please arrive with a full tank of fuel.
Bookings must be made through the club to receive preferential rates.

To attend the 21st Dales Run please complete and return this slip to:
Martin Appleby, 10 Rowan Garth, Sutton in Craven, Keighley, West Yorks, BD20 8DA
*** Remittance made out to M.Appleby, not TSSC ***
Queries to: 72stag@google.com or tel Richard on 07766 354449

Name(s) : Address: Tel:

e-mail: Club Area:

Car: Reg No:

Nights camping – Friday/Saturday Camping (For caravans see below)
___ Children (11 and under) £ 4.00 Per night ___ Infant (under 5) £ 1.50 Per night
___ Dogs £ 1.50 Per night ___ Extra cars per night £ 1.50 (First car free per pitch)
___ Electric hook up £ 6.00 Per night

Total per night x nights = total

Now add gazebo (if applicable) plus car and fill in the grand total at the bottom.

Caravans and camper vans £14 per night (includes 2 people) ___ Extra adults @ £ 5 per night.

___ Dogs £ 1.50 Per night ___ Extra cars per night £ 1.50 (First car free per pitch)

___ Electric hook up £ 6.00 Per night

Total per night x nights = total

Now add gazebo / awning (if applicable) plus car and fill in the grand total at the bottom.

Gazebo's & Awnings £10 per weekend

Cars taking part

Weekend price PER CAR taking part (club cars) is £10, single day is £6
back up vehicles can do the run if they pay too.

Grand Total enclosed £

No generators after 8pm or before 8am in our area please

Derwent Valley's

24th Peak Run

22nd to 24th June 2012

Booking form for the Peak Run 2012 and Peak Run Camping Weekend

- Friday night a warm welcome at the campsite.
- Saturday we visit Wirksworth and the Ecclesbourne Valley Railway.
- Saturday night is the usual Party Night at the campsite.
- Sunday is the day of the 24th Peak Run—a 90 mile drive through the breath-taking Derbyshire Peak District finishing at Buxton
- Camping available from Thursday 21st until Monday 25th June* at the Peak Gateway Campsite near Ashbourne. Sorry no electric hook up available.

Name:

Address:

Postcode:

Phone Nos. Email:

Car Make: Model: Registration No:

Four packages available—please select the one that suits you :

Package	Rate	Tick Below
The Sunday Peak Run ONLY on Sunday 24th June 2012	£9.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping.	£15.00 per car	<input type="checkbox"/>
The Peak Run Weekend including one night Camping.	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to 4 nights Camping *	£37.50 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to
Derwent Valley Area TSSC to:

Peak Run 2012, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone Enquiries:

Kim and Paul Dale—01335 345784

Or Roger Buck—07970 619149

Or Colin Wright—01773 531580

For more information visit:
www.derwentvalley-tssc.org.uk



Holiday Weekend

14th - 16th September 2012

LADIES,

Are you struggling to fill your day after taking the children to school, doing the cleaning, ironing, washing up, dusting and preparing the meals? Have you warmed your husband's slippers and prepared his drink ready for his arrival from his hard day at the office? Do you find yourself wishing to do something special for him?

Then why not book yourself a fantastic weekend away with the TSSC Manchester Area at our weekend retreat with our very own Yellow Coats? Join us at the "Manclins Holiday Camp" for fun, games and fabulous runs in the countryside.

Venue:

Elm Cottage Touring Park, Chester Lane, Winsford CW7 2QJ

Name: _____

Address: _____

Postcode: _____

Phone No: _____ Email: _____

Car Make: _____ Model: _____

Registration Number: _____ TSSC Membership Number: _____

Item	Rate	Please Tick
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to Manclins Event. Electric Hook Ups are limited, and will be provided on a first come-first served basis. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	£30.00	<input type="checkbox"/>
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	<input type="checkbox"/>
Run Only (No Camping)	£10.00	<input type="checkbox"/>
Total		

REMEMBER
When we say "Hi-De-Hi"
You say "Ho-De-Ho!"



Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

For more details:

Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk, or consult the Manchester Area website at <http://www.tssc-manchester.org.uk>



EXCITING NEW
VENUE HAVEN
WILD DUCK
HOLIDAY PARK

THE
20 NORFOLK 12
MILE OF TRIUMPHS

Friday, Saturday
& Sunday
21st - 23rd
September 2012



Booking Form

Tel Enquiries to: 07976 163006 - Nigel 07843 435190 - Chris 07971 017012 - Claire
E-mail: mileoftriumphs@hotmail.co.uk Web: www.mileoftriumphs.co.uk

Please send booking forms to: Claire Hill, 32 Holly Hill Road, Selston, Notts, NG16 6EF

£50.00 deposit required on booking - balance to be paid by 1st July 2012. Cheques payable to "TSSC - MOT event".

Name: _____

Address: _____

Postcode: _____

Tel: _____

E-mail: _____

Exciting New Venue -
Haven Wild Duck Holiday Park,
Belton, Great Yarmouth
NR31 9NE

More caravans available

All stays are for 3 Nights

- Fri, Sat & Sun

21st-23rd September 2012

Accommodation:		Number:	Total: £
Superior 2 bed (sleeps 6)	£135.00		£
Superior 3 bed (sleeps 8)	£145.00		£
Deluxe 2 bed (sleeps 6)	£155.00		£
Deluxe 3 bed (sleeps 8)	£165.00		£
CAMPING	£25 per unit (Fri-Mon)		£
Entrance:		Number:	Total: £
Adults - Weekend	£5 per person		£
Adults - Day rate	£3 per person		£
Under 16's	FREE		£
Please make cheques payable to "TSSC - MOT event"			Total Payable: £

STANDARD TRIUMPH DAY

SUNDAY 22ND APRIL 2012

(DRIVE IT DAY)

BOOKING FORM

Name _____

Address _____

Tel _____

e-mail _____

Vehicle make/model _____

Please send booking forms to:

Claire Hill
32 Holly Hill Road
Selston
Notts
NG16 6EF

Tel Enquiries to:
07976 163006 – Nigel
07971 017012 – Claire

e-mail: clairehillmrs@hotmail.co.uk

New Venue: Heritage Motor Centre
Banbury Road
Gaydon
Warwickshire
CV35 0BJ

	Special rate for those attending in classic cars ONLY		TOTAL
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E-mail: d.richardson13@sky.com

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Website: www.tssc-northants.org

