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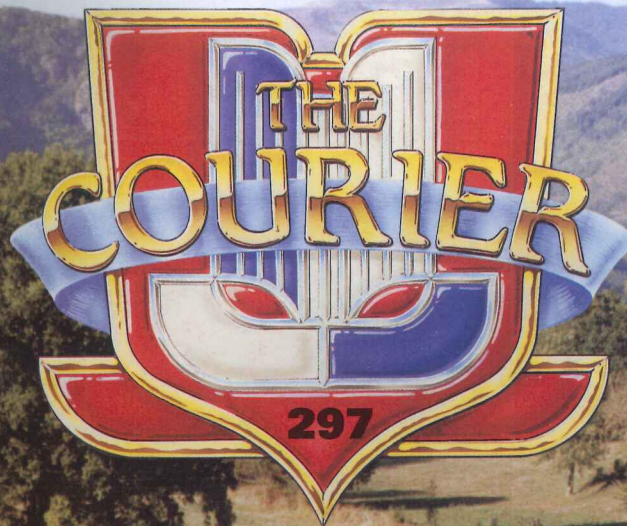
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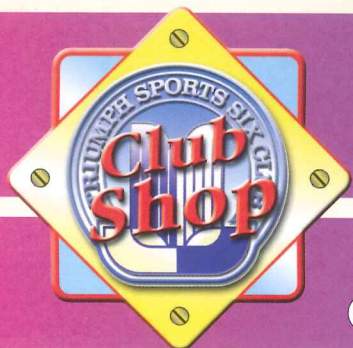
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MARCH 2005





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The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.297 Vol 25. MARCH 2005  
Price £2.50 Free to Club Members.

### CLUB HEADQUARTERS

Main Street, Lubenham,  
Market Harborough,  
Leicestershire. LE16 9TF.

TEL: 01858 434424 H.Q. FAX: 01858 431936

H.Q. e-mail: membership@tssc.org.uk  
http://www.tssc.org.uk

Headquarters open between  
9am - 5pm Monday to Friday  
Saturdays - check Courier P.7

### PRESIDENT

Bill Sunderland

### GENERAL SECRETARY

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Northampton. NN4 0SY.  
TEL: 01604 705319.

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Trudi Prettyjohns e-mail: trudi@tssc.org.uk

### MEMBERSHIP SECRETARY

Miss Charlie Smith e-mail: charlie@tssc.org.uk

### CLUB SHOP MANAGER

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### Courier Copy By 10th of Each Month

Articles/Area News Enquiries

Tel: (01858) 434424 Fax: (01858) 468228

Courier / Area News

e-mail: courier@tssc.org.uk

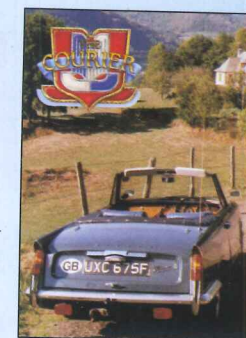
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### COUNCIL MEMBERS 2005

David Aspinall, Chris Gunby,  
Derek Holman, Chris Mills,  
Trudi Prettyjohns, Simon Roberts,  
Tim Scrivens, Barry Minett-Smith,  
Victor Thompson,  
Peter Williams.

For a full list of TSSC officials see page 82.

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:  
Heading off to the Sun!  
Cantal - Auvergne  
France  
Pic - Nick Fane

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# T.S.S.C. Events Calendar

[www.tssc.org.uk/events](http://www.tssc.org.uk/events)

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

## HQ ATTENDED EVENTS

CONTACT TSSC HQ FOR MORE INFORMATION

### May 2005

SATURDAY/SUNDAY 7/8 MAY 2005  
SOUTH OF ENGLAND MEET  
LEATHERHEAD, SURREY

### July 2005

SATURDAY/SUNDAY 9/10 JULY 2005  
TSSC INTERNATIONAL WEEKEND  
STAFFORD COUNTY SHOWGROUND

## TSSC ORG EVENTS

CONTACT LOCAL AREA FOR INFORMATION

### March 2005

MONDAY 28 MARCH 2005  
WYDEAN AREA  
COLEFORD CARNIVAL OF TRANSPORT

### April 2005

SATURDAY 2 APRIL 2005  
NORTHERN IRELAND FREE TRUNNION  
OILING, LARNE RD, CARRICKFERGUS

FRIDAY/MONDAY 28/29/30 APRIL 1/2 MAY 2005  
THE 16TH ISLE OF WIGHT CAMPING  
WEEKEND - APPULDERCOMBE  
CONTACT ANGELA 01983 281427

### May 2005

SATURDAY 7 MAY 2005  
NORTHERN IRELAND AREA ATTEND  
THE NORMAN EDMOND MEMORIAL RUN  
COMBER, CO DOWN

SATURDAY/SUNDAY 28/29 MAY 2005  
NORTHERN IRELAND AREA AT THE  
CIRCUIT OF NORTHERN IRELAND RUN  
START - CULTRA, CO DOWN

FRIDAY/MONDAY 27/28/29/30 MAY 2005  
SOUTH YORKSHIRE CAMPING WEEKEND  
ORCHARD HOLIDAY PARK,  
BOSTON, Lincs

### June 2005

FRIDAY/SUNDAY 10/11/12 JUNE 2005  
WEST YORKS DALES RUN  
CAMPING WEEKEND AND BARBEQUE

SATURDAY/SUNDAY 17/19 JUNE 2005  
THE CLASSIC SANDWICH  
SANDWICH, KENT  
CONTACT SUSAN 01732 834481

### June 2005 Contd.

SATURDAY/SUNDAY 17/19 JUNE 2005  
NORTHANTS AREA CAMPING WEEKEND  
CONTACT GRAHAM 01604 889668

SATURDAY/SUNDAY 25/26 JUNE 2005  
THE DERWENT VALLEY AREA  
PEAK RUN WEEKEND  
DERBYSHIRE PEAK DISTRICT  
CONTACT COLIN 01773 531580

### August 2005

SATURDAY 27 AUGUST 2005  
NORTHERN IRELAND AREA PRESENT  
THE TOTALLY TRIUMPH  
CLASSIC CAR SHOW  
NEWTOWN ABBEY  
CO ANTRIM

### September 2005

FRIDAY/SUNDAY 2/3/4 SEPTEMBER 2005  
LINCOLNSHIRE CAMPING WEEKEND  
ANCASTER, NR GRANTHAM. Lincs

SATURDAY/SUNDAY 3/4 SEPTEMBER 2005  
THE NORTH YORKS AREA WEEKEND  
CONTACT NIGEL 01405 720857

SATURDAY/SUNDAY 17/18 SEPTEMBER 2005  
WORCESTER AREA CONCOURS 2005  
HANBURY STEAM RALLY  
STOKE PRIOR, WORCS

FRIDAY/SUNDAY 23/24/25 SEPTEMBER 2005  
MILE OF TRIUMPHS, GREAT YARMOUTH  
NORFOLK

## CLASSIC CAR SHOWS

(CLUB INVITED)

### March 2005

FRIDAY/SUNDAY 18/20 MARCH 2005  
CLASSIC CARS LIVE  
ALEXANDRA PALACE  
LONDON

### June 2005

FRIDAY/MONDAY 3/6 JUNE 2005  
GORDON BENNET INTERNATIONAL  
CLASSIC RUN  
COUNTY LAOIS, IRELAND

### September 2005

SUNDAY 11 SEPTEMBER 2005  
9TH TRIUMPH WORLD PICNIC  
BEALE PARK, BERKSHIRE

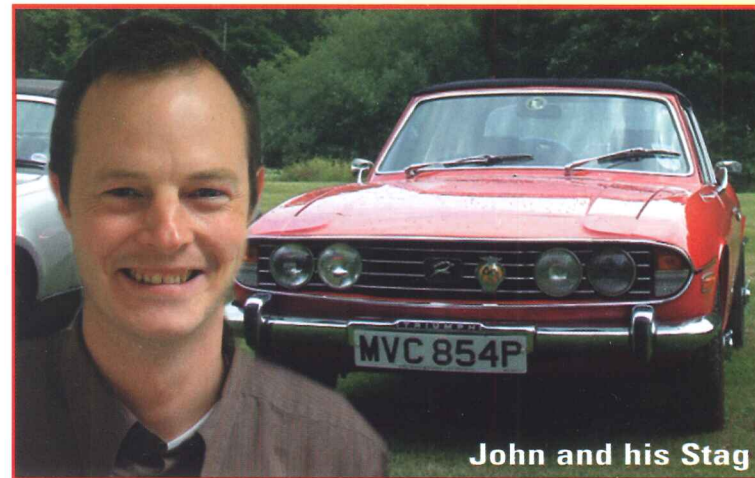
### November 2005

FRIDAY/SUNDAY 4/6 NOVEMBER 2005  
INTERNATIONAL CLASSIC MOTOR  
SHOW. NEC BIRMINGHAM.

# Comment

## By John Muggleton

### Sixteen Years



John and his Stag

After sixteen very memorable years working for the Club, I have decided that the time has come for me to spread my wings and to make the very difficult decision to step down as Club Manager. It has certainly been a very eventful time and so much has changed over those years including as just one example the move from operating out of a first floor rented office above a tool hire shop in 1989 to our own multifunctional Headquarters as it is now. Many, many good friends have been made during this time and there have been countless events and meetings that will remain firmly imprinted in my memory. Enthusiasm is what the TSSC is all about and members' passion for the fantastic range of Triumph cars will, I'm sure, ensure that the Club continues to go from strength to strength well into the future. As I've always said, "Get out there and use them!"

I would like to take this opportunity to say a big thank you to everybody who I have met, spoken to and enjoyed time with during my time at the Club, and wish you all the best. It is people like you who make the TSSC the great Club that it is, and long may it continue.

*John Muggleton.*

Following John's farewell "Comment" here, I would like to thank him for all his work over the last sixteen years.

John's life within our organisation began in our Membership Department. He later ran the Club shop, became Office Manager and then for the past two years Club Manager, attending many TSSC events along the way. Throughout this time

there were many changes to the Club infrastructure which John has left us in tip top condition.

With John moving on, full services will be maintained and further built upon by the core HQ team who with the support of the Council of Management will continue to take the Club forward in a very positive manner.

Within the team, Trudi Prettyjohns has taken on the role of Office Manager and I will be on hand to assist whenever required.

Spring is now upon us so enjoy your Triumph and enjoy your monthly read.

**Bill Sunderland**

President.

”





# TSSC NEWS *Review*

*Your Monthly round up  
of all News of a Triumph Nature*

## Thanks John

As members may already have seen or heard, and as you will have read in this month's "Comment", John Muggleton recently decided that it was time to move on and has stepped down both as Club Manager and as a member of the Council of Management.

Long standing members will know that John has been with the Club since 1989, originally starting out as Membership Administrator, later taking on the roles of Offers and Office Manager, and in more recent times Club Manager.

There have been many positive changes to the Club in that time in which John has made major contributions and I'm sure that everyone will wish to join with me in offering John and his family our thanks and best wishes for the future for all his hard work and commitment.

Many thanks John and hope all goes well.

## TR Secretary

I'm delighted to announce that Tony Lindsey-Dean has taken on the role of the Club's TR Secretary. This is actually a welcome back as a Club Officer to Tony who as longer standing

members will recall was the Club's Competition Secretary in the late '80s and early '90s.

Tony, it's good to have you back on the team.

## Members Handbook Update

I'm indebted to Odd Hedburg, International Liaison Secretary of the Triumph Club of Sweden for pointing out a number of errors/omissions which I had included in the 2005 Members Handbook regarding details which he had kindly (and correctly) supplied to me. These revisions are, to remove the reference to a fax in the TCS's contact details on page 49 of the Self Help Scheme - correct number but for phone only - and in the TR8 specifications, page 94, to alter the front brakes' details to read: 9.75" disc, 14.3mm thick (min. 13.5mm) with a circumferential groove. Tyre size: 185/70 HR13. Tyre pressures: same as TR7. Steering: 2.8 turns lock to lock. Thanks again Odd.

**Peter Williams,**  
General Secretary.

## Important News Stoneleigh Show Theft

### CASH BOX STOLEN FROM CHIC DOIG'S VEHICLE.

If you bought anything from Chic Doig's stand at last month's Stoneleigh show by credit card or cheque, can you please contact Chic Doig on **01592 722999** as Chic is worried that the thief may be using your credit card and details from the credit card slips/cheques that were inside the stolen box.

This has been reported to the Police and you will need the Crime Number to prove that your card number is being used illegally.

Obviously, you should check your statements carefully this month.

**Bernard Robinson**  
Editor



## HQ OPENING TIMES MARCH - OPEN AS USUAL\*

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**SATURDAY 12<sup>TH</sup> MARCH - 9.00 AM TO 4.00 PM**

\*CLUB HQ WILL BE CLOSED ON FRIDAY 25<sup>TH</sup> &  
MONDAY 28<sup>TH</sup> MARCH FOR THE EASTER HOLIDAYS



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**SATURDAY 16<sup>TH</sup> APRIL - 9.00 AM TO 1.00 PM**

The Club Shop will be attending the forthcoming show  
**South of England Meet - Leatherhead**  
**SATURDAY 7<sup>th</sup> & SUNDAY 8<sup>th</sup> May**

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# Cop Shop

## by Mike Crewes



### Seat Belts & Anchorage Points

I am often asked questions regarding the correct fitment of seat belts to cars. Hopefully this will answer any questions that you may have regarding seat belts and their anchorage points.

#### Anchorage Points

**Regulation 46** Road Vehicles (Construction and Use) Regulations 1986 provides for the requirement for seat belt anchorage points to be fitted to motor vehicles.

**Reg. 46(1)** This regulation applies to a motor vehicle which is not an exempted vehicle and is: (b) a wheeled motor car first used on or after 1st January 1965.

**Reg. 46(5)** Where a vehicle to which the regulations apply is fitted with a non-mandatory anchorage point (one fitted later by an owner), those anchorage points must comply with the requirements applicable to mandatory anchorage points.

So there you have it! A good proportion of cars on the road, including Club Cars must have seat belt anchorage points fitted and if you fit seat belts in an area where there are no anchorage points, then the anchorage points you use must meet the requirements.

#### Seat Belts

**Reg. 47** provides the requirement for seat belts to be fitted to motor vehicles.

**Reg. 47(1)** This regulation applies to every vehicle to which **Reg. 46** (anchorage points) applies.

**Reg. 47(2)** A vehicle which:

(a) this regulation applies to a motor vehicle which was first used before 1st April 1981 and which must be provided with:

(i) a body restraining belt, designed for use by an adult for the driver's seat, and

(ii) a body restraining seat belt for the specified passenger seat (if any); (this means vehicles first used on, or after 1st January 1965)

(b) this regulation applies to vehicles which were first

used on or after 1st April 1981.

They must be provided with three-point seat belts.

#### Summary

All cars used on, or after 1st January 1965 must have seat belts anchorage points and be fitted with seat belts.

Even retro fitted anchorage points must conform to the regulations.

All vehicles used on, or after 1st April 1981 must have three point seat belts.

If you have a topic, or query regarding road traffic legislation why not contact **Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF, (enclose SAE for replies), or email: [copshop@tssc.org.uk](mailto:copshop@tssc.org.uk)**

## Safety Products

**/securon/**



### TSSC Seatbelts



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SE051	STATIC FRONT BELT SPIT/GT6/DOLLY/2000 MKII/STAG	£25.95
SE058	STATIC FRONT BELT 2000/2500 MKI	£25.95
SE052	INERTIA FRONT BELT SPIT/GT6/DOL/2000 MKII/STAG	£35.95
SE056	INERTIA FRONT BELT VIT/HER/BOND/TR2 to 3A	£35.95
SE057	INERTIA FRONT BELT HER/VIT/BOND CONVERTIBLE	£45.95
SE059	INERTIA FRONT BELT 2000/2500 MKI	£35.95
PN210	STATIC REAR LAP HER/VIT/DOL/2000/STAG	£18.95
PN200	STATIC 3 POINT REAR HER/VIT/DOL/2000/STAG	£25.95
PN254	INERTIA REAR BELT HER/VIT/DOL/2000/2500	£35.95

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Oil as you all know is probably the most important ingredient in keeping any engine in good order.

TRIUMPH Herald 13/60 Register  
www.tssc.org.uk/herald13/60

# Keeping the oily bits OILY

By Derek Giles

Not only does it lubricate all the working parts but crucially, it helps keep it **COOL** as well! On any engine oil dissipates as much heat as the water!

With this in mind, maintaining and monitoring good oil pressure is essential and just because the green oil warning light goes out does **NOT** mean **ALL** is well in the depths of your engine.

I have covered before one of the early signs of perhaps what is to come, namely the (death) rattle on start-up, not in itself a major problem but it could be an early sign. Another is a flickering oil light on tick-over, this indicates that the pressure is probably below 10psi as the switch is normally set around 7psi. This could of course be a dodgy switch and as nothing lasts forever perhaps a replacement will suffice! Fitting an oil pressure gauge is a better way of keeping an eye on things as not only does it warn of general wear and tear, but more importantly any sudden failure of oil pressure.

With the engine in good condition and filled with new oil there should be, depending on your choice of oil, around 55/60 psi at tick-over after start-up, 40/50 psi during normal driving and 30 psi at tick-over with a hot engine!

The oil-pump and a spring-loaded relief valve maintain this pressure, assuming they too are in good order! The relief valve and/or spring can be inspected and changed, if it is suspected either is faulty, with the engine in the car by removing the front mounting bolts and jacking it up at the front about 1" to allow the retaining cap to be unscrewed! The pump too can be replaced in situ but this would require extra work, as the sump has to be removed.



You can also increase the spring rate slightly by fitting a thin washer (no more than 20 thou thick) between the spring and valve stem, as shown above.

A trick worth noting if you are re-building the engine is to grind the valve into its seat in the block using fine valve grinding paste. Do make sure though, that you thoroughly clean out any residue before re-assembly!

Other things denoting engine wear rather than just poor oil pressure would be odd noises when the engine is hot and either ticking over or under load, such as tapping (tappet adjustment or wear) slapping (piston slap) and rattling (small end wear). Most important though is any rumbling from the bottom end as this will most likely be worn big end and/or main bearings, and this should be investigated **SOONER** than **LATER** even if only to save the crank from extra punishment!

It is 'possible' if caught early enough to get away with **JUST** a bearing change.

Again can be done without removing the engine!



I guess though, if your engine has reached this stage then an overhaul or replacement engine may well be on the cards. This is not something to undertake unless you are confident of your DIY skills or you can call on someone for help. This is a major operation and **NO WAY** will I attempt to talk you through it! You either can or can't do it!

I will though, advocate the fitting of a **NEW** oil pump and I would recommend the latter more efficient angled pick up GLP118 pump from the 1500 Spitfire. **Photo 2** shows the three types of pickup pipe. The early one should **NOT** be used if at all possible. The intermediate one is OK but I would recommend the late angled one as this comes with the more efficient alloy bodied pump!



Oil wise I would stick as close as possible to the original 20w/50 as recommended by Triumph! Changing it at the normal intervals or once a year whichever comes first. Many people swear by the modern synthetic oils, as you can, in theory, extend their period in use. It's up to you! Just bare in mind that our engines are built to less stringent tolerances than nowadays and modern oils are quite **THIN** in comparison, so you might be defeating the object of good lubrication!

If you are building an engine for '**FAST**' road use (not always possible on to-days roads) then it

might be worth considering the fitting of a baffle in the sump to prevent oil moving away from the pump pickup and starving the engine of oil when cornering at speed!

**Photo 3** shows what can be done and a suitable position!

One last thing on lubrication is a tip I received back in 2003 from Spitfire driver Gordon Carman of Cheshire. This is in regard to Trunnion maintenance. Gordon comments that a lot of replacement (non Stanpart) trunnions tend to leak from underneath! He suggests that before fitting them you place them on a piece of paper and fill them with white spirit and leave them overnight. Most likely they will have leaked and the lost fluid represents the oil they will lose if fitted in this state!

Gordon's solution is to run a line of solder around the joint between the steel disc and the bronze casting to seal them.



This will require the use of an acid based flux such as Bakers or Fluxite. Heat with a blowlamp and run a bead of solder around the joints! (**Photo 4**).

Cheers for now and oil be well,

Derek





# Greetings

By Tony Lindsey-Dean

**Greetings to all TSSC Club members and TR fans and enthusiasts.**

I have been offered and accepted the position of TR technical secretary for the TSSC and will contribute a regular column in the Courier. It has been Over 10 years since I was actively involved with the TSSC when I founded the club Race series from a hand full of Triumph Racers who used to race at Lydden circuit and others who raced in the 750 MC road sports. It is good to see the Race group increasing back to its former strength of the 80's.

After leaving west London to the rural tranquillity of mid Suffolk my tuning business (Kingston Sports Cars) took a back seat whilst I undertook the 8 year project of restoring our brick and flint family home. That more or less complete I am back developing

new products and restoring my TR6 race car as well as a number of TR5's.

I have always been a 6 cylinder enthusiast formally racing a Vitesse Convertible and developing a number of tuned & race cars, including the two US Trans AM Vitesse's. It is only in the

last couple of years that prompted by my customers, that I have attended the major Triumph clubs national show days. It was from my presence at Stafford that Del Holman became aware of my products and expertise.

From there I learnt that the club were actively looking for a TR technical secretary to assist cub members with all aspects of the TR range.

I intend to cover interesting queries in my regular column as well as aspects on tuning TR's such as cam choice exhaust manifold and system design, cylinder head modification and flowbench testing, transmission trouble shooting, in fact anything related to making TR's go better for longer.

You can email me with any questions at [tr@tssc.org.uk](mailto:tr@tssc.org.uk)



you will receive my suggestions / answers back asap.

The most interesting topics will be covered in my column.

I will also give updates on the progress of my restoration projects. Pictured is my 2 owner TR5 which was taken off the road in 1974 and has remained garaged since then. Should be ready in the next few months maybe / hopefully.

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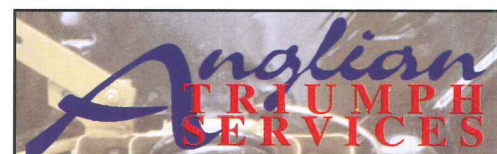
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# The Vitesse in the 1960's

By Dave Rumens

**Hello everybody once again. Let's look at the Vitesse in the 1960's when it was new. Just how did it fit with other cars and what market was it aimed at?**

cylinder engines and more luxurious interior, was aimed at the sports saloon market.

The mass produced sports saloons available when the Vitesse was being developed were the Sunbeam Rapier (See pictures 1 & 2) and Riley 1.5 (See picture 3). Both had successful rally careers in the 1950's, but were heavy and beginning to show their age. The Vitesse was

**T**he Vitesse was launched in 1962 - a very different world to today. In 1962 life moved slower and to the bulk of people a car was a luxury so economy was the major requirement. Economy meant a small car with a 4-cylinder engine and generally no greater than 1.2 litre in capacity. This approach made the car cheaper to produce,



Picture 2



Picture 1

developed for the same market as these cars. It fitted in this slot very nicely and would give them strong competition. But things were about to change.

In early 1960's both BMC and Ford had their eye on saloon car motor sport as a way to promote their products. The way they went forward with the idea was to develop the cars for motor sport first and then deal with production after. The cars were the Mini Cooper S (See Picture 4), the Cortina GT and Lotus Cortina (See pictures 5 & 6). Both were of a much lighter construction than the Sunbeam Rapier and Riley 1.5 and what's more during development they had benefited from the experience of two leading motor sport companies.

run and repair. The Ford Anglia, Mini, Morris Minor, and Austin A40 all had a 4 cylinder engines no greater than 1.2 litres. Compared with these cars the Vitesse, with 1.6 litre 6-



Picture 3

On the other hand the Vitesse, like the Sunbeam Rapier and Riley 1.5, had been designed for production in the first place, any thoughts of using them for motor sport followed after. In performance terms the Vitesse was out-classed by the appearance of the Mini Cooper S and the Lotus Cortina. In effect the professional racing companies

mass produced sports saloon.

However, due to the original concept, the 1600 Vitesse (See picture 7) had more going for it than just out and out performance. Built on a chassis, wood capping on the doors, a wooden dash, thick carpet on the floor, an overdrive option and the refinement of a 6-cylinder twin carburettor engine. You were buying a piece of British heritage with modern styling, a package only normally available from more prestigious car manufacturers. For normal road use the performance of the 1600 Vitesse



Picture 4



Picture 5

was very good and it could cover a long cross county run in a very credible time. The average top speed at that time for a saloon of the same size was 75 mph, whereas the 1600 Vitesse could top 88 mph. Couple this with the up-market feel of the car meant that there were customers ready to buy.

Over the year various changes have been made to keep up with the other makes. In 1963 additional instruments were fitted in the form of a tachometer, separate fuel gauge and

had become involved with the manufacturers of mass production cars to produce a quantum leap in the performance of the

a temperature gauge. Interestingly the US version of the Vitesse known as the Sports 6 was already fitted with the temperature gauge. The Solex carburettors and inlet manifold developed for the Standard





Picture 6

Vanguard 6 were carried over to the Vitesse when it was launched in 1962. During the development of the Standard Vanguard 6's successor the Triumph 2000 saloon, improvements were made to the 6 cylinder engine. This included replacing the original Solex arrangement with an entirely new set-up using Stromberg carburettors and revised inlet manifold. In 1965 the Vitesse was given the same Stromberg carburettor and inlet manifold as the Triumph 2000 saloon.



Picture 7

This resulted in a welcome improvement in performance, top speed was raised to 92 mph, but by this time further changes were planned to keep up with the other car manufacturers.

In 1966 the 2 litre engine was fitted with a revised gearbox, differential and seats. The Vitesse was earning a reputation as a quality car for the discerning owner. Even when new it had the classic qualities

of cars produced years before and the thought of a car of that size fitted with a 2 litre engine regenerated a wider interest in the Vitesse again (See picture 8)

The final version appeared in 1968 (See picture 9) with an up-grade of the 2 litre engine, revised rear suspension, re-styled interior, bonnet and boot. The increase in engine power gave the Vitesse the magic 100 mph performance. It was a powerful car for its day and could out-perform many of the sports cars then on sale.

However, by 1970 sales were dropping off against newer models being produced by the other manufacturers and a replacement was under development. The Vitesse's classic style that appeals so much to us today looked dated by then to the buying public. So the final Vitesse was produced in May 1971 and its



Picture 8

replacement the Dolomite, which had an 1854 CC single overhead camshaft twin carburettor 4 cylinder engine, was on sale in 1972.

So just where did the Vitesse sit as far as sales were concerned? Due to events, though the 1600 Vitesse was originally designed for the high performance sports saloon slot, it largely found its place in the small quality car market. The fitting of a 6 cylinder engine gave it the refinement no other mass produced

car of that size could match at that time and it gave a very credible above-average performance. But it was not speed or out and out performance with the 1600 Vitesse, more about the style and feel of the car when

you drove it or were a passenger.

The 2 litre models with their improved performance could justifiably be called sport saloons and that is how the public saw them. They still retained the quality feel of the 1600's but could now in many cases out perform two seater sports cars. Was the 2 litre introduced too late in the life of the car? Well probably yes, but I for one am glad they did

introduce it then, as in the end it extended the life of a superb car a few more years. The Vitesse replacement, Dolomite 1850, successfully carried on the role of quality



Picture 9

sports saloon for Triumph into the 1970's but that is another story.

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# A Hear twarmer

By Trevor Collett

One of the cars pictured in last December's Specials Register has prompted one of the living legends of Triumph engine tuning to send us a marvellous follow up story.

TRIUMPH Specials Register

**T**his is what Tony Lindsey-Dean, he that is Kingston Sportscars, has to share with us:

Having seen a familiar car in a recent copy of the Courier, I thought the registrar and readers

315 PNK has a special affection for me, as this pretty little car was the link to me meeting my wife of 22 years. She visited my shop in September 1982 for the slipping clutch and noisy gearbox to be rectified. It appeared a somewhat tricky task, at the time, as the body shell was fitted to the Herald chassis with no provision to remove either the gearbox or engine! Even without the bonnet there was insufficient room to remove the engine. Looking inside I decided the only solution was to cut an aperture around the gearbox to expose it. I had to buy a power hacksaw to cut the surrounding moulded shell, so we could expose the offending mechanical units.

I remember once out the old spring clutch was totally shot, having made a deep groove in the flywheel. The gearbox was the standard 3-synchro item with a very worn first gear that jumped out. Instead of machining the flywheel we fitted a later Spitfire one to take a diaphragm clutch and fitted a 4-synchro



might find the following of some interest. The Falcon Caribbean gearbox with a Herald rear flange, to match the solid propshaft. Fitting the gearbox was a stressful task, as it had no spare



married around a year later and happily still so. The first pic is Jill; 20 years old, posing with PNK. This was taken by her former boyfriend, outside his family house. His name is Tom Barnes and at the time wrote for Classic and Sports Car where the car was also featured, late 1981 /

movement with the solid prop, unlike later models. After fitment the removed section was fibreglassed back in place. Looking back an alloy flange and self-tapping screws would have provided easy access for the future. I am sure the original chassis was either a 1960 or 1961 vintage. It also had AC hubcaps. I remember the engine being very good, with good oil pressure but not easy to get at with the small engine bay aperture. I can even remember the final bill was £222.

The twist in the story was that when Jill came to collect it the new clutch was so grippy she stalled it a couple of times. After the second time the battery gave out and refused to turn the engine over. I duly jump-started the car for her but she was concerned that if she stalled again on the way home she would be stranded. She lived in Osterley, a few miles away, so I offered to follow her home.

Offer accepted.

Once at her parents' house, without any stalling, I asked her out. Offer accepted;

early 82. The car belonged to Tom's next-door neighbour, a David "something" of Jersey Road, Osterley. The car was in the drive and Jill purchased it in 1981. She drove it regularly until we married in 1983 when due to some wiring problems it was replaced by an 1850 Dolomite as regular transport. Who ever built the car had one roll of wire to complete all the electrics, RED. Yes every wire under the dash was RED. The Falcon was then sold to Chris Smith a former club racer in late 1988 who kept it a few months. He sold it a specialist car trader in Sutton, Surrey. I will try to up date the missing details of the previous owners. The second pic is the Falcon outside Osterley Park.

Thanks Tony; isn't that a smashing tale? Don't we have a lot to thank our funny little cars for?!

Let me just tell you what I know about this Falcon Caribbean. I first saw it when it turned up at the Triumph Specials Day show I organised at Brooklands in 1992. Then the car belonged to Paul Matthews, who lived in Sutton. Paul brought the car back to the same show in 1993 and then he wrote this in my attendance form about the history of the car, "Saved in 1990 and restored to roadworthy condition for RAC NU Classic Run from Brooklands 1992 (948 Herald chassis and commission plate, all 948 running gear, 1200 engine)". He said that the car was up for sale.

## NOT YOUR NORMAL ARROW

I am able this month to bring you another piece that has been sent to me, this from Malcolm Hayter from that lovely south Devon town, Dartmouth:





Dear Trevor, having read your various articles about specials I plucked up courage to write, you see I had thought that TSSC was just about people with original cars and specials were not taken seriously, but you have put my mind at rest.

Having moved house and down sized, the other half was in agreement, I could do with a project. We had never thought of a car as just-for fun but essential in rural Devon, so I turned to the bible, the Free Ads. I had seen a Triumph Midge before, in our then village, although at the time I did not know it was a Midge. I saw in the ads a 1930s styled Triumph Burlington Arrow, yes you have guessed it I thought it was a Midge.

My daughter and I went to see it. We arrived at the house, the garage was opened and there it was, bright red and looking the business; with a two litre Vitesse motor it did indeed look like an old car and not a kit. The radiator was from an old Wolseley and the whole front end modelled around it, which makes it look very original. I think at that point I had made up my mind it was ours. I asked how long he had owned it and why was he selling it after only six months.

He was a big man, obvious problem, but he blamed it on the wife as having a bad back.

The car had an MOT so I thought at least it had some hope as it was only six months old, a lesson I won't

forget, never rely in any way on the MOT, you tend to drop your guard a bit don't you? I opened the bonnet; the engine was warm, bad news.

I started it up, an obviously tired old starter motor; he insisted it was a bad earth, yeah right.

It had got a battery isolator on the dash, cobbled together, and the battery lead joined to a smaller size cable with a domestic connector.

At that point I just new I was in for some heartache as it turned out the starter was duff and all the earthing was bad so I set about replacing all the connectors with soldered lucar ones and in waterproof sleeves.

When we set off it grounded on a sleeping policeman, good start, synchro between one and two was gone, the gear lever extension was two joined together bolted, not welded, and flopping around. The linkages made changing gear like stirring a bowl of porridge.

It was awful; I could go on but you guessed it we had already made up our minds. The deal was done, an AA car data check and a week later we brought it home. I gave my wife a ride down to Slapton Sands and my daughter, and then took it off the road.

Engine and gearbox came out, the motor seemed OK but gearbox needed a complete rebuild. Someone had fitted a recent clutch but put back the old operating fork with a great star fracture about to break through. The slave

cylinder had a bolt for an operating rod and no circlip. Sportscar Supplies and Rimmers came to the rescue. The fuel tank had a guard plate under it jammed up with an old gas lighter. All the hose clips were loose right through the system, with none on the hoses under the bonnet at all. The petrol tank was replaced with an alloy one from Locost. The exhaust system was welded in about ten pieces and very low to the ground, since replaced by Watson Automotive out through the side.

The headlamp reflectors were so bad you could poke your finger through them. Two new headlamps from SVC put that right. Hours and hours replacing all sorts of items, an endless list. Just had it MOT'd, failed on brake imbalance, new shoes and a readjust and we are on the road. Now for some new seats and to really start to tidy it up. Latest job is to replace the dashboard, which was mock leather plastic on plywood, yuck! I have replaced it in alloy, taking it right down to box in the gear lever, all in one piece.

I think what I like most is the car's unique appearance. I did drive up the A38 to Exeter, some forty miles of main road, but with the four-speed box and being very light it was a bit hairy. No, I don't want an overdrive box, 500 revs per 10mph is fine for me, it is quite torquey enough thanks, I am not looking for great speed.

All that said it loves the hills around Dartmoor and district and is great fun. I was parked up the other day and was asked by a man, obviously from the Midlands, what the car is.

Did I tell him it really is a Vitesse? Not on your life, "A Burlington" I said, "Never heard of it" he replied. Well there you go! Happy motoring all.

Thanks Malcolm. You know, your car has caused me a bit of a mental crisis. I opened your letter, looked at the photo and thought to myself, "That's a nice looking Midge". Then I read your words and you tell me it's a Burlington Arrow. How could I, the world's foremost expert on Triumph kit cars get it wrong? As I study your photo I would still say the car was a Midge, I've never seen an Arrow with the Wolseley shape grille, whereas that's exactly what most Midges have up front. I've got to believe what you tell me, Malcolm, but please send me some more photos, from different angles and of the interior, and the chassis.

Whatever it is, it looks great, worthy of any classic car magazine or show.

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# Composite Doors

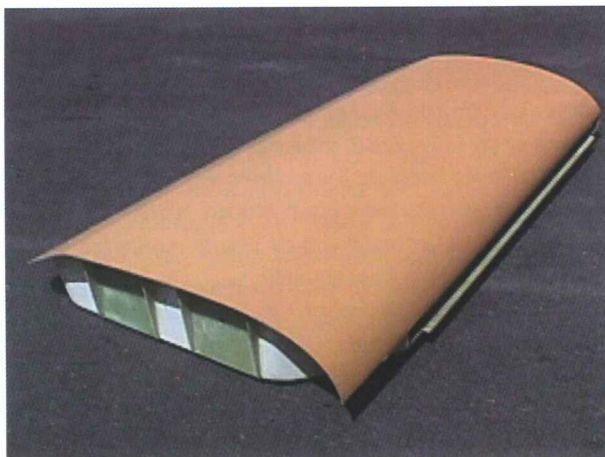
By Colin Lindsay

Hi all, and greetings from Northern Ireland !!

To where I should by now have returned post-Stoneleigh laden with goodies, including a recon MkI engine for SAL - details next month! On a different note, I've never been a fan of fibreglass panels however I was very surprised to find after three years of MkI ownership that my front valance was not metal; in fact it was the body shop which informed me as it had been damaged in transporting SAL and had to be removed. I myself had never noticed the difference! I know several local club members swear by fibreglass front valances for the MkIII and I can understand the rust-free attractions, but other than these small parts I've always opted for metal replacement panels. I was idly trawling eBay the other night when I came across a pair of lightweight composite GT6/Spitfire doors for Spitfire MkI - III and GT6 MkI and II because of the obvious difference from fibreglass in construction and appearance I was interested enough to contact the vendor, David Powell who sent me the following in-depth reply:

"The shells were produced in large number a few

years back by an enthusiast with the means to do so. I think the motivation for the panels was to create something that makes it worth replacing steel with a longer lasting and lighter material. The maker is usually found forming parts of EuroCopter and Airbus, the



technical detail is the same in the doors. The construction material/process is epoxy composite filament, this offers far greater rigidity than fibreglass, shatters much less easily due to finer cloth and constant construction thickness. It also resists cracking and crazing over time for the same reasons, it's a very durable material. It's totally stable to 90c with a high temperature flame point. The outer edges are oversized so you can trim them back by sanding and filing etc. to equalise with the gaps on the car. As shown in the images the skin is double layered and extremely strong, this forms a skin that is far more durable than steel. The strength to

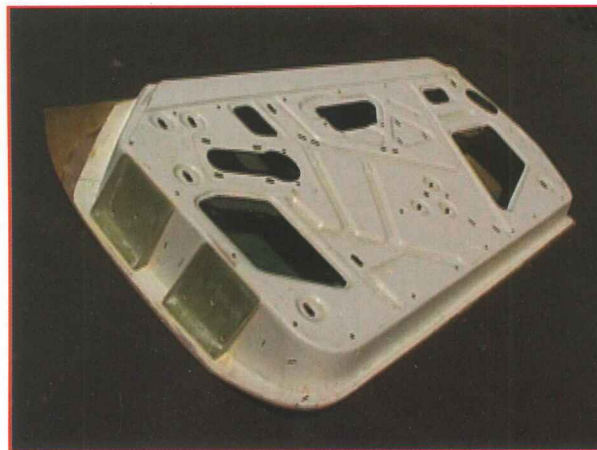
weight ratio of a twin skin sandwich construction is incredible. I seem to remember it being 3.8 kilos a shell, a standard door bare is 7 kilos. The doors if anything they are aimed more at being used on tidy road cars and everyday drivers etc.

The reasons for this are that racing panels would probably be very thin, no twin skin and no care about looks or finish. Hence most race panels are cheap and cheerful, of course they can be used on both road and track. Mine have been cut about and I am in the process of fixing perspex windows with quarterright-type window within a window. I think the weight of my entire door/window will be under 7 kilos and be road friendly could be lighter if I was outright race car building, maybe 5-6 kilos. The original door complete is about 17 kilos a side. The moment I left the garage with both doors fitted, lightweight window setup and the very fast available composite bootlid the difference in pick-up, ride and a agility was noticeable from the first tight corner this in an already very basic and light car. Bar lacking seams and skin crimp overs etc. the doors are invisible once painted, you won't



know what's fitted, the door will just feel a bit lighter and not rust.

They even sound the same when tapped. Fitting was easy and only required minimal jiggling of holes to attain a fit as good the A1 steel doors. Only difference in design or detail is the inner weather strip is inverted and needs bonding to the fixing seam as per pics. They are hung with standard bolts and a big washer, no reinforcing plate needed. Actually one of mine has been a few hundred miles hanging on the front bolts simply screwed into the shell without nuts - I ran out of nylocks! The door case and material is that strong! These panels should dispel any bad feeling towards plastic or fibreglass panels, they are truly magnificent. Shown to various Spitty owners and traders many jaws have dropped and most people instantly fall in love! I sold two sets simply by showing people a sample piece! Four people have come in contact with them so far, and three of them now own new doors! To prep the shell for paint took







*me around one hour with wet and dry and a couple of layers of primer, the door required zero filling and nothing more than two thick layers of build primer a guide and good flat. I'd certainly say they are a viable option for the hard to get metal ones. £350+ for a drivers door for a MkIII Spitfire/GT6 MkII with fibre-glass ones for around £400?*

*At those prices these are a steal.*

David has since been in contact again to inform me that there are about 25 pairs of these left which will definitely be the last as the facilities for making them have been lost.

Price is £375 per pair contact him at [davidpowell@clara.co.uk](mailto:davidpowell@clara.co.uk). Apparently there were also bootlids, airdams (none left!!) and rear wings (and apparently skateboards, going by the photo!), so enquire about these to - if you're interested.

Still on the subject of plastic - I found out that scratched or stored DVDs or CDs can be repaired if the scratch is

polished out with T-Cut; I've tried it and it works!!

Members' pride and joy this month comes from Nigel Clark in sunny Barby, near Rugby (where I was the night before Stoneleigh); I love the wheels!! A nice rotoflex MkIII owned by Nigel since 2001 and with one of the cleanest interiors I've yet seen - wish I could keep mine that way ... I'm still finding bits of Stafford 2002!



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# Seeing RED!

By Suzie Singleton

**I don't know why it is I nearly always leave writing these articles to the very last minute.**

**I** have such good intentions every month of surprising Bernie with an early submission but 9 times

out of 10, the hours are ticking away on the very last day while I'm tapping away at the keyboard putting together something which – I hope – works. This month is no exception so I hope it comes up to scratch.

It's been made a little easier this time by receiving some IVRs which seemed to fit together nicely, with a red theme running through the article

again. Chris Carter sent some great 'before' and 'after' photos of his 1967 Mk3 showing that it really is possible to bring these cars up to a very good standard from a very poor condition. I was very pleased to also receive a copy of his BMiHT Trace Certificate with it showing that, in common with most UK cars it was in fact ordered with the 'optional'



heater! The very next IVR in the envelope came from Trev Monk, another Mk3 but this one registered a year later than Chris', in 1968.

*"The photos show the car when I first brought it home on 21/08/2004. I know the previous owner as a member of the Club and she has owned the car since 22/05/1990, and there had been 8 former owners.*

*As you can see the car needs a little (well, quite a lot really) bit of work doing to it. I would be really grateful if you could provide me with any history of the car. This is my first project classic!"*



I hadn't previously had an IVR for the car and had no first hand knowledge of the car to pass on so wondered if the previous owner might be reading this and have any more information on its history or photos of it in earlier days which I could pass on to Trev. I have given him some pointers as to where he can find out more himself on his car and hope that he will do this.

Perhaps seeing what can be achieved with the example of Chris' car will help to encourage him, and others of you out there with similar projects.

I know that sometimes, looking at how much Sybil had to be dismantled before we could even start to 'remantle' her, I needed quite a bit of convincing that we will eventually get there. Things are improving on that front and I hope next month to have an update on her progress – that's if Guy's latest project don't get too much in the way – again, look out for more on those next month in his Bond article!

The usefulness of BMiHT certificates was borne out a few months ago when I received an IVR for Chris Rawlins' Mk3 Spitfire. It appeared from what he'd written that the body plate had been replaced at some time as the one on the car

read CVFD 133\*\*. It appears that a previous owner, not realising how the numbers should be on a Spitfire had taken the commission number and added CVFD as a prefix, presumably thinking that as on the larger cars, ie

Herald and Vitesse, CV would indicate a convertible, however, as far as I am aware, this was never used on Spitfires. In fact the body numbers use FD (or FC on the earlier models) as a suffix on the body plates, not as a prefix. [See further explanations further on in this register.]

The actual body number was shown on the BMiHT certificate which Chris had obtained allowing him to correctly replace the plate.

As can be seen in the photo Chris' car has a Le Mans style bonnet.



As a follow on from the above, about a year ago I had an IVR from David Marriot (whose Spitfire is also a red Mk3, but no photo I'm afraid) who found that his commission plate had a DL suffix, this would ordinarily imply a saloon so would definitely not be expected to appear on a Spitfire, even one such as my own Baby Blue who came out of the factory with the optional hard top. I imagine there just might be an explanation such as a new employee at the factory – or a morning after the night before for a more experienced one – but



perhaps this is just another case of a previous owner or workshop replacing a Commission plate with one they think is right without checking – unless **YOU** know better!

## Prefixes and Suffixes

On this note I thought it an appropriate time to clarify what early Spitfire numbers 'ought' to look like.

### Spitfire 4, 1962-1964

Prefix for Commission, engine, gearbox and differential numbers and suffix for body number - **FC**

### Spitfire 4 MkII, 1964-1967

Prefix for Commission, engine, gearbox and differential numbers and suffix for body number - **FC** (with the Commission numbers starting at 50001)

### Mk3 Spitfire, 1967-1970

Prefix for Commission, engine, gearbox numbers and suffix for body number - **FD**, but differential number remains prefixed - **FC**.

USA destined Mk3s are slightly different and Commission number will be prefixed **FDU**, Engine **FE**, gearbox **FD** and differential **FC**. I don't have confirmation on this, and hope someone will let me know, but I believe the body number suffix would be **FD**.

There are slight variations to the prefixes with Spitfires built in other countries, with a number before the **FC/FD**, eg **1FC** or **9FD**. The following list of build country prefixes was sent to the Vitesse Yahoo list recently but I don't know which models were built in which countries. I am aware of Spitfires with prefix numbers of 1, 2, 4, 9 & 10. I would very much like to hear of any other numbers in this sequence:

- 1 - Belgium 2 - Australia 3 - New Zealand
- 4 - South Africa 5 - Malta 6 - India 7 - Eire
- 8 - Philippines 9 - Peru 10 - Portugal
- 11 - Israel

Engines, as I wrote about in December, can and often are changed, generally for others in the Triumph range but occasionally for something a little more 'exotic' but a standard one would have the prefix **FC** or **FD** and the suffix **HE**.

There are a couple of suffixes which may be found on an early Spitfire Commission number. Probably the most common would be '**O**' indicating Overdrive but you may also find '**L**' indicating Left hand drive. However, if 30

anyone else has an unusual prefix or suffix I would be very interested to hear of them.



In line with the red theme of this article it seemed an apt time to include another 'car trailer' which was for sale on eBay in January, created from a Mini 1000.



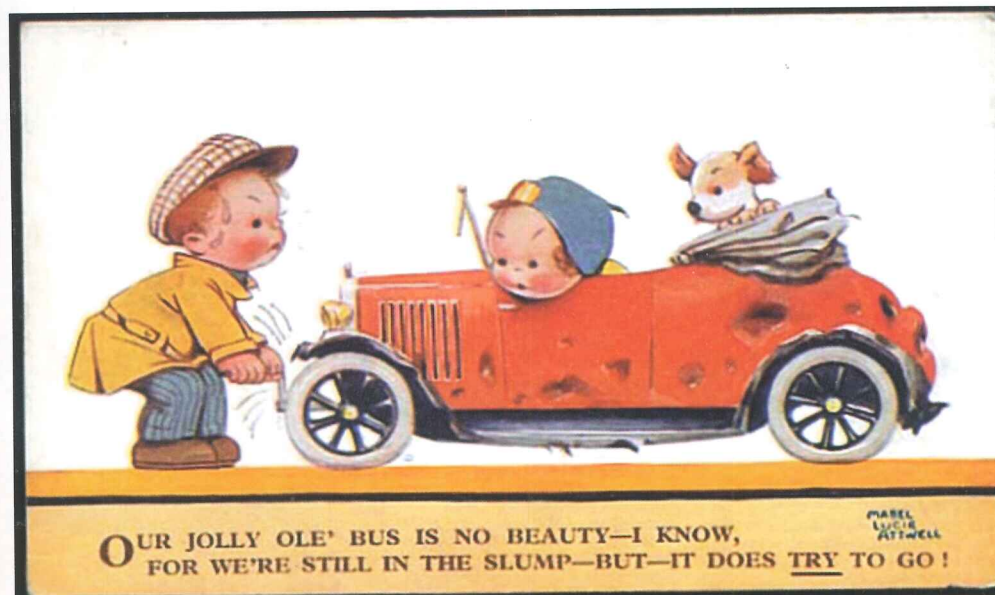
Guy & I had our annual pilgrimage to Stoneleigh for the Triumph Show last week and were remarkably restrained in our purchases. The day seemed memorable more for the number of familiar faces around and the number of friends we met, including a friend I've known for several years, but only by email, Fred Thomas from Stafford – but the one in Virginia, USA. It was good to put a face to a name, and we were pleased to hear that we're not the only car nuts around, Fred has 9 cars at home including a Model A Ford, a 1955 Thunderbird and a TR3 (not to mention over 900 TV channels – when does he get time to work on the cars with all those??)

As we were leaving, just as we reached the doors to the Triumph parking shed, we stopped to let a car out – and were amazed to see my old Dolly, 'Pippa', driving out past

us. We did wave but I think Dave must have been concentrating on getting her out through the doors without damaging the lovely shine we could see on her paintwork. It was very good to see her being so well

cared for. Finally, to finish off this riot of red cars, I've found one more.

Even though it's not a Spitfire I'm sure this Mabel Lucie Attwell drawing will seem appropriate to many of you.



## How to Change a Plug with the Engine Running

**THE** battery may be nearly "dead" or the starter out of action and a plug needs cleaning or changing. To do this without getting a shock, first secure a length of wire flex to a handy nut on the chassis and clip the other end to the bare wire plug lead. This will earth the spark and enable the plug lead to be safely removed from the faulty plug, which can then be cleaned or replaced as necessary.

## USE A COMPASS AS A BATTERY CHECKER

**IF** you have reason to suspect that your battery cells are faulty, place an ordinary compass on the cell connector. If the current is properly connected, the compass needle will turn sharply at right angles to the connector. Check at several angles by turning the battery, to ensure that the needle is not pointing at magnetic north.



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Herald 1200 front wings .....	£97.50
Herald 13/60 front wings .....	£80.00
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Front floor mounting bracket rear 607549/50 .....	£4.75
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B post mounting bracket 703625/6 .....	£14.00
Stainless steel tread plate finisher .....	£19.50 pair
Boot side panel 804611/2 .....	£29.50
Herald 948/Vitesse rear centre valance .....	£55.00
Herald 1200/13.60 rear centre valance .....	£57.50
Rear quarter valances .....	£21.50
Inner front wheel arch 903075/6 .....	£42.50
Rear outer wheel arch 802845/6 .....	£38.50
Front/Rear wing arch repair panel .....	£15.00
Rear wing front repair panel .....	£12.50
All chassis outriggers/side rails/boot extn .....	£16.50 each
White rubber bumpers (full set) .....	£110.00
Rear overriders 703708/9 .....	£35.00
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### TR7

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Front lower valance WKC86 .....	£65.00
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Doors FHC WKC5286/7 .....	£260.00
Door skins YKC74/75 .....	£47.50
Body shell FHC with sunroof .....	£2,950.00
Body shell convertible .....	£4,450.00
Late type boot lid XKC3854 .....	£175.00
Rear deck assembly convertible WKC4255 .....	£87.50
Window regulators XKC325/6 .....	£22.50
Door/glass outer weather strip R/H YKC101 .....	£6.00
New hood frame (exchange) .....	£120.00
Radiator grille R/H convertible WKC3674 .....	£25.00
Petrol tank retaining strap .....	£8.00
Petrol tank .....	£120.00
Petrol tank sender TKC3408 .....	£25.00
Rear lamp assembly R/H TKC232 .....	£75.00
Recon TR7 (exchange) distributor .....	£45.00
TR7 distributor cap .....	£6.00
HT lead set (early) GHT 167 .....	£9.00
TR8 electronic distributor .....	£260.00
Gearbox 4 speed exchange .....	£160.00
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Recon steering rack exchange .....	£42.00
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Front lower ball joint GSJ154 .....	£14.00
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Track rod ends GSJ185 .....	£17.50 pair
Steering wheel (early) RKC509 .....	£15.00
Brake pads GBP231 .....	£9.50 set
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Recon exchange brake caliper .....	£45.00
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Brake shoe adjuster kit 5 speed AAU8994 .....	£20.00 kit
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### STAG

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Track rod end GSJ157 .....	£12.50
Steering lock 160337 .....	£75.00
Gearbox exchange .....	£250.00
Rear shock absorbers .....	£19.50
Rear sub frame mounting 150382 .....	£21.00
Rear wheel bearing kit .....	£18.00
Service exchange drive shaft 311914 .....	£117.50
Recon rear hub assy exchange .....	£92.50
Caliper seal kit inc pistons .....	£27.50
Set brake pads .....	£13.50 set
Recon brake master-cylinder exchange .....	£120.00
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### TR6

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Seat belts with sensor wire type .....	£85.00 pair
Prop shafts recon exchange .....	£65.00
Recon exchange water pump GWP201 .....	£29.50
Recon steering rack exchange .....	£57.50
Front trunnion 142377/8 .....	£17.50
Top ball joint GSJ131 .....	£19.50
New Brake servo exchange .....	£110.00
Brake disc 209327 .....	£19.50
Recon exchange caliper type 16P/16PB .....	£55.00
Brake pads early/late type .....	£10.00
Gearbox exchange .....	£250.00
Recon drive shaft assy exchange .....	£127.50
Recon rear hub assy exchange .....	£92.50
Diff mounting upper 134235 .....	£2.50
Diff mounting lower 134236 .....	£2.50
HT lead set .....	£8.00
Spare wheel cover 812236 .....	£60.00

### SPITFIRE MK I & II & III

Spitfire Mk III bonnet .....	£560.00
Nearside/offside front wings .....	£69.50 each
Front wing 'D' plate 706311/2 .....	£11.00 each
Front outer wheel arch 903137/8 .....	£39.50
Front inner wheel arch 706548/9 .....	£35.00
Bonnet hinge tubes 811679/811680 .....	£35.00 each
Side light mounting panel 907157/8 .....	£48.00
Door skins .....	£39.50
Battery box 806707 .....	£15.50
Rear valance lamp panel 569900 .....	£55.00
Boot lid 575787 .....	£250.00
Dash top cover 714482 .....	£32.50
Vinyl hood Mk III inc zip window .....	£95.00
Hood Mk III original material/zip window .....	£140.00
Chrome bonnet catch 607663 .....	£21.00
Rear lamp assembly 209532/217025 .....	£38.50
Track rod ends .....	£7.00
Gearbox 3 Synco exchange .....	£135.00
Gearbox 4 Synco exchange .....	£160.00
Rear leaf spring 305894 .....	£69.50
Recon exchange brake caliper type 12 .....	£45.00
Recon exchange brake caliper type 14 .....	£40.00

Original head gasket GEG314 .....	£8.00
Distributor cap .....	£4.00
Front suspension support bracket 712567/8 .....	£6.00

### SPITFIRE MK IV & 1500

Bonnet stay 613045/613751 .....	£12.50 pair
Front wings 909663/4 .....	£39.50
Front wheel arch outer 909351/2 .....	£35.00
Front wheel arch inner 909797/8 .....	£34.00
Headlamp support panel assembly 818871/2 .....	£25.00
Front quarter valance 815391/2 .....	£55.00
Door skins .....	£39.50
Sills non O.E. 903097/8 .....	£28.50
Sills O.E. 903097/8 .....	£46.50
Sill reinforcement panel 806634/5 .....	£6.50
Inner sill 806638/9 .....	£17.50
Front sill end plate 706422/3 .....	£6.50
Half floor (deep pressing) .....	£79.50
'A' post lower filler panel 706288/9 .....	£14.50
Bonnet hinge pivot box RKC362/3 .....	£40.00
Chassis front gusset 218526/7 .....	£17.00
Bonnet hinge tube L/H-R/H 911107/8 .....	£48.50
Rear wing non O.E. ....	£87.50
Rear wing front repair panel .....	£15.50
Rear wing rear repair panel .....	£19.50
Rear lamp panel 716182 .....	£119.50
Rear valance 908970 .....	£37.50
Boot floor .....	£82.50
Boot lid 911327 .....	£265.00
Rear inner wheel arch 725563/4 .....	£87.50
Rear outer wheel arch 909661/2 .....	£55.00
Windscreen aperture drip channels .....	£12.00 pair
Stainless steel oversill kit .....	£75.00 kit
Hard top rear screen seal 911040 .....	£36.50
H/ top seal roof door glass 716183/4 .....	£8.00
Front windscreen chrome insert kit .....	£32.00
Door hinges 607824 .....	£16.00
Exterior door handle (black) YKC2837/8 .....	£47.50
Window regulator 911271/2 .....	£45.00
Window regulator glazing channel .....	£55.00
Front outriggers 209398/9 .....	£25.00
S/steel tread plate finishers .....	£22.50 pair
Oil pump TKC 1974 (exchange) .....	£29.50
Water pump 216839/GWP128 (exchange) .....	£29.50
Late type water pump (viscous) UKC774 .....	£40.00
Oil filter GFE119/150 .....	£4.50
Heater valve 724021 .....	£18.00
Front wheel bearing kit GHK1021 .....	£14.00
Front wishbone bushes 119451 (set of 8) .....	£10.00
Front shock absorber GSA364 .....	£20.00
Front suspension vertical link/trunnion assy .....	£67.50
Front suspension top ball joint GSJ155 .....	£10.00
Stub axle UKC697 .....	£20.00
Recon steering rack exchange .....	£42.00
Track rod end GSJ158 .....	£7.00
Steering joint 142140/FAM1718 .....	£17.50
Steering lock 216449/UKC2719 .....	£40.00
Gearbox exchange .....	£150.00
Rear wheel bearing kit GHK1029 .....	£14.00
Early/late rear drive shaft .....	£57.50
Recon exchange drive shaft assembly .....	£147.50
Rear shock absorber GSA385 .....	£17.50
Rear leaf spring 159640 .....	£69.50
Recon exchange brake caliper type 14 .....	£40.00
Brake disc 208715 .....	£14.00
Caliper repair kit inc pistons type 14 .....	£20.00
Girling brake master cylinder .....	£57.50
Handbrake front cable 121766 .....	£4.00
Handbrake cable end fork 107459 .....	£1.95
Rear wheel brake cylinder 7 dia .....	£8.00
Rear brake lever 123135 .....	£5.50

Clutch slave cylinder GSY103 .....	£35.00
Clutch kit GCK160 (original) .....	£77.50
New distributor 1500 (exchange) .....	£57.50
Recon distributor 1500 (exchange) .....	£47.50
Distributor cap Mk IV .....	£4.00
HT lead set .....	£7.00
Clutch kit Q/H .....	£75.00
Recon starter motor exchange .....	£25.00
Recon w/wiper motor exchange .....	£40.00
Universal joint with grease nipple .....	£8.50
Dash top cover 815281 .....	£29.50
Seat cover set, brown houndstooth material .....	£115.00
Gearbox tunnel retaining plate 608383 .....	£1.20
Wheel arch to bulkhead seal 613666 .....	£2.75
Hoods original I.C.I. material inc zip window .....	£140.00
Hoods vinyl inc zip window .....	£95.00
Inertia seat belts less warning light wire .....	£50.00 pair
Inertia seat belts less sensor OE .....	£60.00 pair

### GT6

Bonnet assembly Mk II .....	£595.00
Bonnet assembly Mk III 913766 .....	£600.00
Front wings Mk II 908113/4 .....	£92.50
Front wings Mk I 907154/5 .....	£69.50
R/H front overrider Mk I 710717 .....	£35.00
Petrol tank cover board Mk I/II 710703 .....	£22.50
Boot floor carpet Mk I/II 810841 .....	£32.50
Main carpet early Mk III new tan 819813 .....	£29.50
Main carpet late Mk III new tan 822633 .....	£23.50
Main carpet Mk III black 822631 .....	£29.50
Dash veneer set Mk III 820073 .....	£105.00
Steering lock 216449/UKC2719 .....	£45.00
Seat belts .....	£50.00 pair
New crankshaft 308034 (exchange) .....	£95.00
Recon exchange water pump GWP201 .....	£29.50
Gearbox exchange .....	£170.00
Clutch kit Q/H .....	£75.00
Front suspension vertical link .....	£67.50
Front shock absorbers .....	£20.00
Track rod ends .....	£7.00
Rotolux coupling 152273 .....	£22.50
Rotolux bush kit inc tubes .....	£15.00
Brake shoe Mk I/II/III rotolux GBS750 .....	£13.50
Brake shoe non rotolux GBS746 .....	£14.00
Front side/flasher lamp assembly 155416 .....	£20.50
Delco distributor cap .....	£7.50
HT lead set .....	£9.00
Manifold Banjo Bolt 141555 .....	£9.00

### TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6 .....	£125.00
Mk I front panel (nose cone) 903258 .....	£65.00
Mk I bonnet 903477 .....	£115.00
Mk II headlamp panel 575894/ZKC1972 .....	£75.00
Mk II bonnet 910507 .....	£125.00
Mk II boot lid 910506 .....	£111.50
Mk II rear lamp panel 910509 .....	£95.00
Mk II boot reinforcement panel 910505 .....	£60.00
Bonnet seal 613894 .....	£12.00
Rear centre bumper (estate) plain 576530 .....	£85.00
Rear centre bumper (estate) for insert 917813 .....	£85.00
Rear quarter bumper (saloon) plain 910158/9 .....	£60.00
Rear quarter bumper (estate) 923444/5 .....	£60.00
Rear bumper moulding (saloon) 824479 .....	£20.00
Interior door knob 615888 .....	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552 .....	£57.50
Dash veneer set 2000TC/2500TC - 730397 .....	£57.50
Dash veneer set 2500S 726421 .....	£57.50
Interior grab handle ZKC 701/711 .....	£17.50
Dragnet excluder grey 614628 .....	£7.50
Boot carpet 728551 .....	£18.00
Late Mk I 2000 steering wheel 307493 .....	£20.00

Recon power steering rack exchange .....	£117.50
Recon manual steering rack exchange .....	£42.00
Gearbox exchange .....	£175.00
Mk II front side/flasher lamp 216149/216150 .....	£35.00
HT lead set .....	£8.00
Clutch kit Q/H .....	£75.00
Recon exchange water pump GWP201 .....	£29.50
Rear wheel bearing kit .....	£18.00
Rear shock absorber .....	£19.50
Recon exchange brake caliper .....	£45.00
Brake disc Mk I 209348 - O.E. ....	£40.00
Brake shoes Mk I (axle set) .....	£22.50
Brake shoes Mk II (axle set) GBS803 .....	£16.50
Rear wheel cylinder GWC1205 .....	£15.00

### DOLOMITE RANGE

Dolomite h/lamp mount panel 724263/4 .....	£27.50
Front underdrier XKC 83/84 .....	£22.50 pair
Rear lamp assembly 1300 F.W.D. 211874 .....	£30.00
Dolomite Rear lamp assembly R/H TKC938 .....	£50.00
Head lamp assembly 1300/1500 Dolo .....	£52.50
Headlamp bowl 1300/1500 Dolo .....	£22.50
Rear screen rubber 913937 .....	£32.00
Boot floor carpet 1300 F.W.D. 617831 .....	£15.00
Recon windscreen wiper motor exchange .....	£40.00
Dolomite 1300/1500 new exchange distributor .....	£52.50
Dolo 1300/1500 recon exch distributor .....	£47.50
Set of HT leads 1300/1500 .....	£7.00
Set of Sprint H.T. leads .....	£37.50
Sprint Lucas distributor cap GDC134 .....	£22.50
Set of HT leads 18.50 .....	£8.00
Distributor cap 1300/1500 GDC136 .....	£4.00
Oil filter 1300/1500 GFE119/150 .....	£4.50
Service exch oil pump 18/50 - Sprint 215573 .....	£22.50
Sprint gearbox exchange .....	£175.00
Sprint clutch kit Q/H .....	£75.00
Gearbox exchange 1300/1500/18/50 .....	£150.00
Gearbox exchange 18/50 3 rail .....	£170.00
18/50 original clutch kit Borg/Beck .....	£115.00
Input shaft 1300 F.W.D. 137617 .....	£23.50
C/V joint 1500 F.W.D. 518093/UKC 1160 .....	£35.00
Front subframe mounting cup washer 138626 .....	£6.50
Recon steering rack exchange .....	£42.00
Track rod end .....	£7.00
Upper steering column joint 157659 .....	£30.00
Lower steering column joint FAM1718 .....	£17.50
Front/Rear shock absorber (Dolo) .....	£18.00
Toledo front shock/spring assembly .....	£45.00
Front lower ball joint GSJ135/6 .....	£45.00each
Dolo top ball joint GSJ133 .....	£45.00each
Anti-roll bar mount bracket 154868 .....	£6.50
Anti-roll bar mount bracket 153669 .....	£10.00
Dolo recon exchange caliper .....	£40.00
Brake pads Dolo/Toledo .....	£9.50
Brake pads Sprint .....	£12.00
New Sprint brake servo exchange .....	£135.00
Sprint brake shoes O.E. GB5780 .....	£14.50 se
Dolo 1500/18-50 brake shoes GB5746 .....	£14.00
Dolo 1500/18-50 wheel cylinder GWC1502 .....	£12.50
Sprint wheel cylinder HWC1121 .....	£12.50
Tank sender 1500H/1850H/Sprint 215652 .....	£22.50





# Concours Competition 2005

By Angela McGowan

Hi there! After a short break from organising the TSSC concours at the International Weekend here I am back again!



Although Andy and I thoroughly enjoyed putting the TR5 on display last year, I really missed being involved in the concours so I am looking forward to picking up where I left off. The bad news for me though is I had plans for entering my yellow GT6 MkIII - but I guess I'll have to forget that now!

Anyway, I've been looking at the class structure. This has basically been in place for the last twelve plus years or so and I think it's time for a re-think. Marque classes have been previously run for both modified and original categories and it's my plan to amalgamate these into one class only, e.g. classes will be run for Best Herald, Best Vitesse, Best Spitfire and Best GT6. The reasoning behind this is that over the years, entries in the original specification classes have been falling. These days, there are very few cars maintained or restored in original spec and having one competition for each marque

would make more sense. Cars will be judged purely on condition and presentation, and there will be trophies awarded to first placed and runner up, plus highly commended if entries warrant.

The Mixed Triumph Marque Class was introduced two years ago to encompass the new marques of Triumphs now in the Club. This class will not be held this year but instead, two new classes will be introduced, **Best Saloon and Best Sports**. This should open the door for everyone with cars such as for example, Triumph 2000s, Dolomites etc in the Best Saloon and Stags, TRs etc. in the Best Sports. In future, these marques could be further categorised into single marque classes, but let's see how 2005 goes and we'll take it from there.

As a whole, the entries for the TSSC concours

are consistently high, but Bonds and Specials are unfortunately not cars which feature often. In fact, we haven't seen you competing for some time now! So, what we've decided to do for 2005 is not run the Bonds and Specials Class, but the opportunity to enter either the Best Saloon or Best Sports is open to you.

At this stage, I am not expecting any major changes to the remaining classes i.e. Car of Show, Master, Cruised & Used, Unrestored, Best Engine Bay, Best Paintwork and Best

months. This mileage must be proven by current and previous year's MOT certificates.

The Modified and Performance Class is designed for all vehicles manufactured up to December 31st 1999 and caters for owners who have not wished to keep their vehicles 'as they left the factory' but have individualised them by visual bodywork and engine modifications. Under bonnet chroming etc. will be marked according to quality and presentation rather than losing marks as per the National Concours class.

Non-standard wheels and paintwork will also be marked according to standard and presentation.

If you would like to enter any of the above, give me a ring and I'll send on an entry form. The Autoglym concours competitions are great fun to enter and very friendly.

The organisers go out of their way to make you feel 'at home' and win or lose, it's an enjoyable experience.

I met someone at Tatton Park last year who was entering his first Autoglym



Interior but I am in the process of simplifying the rules and one or two may be relaxed to make it easier to enter. However, there will be another award in the TSSC Concours and for information on that make sure you read next month's concours page in the Courier!

I have just received details and entry forms for Autoglym's National Classic Concours Series for 2005. Qualifying heats for the Grand Final at the International Classic Motor Show in November will take place on 5th June at Tatton Park Classic Car Show and on 26th June at Bromley Pageant of Motoring. In addition to the National Concours Championship, Autoglym will be running their Club Class Concours and new for this year, a Modified and Performance Class.

The Club Class is an entry level competition for owners who use their cars for Club events, including concours. Undersides of the cars are not judged and all entrants must have covered at least 1,500 miles in the preceding twelve

and he walked off with the Car of Show Award, much to his delight and that of all the spectators. Anyhow, if you think you might like to take part but just not quite sure, please give me a call and I'll try to persuade you!

Well, that's it from me until next month. I hope that we shall see old and new competitors entering the concours at the International this year. Please contact me if you would like any information at all or if you've any comments or ideas to pass on.

**\*\*News just in\*\***

As well as two new classes for Best Saloon and Best Sports, we have another innovative class for 2005! This will be for the **Most Modified Triumph** which we hope will attract a lot of interest. All entrants in this class must be road legal (i.e. taxed and mot'd) and more details will be published next month.

**It's good to be back,**

*Angie*

TSSC Concours Register  
www.tssc.org.uk/concours





# A Bond called Bertie

By Guy Singleton

Well, an interesting month.

**T**here have been three 4S Equipes on eBay and they have all made what would appear to be reasonable money, two of them being pictured below – not just being sold for some nasty oik to remove the seats and steering wheel then scrap or sell on the shell of the car. I look forward to hearing from the new owners.

I have just heard from Charlie Green (who I first met when he came to fetch some bits for it from me last year) whose 2 litre rebuild is reaching comple-

– booth and it looks very good, especially for a first attempt – does he want any more practice? My 2+2 rebuild desperately needs paint.



eBay 1

I have also heard from Patrick Taylor with the story of his very nice 4s – over to you Patrick:

*"I've just filled in the IVR form for 'Bertie the Bond'. Don't laugh - the name came with the car and is possibly a Chic*



eBay 2

tion. His son has resprayed the car for him in a Harrier Jump Jet spray

*Doig creation, as I have a postcard sent by him when he did some work in the 1980's. It struck me that I've now*



Charlie Green's Bond

owned her for exactly ten years, so there may be a bit of updating to do on the IVR information. Here goes!

She was first registered on 16th March 1970 by Clarke's of Pirbright (near Woking, in Surrey) - although her new owners lived in Oxford; so people did want Bonds in those days, and would travel to buy one! The bill of sale states that she was painted in 'non standard colour Wedgewood Blue' - how true that was - caused some real headaches when I had some spraying done recently! She also came with seat belts, underseal (didn't stop the outrigger rails rotting out within four years though) a parcel shelf (fits under the dash, rumoured to be a Bond item, but I've never seen another, Bond or Triumph) and a Radiomobile radio. Oh, and six gallons of Super for one pound nineteen shillings! Grand total including Purchase Tax, £1139, with a £155 trade-in on a 1963 Morris Mini. The documents include a Manufacturer's Guarantee, signed by (?) LF Brady - not a 'Bond' name I'm familiar with.

Next in the file is one side of a correspondence with the new owner's insurance brokers. There has clearly been an increase in premium from that paid on the traded-in Mini: and our owner wants to know why! The answer has always

amused me: "...the Bond 1300 GT is treated as a Sports Car for insurance purposes". This put it into (old) insurance group four although as anyone who has driven one will testify, it is difficult to see how the car made it into this classification!

After that things go quiet for a while: body repairs to the o/s bonnet and n/s door (the bonnet was finally replaced twenty six years later due to excessive crazing presumably started at this time) and the replacement

chassis side members, needed to get through the (first) MOT. The doors were re-skinned when she was six years old, too.. who says things were always better in the old days? All this was done at 'Eyles and Coxeter', Triumph distributors of Headington - anyone remember them?

Over time the bills gradually increase. £150, £220, a whopper for over £600 (nice to know that this is a pattern that Bertie has managed to maintain over the years!), by which time 'Eyles and Coxeter' have become 'City Motors', and a Vauxhall dealer. Shortly



'Bertie' the Bond





At Cosgrove 2002

after she was sold to a resident of Oxford, who quickly sold her on to Paul and Jayne Grogan, who are well-known in the Bond world. The Grogans soon sent her to Chic Doig for the kind of major surgery Bond owners know well: in fact I was doing much the same to a Two litre coupe at the time. Reconditioned chassis with new outriggers and rails, second-hand bulkhead... After this they continued with other items.. a reconditioned engine, stove enamelled wheels, seat repairs, new floor panels as well as hundreds of minor bits and bobs. Six years after buying her, Bertie was up for sale again ... and became mine..

Needless to say, the expenditure continued. although I was able to concentrate on the things that are most rewarding. new bonnet and bootlid, a respray, new carpets, an overdrive gearbox, new springs, dampers and suspension set-up -and several years of enjoyment! I thought I'd found the sort of garage we all dream of, too, an old boy who remembered the cars from new and concentrated mostly on classics., so routine servicing was sorted. The truth was slightly different: recently I've found out that a lot of simple things have been missed or skimped during these years. A change of garage ensued...

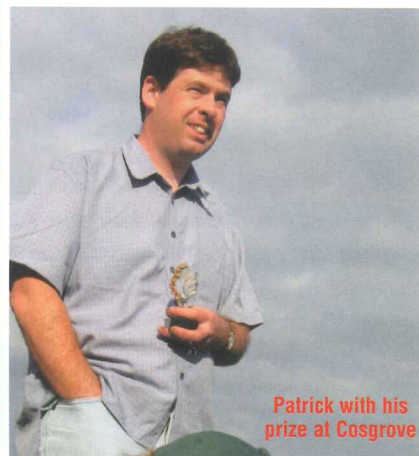
Then I decided that it was finally time to sort out the floor under the rear seats, the slightly rusty tread plates, and deal with the rust bubbling through the door bottoms. So it was off to Moordale Motors in Barnet. Oh dear. big mistake! Three treadplates riveted one over the other on the offside, two on the nearside... and perforated rear wheelarches, non-existent body mounts, front footwells going crumbly. Pass the chequebook, please...

With all that done – *beautifully* - the headlining was looking a bit ragged, so I brought the roll of material that Paul Grogan had picked up from the factory when it closed down from the loft and took it to Barton Brothers, the local coachtrimmers... whom I later discovered had an international reputation. Needless to say they

did an excellent job -and one of the few that came in exactly on estimate!

And so to come right up to date.. the oil that was leaking onto the exhaust last summer wasn't from the timing chain cover, but the gearbox: every seal blown, the clutch nearly gone and the starter ring chewed. another one of those 'heavy' bills that Bertie has made her own. So that's where we are.

She's just back from Moordale Motors in Potters Bar having been attended 'to since before Christmas. She now runs better than at any time in the past ten years! I'm kidding myself that after this latest big bill everything will be well and that she will only need petrol and washer fluid for a while ... well, you can always hope!



Patrick with his prize at Cosgrove

Just for info, I've found the following fairly local companies very helpful.

**Moordale Motors, Potters Bar.** Specialising in Triumphs, but not snobbish about Bonds. I have used them for servicing and repairs; they found things wrong during a routine service that I wouldn't have expected them to check. Also high quality body repairs and paintwork. Top marks!  
**Barton Brothers** coachtrimmers, Luton: Headlining and seat repairs. First class job at reasonable rates. I now know why people send their

cars over from the States to have work done!

I won't mention the nationally recognised Triumph restorer who refused to work on the Bond - it has been their loss in the long run, but interesting to see that the old snobbery is being maintained a new way, nor the other 'specialists' who did lots of (very good) work but returned the car with stripped threads on the steering rack mounts...

Hope this is of some interest"

Patrick

Thanks Patrick – a great New Year present – a ready made article ! Any more offerings from you folk out there will be gratefully received !!

In January's article I mentioned a possible French Event and I have now heard more about it as Jean-Claude's friend, Olivier Hucher has sent me the following details.

"Happy new year to you, your family and the TSSC. I don't know if you remember me, we met at "Le Mans" last Summer and we talked about a "Rally" I organise it for the 3rd time this year and I would like to invite those of your members interested by a "Continental week end".

I have not give you any news earlier since things were not completely set up. It is done now and I am thereby able to communicate a pre planning to you.

I don't know if many of your members have an Email address, but you can give them mine ([olivier.hucher@wanadoo.fr](mailto:olivier.hucher@wanadoo.fr)), alternatively, my postal address is:

Olivier HUCHER 41, rue Galliéni 94170 Le Perreux sur Marne France

Another solution would be for you to collect the names and addresses of those of your members who would like to participate, I would then send them directly the final schedule, the access plan and the reservation vouchers.

**June 11th and 12th 2005,  
3rd "Monaco Brighton"**

The programme is:

**June 11th**

**10h00 Meeting at Méaulte on the Jet Airplanes**

**Museum parking lot, visit of the Museum.**

**11h00 Start of the Rally first part**

**12h30 Picnic (not provided) in Sailly Laurette**

**14h00 Start of the Rally second part**

**18h00 Arrival in Ault and display of the cars.**

**18h30 Rooming at "Le Manoir". Reservation required, 10 euros (7£)/person in a 4 or 6 beds room**

**19h00 Welcome cocktail at the City Hall**

**20h00 Dinner. Reservation required, 15 euros (11£)/person, drinks excluded**

**June 12th**

**10h00 Tour in the countryside (optional)**

**12h00 Meal (optional)**

**14h00 End.**

*Info: Méaulte is a small town close to Péronne ( Battle of the Somme) very close to the A1 motorway.*

*Ault is a XIXth century "bath station" on the coast, 5 miles south of the "Baie de Somme".*

*Apart from Museum fare, the dinner and rooming which would be paid directly to the restaurant and to the room providers, the participation to the organisation costs is of 5 euros/car, to be paid on the depart.*

*I hope we will have some TSSC members, and a few Bonds, among us on the June 11th morning.*

*Thanks again for the "Le Mans" plate you kindly gave me."*

So far this weekend is free on our calendar and Suzie are I are hoping that we will be able to go on this trip and thought it would be great if a few others were interested. We're in no way planning to approach even a fraction of the size of group Phil Willcocks had for the Classic Le Mans last year (and will/may face again in 2006???) but a small group of Bonds and Triumphs heading off to Méaulte could be quite fun.

Please feel free to contact Olivier direct if you are interested but perhaps you could also let me know and then we can arrange to meet up for the trip across.

Well, looking at all these words (thanks again, Patrick) it seems there is no space for the Production Committee minutes [Suzie note: and after I've spent hours getting them ready for publication!] so the next instalment will follow in the April issue [Suzie note: Glad to hear it !!]

Finally, just a quick reminder: **DON'T FORGET the BOND EQUIPE CAMPING WEEKEND** to be held at the **SOUTH OF ENGLAND MEET** on 7th – 8th May 2005 at Leatherhead Leisure Centre.

**BE THERE !**



# Four reasons to join RAC today

- 1 Join RAC from £33**  
– this includes a 15% discount which is applicable to certain levels of breakdown membership and renewals.
- 2 £8 Discount**  
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TR8	£52.88	£17.64	£19.92		£34.02	£55.17	£88.13	£87.54	£24.62	£61.69	£64.60	£55.81
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# Annual Dinner & Awards

**Early February is the time of year when the racing drivers awards dinner is usually hosted, and this year was no exception.**

A traditional, 'Black tie' affair gives everyone the chance to 'Glam' up and proves that they can turn out clean and presentable if the opportunity demands it. For the umpteenth year it was again held at the Sketchly Grange Hotel in Hinckley, a pleasant enough place with complimentary Pool, Gym, Jacuzzi, Sauna and steam room.

As one walks the corridor, you begin to bump into the drivers you know and the inevitable conversation starts. "How's the car?", to which the inevitable answer is nearly always, "in tiny little bits." Mine, for instance, has been sitting outside the house for many months now waiting



for my van to be repaired, which in turn was waiting for the GT6 to be repaired after it chewed up it's gearbox.

Then on to the plans for the year, many rumours are about regarding race winning GT6s, TR7V8s being swapped for Spitfires, illegal engines and the new rubber we are all allowed



to use this coming year. Most, I expect is just so much 'hot air' but you can never discount that there could be a glimmer of truth about one or two.

**By Nigel Gibbins**



considering an entry into the 750 Motor Clubs, Birkett Six-Hour Relay race on October and this was our first chance to begin plotting in earnest. For those of you who are not familiar with this, it is a six hour race undertaken by teams of up to six cars (and drivers) in relay. Interest is high with the TSSC drivers and there could be enough to submit two teams.

For me, the meal was very nice, but for some others it wasn't so. A few main courses needed cooking a little longer as rare lamb is not to everyone's liking, but a quick word with the waiter soon remedied that and soon we were already on the coffee and chocolates.

Meeting in our own private bar before the meal is where we all get a change to catch up with each others developments for next year and try to decide what is fact and what is fiction. We ply each other with alcohol and try to plan the season ahead.

I would like to start at Silverstone on the 9th April, but I'll need a following wind to actually have the car ready by then. Most drivers are on their way to having their cars complete and some are even talking about testing next week!

For the first time in a few years, we are

As you may already know Barry Blakeley collected his trophy for 1st in Class A, followed up by Mark Hadfield, who was 2nd and Martin Stackpool who not only came third in class but also scooped the "Newcomers" title along the way.







Dave Thompson was up to collect his 3rd in class and John Thomason for 2nd in class. Then it was the turn of Andy Vowell, who collected both 1st in Class C and the Overall TSSC Champions trophy.

The TR drivers then went on to collect their own championship trophies and by the end there was many a table decked out with silverware and cut glass.

Andy made a decision that trophies are cups, and cups should be drunk from. ( See previous pages)

So off to the bar he went and came back with trophy full of beer. I saw him empty this glass four times during the evening and he was obviously revelling in the delights of finally winning the championship after seven years of trying.

The music started, and up we all clambered to dance late into the night. I managed to tire myself out with a couple of 'light fantastic' moves and retired to the bar for refreshments and before it long it was all over.

However, being residents at the hotel, we kept the main bar open until about 4am and slowly crawled off to our beds for a well-earned rest. Next morning, at breakfast there were a few 'no shows' that had obviously decided that bed was far too comfortable to leave.

All told it was a very good evening and I'm already looking forward to the next one - but now it's time to start racing again. The first date on the calendar is the Triumph Only Track day at Mallory Park on the 5th April, if you want to go then you should contact the TR-register on 01235 818866. At £105 for the whole day and £30 for a second driver, you'll be hard pressed to

find such good value. Any Triumph is welcome and its the safest way to enjoy yourself at speed in your favourite sports car.

## Race Calendar 2005

Date	Organisers	Circuit
April 5th	TR/TSSC track day	Mallory Park
1 April 9th	MGCC	Silverstone
2 May 2nd	BRSCC	Castle Combe
3 May 15th	MGCC	Rockingham
4 June 12th	MGCC	Snetterton
5 June 26th	MSCC	Mallory Park (21st Anniversary)
6 July 2nd	MGCC	Oulton Park
7 July 23/24	MGCC	Silverstone
8 August 13/14th	BARC	Pembrey
9 September 11th	MGCC	Cadwell Park

We also have an extra race at Mallory Park in August, but the date is not yet confirmed.

As usual, this makes ten rounds from which a driver can include their best eight scores.

The two highlights of the year will undoubtedly be the Silverstone race on July 23rd/24th and Mallory Park on June 26th where the TR register are celebrating their 21st year of racing with hospitality, guest cars and a 21 minute race (we usually race for 15 mins).

If you want to get involved then you can contact me on [racing@tssc.org.uk](mailto:racing@tssc.org.uk) and I can get you on track to racing your triumph sports car with us.



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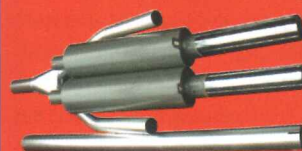
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Spitfire (330lb) lowered	£13.95
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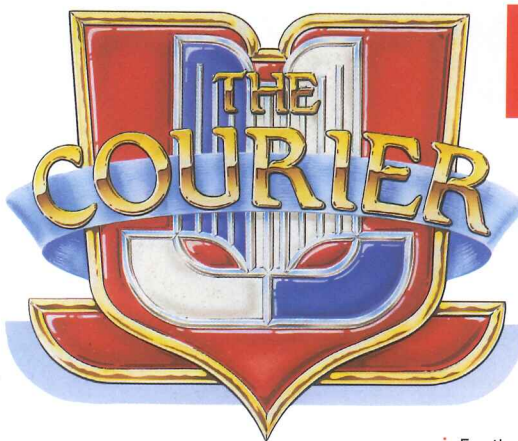
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# READERS

Write . . .

## Dolly Sunshine Roofs

I had a chat with some Triumph Dolomite Club members at Stoneleigh at the beginning of February. As a former Dolly owner, (and current TSSC member) I thought I knew my Triumphs pretty well. But the following has me stumped.

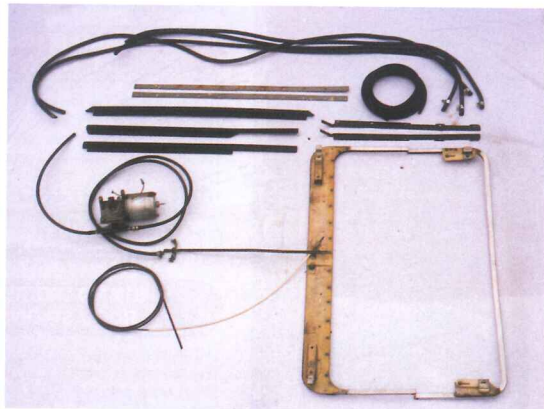
The topic of conversation was Dolly Special Edition (SE) sunshine roofs. I've seen a couple of cars with the roof fitted and when my son found one in a scrap yard, he carefully removed all of the bits, the motor, rack and switch so he could fit it to his Toledo. That was five years ago and as he is now in NZ making films and is Toledoless, I've got the bits cluttering up my workshop.

The problems are twofold.

The guys on the TDC stall at Stoneleigh said that the electric sunroof never was a factory fitted option on the SE. So why have I come across three of them? Does anybody out there know anything about the origins of this option? Who made them? Who fitted them? Where? Does the company still exist?

The second problem is that with my son in NZ, I was going to have difficulties fitting the whole lot together. (You'll see why I say 'was' later). There are obviously a lot of clues where screw holes in bit A coincide with bit B, but there is nothing like first hand knowledge. So has any TSSC member restored a Dolly – or fitted a new roof lining – who can steer me in the right direction?

For those of you not familiar with this unit, I'll offer some description and photos



The main unit is a large bolt on frame about 905mm by 1065mm that is dropped onto the top outside of the roof panel. The shape is such that the flared edges blend into the roofline of the Dolly, but raises the line by about 30mm. A hole about 800mm by 950mm has to be cut in the roof first. It really would be a good idea to practice first on a spare roof. A TDC member did just that when fitting a Webasto to his Dolly with no instructions! The glass unit then slides into a void in the drop-in unit. The mechanism consists of about 8 feet of Lucas type windscreen wiper rack and tube driven by an adapted Lucas w/w motor that is mounted in the boot, the rack being attached to the rear centre edge of the glass framework. The switch is a 2-pole 2-way sprung affair, so that with simple X wiring the motor can drive either way, but only when the switch is pressed.

The units are all very well made, with several metal pressings being assembled to make up the drop-in unit alone, and the unit is virtually rust free. Even the drain tubes at each corner (to which



rubber tube is attached to take rain down the A and C posts) are well thought out and intact. There are no rotted bits like we find elsewhere in our cars!! The remaining box of bits contains lots of long straight bits – for example the reinforcing members for inside the roof, and slider trims. But there is no evidence of any Evostick type glue so where did the roof lining fit, and I guess the outside of the drop-in frame was not vinyl covered - now it is rather dull black paint.

Now for the sad news.

I had visions of fitting the unit either to the roof of my GT6, or into the hardtop of my Vitesse, either to be unique, but at 1065mm it is too long. It ought to go to a good home, so now I reluctantly have to sell it and TSSC / TDC members should have first chance, and at, say £100, I reckon it's a snip.

But I'd still like to know something about its origins and history, so can you help?

Best wishes

Del Holman.



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# Roofs and Seals

By Bill Davies

**TRIUMPH Herald**  
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[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)

**T**his Herald 1200 Convertible is the subject of an IVR submitted by M. Garland, who says:

*"This car was bought new by my Grandmother when I was born. She drove it every day until she was 83. She did 300,000 miles in it. Sadly, she passed away this year aged 89 and left me her car in*



MPE 750D.

*her will. We had travelled together all over Europe. At one time I also owned a Triumph, we were both members of the TSSC. I have enclosed a copy of the original sales invoice with my grandfather, Mr D.N. Shea as the purchaser – in fact it was his Ford Zephyr she made him part exchange!"*

## Improvised Hardtops

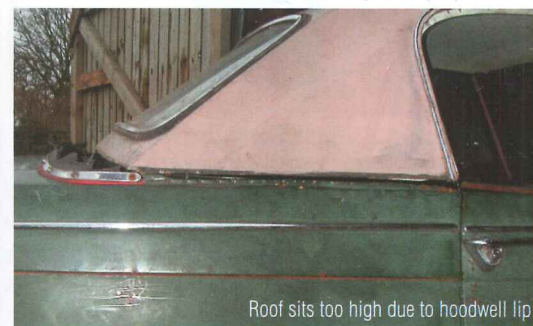
While Herald Coupés are undoubtedly rare cars, it's surprising how many roof panels have survived for years at the back of lockup garages – see how often they turn up for sale in the free-ad papers and specialist classified sections. Unsurprisingly, I am often asked whether this panel can be improvised to provide a hardtop for a Herald or Vitesse Convertible through the winter. As a Coupé and Convertible owner I can certainly see the appeal, most available fibre-glass hardtops being somewhat chunky and awkward compared to the elegant Coupe roof.

At first glance things look favourable. The Coupé roof line is similar to the Convertible, while both cars share the same door glass. Actually placing a Coupé roof onto a Convertible shell quickly shows that this is not a straightforward job. The most obvious problem is the length, the Coupé roof ends about four inches ahead of the back edge of the hood well. There is also a lip around the well to which the hood is fastened. This lip raises the roof where it ought to fit snugly onto the deck. At the front things are more favourable, only a couple of notches to be cut out for the roof to clear the hood catches on the



windscreen frame.

Of course nothing is impossible, there are many clever people who can



confidently wield an angle grinder and welder and perform miracles. But it's not a quick solution and will take many hours and much ingenuity to



achieve something presentable.

## More on Door Seals

In my November 2004 article I detailed the differences in door seals fitted to Heralds throughout production. There was a correction in December's article as I had provided the wrong photograph for one of the seals. Well, there's another slight amendment I ought to make. I stated in the article that the auxiliary P-seal on the windscreen frame is not normally fitted to convertibles. I have recently examined more than one highly original 13/60 convertible, to find original P-seals in place. I don't know when these were introduced on the convertible, but it is quite possible that they were also fitted to late 1200 convertibles.

I also have some further information on the replacement seals pictured in November's article. This lip seal is very effective and doesn't look out of place on a Herald, however it does lack the woven covering which is so distinctive on



Reproduction lip seal and correct fabric

all but the earliest models. I have found a good match for the fabric covering of the original type C and D seals. This is available on the roll in 32mm widths, so I have been experimenting to see if this can be properly attached to the replacement seal. I am quite happy with the result as far as appearance is concerned, but I have not yet installed any of this modified seal into a car to see how it behaves in the long term.

To carry out this operation you will need a needle and thick thread (I prefer to use a leatherworkers awl) and a good quality contact adhesive, Evostik Timebond is my own choice.

Begin by cutting matching lengths of the seal and fabric, enough for one door at a time as this will be a cumbersome





**Tools of the trade - Sticky tape, Adhesive and Sewing Awl**  
operation. Working in sections of a foot at a time, apply a thin coat of adhesive to the top edge of the inner part of the seal, ie the rigid part rather than the sponge lip, and to a band about



**Edge of fabric glued to seal**

5mm wide along one edge of the fabric. Once the glue has become tacky, press the two surfaces together so that the fabric protrudes outwards over the lip of the seal. The inside edge of the fabric should be along the top of the seal, as in the picture. Continue along the entire length of the seal.



**Stitched from above, between lip and seal body**



**Fabric glued down over inner face of seal**

Begin stitching along the inside edge of the lip seal. Though more difficult for alignment, it is best to work from the fabric side of the joint, the needle should come through the seal in the angle where the lip joins the body of the seal. If working with an awl, this



**Excess fabric tucked back inside retainer** ensures that the seal is not cut cheese-wire style by over tensioning the thread. Once you have stitched along the entire length of the seal, apply the contact adhesive along what is currently the exposed face of the fabric, and along the non-sealing face of the seal. Once the adhesive has become tacky, fold the fabric back along the stitched edge so that the glued faces contact each other. There will be about  $\pi 1/4$ " excess fabric which should be pushed



**The finished article, almost as good as the original**

up inside the channel of the seal using a blunt edge. All a bit difficult to explain I'm afraid, but hopefully the photographs will make everything clear. In the example shown I have used black fabric, but the same material is available in grey, red and blue, so a good match can be made to the original seals for the 13/60, Vitesse and early mark Spitfires.

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54 **ALL OTHER SEALS AVAILABLE - PLEASE RING**

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# What's in Yours?

By John Thomason

**TRIUMPH Spitfire**  
IV/1500 Register  
[www.tssc.org.uk/spitfire1500](http://www.tssc.org.uk/spitfire1500)



**T**his month's photo is sent in by Stewart Long of Southampton to chase those Winter Blues away, featuring his 1978 Pageant Blue 1500 in warmer days. The car was originally supplied by Hewwets Garages of Stourbridge on 1st October 1978 and immediately put to good use, the original passport to service shows that the car clocked up just under 15,000 miles in its year. The car has since had 8 owners but as can be seen is in exceptional condition.

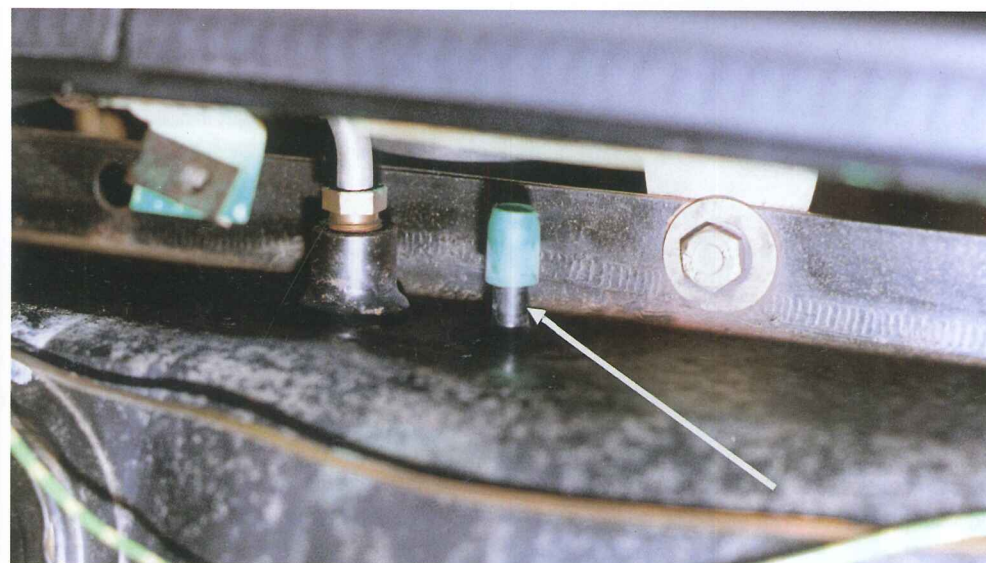
## Hidden Treasure ?

A short article this month, and the result of tinkering around on my project 1500.

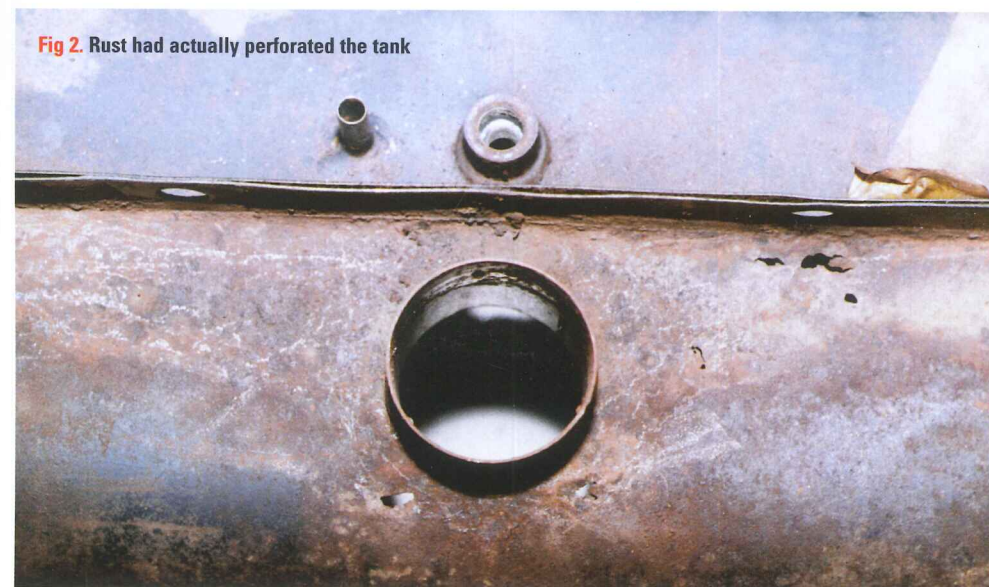
I have written in the past of how the smell of petrol in the car can often be traced to a perished/missing rubber blanking plug that covers an unused (used on Federal cars) breather pipe at the top of the tank next to the fuel filler **Fig 1**. Despite this plug being intact on my fuel tank a smell of petrol persisted from the fuel tank.

With the interior trim panel removed, the usual surface rust on top of the tank could be seen. However a good wire brush revealed that the rust had actually perforated the tank. **Fig 2**.

The cause of the rust was the cracked/perished rubber seal between the body and fuel filler neck **Fig 3** allowing water in. These seals are particularly prone to leaking, not only as a result cracking with age but also suffering from petrol contamination when overfilling the fuel tank.



With the rust damage, the fuel tank was unusable and so had to be replaced. Upon removing the tank from the car something was heard to be rolling around in the **Fig 1. Petrol Tank Vent pipe for U.S.A. spec cars - sealed on U.K. cars.**



**Fig 2. Rust had actually perforated the tank**





**Fig 3. Filler Neck Seal.** These seals are particularly prone to leaking

Investigation revealed that at it had originally been spot welded into the filler neck as shown in Fig 5. At some stage someone had broken the spot welds and pushed the cone into the tank. It was obvious that this gauze cone had originally been fitted by the factory, but is something that I have never come across before. The is no mention in the parts manual The tank is from a very late car - April 1980 (TFADW1A007000 onwards), and may have been using up parts as was done that were common to the latter US cars? It's purpose?

Well the gauze is far too coarse to be an effective filter other than for small stones! My guess is that it was used as an anti siphon device to prevent petrol being stolen from the tank.

Do any owners of other late Spitfire 1500 spitfires have similar gauze cones fitted, (or do you have one rolling around in the tank) ?

tank, which was found to be the gauze cone shown in Fig 4. Does any one know its real purpose and why was it fitted so late



**Fig 4.**  
Gauze cone was found rolling round inside



**Fig 5** Cone was spotwelded inside filler neck originally

in the Spitfire's life - a legislative requirement ?

Further investigation, revealed another difference in the shape of the fuel pick up as shown in Fig 6. Both touched the bottom of the tank, so why was a curved pick up used on this tank in preference to the simpler and easier to make straight pick-up.?

It would seem that it's not so uncommon to find things in fuel tanks

that shouldn't be there. I had a Mk3 Spitfire once that was found to have a couple of small pebbles in the tank. The replacement fuel tank that I fitted to the 1500 was found to have an early Spitfire hubcap lever in side it !

I live in hope that one day maybe I'll find a fuel tank with a bag of gold hidden inside. !!



**Fig 6** Why use a Curved pick up?





# New from the Trade

By Bernard Robinson

## Rimmer Bros TR6 Lamp Assemblies

Rimmer Bros Ltd are proud to announce the re-introduction of complete Triumph TR6 rear lamp assemblies. They have been re-manufactured after a lengthy period of unavailability and come complete with lenses and mounting gaskets. They are stocked individually as part numbers 216045 for RH and 216046 for LH and are priced at very reasonable £229.13 inc. VAT each. Rimmer Bros can also supply the bulb holders, bulbs and the alternative red North American specification side lenses. For further details or to place an order telephone 01522 568000 or email [sales@rimmerbros.co.uk](mailto:sales@rimmerbros.co.uk)



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# Road Runs 2005

By John Macartney

**W**earing my 'OIL LEAK Classic Car Activities' hat as the event organiser, I'll admit these ideas are something of a 'pilot.' If they prove to be successful, there's no reason why they couldn't be expanded and in such a way that they move further afield in years to come, to take in other locations. Certainly, they will still involve other STY Clubs but there's no reason why shouldn't 'outreach' to other similar organisations for other makes. This only further underpins already established traditions where Club 'National Days' see non-club members being invited to drop-in and take part. I don't know about you, but surely one of the prime reasons for owning any type of 'classic' is to use it within an overall brotherhood of enthusiasts in which model and Club loyalties can be put to one side for a day. Equally, by involving other clubs, we meet other people, thus encouraging new friendships.

With all that in view, I've put together a few events I hope will appeal to everyone and regardless of whether the cars taking part are Herald, Dolomite, TRY, Stag - or whatever. The routes are tried and tested - and two of which are particularly 'tried and tested' for other reasons. What's more, we've also moved completely outside the Standard-Triumph fold for one event. I believe this is important because too often, we meet the same faces and see the same cars whenever we periodically meet - so perhaps some 'freshening' is now appropriate?

With that in view - and a request on behalf of TSSC, I've invited the Austin Healey Club, MG Car Club and MG Owners Club to inform their members about the Spr-Idget-Fire Run in June. Sprites, Midgets (of all types) and Spitfires are the only cars that can take part and there's a restriction of 100 cars for the event. As a bit of fun and in an attempt to not choke the many narrow roads and lanes that make up the route, even numbered cars will go clockwise

and odd numbered cars will go anti-clockwise. Brings a new meaning to the old saying of "meeting yourself coming back"!

But there are other events lined up for non-Spridgetfires - and the whole programme is as follows:

· **15th May - TEST HILLS RUN** - West Country. £20 Entry Fee. This is a 350 mile Charity Event 'Out-and-Back in a Day' for "When You Wish Upon A Star" to give terminally-ill children the chance to visit Father Christmas in Lapland this year. Open to members of any Standard or Triumph Club, the start and finish will be in the Cirencester/Stroud area.

It will make use of the former factory route of the 1920's and 1930's in north and south Devon with virtually zero use of motorways. 07.00 Start, finish around 21.00 the same day. 100 cars maximum.

· **26th June - SPR-IDGET-FIRE RUN** - Cotswolds. £20 Entry Fee. A 120 mile event strictly reserved for Sprites, Midgets (pre & post war) and Spitfires. Starting and finishing at the Charlecote Pheasant near Stratford upon Avon, cars will run clockwise and anti-clockwise depending on whether their entry number is odd or even. It features an optional Carvery Supper at the end of the event. 100 cars maximum. 11.15 Start, Finish around 17.30

· **11th September - TEST HILLS RUN** - Cotswolds. £20 Entry Fee. A 100 mile event, open to members of any Standard or Triumph club, again using the pre-war factory route (for daylight tests) of south Warwickshire and north Cotswolds. Starting and finishing at the Charlecote Pheasant near Stratford upon Avon, this is the route driven by many enthusiasts on the Standard Centenary Run in 2003 and was greatly enjoyed by them. It features an optional Carvery Supper at the end of the event. 50 cars maximum owing to the narrow nature of some of the hills in rural and urban locations. 11.15 Start, Finish around 17.30

· **6th November - AUTUMN TINTS RUN** - Cotswolds. £20 Entry Fee. A 110 mile event open to members of any Standard or Triumph club. Starting and finishing at the Charlecote Pheasant near Stratford upon Avon, cars will explore the back roads of the Cotswolds where autumn colours are always at their best at this time of the year. It features an optional Carvery Supper at the end of the event. 50 cars maximum owing to the narrow nature of some of the hills in rural and urban locations. 11.15 Start, Finish around 17.30

A note or two about the events themselves:

**None is an 'Arrive 'n Drive.' 'The 'Old Bill' is quite clear on this point and pre-booking is essential**

· The Carvery Supper for Charlecote based events is a great way to wind down the day. The cost of £13.00 per head for a meal has to be paid by you before you leave after the meal and is **NOT** part of the Run fee. We do need to know in advance if you want this facility for establishing catering requirements. · The Entry fee covers Road Book, Windscreens Rally Board and Morning Coffee. · There will be specific joining instructions for the Charity Event on 15th May that will be sent to you if you sign up for it. However, for Charlecote events, a rough timetable is as follows: From 10.00 - registration and morning coffee, 10.45 - crews briefing, questions and answers - 11.15 prompt - cars start event at 15 second intervals

Craig Gingell will soon (hopefully?) be putting a link on the Club website but if you want more info about the Runs and other OIL LEAK activities.

Please be aware that OIL LEAK is a strictly 'one man band' and is administered only by me in my own time. Equally, anyone who has organised a Road Run will confirm they can be VERY consuming of spare time. While I'm developing them, there are many other things I can't do - like working on my own Triumphs! So, if you'd like an entry form and are not 'emailable' - send an SAE to TSSC H/Q. To keep costs as low as possible, I don't have printed leaflets and if you want verbal info, please call me between 19.00 and 21.30 on weekdays on 01608 662970 until 31STY March 2005 and 01386 424401 from 1STY April onwards.. There's an answerphone for you to leave a message.





# One Good Turn Deserves .....

By Tony Lindsey-Dean

Just a tale of one enthusiast helping another.



Jan Pieter's White TR6 with mine in the foreground at his Home

**A**lthough I run a business specialising in Chassis Triumphs I am equally a Triumph enthusiast in my own right. To this end many of my customers become firm friends. My business philosophy is that If you provide great value & great product your customers provide your new customers by recommendation, which is why I seldom advertise. A Dutch customer saw me at a car show and against his friends advice ordered a competition TR6 engine.

This was duly supplied, but we still kept in touch. This was over 8 years ago. He ordered various other bits over the years. One day he asks if I could find a Cheap TR6 engine to

put in a car he wanted to sell. He wanted a good engine to impress a potential buyer. As it happened I had a recently reconditioned engine firing on 5 cylinders, The customer wanted nothing more to do with it as he wanted me to start afresh. That done I inspected his old one. The no 5 Hepolite piston had the common problem of broken ring lands. Upon stripping the overall condition was not too bad. I found a second hand piston honed the block & fitted new rings & new bearing shells. I fitted one of My 2R fast road cams & spent a couple of hours tweeking the head, with a skim it was fitted. A real cheap engine.



My TR6 having passed the race TR250 sporting its borrowed 20V identity

This was delivered to Holland. 4 1/2 years later He actually got round to fitting it!!! He phoned up panicking.

"What's the problem Jan Pieter" **"The cam has no teeth."** Impossible I said. True he insisted. Well it just happened that I was due to meet a German Trader in Utrecht to deliver a TR4 engine and a couple of Overdrive gearboxes so I took some spares and visited Jan Pieter. He had removed the radiator & front crossmember ready for me to have a look. What transpired was that a family friend had offered his services to help fit and commission the engine. He had a Healey & his wife had owned a TR6 some years previous so he considered himself a TR expert!

Basically he had fitted the distributor mount with out checking if there was clearance to the drive gear. There was none, so after boost starting the engine he managed to tear off most of the cam teeth. He was also a member of the **'Half a tube of silicone sealer to every joint'** club. There was so much sealer on the head to pump housing there was no water passage left! To compound problems the rocker cover was left off for a few weeks so there was dust, bits of thistle seeds

and debris all over the top of the rocker gear. The 'helper' advised Jan Pieter that he should not worry as the oil would wash it away! I said where to? I had to explain that it could only end up in the sump to be picked up by the oil pump.

He soon began to realise that there were some serious shortfall in his helpers capabilities.

Well we set to, lifted and rocked the followers, pulled the damaged cam out and slid a new one in. Drained the sump, fished around with a telescopic magnet through the drain hole to retrieve the broken bits. I carefully cleaned the top of the engine & refilled with flushing oil. With a speedy refit the job was completed in about 3 hours. I took the plugs out to prime the oil galleries by spinning the engine over with no compression load. Within a couple of minutes the oil gauge flicked up to 75psi. Plugs in small adjustment to the 1 3/4 SU's that had replaced the original Strombergs and presto fired up first time.

Quite surprised me after it had been standing around



in a damp garage for 4 1/2 years. I stayed at his place that evening and enjoyed his Dutch hospitality. His friends seemed quite impressed that I should come all the way to help him out so long after and without being the source of the problems.

A few weeks after returning home Jan Peiter called "Do you want to go to a track day at Zandfort race track?" yes I said I'm up for that. I'll pay for that he offered. So I returned with my Racy road TR6 to drive the circuit for the first time ever. The Day was bright and cheery and there was a good mix of cars. Jan pieter thought that it might be just for Dutch drivers so my TR6 had the indignity of sporting a set of number plates from one of his scrapped cars a 2CV no less!

In the morning they gave some tuition as to the correct turning points and braking points and after a light lunch we were let loose. I had recently fitted new Green Stuff brake pads to the Four pot calipers so was confident. Well after two or three laps I settled and soon started to find some pace and rhythm. So much so that I began to chase down and pass lots of cars. Although a former racer I had not been on a race track for some 9 years but I was fired up and really enjoying myself. I soon found my self passing a race TR250 with lightweight glass panels, running on Triple Webbers with slick tyres. Coming out

onto the main straight I blasted away. Much to my concern Jan Pieter insisted on taking his TR with the cheap rebuild engine. Well much to every ones' surprise it really performed. It out accelerated virtually all the Dutch TR's there, including the injection TR's but like me after 7-8 laps the pads began to fade badly but the session was nearly over.

We returned to the paddock to compare notes. Both cars drew a number of interested onlookers. Jan Pieter lifted his bonnet & people were looking perplexed 'where are all the tuning pieces' I heard on chap exclaim, Just K&N filters, No extractor exhaust! How can this be?

I just smiled Torque always give acceleration. I just said Imagine what a proper engine could do. Others kept asking how many times had I raced the circuit?

They just scoffed when I said 'Never'.

## HOW THE IVR SCHEME WORKS - FOR EVERYONE

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**Clear careful detail is key.** The Form's often on our Courier address-slip; or find it at [www.tssc.org.uk/ivr](http://www.tssc.org.uk/ivr). New Members, one's in your Joining Pack. Copy carefully 3 spots under-bonnet, plus Dates etc off your V5; and send Freepost to Club HQ.

**Models have different IVR priorities, letter-content etc, so check yours on this page, a-Model-a-month (from Nov 2004):**

Jan: <b>Bond</b>	Feb: <b>GT6</b>	Mar: <b>948/1200/1250</b>	Apr: <b>Spit IV/1500</b>
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## Herald 948 1200 & 12/50 INTERNATIONAL VEHICLE REGISTER

Compared to other club cars, Heralds were originally built in many different combinations of model and body type. The modular design means that many Heralds have been substantially modified through the years, their original specification can often be determined from the numbers recorded on the vehicle.

The most important information will be found on the vehicle's Commission plate, what would be referred to as the VIN (Vehicle Identification Number) plate on more modern vehicles. This will be found riveted to the left hand side of the front bulkhead, ahead of the door hinges and visible with the bonnet open. This plate often suffers from non-original overpainting as can be seen in the photograph here. The amount of information recorded on this plate will vary according to the year in which the car was produced. The early cars have only the commission number recorded. From early 1960, the body type was added to the plate, though this was deleted in 1964 when paint and trim codes were added to the plate.

In roughly the same position on the opposite side of the bulkhead you should find a small brass plate, which is retained by 2 screws and over-painted in the main body colour. This records the body number. This is not recorded on any of DVLA's documentation, but it will be shown on a British Motor Heritage production trace certificate.

As far as the Herald 948, 1200 & 12/50 register is concerned we have a number of landmark cars recorded. The absolute oldest recorded Herald is a Coupé with commission number Y128, the next oldest is a

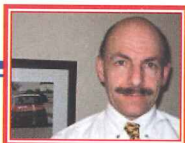
saloon with commission number G11. We know that both first and second production examples of the TR2 have survived, surely there must be an earlier herald out there somewhere, waiting to be found?

As far as later cars go, we have the third from last 1200 on the register, GA249869DL. would like to see better records of early 1200s and late 948s, we have comparatively few of these on the register - for instance the earliest 1200 shown is a convertible with the number GA661CV. There are also few cars recorded around the change point between Mk1 and Mk2 chassis, which happened at GA80001 in June 1962.

I am always pleased to receive more than the bare minimum with your IVR, and I do my best to provide useful information in return, subject of course to an SAE being enclosed.

If you submit notes and photographs for a future article, please make sure that the images are suitable for reproduction.

I sometimes receive wonderful histories which I can't use because the pictures are on standard printer paper. If you have digital images, I am happy to receive them in PC format on disk, or by arrangement in an email.



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MARCH 2005

Plus

## CLASSIFIED CARS & PARTS

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# Isle of Wight Area 16th Camping Weekend



29th April to 2nd May 2005

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East Cowes, Isle of Wight, PO32 6HG  
Tel: (01983) 281427 or email:  
[events@triumph-iw.co.uk](mailto:events@triumph-iw.co.uk)  
for more info





# 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.

**DIRECTORY CHANGES TO AREA LIAISON OFFICERS**  
**VIVIEN & VICTOR THOMPSON**  
**TEL: 01302 850740**  
**E-MAIL: vthompson@ivycottage17.freemove.co.uk**

## SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Jim Smellie: 07771 956653	Lochin Sports Club - GLASGOW	1st Wed. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Norwood Hall - CULTS	Last Thurs. Eves.
LOTHIAN	Ian Robertson: 0131 5391402	The Fairmile Inn - EDINBURGH	1st Wed Eves.

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.
CUMBRIA	Bob Westgarth: 01697 351654	Stoneybeck Inn - PENRITH	Last Sun. Lunch
MANCHESTER	Frank Spencer: 01524 791607	Rope & Anchor - DUNHAM MASSEY	1st Tues. Eves.
	Pippa Flegel: 01524 791607		
NORTH EAST	Andrew Dunning: 0191 5485188	Travellers Rest (A691)- Witton Gilbert	1st Sun. Eves.
	Mark Astley: 0771 840 8159	off A691 Durham to Consett Rd	
LANCASHIRE	Chris Manville: 01282 693637	The Houghton Arms - WITHNELL	Last Tuesday. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Mike Hardwick: 01723 500385	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Victor Thompson: 01302 850740	The Coach & Horses, Barnbrough - DONCASTER	1st Tues. Eves.
	Vivien Thompson: 07792 567053		
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

## MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
	Nigel Clark: 01788 891 153	The Old Smithy - CHURCH LAWFORD	3rd Sun Lunch
DERWENT VALLEY	Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. Eves.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Fox Kelham Bridge - NOTTS	Last Tuesday
NOTTINGHAM	Claire & Nigel Hill: 01773 775481	The Griffins Head - PAPPLEWICK	Last Wednesday
NORTHANTS	Adam Easton: 01933 229 992	The Elwes Arms - GREAT BILLING	2nd Weds. 8pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
	Paul Lumsden: 01780 470358		
STAFFORDSHIRE	Adrian Polphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	John Taylor: 01283 763479	The Drakes Drum, Old Oscott Rd - BIRMINGHAM	1st Tues. Eves.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

## WELSH AREAS

MID WALES	Jeff Jones: 01970 880222	Maes Bangor Arms Capel Bangor - CEREDIGION	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDDULAI CONSERVATIVE CLUB	1st Tues. 8pm
			3rd Sunday Run
SOUTH WALES	Neil Hicks: 01684 290494	Tredgar Arms, Bassalegg - NEWPORT	Last Mon. 7.30pm

## EASTERN AREAS

ESSEX	Russell Tims: 01708 400082	The Dog & Partridge - ORSETT (A128)	1st Mon. 7.30pm
NORFOLK	David Aspinall: 01986 895633	Auto-Pilots Bar - NORWICH AIRPORT	1st Mon. Eves.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - STONHAM PAVA	1st Tues. Eves.

## NORTHERN IRELAND

NORTHERN IRELAND	Paul Robinson: 028 9029 2722	Glenavna Hotel - NEWTOWNABBEY	1st Sun. 2pm.
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## SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Tim Scrivens: 01233 812616	The Jackdaw - DENTON	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	Gardeners Arms - ARDINGLY	1st Wed. 8pm.
		The Wise Old Owl - KINGSFOLD	3rd Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	Crooked Billet - HOOK	1st Tues. Eves.
HANTS & SURREY	Mark Bland: 01252 687988	Potters Bar - MYCHETT	2nd Mon. Eves.
HERTS & BEDS	Les Read: 01582 862176	The Bull Inn - WHITWELL	4th Mon 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs Eves.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 01892 834954	The White Hart - SEVENOAKS	1st Tues. Eves.
S.E. LONDON	John Macrow: 01689 829231	Contact only. No meeting Venue	
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. Eves.
	Mary Rumens: 01635 868640		
SOUTHERN	Suzie Singleton: 01672 514241	The Baker's Arms - DROXFORD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - KINGSWOOD. A217	4th Wed. Eves.
SUSSEX	Neil Thatcher: 01323 842870	The Green Man, Lewes Rd - RINGMER	1st Tues. Eves.
THAMES	Mickey Hazell: 0777 362 3807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. Eves.

## SOUTH WESTERN AREAS

ANDOVER	Bob McDay: 01256 330287	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
AVON	Colin Murrell: 01179 691322	The Cross Hands - Nr OLD SODBURY	1st Mon.
CORNWALL	John Dixon: 01326 231048	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVETON	3rd Wed. Eves.
DORSET	Steve Golab: 01935 474590	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
GLOUCESTER	J. Rowley/I. Lee: 01452 790126	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SALISBURY	Neil Cooper: 01722 742970	The Greyhound Inn - Wilton SALISBURY	3rd Tues. Eves.
SOMERSET	Peter Greenslade: 01823 288438	The Black Brook - TAUNTON	Last Thurs. Eves.
SWINDON	Karen Davies: 01249 815342	The Black Horse - WANBOROUGH	1st Thurs. Eves.
WESSEX	Trevor Carlyle: 01425 475376	Bournemouth Flying Club	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 07810 135279	Saracens Head - SYMONDS YAT EAST - Odd Months	3rd Thurs. Eves.
		Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.

## OVERSEAS AREAS

AUSTRALIA N.S.W.	Carl Grady: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Pictou Ontario - KOK 2TO.
DENMARK	Jens Conrad: 00 75 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
		krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.
		lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubepines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.
		president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Antonio Cabral Afonso: 00 351 1 9433002	Urb. Portela Lote180-52-Df2268 5- SACAVEM.
SPAIN	Wayne Matthews: 00 34 977 430494	Carrer de l'Arc 5, 43786 Batea, Tarragona - SPAIN.
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.





## ALO REPORT . . . AVON EAST BERKS . . . SOUTH BUCKS

### AREA LIAISON OFFICERS REPORT

Hi all, just another reminder in case you have not sent in your Area registration form yet, your Area does not officially exist and therefore is not covered by the Club's liability insurance if the Area is not registered with the Club.

As we are on with reminders can we remind you all about the AGM in **March** and if you have any agenda items for the AO seminar can you let us have these as soon as possible please.

Look forward to seeing as many as possible of you at the AGM and seminar.

*Victor and Vivien*

### AVON

Our Xmas Panto was a blinder! Thanks Hen for sorting it all out for us all! Thanks Nev for the lift down - meant I could have some pop, and even more in the extended interval (oops!), meaning that the second half was a bit of a blur - such is life! Fish and Chips afterwards were good too!

The Bristol Classic Car Show kick-started our season off (as early as ever!) with a Spitfire Scramble theme. Thanks to Les 'n June for the uniforms/period features etc., etc., Mick for his Mk4 Spitty and genuine RAF Spitfire backdrops, etc., Tim for his Mk1 Spitty, and Adam 'n Emma for their Mk1 Spitty! Great time was had by all, including all getting dressed-up, the compulsory Highwayman meal, and a visit from Eek! Great to see Derek Giles again, first time for ages!

Adam 'n Emma Joined in the fun; I think that they (and that superb Mk1 Spit) will be coming back for more soon! Craig 'n Sarah have moved to Chippenham, so no doubt we'll be seeing them from now on! We had lots of General and Press interest in our stand, despite not winning any prizes - but we're only there for the crack! We've been spotted in the "Shepton Mallet Journal" no less! Warning, if you've a nervous disposition, give Classic Car Weekly and Classic & Sportscar a wide berth for a while - we may be in there as well!!

As one or two may testify, as an Area, we do occasionally succumb to partake in partying - but only a little! Just as well then that for next year's Bristol Classic Car Show (28/29th January) the pre-booked Saturday night dinner/dance/party returns! Hic! Bring on that cheap red wine, especially for Santa and helper!

Talking of Santa, an appearance was made at January's meet last night (not in red though!), great to see you mate! Based on last night, 2005 will be another blind-

er!! What a great night! We welcomed lots of new faces: Emma (MkIII Spits) and Adam (Mk1 Spit), who recently helped save the day at Shepton Mallet, and seem well up for weekends away and a little merriment Chris and Angie also will soon be looking for the camping gear!

Sounds like Angie's Vitesse will be quite a head-turner! Chris and Pam, who are also restoring a Spitty, were pleased not only with good company, but a deal on some good spares from Les and June, as well as Paul Cull's phone number! Martin who is also restoring a Spitty was also new!

We hope that they didn't find it too daunting, and will return soon! We nearly had even more fun! I thought about announcing that we had lots of new people here, and in true Avon Area tradition, each new person/people were to say who they were, sing live lines of a song, and then give a brief introduction to themselves!

But I just couldn't bring myself to do it! Mick has sold his Spitty! Pete's done loads to his Spitty also!

Events Coming Up (a few suggestions for you!):

**March's** club meet will have a fund raising auction to replenish club funds, after hiring a van to get the RAF Spitfire backdrop down to Shepton and back! Feel free to bring along any goodies (n ot too expensive though!) - and no they don't have to be car related!

**March 11 - 13th** Avon Area Winter Indulgence Weekend! Ooh Er! Kindly organised by Rob 'n Hen. See Courier advert for details! The Friday eve is Sean Jones's Birthday - Stella all round then!

**May 7/8th** S.E.M.

**June** date the Cornwall Camping Weekend!

**June** date tbc Northants Camping Weekender! After their great turnout at Brean last year, we owe it to them to turnout up there!! Besides, after Stafford I can testify that their hospitality is tip top!

**June 11th Sat** - Club stand Classic & Sportscar Action Day - Castle Combe (previously held in September!). If you're gonna wear shorts and T a shirt, bring something to cover your legs and arms, else you won't be allowed on track. Just as I didn't, and hence missed a few fun TVR laps O'ho!!!

**June 18-19th** possible club stand at the 50's & 60's show at that damn show-ground down Shepton Mallet (that's three visits a year now!).

**June 24-26th** (tbc) our third Christmas Special! Cheesy date coincidence eh? Either "Santa's Brean Farewell Tour or the start of "Brean's Santa on Tour" - coming to a place near you? Rumour has it Santa could be at Classic Le Mans next June?

**July 9/10th** Stafford!

**August 12-14th** Camping Weekend, coinciding with the Hay-on-Wye Steam & Vintage Rally! Kindly organised by Mick and Jude! Last year we had the facilities of a campsite, next to the show with the town's facilities just a short walk away! Scrumpy 'n Steam - proper job! lots of interest already!!

Party On People!

*Col*

### EAST BERKS

Firstly apologies for no report last month. Our January meeting was un-expectedly cancelled due to the closure of the A4 due to a major accident and the pub due to sudden (unrelated) refurbishment, which was a shock!

We had a good turnout for our February meeting including two new members Dave Young and Keith Smith. Dave has a Herald 13/60 white, which he is in the process of tidying up and MOT'ing, only owning the car for a matter of months. I know Marcus has been a big help to Dave with tips of how to get the fuel tank out. Keith is in the process of purchasing what sounds to be a very nice yellow GT6 MK III from the Northants Area. I do hope you both enjoyed the meeting and look forward to seeing you both at our evenings and events. Another new member, who unfortunately couldn't make our February meeting, but we hope to see at a future one is Jonathon Drayton.

Alan T has volunteered to organise a couple of treasure hunts/drive outs for the summer evenings. I will also try to organise a Sunday pub meeting for the spring/summer time. Our new events list has been published by Mark, so please come to one of our evenings to pick up your copy!

Please note plans are in the pipeline to visit Ace Café in May instead of our usual pub meeting on the **10th May**. Please stay in touch for more details!

Hope to see you at our next meeting on the **8th March** 8.00 pm onwards at The Shire Horse, Maidenhead. Kind regards,

*Helen*

### SOUTH BUCKS

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [southbucks@tssc.org.uk](mailto:southbucks@tssc.org.uk)

A typically quiet (and cold!) January meeting saw our Area AGM, where I officially took over as AO. We also drew up our calendar of events 2005, copies of which will be available from our Area meet. I am also pleased to say that Robin has agreed to be our treasurer for another year, thanks mate! As is customary, I think everyone is in charge of something, be it a BBQ, the summer tour or something else. Rumour has it that Paul will be doing a full season of racing this year, so I'm going to make an effort to get to some of the races this season (for whatever reason I didn't see any last year!). If you've never been I really recommend it, it's quite incredible seeing the racing Spitfires; you'll be shocked how well they do the first time you see one up against an Aston Martin V8! Went up to the monthly classic cars night at the Ace Cafe with Carl and a few of his friends. We did have a few problems getting into the car park, but we eventually managed to persuade the marshal that Carl's Acclaim is a bona fide classic, and the car took it's rightful place alongside the Porsches, Daimlers and others already there. Plenty of hot chocolate/cold beer (depending on your pre-

## CHESHIRE . . . CORNWALL COVENTRY . . . CUMBRIA

ferred way of keeping warm) was drunk and a very enjoyable evening was had by all (except maybe the two guys who spent all night playing with the fuel injection on a Jensen Interceptor, they didn't look very happy at all!). On the way back we stopped by H.R. Owen sports cars, it's an amazing place with all kinds of Ferraris/Maseratis etc. I expect that's the only time I'll ever see a white Murcielago.

Dates for **March** (bring on the summer!) are: Ace Cafe classic car meet, **8th** and the Area meeting **16th**, Squirrel pub, Penn 8.00 pm. There's also the Classic car show at Alexandra Palace on the **18-20th**, with an early morning run from The Ace.

*Daniel*

### CHESHIRE

e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)  
[www.tssc.org.uk/cheshire](http://www.tssc.org.uk/cheshire)

First, some dates for the diary. The two Taton shows this year are the probably on the **4th and 5th of June**, and the **20th and 21st of August**. If you want to put your car on the stand, please let me know. There's a Kit and Classic show at Capesthorpe on the **22nd of May**, the Peak Run is the **25th and 26th of June**, and the TSSC International is the **9th and 10th of July**. Our quiz is scheduled for the **March** meeting, and the first Cheshire run of the year should be at the **June** meeting which is the **2nd of June**. We're proposing to have the Cloudbase lunch run on **Sunday 7th August** (and this usually means there will be a little rainfall on the day) and there's the Classic Car Show at the NEC on **4 to 6 November**.

Our rebuilds seem to be moving on. Adrian now has paint on the body (of the car) and the body on the chassis, and he's declared that the car has to be on the road when the builder comes round to play with his house later in the year. Paul now has four wheels on his car - in November last year he had to make do with just two.

We all look forward to seeing these cars at the meetings!

Quite a number of us travelled down to Stoneleigh for the show and spares, and indeed some bits have been purchased and should in theory help the painter when he reassembles Adrian's car. I had to do a double-take when I saw a TR7 whose number plate was 'only' 83 more than the TR7 I owned back in another lifetime. I took a few photos and with luck and a following wind some of the presentable ones should appear on the web site.

Finally another reminder that the quiz is scheduled for next month's meeting, and it must be easier than the ones I have set in the past! There will be a choice of alcoholic and chocolate prizes (at the very least) so there's no excuse for missing this one. We suggest 9 for 9.30 for the quiz, to allow a little time for the quizmaster to arrive. That's our **March** meeting on **Thursday 3rd March** at the Cock and Pleasant in Bollington.

*Henry*

**IMPORTANT NOTE**  
E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 10th Month please

### CORNWALL

Welcome to the first Cornwall report for 2005. Although Christmas seems to be a distant memory, we did have a great dinner dance at the Glendorgal in Newquay. The disco, once again, was provided by Graham and Karen and as usual was excellent. It was lovely to see Carol and Les with their family - do come and see us all again soon. Those of you who didn't make it to the party missed an excellent evening, apparently the singing went on until five in the morning!! How the barman managed to keep going and be there serving breakfast, I'll never know!!

January being a cold and dark month, we didn't have a large turnout at the meeting. Those of us that were present had a good meeting and have managed to put together a calendar of events for the first half of the year.

**Saturday 26 February:** Bowling at Ozzell Bowl, St Austell.

**March:** A Scalextric evening.

**April:** Sunday lunch at the Godolphin Arms, Marazion, followed by a visit to St Michaels Mount.

**30 April to 2 May:**

Isle of Wight weekend.

**May:** Steam Engine and Vintage Rally, Launceston Rugby Football Club.

**25-26 June:** Cornwall Camping Weekend, possibly at St Ives (to be confirmed).

**9 and 10 July:** Crash Box and Classic Car Show at Powderham Castle, Devon.

**31 July:** Branscombe Classic Car and Air Day, Devon.

**August:** Dan's barbecue and go-kart evening.

**August:** Mount Edgcombe Vintage, Classic and American Car Event and Summer Fayre.

**19-21 August:** St Agnes Steam and Vintage Rally.

**10-11 September:**

Auto jumble at Beaulieu.

**8 October:** Tour of the North Devon Coastline and Exmoor in aid of Cancer Research.

*Anthony*

### COVENTRY

[tssc\\_coventry@hotmail.com](mailto:tssc_coventry@hotmail.com)  
or: [nclark1955@aol.com](mailto:nclark1955@aol.com)

Stoneleigh proved to be a great success yet again. Our Coventry group had 9 Triumph cars from our Area travelling in convoy to the show, despite the damp February weather. There was a squadron of Spitfires - piloted by Tim and James Wykes, Trevor Ellis, John Jeavons and Dave Williams, Craig's Vitesse and my Toledo. There was much to see and buy. It is all too easy to spend much more there than you intend. It has to be one of the most useful and interesting events, with the entire Triumph marque represented - with their club stands, suppliers and services available.

I have sold the Toledo - it was collected from the Stoneleigh show and now resides at Ely near Cambridge. The Dolomite / Toledo range provides good value for

money, and offers comfortable and practical classic motoring. However, I intend to use my Stag more often this year, having bought a set of almost new tyres at Stoneleigh for the alloy wheels stored in my garage for over a year! I also bought a set of rear seatbelts, so I look forward to getting the car on the road for the spring.

We need to decide what events and shows to attend this year. This was briefly discussed at our last meeting in February, with over a dozen Club members in attendance. I would like to suggest we 'get out more' - in our cars this year. We should support Gaydon and the other local shows, but I believe we should also experience driving through Warwickshire's leafy lanes and bye-ways. It's your Club: what do you want to do for **2005**?

Our next meeting is **Tuesday 1st March** at the Bull & Butcher, Corley Moor. As you may have read in last month's Courier, Nigel has suspended the Church Lawford meeting until the spring due to poor turnout over winter. Hope to see you soon. Regards,

*Kevin*

### CUMBRIA

The meeting at the end of January was attended by the usual crew, with Lynne and Lindsay making it for the first time in a while and the Bewleys from Wigton coming to their first meeting. I look forward to seeing their Stag and TR7 on the road this season. John and Shirley brought the Hurricane and Roger came with his Acclaim. Helen, Phil, John and Marie, Andrew and Hayley and myself were all still without our Triumphs. Hopefully more cars will be coming back on the road soon and will be at the next meetings.

The February meeting will have taken place before you read this and will have been the first at the new venue, The Stonebeck. After the January meeting some of us went along to look at the new pub and found out that they are open all Sunday and that they get quiet by around three. This has given me an idea in that it would be possible to meet as usual at 12.00, have a light lunch then set off for a run by around 1.00. We could arrive back at the pub by 3.00 and have time for a chat with food and drink for those who prefer to eat later. Of course this will not suit everyone and for the time being the current meeting format will remain.

For the **March** meeting I will organise a run from the pub of about 30 - 40 miles. We will meet at 12.00 and have lunch then set off at about 1.30 to arrive back at the pub around 3.00. I hope to arrange something for most meeting days but this will depend on interest and on the weather. For those of you in the south of the county I would like to do some runs starting and/or





## CUMBRIA cont

finishing in your area so if you have any suggestions please get in touch so we can fit them in.

The show season is about to begin and this year I feel we should concentrate on the major events in our area, while looking to visit other weekend events around the country. Phil has put together a list of events and at the February meeting I hope we will have decided which events to attend with the club stand, and which we will miss out. If anyone wants info and contacts to enter any of these events individually I will be happy to oblige.

Speaking of club stands if anyone has any ideas for putting on themed displays, or simply to improve on our standard display, please get in touch. We have great cars and some excellent display equipment which we have obtained over the years and we should be able to produce a stunning display.

I am also looking at organised trips which are advertised in the classic press. If anyone wants to give one of these a go, or would like us to arrange a trip of our own, come to the meetings and have your say. I am open to any ideas you may have.

So until the next time take care and enjoy your cars,  
Cheers,

Bob

## DERWENT VALLEY

e-mail: [derwentvalley@tssc.org.uk](mailto:derwentvalley@tssc.org.uk)

Yet another great turnout for this month's meet. Loads of familiar faces and two new - David and Rachel. I hope you both enjoyed the evening and look forward to seeing you again soon.

The formalities at February's meet took an awfully long time as we had to wade through the years events as it is our intention to visit a number of shows as a club. Stuart is really excited about this and is busy making posts and chains to create an enclosure for our cars to be proudly displayed within.

It was agreed that we should attend Austin 7 event at Wollaton Park (prov. 5th June) because we had such a great time last year and Belper Steam Fair (11th/12th June) as we have been trying to gain entry to this event for several years.

Other events under consideration were Newark Show 15th May, Belvoir Castle 21/22nd May, Mid Lincs Rover Club 10th July, and Leicester Areas Stanford Show in August to name but a few.

Application forms for some of these events have to be returned by the end of

## CUMBRIA . . . DERWENT VALLEY DEVON . . . DORSET

**March** so we will have to move quickly to ensure we don't miss out.

It was also suggested that we might consider trying the Peak Run! ... funny ha ha. Talking of the Peak Run plans are well on the way for this years run which is being held on **25th and 26th June**. The **Saturday** will be at The Tramway Museum at Crich. Drivers of cars registered before 31 December 1972 will be allowed free entry to the museum. Everyone else will benefit from substantially discounted entry fees. Don Heathcoat is sitting by his letter box eagerly awaiting your advance application ... go on send it off and keep him happy.

When we finally got around to the evenings activity it was a quiz with different sections, some photographic, general knowledge and trivia (especially for Rich M). I did warn you that I would make it difficult, but you all did surprisingly well. You must be better educated than you look! One gem from the evening was Question 'Which 1984 film brought Mozart's music back into fashion?' ... Answer 'A Clockwork Orange'. Brian, I don't know which version you've been watching. Well Jon was there again but this time paired with Ian. Well done guys a great effort and clear winners.

**Sunday the 6th** was the All Triumph Show at Stoneleigh and John Muggleton hit the nail on the head when he described this event as 'the catalyst for getting cars back on the road'. Well it is certainly a wake up call for me. I always seem to spend a fortune buying bits I need and this year was no exception. In fact I still have bits I bought last year that I still need to fit on my Vitesse. What made this year more enjoyable was that I had shopping lists and was spending other peoples' money as well as my own.

The award for commitment to the cause this month goes to Chris Guy who lost all his engine oil on the way to the meet ... Damm modern cars, you never get that problem with a Classic! ... but after refusing to let Halfords close before selling him some oil, he made it to the club welcomed by a cheer. Good on you Chris. I hope it's not too major a problem.

Several people were relieved when I announced that the new fleeces had been dispatched but had not arrived. Have your chequebooks ready for **1st March**. Cash is also very welcome.

Dates for your diary

**1st March** - Monthly meet - 8.00pm at Smalley Common Ex-serviceman's Club  
**13th March** - TSSC AGM - see Courier for details

**15th March** - Peak Run Committee Meeting 8.00 pm at Smalley Common Ex-serviceman's  
**5th April** - Monthly meet - 8.00pm at Smalley Common Ex-serviceman's Club.

**1st May** - 'May Day' BBQ at Colin and Angie's. More details soon  
Bye for now

Colin

## IMPORTANT NOTE

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 10th Month please

## DEVON

[www.northcotts.clara.net/tsscdevond-devon@tssc.org.uk](http://www.northcotts.clara.net/tsscdevond-devon@tssc.org.uk)

Let's start with a **CHANGE OF DATE** for the **MARCH SUNDAY**. To avoid Mothering Sunday, which would make it difficult to book the hotel, and hopefully to increase our numbers, we have decided to change the date from the 6th to **SUNDAY 13th MARCH** - still at the COLLINGWOOD HOTEL, ILFRACOMBE. Please give us a ring on 01548 821348 to let us know if you are likely to come, so that we can let the Collingwood have rough numbers. Alternatively you could ring John and Joan on 01271 865078.

Club Night will be at the Star Inn, Liverton on **Wednesday 16th** - hope to see you then. The Steak and Skittles evening at Chudleigh, organised by Gail and Ian, was a huge success. 23 members and friends turned up and all played skittles. After four ends each, it was neck-and-neck between Andy from Club Triumph and John Franklin. After a play-off, it was Andy who prevailed. We were also joined by Ken, Shirley, Andy and Frances from Torbay Old Wheels Club. Incidentally, would anyone like to attend their Rally at Paignton Green on **Sunday 24th July**? It was good to see some members whom we have missed for a while, including Ian who has been putting the time to good effect in giving his Herald a face lift.

We are planning to join the Isle of Wight camping weekend over the early **May Bank Holiday**, though I think at this stage we will probably go over on the **Saturday 30th April**, to return on the **Bank Holiday Monday**. Some of us are wimping out of camping and will be doing B & B, so, if you would like to join us, please give Ian and Gail a ring on 01626 852736 as soon as possible. Our February Sunday lunch was at the Kes Tor Inn, preceded by a Treasure Hunt around Manaton, organised by Rob and Helen. Winners were Bob and Di, despite their bringing the MX5 instead of the Spitfire. They went home with Spitfire though, a prize of Spitfire Ale! Four Triumphs braved the weather, and two moderns. We were the other modern - 'Jassy' having recovered from her wet weather ills of last month, we decided not to risk the salty roads. We thought we had lost Allan and Jacky which would have been a shame with the new bonnet on the Vitesse, but they turned up in time for lunch. Our **APRIL SUNDAY (3RD)** will be a trip to 'foreign climes' - Somerset way anyway. Please ring Bob on 01392 664412 for further details, but we are planning to leave from Exeter Services.

John and Sue

## DORSET

e-mail: [dorset@tssc.org.uk](mailto:dorset@tssc.org.uk)

The show season started in January with the Bristol Classic Car show at Shepton Mallet. The club was well represented by the Avon Area with their WW2 'airfield' complete with three Spitfires (4-cylinder ones - it is a car show!). Four of us met for lunch at the Abbey Barn Inn on the Sunday

## ESSEX . . . GATWICK . . . GLOUCESTER HANTS & BERKS

afternoon and enjoyed the excellent food and beer.

I drove the Spit to the show - first time out for several months (perhaps I'll explain the broken jump leads and two dead batteries another time), top down as it was dry. The drive to the show was made slightly more interesting by the fact that the main road was closed for re-surfacing!

Looking ahead to some events for the summer months:

Classic Cars on the Prom - every **Sunday** afternoon between 4.00 pm 7.00 pm from **20th March to 25th September** - [www.cootp.co.uk](http://www.cootp.co.uk) - I'll fix a date for an Area run down to Bournemouth.

The Yeovil Festival **13th/14th August** - I'd like hear from any members who would like to show their car on a club stand this year. Last year the cost per car for the weekend was £5 - it cost £8 on the gate per day!

Thornfalcon Garage Classic Car Met **Sunday 4th September** - very popular and free!

Wessex Classic Car Show at Bovington Tank Museum **18th September**. Anyone require more detail, please get in touch.  
Cheers

Steve

## ESSEX

Hello Triumph fans of Essex. Not a good turnout this month, but at least we got in the pub this time. There was about ten people and two cars this month, Mike with his GT6, and Rob with one of his Mkl 2000s. My car is still tucked away for winter waiting for the nice weather to come round this year (if we get any?). There was two new faces (sorry forgot your names), one of them is looking for a 1360/Vitesse and the other has a TR6, hope we see their cars one day. Did any of you go to Stoneleigh? I went with my uncle and met some of the others there. I was on a quest for a bonnet for the Vitesse but no luck. My uncle who has a TR6 found out how much it was worth, as he had no idea until he saw the price of some of the parts and the cars. Wished I had that problem as I know what mine is worth, and it is a lot less than what I have spent on it. (You know, like most of us).

Anyway back to the meeting, while chatting with Mike he said he had a form for the Battle's Bridge car show and it would be good if we could get a club stand at the show. I said it would be a great idea to bring the club cars together and show the other local clubs, that we are still around. So if you have an interest in putting your car with some of the others in our club on the club stand at local shows, let me know and I can see what cars we have, and also how many are interested. As I have said in the past they don't have to be a show stopper or mint, although that is nice just as long as they are Triumphs.

I spoke with the West Kent Area Organiser (Harry) to ask if he needed help with getting cars for shows that the West Kent club get involved with and I would support him with cars if I could and if he could help us if we need it. It would be good for the club

as a whole if the Areas could support each other like this. So if you want to help let me know and I will pass on the info. If anyone has any ideas with what we can do in this Area to make it better just let me know and I will see what I can do. I am thinking of the club meeting being on a Sunday lunchtime but I'm not sure where yet but it will be sorted by April I hope. That's enough from me - see you at The Dog and Partridge. Keep well!

Russell

## GATWICK

Hello all! I'm writing this on my tod as David has gone to Stoneleigh and poor wife has nothing else to do on a Saturday night ... only joking! January's meeting at Kingsfold went well. One of our newer regular members, Steve, has very kindly offered to organise a road run later in the year for about 20 cars. We'd really like to support him in this, so please step forward if you would like to join us.

Glen amazed us all with the details of his newest project. It's arriving soon and he has 200 hours of build-up to do in the garage. That'll be a lot of cups of tea in garage, Kay!

February's meet at Ardingly was supposed to be the AGM but some of our di-hard regulars weren't well, so we postponed 'til next meet. Chris bought some invites to car shows (the Hope Farm, Paddock Wood 2nd/3rd July; Battle Abbey 17th July). We also have Ardingly Vintage Show for those not making the trek to Stafford on 9/10th July.

We would very much welcome new cars to put on the stand at shows. Can I stress that we welcome all cars in all conditions - the more the merrier and more sausages on the barbecue.

Hamish brought some photos along of his Herald which is being stripped and rebuilt in the time it takes most of us to scratch our heads and wonder where to start!

March dates are **Wed 2nd** at Ardingly and **16th** at Kingsfold.

See you all soon.

Lynn and David

## GLOUCESTER

[www.tssc.org.uk/glooucester](http://www.tssc.org.uk/glooucester)

First on the calendar this month was Bits and Pieces at Malvern. I took a run there with Paul. I'm not wishing to be or sound sexist but I have to make a comparison, usually it's the ladies that get labelled as compulsive shoppers, girls you could learn from Paul! If I wasn't so scared I would have been impressed.

That aside it was a good visit and as usual I bought a few things to help furnish the bench in my playground.

The area meeting was as always busy and as numbers grew once again we had to take over the large room to accommodate us all. I like to attend as many meetings as I can but I only attend once each time. Jane however came along twice, let me explain: Ian thought Jane had the raffle prizes, Jane thought Ian had the raffle prizes, are you with me? The result being Ian did the gen-



tlemanly thing and sent Jane home to get them. Having seen most of the raffle prizes (excluding the ones kindly donated) I can only say that in the near future Gareth will be buying them and with a little effort it won't be hard to make himself look good.

Talking of Gareth (as we often do, but don't tell him) he is now the proud owner of Paul's Mkl GT6. Well I think he's proud. I hope you enjoy it as much as we did at Prescott ... oh and don't worry about that knocking noise. Did Paul say it was never raced or rallied??

The Laser shoot was a fantastic evening. With twenty allegedly grown-up, responsible people running around a labyrinth in the dark shooting anything and everything that moved. It was great, I hadn't done that before and the old saying is true, don't knock it until you try it, that way when you have such a good time you can do it again. Keep your eyes open it will be the carting next time. Thanks to Ian and Jane for arranging that one.

I wasn't able to go to the Bristol Classic Car Show but Adam had his car on the Avon Area Club stand. I'll read Colin's feedback for that one.

The Triumph Show and Spares Day once again allowed Paul to practice his already fine tuned art and whilst he cleaned up we got muddy boots marshalling for the Cotswold Clouds Trial. A few regulars were unable to come so Ian rallied a sufficient crew. Mark came along and all in all we had a good hill with plenty to see.

Barry and I visited the Worcester meeting and enjoyed a talk by Barry Ashton on his days at Standard Triumph and other stories. If you get to hear these stories they are both entertaining and informative, people like Barry are part of our cars heritage and if you can prove he got his hands on your car you could try to get some compensation (just kidding Barry).

That's this month's story keep a look out on the events and we'll see you soon.

Andy

## EVENTS

**Sunday 13th March** The Spring restoration show, NAC, Stoneleigh.  
**Monday 21st March** Area meeting at The Kings Head, Norton.  
**Friday 25th** The Lands End Trial (possibly a finish for Ian and me).  
**Monday 28th March** The Coleford Carnival of Transport, Coleford, Glos.

## HANTS & BERKS

[www.tssc.org.uk/hantsandberks](http://www.tssc.org.uk/hantsandberks)  
e-mail: [hantsandberks@tssc.org.uk](mailto:hantsandberks@tssc.org.uk)

What a month to report on - loads of things happening but all seemed to be crammed into one weekend! More of all that later, firstly a couple of things to get





## HANTS & BERKS cont

in your diary:

The Isle of Wight camping weekend - this is a great family event and one which we as an Area have supported for several years. It's held during the **first May Bank Holiday** weekend, starting on the **last Friday in April** - it's organised by the Isle of Wight Triumph club which is basically all the clubs under one banner - all Triumphs are welcome so if you're interested get in touch and we can arrange to go over in convoy or just meet up when there. Quite a few of us are going, Carl and Becky have to go as they are the only ones who really know how to camp! Keith and Olesea will be there, apparently in the long awaited Herald Estate! I'm sure Craig and Sarah won't miss it again after a poor showing last year.

Me and one or maybe two of the kids (I'll explain how I'm going to get them in a Spitfire later) and doubtless some of the other usual suspects will be there too like Mark Bland from Hants & Surrey.

Of course we'll go to Stafford and I'd like to see if we as an Area can man a stand for a day, maybe one of the kids games stalls? It means a couple of hours a day for each of us, in return we might be able to boost Area funds and also get some reduced entrance costs to the show for our trouble. It would be good to give a little back and help keep the event vibrant - who's up for that?

Last year a few of us when down to Broadlands in April for the Hampshire Pageant of Motoring, this year the show will be on **28th and 29th April** so it looks like it's going to clash with the Isle of Wight. It was a good general show last year with everything from big Yank tanks to a real Tank and some military vehicles. There was lots going on - something to think about if you're not going to the Isle of Wight.

Another show that does look to be worth attending is the **28th March 2005 Wyke Down Spring Meet and Autojumble** at Picket Piece, Andover. If I haven't sold enough stuff by then I may be setting up a stall!

Looking back over the month the main event was the Stoneleigh show. What a winner, busy enough but not rammed so you couldn't move around. I had been asked to put my car on the Club Triumph stand and so I needed to be there on Saturday. I had arranged to stay with Dave Pearson of Canley Classics and in return for board and lodging, I would help him on his stand. I decided to go up to Canley Classics early so started out at the crack of dawn - all did not go well with the car. She was hesitant and kept cutting out. I nursed her to a service station and had a look - it seemed to be fuel starvation and knowing

## HANTS & BERKS . . . HERTS & BEDS MID KENT . . . WEST KENT

I had a full tank, I suspect the fuel pump. With no spare I admitted defeat and called Footman James. Anyway to cut a long story short they were great and very efficient. I made it up to Dave's on a flat-bed and despite fitting a new pump managed to break down on the way home from Stoneleigh too! Another flat-bed and an unscheduled second night at Pearson Towers left me fresh (ish) to sort it on Monday after running some errands with Dave - luckily for me Karl had taken a look whilst I was away and the problems were sorted. It was all a carb based catalogue of issues, wrong choke cable, sticking jet, dry linkages, saturated filters etc.

Whilst Karl was doing his magic, I was fortunate enough to go with Dave to find a bit of a lost treasure, we found one of the 1970 World Cup Rally cars, in the process of having it's restoration finished.

It's the Andrew Cowan car XJB304H that crashed out spectacularly and was re-shelled. We were privileged to crawl all over it and even put it on the ramps to see the detail underneath - amazing.

Now to admit that I have done a rash thing. As a result of some financial calculations I have admitted defeat on my long term rebuild of a Vitesse and gone and bought a finished car - see you at the next meeting and I'll show you what I've bought but I think you'll hear me coming. I now have to sell on the Vitesse project and some of my spares in order to free up some garage space and pay off the overdraft! So if you need anything, particularly a chassis, some re-skinned doors, a convertible body tub and a centre section, some panel work including some rear wings and bits to fix up the rear tub then come and see me at the next meeting - it's gotta go!

Finally - I'd like to wish Bon Voyage to Graham Reeks who's off to Australia to love for at least 12 months. Graham came down to Reading to work last year and joined us for a few meetings in his GT6. We met when piloting Triumphs round Europe on a mad caper. He's not lost to the Triumph world as he's already started looking for a locally built 2500 Saloon in Brisbane. Good luck Graham, keep in touch mate.

*Jason*

## HERTS & BEDS

January meeting was the AGM but it never really happened, as there were not many people there. I had a phone around the week after and roped a couple of people to help out. It was a very constructive meeting as we achieved a lot of things.

We are going to do Go-Karting again in **April**, so if you bring some money to the next meeting I will relieve you of it. I had a nice, long chat with Peter Pexton. Also had another long chat with Dick the same night, he was going to have a race around an airfield, with a Lotus and an MX something or other. Sounded like quite a good deal and he will bring some details along to the next meeting, if we can get together enough interest perhaps we can look into doing it for ourselves. Matt has arranged a date with Adam for Duxford. So this year's show should be the **2nd October**. We could not get the same date as last year as there is an air display to

commemorate the Battle of Britain and all the other dates clash with other events. I have a few dates for other shows that have come in:

12th Langleybury Classic Show  
**Sunday 8th May.**  
Luton Festival of Transport **Sunday 12th June.** If you would like a ticket give me a call. I would like to have an Area stall at this show.

Knebworth Cars in the Park Knebworth Fathers' Day Classic and Performance Show **Sunday 19th June.**  
Kensworth Vintage and Classic Car Rally **Sunday 4th September.**

If you know of any other shows please let me have the details and I will list them next month.

Paul Squires came to the meeting in January and he is selling his Triumph Herald, his Triumph Stag and a lot of spares for MkIII Spitfires including a brand new wiring loom. If you are interested in any of the above give me a call and I will pass your details on to him.

Andrew with the white 1500 Spitfire isn't any more because he sold it on the 22/01/2005.

Think I have rambled on enough this month, Remember anybody is welcome to the meetings whether you have a car in any condition or not. I am sure we will make you warmly welcome.

Next meeting **Monday 28th March** (Easter Monday) The Bull Inn Whitwell. Cheers

*Les*

## MID KENT

Hello all and a happy March to you.

Well, I'm sorry to say that the main news this month is sad news. After much discussion with our regular Area members, and subsequently with their backing, we have decided to not re-register our Area, the main reason being our retirement!

We cannot find anyone to take over the Area Organiser's position, so we are gracefully stepping down without suitable replacement.

We would like to say a big Thank You to all the Mid Kent Area members who have kept it going over the years, made it most interesting and shown encouragement and support when it was needed most. Where would we have been without you?

*Colin and Carol*

have officially left the building ...

## WEST KENT

WestKent@tssc.org.uk



Hi all. As you can see, the New Year dinner was a huge success. Everybody had a thoroughly wonderful evening, particular-

## LANCASHIRE . . . LEICESTER & RUTLAND



ly IRENE. You would have thought the senior members would of had a little more decorum! Many thanks to Ian who arranged the proceedings. Keith has suffered a mishap while clearing some land. Here's Del to take up the story:-

Some of you may not be too well up on what has happened to Keith since he and Maureen moved to the Dordogne in France. Last month I mentioned the possible trip to visit them during Whit week, and that they have lots of space for tents if you are so inclined. It seems that they have so much space that Keith has bought a tractor to cope with it all (hope it's a Fergie) and a TR4 (to go with his GT6) when he needs some distraction; or perhaps I should say dis-Traction. Both machines are - or were - in the UK however. Nothing is ever simple is it? But the other problem that they have had, is with their trees. Seems that Keith was up a tree with a chain saw doing some 'pruning' when he with the chain saw fell out of the tree. Fortunately they each bounced in opposite directions, otherwise matters could have been much, much worse. But the result was still four broken ribs, a broken pelvis - or hip, and another three weeks in intensive care on top of the three he's already had. Maureen's e-mails seem to suggest that she's a bit miffed with the silly b\*\*\*\*\*, but it seems that the local Brit community has rallied round. Maureen did however confirm that we would be most welcome to do a Whitson trip out there, so let's say "Yes - it's ON". If you want to keep in touch with them Maureen, she is at email: maureen.oliver@wanadoo.fr

*Del.*

The February meet had the usual good turnout, Sue and Julian Orme did a great job presenting the quarterly quiz - many thanks. Congratulations to impressive winners Phil and John who narrowly pipped Kim and Ian with the rest of us nowhere. Ian M and I picked up the wooden spoon much to Sue's amusement. Kim's father Peter is recovering well after his quadruple heart by-pass operation. John, Frank, Anne, Ian, Tony and Del all ventured up to Stoneleigh. Hope you had a great day guys. I was running a 10K race in Ashford, Kent so couldn't make it. By popular demand Kim and big bruv Gavin are organising the Bluebell Railway visit which will again include the superb convoy through the countryside of Kent and Sussex. We are thinking of late **May** or sometime in **June**. I am currently negotiating a date with Robert Fearnall, events manager re. Brands Hatch, hopefully I will have news for you soon.

Cheers for now

*Harry*

## THE FLORA LONDON MARATHON SUNDAY 17TH APRIL 2005 SUPPORTING CHILDREN WITH LEUKAEMIA

Ladies and Gents  
To mark my 40th Birthday this year, I thought I'd do something momentous.

I am running the London Marathon and raising money for the charity CHILDREN with LEUKAEMIA - a leading national charity dedicated to conquering childhood leukaemia through research into the causes of the disease, improving treatments for

sufferers, and the welfare of leukaemic children and their families. If you would like to find out more about the charity and the work they fund you can visit their website [www.leukaemia.org](http://www.leukaemia.org).

As a complete novice runner, the London Marathon will of course be tough challenge, but I am absolutely determined to complete the course and in so doing raise as much as I can for this very worthwhile charity. Your support therefore would be so deeply appreciated.

If you would like to sponsor me please send a cheque made payable to CHILDREN with LEUKAEMIA to the following address 76 Tutsham Way, Paddock Wood, Kent, TN12 6UB. Or even easier log onto my webpage [www.bmmycharity.com/hsa](http://www.bmmycharity.com/hsa) and you can pledge and/or donate online. With many thanks

Harry Abraham  
West Kent Area

## LANCASHIRE

The January meet went very well with around 25 of us meeting at the new venue. There were around 13 club cars which for winter is a superb turn out.

Due to an oversight by the landlord of the Pub, we share the venue with the local Mercedes meet. I initially thought this may be a problem but we are already talking about having some joint events, so I think it could work out really well.

We have two new members to welcome: Chris and Hannah from Preston who have a 1200 Herald. They bought it from Hannah's, father who has progressed to a Spitfire 1500. It's the first time they have owned a classic, so let's hope it isn't too much of a painful experience. Talking of painful experiences I must mention Kev, who has finally got his Herald 12/50 on the road after quite a few months of teething problems. He bought it off Glen knowing it needed an engine re-build and after all this was done and it was ready to press into service it over heated on the way back from work one night. A head skim and new gasket later it is now back on the road and we have spent a jolly Sunday morning fitting a temperature gauge. The same car is positive earth, general consensus is that it didn't leave the factory like this. Any comments as to why it has been converted would be welcome. We are trying to convince Kev to convert it back at the next meet. While we were fiddling, we decided to fit a stereo, (to drown out the rattles?). After a considerable amount of time and effort fabricating plastic brackets to insulate it from the car body, all was fine until in our excitement, we forgot all about it being positive earth and connected the Ariel. Big puff of smoke! Any body got a cheap stereo for sale? Also a mention to Brian who I haven't seen before who turned up in his newly restored Herald Convertible. Being dark I couldn't appreciate it fully but it looks like he has done a sterling job.

As you are hopefully all aware by now, due to the increasing popularity of Bill's Lakes weekend the dates have been changed to enable us to book more rooms. I think I'm right in saying that we have in fact taken over the whole hotel for the

weekend, so it's looking to be a really good start to the year for our social calendar.

We have a few more organised weekends planned, a full list will be available at the next meet. The two, which were discussed are Gordie and Pauls' camping weekend. This will be around the Leyburn area and a firm date is still to be decided, although we are looking at **May**. Also John and Julie's annual camping weekend which is set for the **18th and 19th of June**. The destination is a mystery at present but they are always very enjoyable and well worth attending if you can.

On a final note. Owen has a couple of Spitfire MkIII engines complete with gearboxes (one has O/D) for sale. £100.00 will buy both. He also has more goodies, which may be of interest including a hard top. If interested give him a call on 07944 994 175. Glen knows of a Mk4 Spit rolling chassis which may be salvageable. Again give him a call if you can find a home for this. Cheers

*Chris*

## LEICESTER & RUTLAND

The Skittles/AGM evening was well attended with eighteen members battling it out at skittles, followed by a delicious supper at The Swan and thereafter a short AGM. As previously mentioned, I was prepared to stay as Area Organiser for the current year so the pressure was off the local members. Other items on the agenda at the AGM were: Stanford Hall for 2005, which is booked and in the very early stages of organising. The financial position of the Area which, considering the many events attended and competitions that took place in 2004, is very healthy and a draft programme of things to do and see in 2005 was discussed. Once I have finalised I will publish here, and also in our Area newsletter which is handed out at the monthly meeting. Having built up the Area to a steady, faithful number of members who attend most functions, we now aim to increase further in 2005. We plan, when the weather is more kind, to use some of the monthly meetings to visit other parts of the counties (Leics & Rutland) and hope that some of you members on the extremities of our Area will join us on the night. As soon as details and locations are finalised, I will publish here.

Back to the skittles and the eighteen 'experts' who battled it out. If we managed to miss the pins (and oh so many did, all night) then a few members had lucky escapes whilst standing down wind of the bowlers. At the end of the night, after 18 throws each at nine pins (or less) the joint winners were Peter Jarvis and Bernard with a massive score of 26. After a tie break, Peter came out the winner. The best





## LEICESTER & RUTLAND . . . LINCOLNSHIRE MANCHESTER

### ● LEICS & RUTLAND cont

ladies on 24 were Sheila and Ade and Ade came out the winner. And they all want to have another go later in the year!!

Area night on Tuesday 1st Feb was very well attended for the time of year and all stayed on afterwards for my musical quiz. We'd not had a quiz for sometime so members were a bit rusty (unlike their gleaming Triumphs parked snugly away in the garage) and they struggled with the music clues for the 60s to 80s. Bernard and Bob almost claimed top spot but succumbed to the joint musical talents of Andrew and Corrine (I put it down to all the time spent in Bowling Alleys listening to the music).

And so to Stoneleigh Spares Day on Sunday 6th February: Fairly dry morning, so the usual dilemma. Whether to take the Triumph or not, and if so have the organisers finally settled on a mud-free entrance to the show. Yes they have, and after a slow procession into the ground and to the parking shed for those in Triumphs, the queue at the door was minimal. But no need to think it was going to be a quiet show, inside the halls were packed with traders and customers. There was a real buzz about the place and I have never stayed so long, and that's despite not really wanting any more spares. My garages are bulging as it is. Saw several of the Area members and probably missed others of you. Peter and Bernard had yet to make a purchase, Mike Harling was seen discussing carpets/hoods and Graham was seen pulling Ade out of a TR4 that was for sale. And finally but not least, to our thespian members, Anne, Sarah and Terry who trod the boards in Pantomime this month and very good they were, and guess who was wearing the frocks. We sat at the back on Thursday night - oh yes we did!!!

*Dave*

### ● LINCOLNSHIRE www.lincstssc.co.uk garth@lincstssc.co.uk

Dam and blast, it would seem that my plan for world domination by taking over the TSSC area by area has been thwarted. I knew I should not have joined SPECTRE as well, I just thought it was a gentleman's club!

To enlighten everybody, reference the first sentence, it would appear that 'powers from above' have decreed that we are no longer able to be a combined area. Apparently questions have been asked at HQ, however seeing as we have been combined since last summer, why has it taken so long for it to be brought up? And secondly why are we not allowed to be Lincs

and Notts, when there is Hants & Berks, Hants & Surrey, & Herts & Beds? Not meant as sour grapes, just a question that I forgot to ask when having one of the many telephone calls over the last few evenings. I wish good luck to the revived Nottinghamshire Area I am sure Nigel and Claire will do a great job, we shall of course keep in close contact and organise things together such as the camping weekendening September.

So from now on we are back to being Lincolnshire again, for the time being I shall keep the pub where it is for meetings as it is hard to find a decent pub that suits all our needs. However since the number of people at meetings will now drop, I am going to send out a questionnaire to see what people want and where they want the meetings. I am also going to get an up-to-date list of members in Lincolnshire so I can send out the questionnaires.

Back to what has happened and what will be. Quite a few of us attended Stoneleigh at the weekend, I was a little disappointed as there seemed to be a few less traders and quite a few less public than in previous years. I managed to keep spending to a minimum which is a major achievement for me, mind you I suppose working at Rimmers has a lot to do with that as I can get my parts as and when I need them. Tony is still doing odd jobs on his Spitfire and struggling to get a boot lid to fit. I am doing odd jobs on the Herald as I want to sell it ASAP, and I need to make room for the newest addition, a Dolomite 1500 HL, in Tahiti Blue. The plan is to fix the little rust it has and to turn it into a Sprint with the bits I have been donated last year, rather than respray Ellie's brown Dolomite which is a lot more work.

Does anyone have any good Dolomite doors they don't want?

What's on:

We are going down to The Isle of Wight Camping Weekend at the beginning of May over the first Bank Holiday, so if anyone else is planning on coming, let me know, as it is a great weekend. At the end of May the South York's Area is planning a camping weekend near Boston, watch for details. If this weekend's Sunday meet/run is a success then I will organise some more. At the last meeting we had a raffle, organised by Claire (from the Nottingham Area) her daughter Victoria picked the winning ticket, well on the third attempt as the first two were hers and Nigel's, then I got the third try! Anyway, the idea is that the tickets are a £1 each with all funds going into the Area funds to help boost them. Can you please bring something to each meeting as a raffle prize, if more than one person brings something, then we will build up a reserve of them which we can take to the meetings in case nobody brings something that weekend.

I hope all of you that have web access have had a look at the website, I would welcome any feedback from you as to what you would like to see on there, we will try to accommodate all the suggestions as long as it is legal and possible.

Well that's it for now, keep an eye on the website for news in-between printed Area news reports.

*Garth*

### ● MANCHESTER www.tssc.org.uk/manchester

The first Club event of the New Year was our Xmas Do - A Soul & Motown night at the Belfry Hotel in Cheshire. We would first like to say a big thank you to Derek for organising a very successful night. Everybody seemed to get into the swing of things, and it was great to see so many members dressed in their finery just having a good time. Laraine seemed to want to get things off her chest and it looked like she succeeded, she certainly can give Jordan a run for her money!! The food was good, drink a little expensive but the entertainment was fabulous and we had a sing along to old favourites, some members even managed a jig or two. A few finished off the night around Les and Lers for a drink or three.

We ran a special raffle with the prize of a voucher for the TSSC shop being won by Pat and Colin. "Oh! Come on" you don't think I'm going to miss out on the chance of you lot getting your squids out do you? Any way I think we all had a great time.

There were 17 members present at the Tuesday meeting as always thank you for your support.

Most of the meeting was taken up with this year's events calendar Thanks Katie for all the different events you have managed to get information on.

The Llandudno Weekend has been shelved as a Club event this year due to its popularity - every hotel was booked up. Lynda worked really hard to get us all booked in for the weekend but hotels struggled with the size of the booking. So if you still want to go I reckon it may be easier to make your own arrangements. Maybe if we fancy it next year we make our bookings a lot earlier. How ever we have come up with an alternative Frank and me are arranging an

Irish Coast to Coast Run Sat/Sun 2nd /3rd April Starting from our house Saturday morning for coffee and a bacon buttie a rally through the beautiful countryside arriving at Whitby, Scarborough or Heartbeat Country, it's up to you. Staying at a hotel Saturday night and doing a museum or something Sunday morning. We have loads of interest already so if anybody not at the meeting and is interested in this trip give me a ring a.s.a.p on the usual number, so we can book in plenty of time.

The next event will be the Goyt Valley run and Sunday meal organised by Les on Sunday 13th March. Please note this is also the date of the TSSC AGM, which Frank and I will be attending, so if you have anything to bring up now is the time to do it. We would like to let cookie and Carol know we are thinking of you as I know neither of you have been very well of late and we hope to see you at the meetings soon.

And good luck to Wendy and Kevin with their forthcoming addition to the family. I would like to wish myself good luck as well as the blues go into battle at the weekend against the Red S and I happen to be one of a minority in our Club.

Colin has started work on the engine of his American Spitfire. He got himself a

## NEWBURY . . . NORFOLK NORTH EAST

reconditioned engine last year but has had one or two problems with it so out it comes again I don't know this engine has been up and down like a brides nightie.

Les is hard at it as well after spending all last year giving Rosie (Vitesse) a good seeing too, he has now started on Pal (Spitfire MkIII), stripping him, grinding his welds on the sills. Oh! Even managing to grind his own finger, which he had to get stuck back together as there, was nothing left to stitch. I think he has a habit of sticking his fingers where they don't belong.

Frank and me went to the International Triumph & Spares Show at Stoneleigh and met up with a few of our members we all managed to spend some money as usual. It was really busy and plenty to see, it was very well organised and as usual Nigel, Bernie, Craig and Bill were busy on the Club stand.

Anybody requiring a Polo Shirt with the Manchester Area TSSC Logo there are four left: 2 medium and 2 large. Give us a ring if you want one. Jenny has also agreed to make enquires on how much sweat shirts and fleeces would cost as several members have shown interest in purchasing one or the other let us know what is your preference?

We would like to say a big thank you to Martin for a brilliant website - if you ain't seen it check it out. the address is www.tssc.org.uk/manchester

The next meeting will be at the Rope & Anchor Dunham Massey on Tuesday March 1st 8.00 ish See you there.

*Dip and Frank*

### ● NEWBURY dave.rumens@btinternet.com mary.rumens@btinternet.com

Everyone seemed to enjoy themselves at the darts evening and nobody was injured. Can't say that for the overhead light, but at least it didn't fall on the floor!! Thanks to all the mathematicians who were faster than my calculator, and next time I'll take my own chalk. Well done to Chris, Patrick and Sandy for the winning shots.

By the time you read this we may have had our practice session of skittles kindly arranged by Ian, in readiness to beat the TR Register. Thank you to everyone for paying up front for the skittles and remember if you are unable to come let me know as soon as possible and I may be able to negotiate a refund. I have to let the pub know final numbers several days beforehand so just not turning up on the night will mean you most probably will have to pay in full.

Some of us went to the last possible Christmas Meal of the season at the Calcot Hotel with the TR Register. Actually it may be the first of this year knowing how things get earlier every year. Anyway the food was good, although we had to leave early as Mary was hatching the dreaded flu bug.

Sean and Diane have moved house just down the road, so if you turn up at their old address they won't be there!

Early February meeting saw Jo again with some pictures of her (late) Dolly Sprint which will by now be in the great scrapyard in the sky. What a shame, but she has

another one already lined-up to view. At least Jo did not sustain nearly as much damage. Welcome to Keith also at that meeting, who came from Stockholm, via Maidenhead! Some of our Area remember him from Midsummer Madness at The Flowerpots pub last summer in a yellow Spit 1500.

Suzie will not be running a similar event this year, but we have provisionally set our Area camping for the New Forest (same place that we went to last time) on the weekend of 17-19 June. More details later. So far, not many confirmed dates for events generally, but will keep you posted as soon as we hear about any.

Stoneleigh was as good as ever, and signals the start of the new season. Saw a lot of familiar faces there, who like us bought a few bits and pieces.

Actually we are having a clear out and this year will be selling them at SEM, hopefully not so wet as last year!

Next meetings: Wednesday 9th March and Wednesday 23rd March at the Spotted Dog, Cold Ash starting about 7.30 pm.

Events:

16th March- Skittles against the TR Register at Wolverton Townsend. 7.30 start See you all at the next meeting.

Keep 'em flying.

*Mary and Dave R.*

### ● NORFOLK

February's meeting, and still no snow!!! Although, only about a dozen members it was still a fun evening. Decisions were made about the Ken Leak Trophy Award. It was decided that it would now be awarded on a points system.

We shall be working out a points system, and it will be finalised by the members at the next meeting.

Now only recovering from organising our last Xmas Meal, a decision had to be made as to whether we would return to Wensum Valley or to hold it elsewhere. A suggestion was put forward that we hold this years do, at our Club Meeting place. Everyone was in agreement that this should go ahead.

Past events were the Norfolk Restoration Show on 23rd January, which proved to be a good day out, where we signed up a new member for the Essex Area. Many thanks to all members, who gave their help and support at this show.

Stoneleigh was also visited, 'Ronald' David's GT6 was on the TSSC Club stand and was admired by many people.

We had an excellent day helping out on the club stand.

An update to the events list was handed out, which included many more events and amendments to the previous one. If you would like a copy, please email or give me a ring.

March events bring us the popular Alexandra Palace on the 18-20th, and also an auction and show at the Norfolk Showground on the 20th. If any members are willing to put on a club stand there, again please email or phone or speak to me at the next meeting.

The Triumph Motorcycle Club has kindly invited us to their quiz night at the Maid



Marion Hotel in Norwich on the 15th March, please support this event.

Following the general part of the meeting, members had the chance to have a go on the scalextric, which proved to be popular!!! We then had our Valentines Raffle, I think everyone won something.

Elaine provided all the ladies with some lovely little boxes of Valentine Chocs. Many thanks to Elaine for her hard work in this months raffle.

Next months meeting will be on Monday 7th March. See you all Soon!!!

*Julie and David*

### ● NORTH EAST e-mail: northeast@tssc.org.uk

Hi all. What a cracking turnout in February thanks to everyone who turned up old and new and a lot of club cars as well. Good to see.

It was great to see the number of people itching to get out and do stuff, also organising as well. Details later so read on.

We had a new member only in the TSSC three days, welcome to Jon Orr from Whitley Bay. Jon is currently searching for a Spit to use as a daily driver. He has one to look at in Peterlee and also maybe Barry and Jills' if Barry decides to sell definitely. (KEEP IT!). Many thanks to Steve O for taking him out for a drive in his Spit.

We hadn't seen Mark Ramsey and Tony Usher for a while so welcome back both. Mark has decided to leave the Vitesse body alone and just use the car for this year. Tony brought the TR6 he got back on the road after a 22-year break. Still a few things to be done on it, he was kind enough to let me have a drive, quick car, but surprisingly not as roomy as a Spitfire! Bit lumpy at tickover but Tony has to overhaul the fuel system yet. Tony was on the lookout for a replacement engine for his Spit but many chatches and changes revealed the fault as an oil pressure switch!

Dave Curtis has a lack of power at the top end in his Herald, all compressions good, timing spot on and all electrical stuff changed, he got a few pointers from other members for things to check, good luck.

I am shortly to fit new shocks all round and springs/bushes on the front on my Spit, and MOT both that and the 2000. Most of the rest of the meet was taken up with dates for events, briefly as follows, some may well be subject to change: Sunday 13th March - off roading in Dalby Forest, not booked as yet but will be when you read this (fingers crossed lan). Bring cash next meet, at least £10. There's a lunch stop on the way as well.

Late April - Steve and Lisa are going to do a supper run, probably a Friday, from Washington out to a pub, only a short 30 mile or so run.

Late April - 17th or 24th - run to Talkin





## NORTH EAST . . . NORTHANTS . . . NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH

### ● NORTH EAST Cont

Tarn and return via Alston.

**Sunday 8th May** (booked) - Iron man go-karting at Langbaugh, 12.00 at the circuit but we will have to be there before then. Deposits will probably be required next meet, bring another £10 note.

**Sunday 12th June** - Geoff's counties run, full day out with lunch somewhere to be decided. Sunday 21st August - BVVR we will get application forms from organisers, automatically if you've done it before. Top day out, car must be over 25 years old to compete.

At the next meet I should have some application forms for the NECPWA season tickets to get into their organised rallies, we did a few of these last year between **May** and **October**, nice locations and a BIG variety of cars on show. All for a quid, well worth it.

Again thanks to everyone who is supporting the area by helping organise and attending events, it is much appreciated. Next meets are **6th March** and **3rd April**. See you all out and about,

Mark

### ● NORTHANTS

Here we are at the beginning of a new season and if you are as keen as I am your car will be out from its winter hibernation, had a good clean, the tyre pressure, oil and water checked and ready to go.

Last month we welcomed Nick Samwell and Paul and Vie Mason to our meeting at the Elwes Arms. Paul and Vie displayed their vast knowledge of all words ending in 'o' by winning the words ending in 'o' quiz. Nick is currently looking for a GT6 so if you have one for sale let me know and I will pass the information on. Pat has now taken the role of club treasurer. At the moment the little red tin holds £111.79. Thanks to Mary running the raffle the tin gets a little heavier each month.

I hear that Stoneleigh was full of Triumph treasures again this year as Norman came home with bundles of goodies including new seats for his Stag and Graham loaded his car to the brim with as much as he could carry. See you all soon.

Adam

### ● NORTHERN IRELAND northernireland@tssc.org.uk

Plenty to report this month. Very good turnout at this month's meeting including four actual Triumph cars in the carpark (most are still hibernating I suppose). It was especially good to welcome back Colin McNally after many years. Colin has a very special Herald Convertible!

George Moore has done an excellent job obtaining permission for us to open up a currently disused petrol station on the Larne Road, Carrickfergus for our spring 'TRUNNION OILING' event - bring along your Herald, Vitesse, Spitfire or GT6 etc. on **Saturday 2nd April** and get your trunnions oiled for free! Guaranteed fun event and we will even throw in free advice and an entry form for this years Totally Triumph. Do not forget you can see our up to date list of events on the Club website.

By the time you read this the Area annual dinner (in the Pheasant Inn near Hillsborough) will have taken place. We had intended to run the trunnion oiling event in March but with Easter being early we moved it into **April**.

Alan Hayes is thinking of organising some form of event for March - details at the next meeting. We will be going along to the National Trust old vehicle event at the ARGORY, Moy on the **30th of April**. Entry is free, contact me for an entry form. The Norman Edmund Run will be on the **7th of May** and the Circuit of Northern Ireland Run is on the **28th and 29th of May** (only one place left on this event). There are plenty more events planned for the rest of the year! Cheers

Paul

### ● NOTTINGHAM

Hi all those Nottingham area members who thought they were safe, two mad idiots have agreed to take on the job of Area Organisers.

Our names are Nigel and Claire and we have been members of TSSC on and off for about thirteen years. The first introduction to the world of Triumphs was Nigel coming home with flowers (always a bad sign) and telling me he had bought a Triumph GT6. What was he doing buying a bra was my first thought but no he had decided to part-ex his beloved Ford Sierra for this car I had never even heard of. If I knew then what a large part of our married life would be taken up with these cars I would probably have never signed the log book over.

Our first child spent many hours strapped in a converted car seat on the tiny rear seat in the back ... until a convertible GT6 was spotted at Stafford 1993. Promptly a Spitfire bodytub appeared and was assembled onto the GT6 chassis. This became a major conversation point - the most memorable being a trip up the M1 when the car alongside us suddenly held up at its window a sign "GT6 or Spitfire???"

Child no 2 arrived along with a chassis and cardboard boxes ... "Its a Vitesse!!!!" he cried. "Its a mess!!!!" was the response. Several months of single-handed child rearing later I began to see the fascination with the car (well, realise if I wanted to see my husband there was no other way forward). I was given the job of picking a colour for the car ... "I quite like this blue" he was told. People always look at us strangely when we tell them the car colour is 'flask top blue'. He did ask when I was packing his lunch up!!!!

Eventually it came to the crunch - if you can't beat him, join him!! The latest addi-

tion to the family arrived - a Triumph 2000 MkII Saloon (mine!!!!!!). So now the three kids have a difficult time ahead - "Dad's baby" or "Millie" (2000...millenium...mil-lie) to all the events we have planned throughout the year...

Now you know all about us ... we'd love to get to know you!!!!

Our meetings are **last Wednesday** monthly at The Griffins Head in Papplewick. Children welcome!!!! Whatever condition your car is in, however many bits it is in, there is always something to talk about and share with the rest of us. Hope to see you soon.

Nigel and Claire

### ● PETERBOROUGH

Here is the text for our Feb meeting: Ok so Valentines Day maybe isn't the best night to have a monthly Triumph meeting but I have to say I was quite surprised at the recent turnout at the Bertie Arms on Feb 14th. It must say something about the romantic leanings of the membership!! Mind you there was one notable absentee in the form of my fellow joint AO, Doug. Obviously his wife must have read his comments on St Valentine in last month's area news and decided to put her foot down!! Ah well Doug, at least you'll have some 'brownie' points in the bank now.

The key topic of conversation this month was the Le Mans Classic event planned for July 2006. There seems to be a ground swell of enthusiasm for this event amongst our group and Colin has made some enquiries through the club HQ. Details at the moment are sketchy but we are hopeful that there will be more firm information by next month's meeting. Doug and I will be at the AGM on 13th March and will see if we can get any info there as well. However it would appear that last year's event was extremely popular and became very quickly over-subscribed so we will need to get in fast. If you think you might be interested in attending do try to get along to next month's meeting or give Doug or myself a call so we can get an idea of the sort of numbers involved.

Talking of next month's meeting I am going to have another bash at a motoring quiz and I'll be offering prizes!! I think we'll pair up again as last time so that no one has to suffer the embarrassment of coming last alone. As we will be just about to spring proper by then it would be nice if we could also make a real effort to get along in club cars. The dreary winter months will be behind us and I for one can't wait to see the back of the gritting lorries and get out on the road again. So weather permitting lets see how many Triumphs we can get into the car park.

The March meeting falls late again and will be on Monday 14th March. The time is any time from 8pm-ish and the venue as always is The Bertie Arms, Uffington (near Stamford). It would be great to see you for a beer and a natter. Cheers

Paul

**IMPORTANT NOTE**  
E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 10th of Month please

## SALISBURY . . . SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST . . . SOUTHERN

### ● SALISBURY

Hi to everyone in the Salisbury Area. I have made some progress on my car now that my garage has got water and electricity installed. I had the garage built specially for my GT6 rebuild and have waited ages for the services to be fitted. Since then I have been buying lots of new tools, honing my welding skills, ordering parts and scouring eBay for bargains. Speaking of eBay, I won an auction for occasional rear seat for my GT6 from those friendly chaps at Jigsaw racing. I was very pleased as I have been after one of these for months. I have to get it re-trimmed though as it is covered in a very 'chav' Burberry check cloth and it looks hideous. Does anyone know where I can get black vinyl covers for these seats? Anyway that's enough about me, let me tell you about the January meeting...

December and January were an awfully wet and cold time of year. Exactly the reason why I arrived at The Greyhound Pub early for the January meeting so I could bag the sofas by the lovely and warm open fire. We were down to only six people this month including Dennis and Trevor who came over from Shaftesbury. Most of the group had escaped the country either for business or they were away on holiday - it's alright for some!!

It was a bit of a nautical related meeting as Nick Vass was organising a Channel crossing from Weymouth to France on his boat. I was going to go with them all but to my dismay my boss booked me on a presentations course on those days - I hope Nick will organise another trip soon as it would be an ideal excuse for a Triumph run to the coast.

A few of the guys were interested in going to the Triumph Weekend at Stoneleigh and as Adam Fiander was offering to provide transport we thought we would take a trip up there. I had never been there before and wasn't sure what to expect. I only wished that I made a big list of things I wanted to buy as I was a bit overwhelmed by the amount of parts on display. While we were there we did have a chat with the guys from the Worcester Area TSSC who were very friendly and enthusiastic which was nice to see. By the looks of their events calendar they also look extremely busy with a whole year's worth of events already arranged.

I hope to see some more cars in the car park at the next meet although we will be missing Nick's Spitfire as he'll be away Skiing - let us hope he doesn't break anything!! See you next month,

Neil

### ● SCOT CENT WEST [centralandwestscotland@tssc.org.uk](mailto:centralandwestscotland@tssc.org.uk)

Nine members met at the Lochinch on the first Wednesday of February where we were surprised to find ourselves sharing the bar with a large group of Hardly Davidson riders number maybe around 40 - and that was one of their quieter meets! Speaking to a couple of their Road Captains (think AO) it turned out at least a

couple of their number also owned a Triumph of some description.

They are a very friendly bunch but the bar at the Lochinch isn't that big so we'll need to see how things work out over the next few months.

A couple of dates for your diary: Ian Russell (0141 775 0065) is looking for cars to attend both the Kirkintilloch Agricultural Show on **Saturday 21st May** and the Campsie Agricultural Show on **Saturday 4th June**. The former is usually a good wee show but I think it is the first time they have had cars at the latter.

Robert Donaldson of Motherwell reports "I've recently got into the world of restoring Triumphs. The cars I currently have are a Moss Monaco. It's based around the Vitesse chassis but has a 2.5 SU carburettor engine from a Triumph 2500. I also have a 1967 Mk1 GT6 which was just a shell when I bought it. Both cars will be long term projects." He also has some surplus GT6 driveshafts for sale - full details on the Area website and Robert can be contacted as [robert.donaldson@calmed.co.uk](mailto:robert.donaldson@calmed.co.uk).

That's it for this month. See you at the Lochinch on **Wednesday 2nd March**.

Yours aye

Jim

### ● SCOT NORTH EAST e-mail [northeastscotland@tssc.org.uk](mailto:northeastscotland@tssc.org.uk) [www.tssc.org.uk/northeastscotland.asp](http://www.tssc.org.uk/northeastscotland.asp)

Hi. Little has been happening on the classic or Club front since my last report. The January meeting at the Norwood saw nine of us (only me from the TSSC) there to discuss this year's calendar of events. I am now almost finished the final copy, this will be sent out and also it will be published on our Area Web page the address is as follows below:

[www.tssc.org.uk/northeastscotland.asp](http://www.tssc.org.uk/northeastscotland.asp)

Can anyone that has not been in touch with me recently by e-mail please send me your e-mail address and I will send a copy of the 2005 events by e-mail to keep the postage costs down. It was also decided that during the summer months instead of just meeting at the Norwood Hall for our usual, last Thursday of the month meeting, we would get out in our cars and meet at a different venue. The location of the mid and end of month meeting will be published in The Courier and also on the Triumph Clubs Classic Events sheet.

Our March meeting will be on **Thursday 31st March**, 8.00 pm and as usual be held at the Norwood Hall, Garthdee Rd, Culter. Next month is the start of the classic events season and it kicks off with the Alford Spring Autojumble on **Sunday 3rd April**. April is also the month our mid-monthly Pub Run meetings start, with kick-off being at the Lairhilllock, Netherly, on the **14th April**. That's all I have for this month. Keep driving your Triumphs.

Danny

### ● SOUTHERN e-mail: [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net) <http://triumphsouth.20m.com>

We'd decided to try out the refurbished West Moon Hut for our January Sunday

lunch as recce had shown that it did seem much improved. Rather than book space for an uncertain number of people we thought (ok, I thought!) as a large 'foody' pub we'd be fine just trollying up on the day. I was nearly right - but also nearly caught out. It turned out that several tables had already been pre-booked but they did find us a group of three tables together so it worked out well. Guy and I got there a little early as we'd stopped off to do a bit of shopping on the way but were quicker than we'd expected - so we caught out Alan and Wendy who'd decided to surprise us all out by being first there.

We were joined by Dave and Sue who'd come all the way from Woking to give their 'slightly' modified Spitfire an outing. We had an interesting discussion during lunch as it turned out that Dave was another very early TSSC member, No. 34 to Guy's No. 54 so realised they must have come across each other in the early days. After lunch came the obligatory 'bonnet up' for an unfamiliar car, especially as this one has (I think this is correct) a 1.8 Pinto engine and 5-speed gearbox, a very nice looking car. Trust me to forget to take the camera on a day with a nice line-up of cars!

It was a nice day, ideal for taking the toys out but apparently Yvonne's MG lost the tussle and she and Graham came in the Vitesse. A shame really as it might now be a while 'til we see her car as we heard at the following Droxford meet that poor Yvonne had just had the car written-off in an accident.

Also at the Droxford meet we heard the news that Mark has now finished the decorating and is looking forward to finally getting back into the garage to play with cars - I'm sure he'll be much happier with a spanner in his hands than a paintbrush!

Alan was held up with that nasty four-letter thing, 'W\*RK', and couldn't make it to the meet but luckily let me know just before we left home. After a quick rummage round the house I managed to find the old Scrabble letters and three items for the Raffle. Despite being a last minute thing it seemed to work out ok with Graham taking the (nearly out of date) Christmas chocies to commiserate with Yvonne. Alan H. pleased with the 'Southern' logoed tax disk holder for Beccy's Estate which is getting closer to completion and even the Lidl's fizz seemed to be received well!

After February's away-day with Andover Area we're staying in our own back yard for **March** with a return trip to The Seven Stars (on the A272 just west of Petersfield). This time I have called the pub but they don't take bookings at all so we just need to aim to be there when they open at noon to make sure we get tables together as they do get very busy.

At the end of the month with Easter come







## ● SOUTHERN Cont

our first display shows. The good news is that the Classic Car Show in Gosport has moved back to Fort Brockhurst from last year's alternative, and not quite so good, venue at the Explosion Museum. As the Fort is no longer generally open to the public this would be an ideal chance to see some of a historic site - built in the era of English Triumphs at sea (ok, groan) but before the advent of motoring Triumphs! The show will be held on **Easter Sunday and Monday**.

On **Easter Monday, 28th March**, there's also the show at Wyke Down where we'll be sharing a Stand with Andover Area.

**1st March** - Regular meet at 'The Baker's Arms', Droxford  
**13th March** - Spring restoration Show - Stoneleigh

**13th March** - LL Indoor Autojumble, The Grange Centre, Midhurst, 10-3  
**20th March** - Sunday Lunch at The Seven Stars, Stroud

**27th & 28th March** - Classic Car Show at Fort Brockhurst, Gosport  
**28th March** - Classic Car Show at Wyke Down near Andover

*Suzie*

## ● STAFFORDSHIRE

At last a write up from Staffs Area after an absence of a few months. Regular attenders at the Area meet will know that last summer I met the lady who is now the soon to be Mrs P and thereafter my life hasn't been the same. Something had to give and yes you've guessed it the Triumph has suffered and in particular the write-ups. Despite this and my hope that someone else would jump at the chance to be AO I remain stuck with the job for better for worse - yikes drifting off into wedding mode again. There was a glimmer of hope for write-ups when there was a consensus at the December meet that everyone would take a turn at doing one, so far this ain't happened.

What news I hear you say? Seems a long time ago but we had a Staffs holiday in the New Forest back in September, this was followed by a camping weekend in Chester in November. Sadly this was one of the dampest months on record and thus fairly muddy so fortunately the 4WD Triumphs came in handy. We had a great time but most returned home with the flu. The Christmas meal was at the Mexican and very enjoyable, particularly the unusual customer service Stuart received from the waiter - seems like a nice boy! Tristan sends the odd email and usually gloats about how fantastic Aus is - you know sun, booze and birds - he never

## SOUTHERN . . . STAFFORDSHIRE SUFFOLK . . . SURREY . . . SUSSEX

changes. Apologies to any new or prospective members who have been trying to contact me, I changed telephone numbers last summer and The Courier failed to up-date the AOs contact details (website was fine), these are now correct. As a result I've had a somewhat quiet time as I usually get a few calls each month from fellow Triumph owners usually at some God forsaken hour or just when you're about to have your tea.

The February meet saw us start to plan out the year's events and a draft event calendar was circulated. Doesn't look like many (if any) will be going on the annual pilgrimage to the spares day at Stoneleigh though we hear student boy and Karen did and were stood in the hall all alone. Sorry we missed you but look on the bright side Stuart didn't spend your money! Our first big camp will be Weston Park at Easter weekend and all the forms have been sent off. We also plan to do the Peak run and Trentham. Not sure where we will be going for the June holiday yet, fancy somewhere new. The regular what fancy dress shall we wear for the International question surfaced - general view go with the wedding theme as two Triumph weddings this year. Speaking of which I really should be doing something towards mine. Will probably write again following the big day so if any member wants to do a write-up in the meantime feel free. Hope to see you at the next meet.

*Ade, Jackie and Patch*

## ● SUFFOLK

Suffolk@tssc.org.uk

The **March** meeting is our post Xmas meal, now renamed the near-Easter meal with the additional attraction of the Spring solstice quiz starting at 7.30 for 8.00. The quiz will be a mix of Triumph, classic car and general knowledge questions. You may receive your Courier in time to read this before the meeting but as it's on **1st March**, that's unlikely.

We moved into the restaurant area of The Magpie for our February meeting as we had competition from the Arsenal v. Manchester United football match playing on two TVs, one at each end of the bar. As you will be aware if you have the slightest interest in football, Man. U. won.

Dave, our events co-ordinator, has produced a long list of events in the East Anglian Area and beyond. There is something Triumph, or classic car related, to go to in every month between **January and November**, with the exception of **October**. And I bet there will be something in that month before much longer.

Suffolk Area will also be holding a Treasure Hunt/Mystery Tour around the end of **July/beginning of August** and a BBQ, also in the finer weather months. Look out for definite dates.

Colin heard that Bob Hayward, who hasn't been along to the Club for some while, is going to restore his green (?) Vitesse Saloon. Looking forward to seeing the finished result, maybe this summer? The next meeting dates are:

**Tuesday 1st March Tuesday 5th April**  
**Tuesday 3rd May**  
See you at the Magpie, 8.00 p.m. on **Tuesday 1st March**

*Peter*

## ● SURREY

Spring is definitely here and the letterbox keeps rattling with post from show organisers inviting our Area to put a stand on at their show.

Firstly we are off the Isle of Wight at the end of **April** for the bank holiday camping weekend. Paul & Jane and Vince & Maria are already booked as well. It's a great event full of driving your Triumph down lovely empty country lanes (well empty if you don't count the other 70 to 80 Triumphs!!) and chatting over a few beers in the bar at night.

**Sunday June 5th** is the Woking Hospice Classic Car Show and Fete. We will have only just flown back from the USA the day before so may be a bit tired. However the show does not open to the public until noon and you don't have to be there until 10am. Also once you're there you can put your feet up, after you've walked to the beer tent, as it's a very relaxed show.

I have had information for the Bromley Pageant of Motoring but the West Kent Area are very active now with Harry as their AO, and will probably be organising this themselves. This show is **Sunday June 26th** if you want to go, let me know as I have some details and could talk to Harry to see if he needs cars for the stand.

Last year a few of the Surrey Area went up to Santa Pod at the beginning of **July** for a Classic "run what you brung" day. Adam is trying to find out if it is on again this year and if so we will be making the trip again.

At the beginning of **August (6th and 7th)** is the Lingfield Steam Rally which has a good car show associated with it these days. This is in the Gatwick Area but Adam and I are planning on getting some cars together for a display, so hopefully we can join forces.

It is a 2 day event and we will be staying there overnight with the caravan.

The week after, on **Sunday 14th August** is the Cranleigh Lions Classic Car Show. This was popular last year and quite a few things to do for the younger children. So definitely a family day out.

So if you fancy coming along to any of these events let me know on 0208 8733022 or come along to the monthly meeting which is **Wednesday 23rd** this month. Don't forget the annual meal at the Well House Inn on **Saturday 12th March** at 7.30pm. I need to know numbers to book the table but you can order your food once you are there. This avoids deposits etc.

*Karen*

## ● SUSSEX

The February meeting was fairly quiet with pretty much just the usual regulars in attendance. Rob, Mel and Mark were planning to make the trip to Stoneleigh again for the Triumph Spares Day which has now just gone as was Clive and 'Little' Martin.

Activities seem to be minimal still as we continue through the winter. Personally I've not done any work on my project 1500 since last May because my attention has been taken by building the new engine for my MkIV and then the arrival of Alex. The head is still off of said new engine following my sticky valve. The lack of decent

## SWINDON . . . THAMES NORTH WALES

weather has blunted my enthusiasm to get it back together. I really should get some gaskets and get it running again.

I'm now on the lookout for a decent MKIV/1500 bonnet since giving up on one source I've been waiting on for the best part of two years now. If anyone knows of one please contact me.

Beyond this sparse collection of information I'm lacking any further news other than to say that the next meeting will be **Tuesday 1st March** (the 1st for the second month in a row!).

Hopefully I'll see you then.

*Neil*

## ● SWINDON

Hello everyone. The car season is well and truly on again - I've just come back from Melksham and waved to two classics on the way! We were at the Bristol Classic Car Show at Shepton Mallet at the end of January. Great show but a bit cold - those of you who camped at the showground must have been mad! The Avon Area had a wonderful club stand - chocks away chaps! Three Spitfires (red, white and blue of course) complete with their own little wings! While Les did his sentry bit June was knitting for victory. I'm not sure who Colin borrowed his uniform from, but they were a LOT bigger! The best bit was the mural at the back of the stand, borrowed from the mess at RAF Lyneham, courtesy of Mick Hill.

A highlight of the show for me was meeting a TVR owner and his unusual pet. After spending some time talking weatherseal sections with him, he asked me if I would like to stroke the Bengal Eagle Owl he had perched on his left arm! It is his pet owl and he takes it wherever he goes! Just goes to show that you meet all sorts of people at classic car shows. I was brave and stroked the owl's chest - it felt like a very soft cat (although I don't think it would be as cuddly as a cat!).

I actually managed to do some organising at this month's meet, with Craig and Sarah's help. For a long time the Swindon Area funds have remained static (at about £70). So much so that the paper money in the AO's cash box has gone a bit crispy! I haven't done anything to increase the funds, as I didn't have a specific target to use it on. The proposal is now to use the money to buy tools for the use of Swindon Area members. The wish list at the moment is Engine Crane; Hub Puller; Engine Stand. Items would be available for hire in return for a donation to Area funds (exact amounts to be worked out) and any money made from hiring out tools would be reinvested in more tools. If anyone has any ideas about what tools would be useful, or any other comments you can talk to me at the monthly meeting or give me a call at home.

The International Triumph Show and Spares Day at Stoneleigh really marks the start of the Triumph season. We saw lots of old friends there, Chris has just bought Andy's 13/60 Saloon, making his a two-Herald household. A breeding pair! Talking of breeding, congratulations to Seth and Katy - they are expecting a little Triumph enthusiast in May. We swapped tips on how to fit a baby seat in a Herald. Finally the dates for your diary:-

**Thursday 3rd March** - monthly meeting at the Black Horse at Wanborough  
**Sunday 13th March** - Spring Restoration Show at NAC Stoneleigh  
**Thursday 7th April** - monthly meeting at the Black Horse at Wanborough  
Hope to see you there,

*Karen*

## ● THAMES

e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Hello all, well I am back with no broken bones and the ability to ski downhill (very slight inclines to be honest). It was a very enjoyable time in Austria. I even got to see some classic cars rallying on the mountain slopes 'Planai Classic', no Triumphs though, there were some British motors: Three MGAs, a Jaguar, an Escort and a Mini, as well as old Volvos, Alfas, Lancias, a Beetle, Porsches, and a convertible Citroen 2CV and many others. 6th Jan.

I was on hold this meeting, so a big thank you to George B for looking after things. Those present were George B, Tony H, Nina and George N. 7th Jan

Here is the second part to Mike C and Andy K adventure: Saw Andy K and Mike C start out at midnight for Devon in the foul weather that was later to claim Carlisle. They were 100 miles down the A3003/A30 to Honiton through atrocious winds and rain on empty roads and still not at their Trial Section. Just about the only machinery that they passed were competitors on the Motorcycling Club's Exeter Trial. Ancient cars and motorcycles alike with their occupants muffled against the weather. Past Honiton and out into the dark countryside near Ottery St Mary, they arrived in good time ready to Marshal at Higher Rill Section. The rest of the Marshals arrived and the Chief Marshal briefed everyone. Boy was it cold, but luckily Mike C's brother had brought his cooker and provisions. Muffled against the very cold wind and rain at the bottom of the north side of the valley (yes, it was a southerly westerly wind!!!). At 4.10 am prompt the first competitor arrived on his motorcycle. Progress was very slow, competitors should have arrived at minute intervals, but there were long delays. At one point the trial was four hours behind schedule, but it eventually reduced to one hour at Higher Rill and 15 minutes at the finish, a remarkable achievement due to some terrific marshalling. Just before dawn the first car, a Morgan, came through, having turned over in the previous section, Stretes. We waited with anticipation for Ian Lee and Andy Boyd from Gloucester Area in Ian's Vitesse. They were late and the following competitors were coming through ahead of them, it looked like bad news. Some competitors were able to tell us that a Vitesse had had problems at Stretes, but we didn't know what. Daylight arrived and tantalisingly the sun kissed the opposite side of the valley, but it never reached Andy and Mike.

Mike later found out that Ian had had a fuel starvation problem and retired at Stretes, which was a great shame, however a TR3 and a TR7 did come through on way to their gold medals.

By about 10.00 am everyone came through and it was time for the off (and



breakfast). Mike took Andy to relatives in nearby Exmouth for a warm-up and the much needed breakfast, which turned into lunch by the time they got there. Having eaten Andy promptly fell fast asleep and continued to sleep all the way home. They arrived home, completely kn\*ck\*r\*d, wind burnt and faintly frosted, talking about 'next year'! 20th Jan.

This was a very busy night for us with a lot of the regulars turning up in force. We sat at a small table by the cosy fireplace, nice 'n' toasty. George B's Vitesse, Tony H's Spitfire and my Vitesse were the Triumphs out in the car park. We were joined by John and Tabby, they been having fun fitting new rota-flexes to their GT6, Dick and Dawn, Nina, Andy K, Ray G, John and Anthea, Helen J (E.Berks AO) and Graham B popped in from Southern Area in a MG Midget (we don't mind ALL are welcome). So as you may guess we were a little cramped around this smaller table, so we move to more tables. A very enjoyable night with lots going on.

3rd Feb: This was our Xmas dinner, very late this year due to the organiser (me) roaming around the world (well Cuba and Austria). We chose to have a carvery meal and as luck would have it there was one just down the road from where we meet. The meal itself was very nice with lovely plate fulls of meat carved up in front of you and a free-for-all on the veg and gravy, followed by various desserts. A big thank you goes out to those that came: Tony and Penny, John and Anthea, Nina, Dick and Dawn, Mike and Claudia, Ray and Gloria, Helen J, Andy K, Chris and Daph, George B and Stacy at her first meeting. It was really wonderful that so many turned up. Our next meetings are back at The Fox & Castle from 8.00 pm onwards on **3rd, 17th, 31st of March & 14th, 28th, of April**.

Hopefully by the time you read this a new calendar will be ready

*Mickey*

## ● NORTH WALES

[www.triumphwales.co.uk](http://www.triumphwales.co.uk)

Had a great group visit to Coventry Transport Museum. This museum is in the City Centre and has a very comprehensive collection of vehicles, especially Triumphs, which would follow as Canley was close by. Included was a Herald cut in half, a Triumph Italia in superb condition on loan from the owners in America and examples of most of the 70s sports cars. Also within is a chance to ride on Thrust 2 in the simulator and then view the actual car. About half of the museum has been rebuilt to high standards and it's all free! They offer an excellent welcome pack to visiting clubs and you can, if you wish, hire a special Club room for a meeting.

The meeting on 1st February was well attended and entries taken from Midlands





## ● NORTH WALES contd

Festival of Transport at Weston Park with the club attending on **27th March**; Llandudno Transport Festival on **1st May** and new event for us, the Wirral Historic Vehicle Rally on **17th July**. If anyone is looking for a Triumph, members have a Spitfire and GT6 MkII for sale so give me a ring for details.

Next meeting **1st March** so let's see you all at Pandi with your cars!

*Michael*

## ● STH WEST WALES southwestwales@tssc.org.uk

The January Sunday meet saw 19 members at The Buck Inn, Pontlliv for another excellent Sunday lunch and quiz prepared by Joy, the theme of which was sweets and chocolates. It was good to see Rex and Gerry again after a break of some months. There was the usual banter and looking over shoulders during the quiz which was eventually won by Alison after a tiebreaker question. Thanks were given to Joy for arranging both the lunch and quiz. As is usual we had a raffle, the prize for which was donated by Liz and Jim and surprise, surprise this was won by yours truly. There has to be a perk for the Area Organiser occasionally!

Friday 28th January was the occasion of our annual trip to the Pantomime, which this year was Sleeping Beauty. All 17 of us were in good voice with the usual responses and jumping up and down for the community singing. Alison had arranged for Mark's birthday wishes to be given out from the stage on the occasion of his 40th. Thanks were given to Alison for her usual efficient arrangements.

February's club night brought Joy and Keith, Gladys and Tony, Bryan, Jim and Elizabeth, Dave and Steve with apologies from Marryl and Ken, Jeff and Celia, Barbara, Alison and Mark, Vera and Christine. Bryan reminded everyone present of the Saturday evening meal at The King Hotel, Pontardulais for 7.00 pm and of the SHVR Auto Jumble on Sunday 20th February. The raffle was won by Elizabeth and donated by Joy.

Keith and Joy, Ken and Marryl made an impromptu visit to an exhibition arranged at Swansea Museum entitled 'It's a Small World'. This consisted of a huge collection of motoring interest from Formula 1, top rally cars with a varied collection of 'production line' saloons, sports cars, lorries, military vehicles and even circus vehicles. These were all complimented by a vast array of railway rolling stock, fighter planes and an army of soldiers. This, of course, was a huge display of models. The Museum is to be congratulated on such an excellent display, and entry was free!

## NORTH WALES . . . SOUTH WEST WALES WEST MIDLANDS . . . WIRRAL . . . WORCESTER

Entry forms are now starting to roll in for the various shows coming up during what we hope will be a good summer. We will be supporting as many shows as is possible. If us have a show in your local area please let Ken know so that we can come and support you. Keep your eye on our event calendar.

### EVENTS DIARY 2005

#### MARCH

**Tues 1st Club Night** - The Conservative Club, Pontardulais - 8.00 pm  
**Sun 20th Meet** - TBA

#### APRIL

**Tues 5th Club Night** - The Conservative Club, Pontardulais at 8.00 pm

#### Sun 17th Meet

Treasure Hunt and Lunch  
Contact Steve Davies 01639 701508

#### MAY

**Mon 2nd SHVR** Singleton Show - Club  
Stand contact Ken 01269 594578

**Tues 3rd Club Night** - The Conservative Club, Pontardulais at 8.00 pm

#### Sun 15th Meet

**Sun 22nd SHVR** - Castles Run

That's all for this month, see you next month

*Ken*

For further information and details telephone 01269 594578

## ● WEST MIDLANDS

It was another good turnout this month at the Drakes Drum, I made it around 25 people with some new faces as well as the usual suspects. Dan had some interesting photos of a Vitesse fresh from the paint shop that should look fantastic when it finally hits the road.

I had a phone call this month from a member with problems with his rear suspension on a late GT6. I'm, afraid that I haven't got your number but if you give me a call back I can run through some more thoughts that we had when I discussed the problems that you've been having with the group.

Stafford was a great turnout, at one point it felt like a mini monthly meeting. Most people there seemed to make several trips out to their cars, so lots of bargains must have been found!

See you all next month,

*John*

## ● WIRRAL

Hello again folks. My goodness, 'TEMPUS FUGIT' as Julian Caesar used to say back in the days of the one horsepower Roman chariot. Here we are in March and again not a lot to report. Andy seems to have covered our social activities in his February report, so I will just mention a couple of happenings, some of which will have taken place by the time you read this.

Sunday 6th February saw Sam (our eldest son) and myself giving my Spitfire a blast down to Stoneleigh for the 'Triumph' show. As previously reported, he acquired a Stag back in October so I decided Stoneleigh would be a good place to pick up a few goodies for the said vehicle. A two hundred and fifty miles round trip blew the cobwebs out of my Spitfire, what better way to spend a Sunday in mid-winter, beats sitting by the fire!

What else springs to mind? Oh yes, the

23rd February will see a team of experts, we hope, pitting their wits in a quiz organised by the Wirral Classic Car Club. In the past the TSSC team has been known to win this event. Results will be published in the April Courier when Andy will be putting pen to paper. Even if we do not win be assured that the beer in the British Legion Club is most reasonably priced, so it's well worth attending.

I hope we can arrange a posse down to Weston Park for the Midlands Festival of Transport on **Easter Monday 28th March**. In the past we have been known to camp there, but Easter falls early this year and the last time this happened Sam was camping and it snowed! Yes, it can snow in North Shropshire in March, hence we will settle for a one day event this year.

For the moment folks that's all from me. My next turn for the write-up will be the merry, merry month of May. In the meantime, keep cleaning your calipers. Cheers,

*Ray*

## ● WORCESTER www.tssc.org.uk/worcester

I remembered this time to count the Club cars in the car park, and was caught doing so by Richard Stowe. I must apologise to Richard for spelling his name wrong in last month's Courier, which was pointed out by our illustrious leader Mike Carpenter (yes, even the pros get it wrong). Anyway six cars in all graced the car park of The Berkeley Arms our monthly meeting place, which was rather good, as it was not a particularly nice February evening. An even more of a surprise was the forty members crowded into our usual seating place in the bar looking around I saw lots of familiar faces and some not so familiar.

Mike opened the meeting welcoming back Cathy and Ian, after a short absence while moving house. Nice to see you back. Mike also welcomed Graham, dragged along by his brother Malcom. Graham has been a Triumph owner in the past and is hoping to rejoin the fold in the near future. A new calendar of events were distributed amongst us; this has been designed and compiled by Richard Dredge, the sheet consisted of all our diary dates and also other useful information regarding the Club. Well done and a big thank you to Richard.

For those who did not attend Stoneleigh for the Triumph Spares Day (I find it hard to come to terms with paying £8 for the privilege of buying spares), you would not have encountered our Worcester Club stand manned most of the day by Mike and Bob. The stand which was aimed at attracting more interest in the Worcester Area TSSC, also to promote our WAC which has been set for **September 17th and 18th** at the Hanbury Steam Rally. This will be at held at Stove Prior. Entry will be £5 per car, booked overnight camping from the Friday will be available, more details as they become available, watch this space or the ad in The Courier.

The January run was organised by Mel and Elaine although had a slightly disappointing turn out it was an excellent day out - the sun was shining and my top was down for a cold but invigorating drive through the Warwickshire countryside followed by a visit to Hatton Gardens a very

## WYEDEAN . . . NORTH YORKS

interesting place with lots to see and do. I hope Mel will organise a further trip later in the year when the weather is a bit warmer a great place for a picnic.

By the time you read this the mystery run arranged for February will no longer be a mystery.

One trip I will be looking forward to is the visit to the Rover Factory. It is to take place on the **1st March** and will include a multimedia presentation followed by a tour of the assembly plant and finally refreshments followed by a tour of Lord Austin's office which I have been told is not to be missed.

At the end of the meeting we were introduced to Barry Ashton who gave us a talk about his life working at Triumph through to the British Leyland years, it was an extremely interesting talk and was well received by all present. Well done Barry I am looking forward to part two.

Just a small mention for Richard Caddick who is not to well at the moment, someone I always look forward to seeing at the monthly meeting, here's to a speedy recovery.

And finally I was debating whether to sorn my Spitfire this month as my tax had expired the end of January. Then I realised we have the mystery run on the 20th of Feb. so I need to tax it - let's hope the road tax break is reintroduced so this expensive unjust situation can be changed (just had to get that off my chest). Anyway byes for this month see you in March for Stefan and Sylves run to Bridgenorth

*Eddie*

## ● WYEDEAN

Hello again and first of all, we have a new venue in the Forest for the March meeting namely The GREYHOUND at Popes Hill Littledean to which we had a run for the January meeting and all seemed OK. It is certainly more central and there will not be the parking problems we experienced at The Saracen's Head. I've included some details about the pub below to entice you away from Eastenders and get you by the fire with pint in hand:

The Greyhound, The Slad, GL14 1JX  
SO686141

A4151- Halfway between Elton and Littledean Tel. Gloucester (01452) 760344  
e-mail: greyhound@nextcall.net  
Beers: TAYLOR Landlord (H) GUEST  
BEER Regular (H) Tracing its origins back beyond 1836,

this friendly, country pub offers good beer and food. An L-shaped bar has a welcoming open fire and a good atmosphere. A well-refurbished extension on the front of the premises provides a combined children's/games room, and no-smoking area. Large, pleasant garden with meandering stream and shady willow tree. Children's play area - note the dinosaur. Awarded Forest of Dean CAMRA Pub of the Year 1999 and 2000. Sounds good doesn't it and no excuse for not finding it!

OK, the Area meeting has moved and so have we. Again!! The Speaks family is now residing at Bromsborough Heath, much nearer to work for both Karina and I and also in some ways more central for the WyeDean area of operation. No land line as I write this but good mobile signal so carry on using that for the time being.

I have had several more people contact

me about coming to our meetings including a Hereford based Spitfire pilot and refugee from the 2000/2.5 register so things are moving on nicely in that department.

I was a member of the 2000/2.5 register and whilst not knocking that or any other club in particular, (it is much smaller after all which does limit you) you just don't realise what a really good club the TSSC is unless you've sampled something else.

On the subject of the TSSC, John Muggleton the Club Manager is resigning after 16 years with the Club to go on to pastures new. Those of us who have met with or talked to John on the phone will no doubt realise what a huge gap he will be leaving and I am sure that you will join me in wishing him all the best for the future.

I've repeated the 2005 calendar for your edification and to cover the sort of memory/Courier loss that seems to afflict me at least.

**Easter Monday 28th March:** Coleford Carnival of Transport is upon us again (Easter is early this year). The Coleford Carnival of Transport is unique in that it takes place on the town centre streets. Coleford lies in the heart of the beautiful Royal Forest of Dean, an ideal holiday destination for those who love woods, rivers and the countryside.

**29th April - 2nd May** Isle of Wight camping weekend. Several of us are looking to go this year so feel free to join us. 2nd May Castle Combe BRSCC meet with the TSSC racers in action.

**May Spring Bank Holiday weekend:** canoe trip down the Wye. Details to be confirmed but let me know in plenty of time if interested.

**17th - 18th June:** Our famous Trans Wales Run with Camping before and after for those from further afield as well as for those with a bit of a thirst from all that fresh mountain air! Once again please contact me ASAP on this so I can get the campsite organised.

**Sat, 23rd Ross Traders Historic Road Rally.** Great fun to watch and even more fun to compete in, and it's on our doorstep.

**13/14th August** Pembrey BARC meet with the TSSC racers in action.

**August Bank Holiday Monday the 29th:** Kingston show in North Herefordshire, this is a great show with all forms of transport present from Traction Engines to Classic Motor Bikes with everything in between.

See you at The Greyhound!

*Clive*

## ● NORTH YORKS

We had another good turnout for our February meeting with the usuals plus Sandy and Janet Slessor and Fen turning out. We also had new TSSC member Rick Morgan and his brother Jeff from Hull. They came in a recently acquired open top Spitfire. Some thought they were brave, others mad, but those who were in the know realised they had no choice - the car came without a hood!

The pub and car park were packed again. In fact the car park was so busy poor old Steve Roberts couldn't open his car doors to get out and had to listen to the cricket on the radio for half an hour. Funny how he managed to get out once the match had finished though.



In the month that we have been away the pub has changed again. It boasts some new tables and is eager to point out that is now no-smoking.

With all these tables appearing I'm a little worried that they may want to turn it more into a restaurant than a pub and that we might lose our corner.

We'll have to wait and see what is planned. Scott decided he'd try the food again and ordered his tea as soon as he and Judy arrived. I was all ready to help him out if he needed it.

I think he knew this as he very kindly ordered extra chips for us all. Thank you very much Scott.

Now that we are into February Mike has started planning for the year ahead. One planned run is the one organised for **24th April**, 'Mikes run to Hutton-le-Hole'. Mike is also looking for a camp campsite for **September**, so he can come along with his little leather handbag again. He also wants one that delivers breakfast to your tent! Suggestions to Mike please, not me.

Unfortunately, Tim and Zoë didn't turn up so we couldn't have the full 'guess who's got the smallest white bit' competition, as advertised last month. However, Jude showed us all her white bit and gosh was it impressive. I mean it was so small that her swimsuit must have been only as big as a piece of knicker elastic. Scott proudly told us he didn't have any white bits at which point Mike made him get dressed again.

As a special treat Scott brought along some photos. No, these were not his holiday photos - come on, we are talking about Scott. Yes, most people who have been on holiday bring photos of their holiday but Scott brought back photos of cranes and diggers - The ones he's just bought! Anyway we had photos of Lenny, the loading shovel, Colin, the crane, Leo, the little loading shovel and Sheila, the shovel. The worst thing was Fen got really excited about them and wanted to know how you sexed them and if you had to keep them apart.

Well the **29th April** is Scott's big birthday and Jude has had to promise him that she will try and rescue for him the 1953 Bray loading shovel they saw on holiday. (Normal people just want to bring home the donkey they see on holiday!!). You can imagine what he'll turn up in at the **May** meeting can't you?

Finally here is the news from Leeds with our Northern Reporter Lynne (handbag) Moss. Lynne is still waiting for a new date for her bike test - more on that next month. Paul's garage is coming along and beginning to take shape, and now proudly exhibits that well-known Tim Sinclair designer feature - no roof. Maybe next month it will finally be finished.

That's all I've got time for so see you next time.

*Nigel*





## SOUTH YORKS . . . WEST YORKS

Just a reminder to Pat and James that you volunteered to do a quiz or something for March's meeting.

*Victor and Vivien*

### WEST YORKS

[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

I had a look at the Area website [www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks) last night although to my surprise a Google search for TSSC West Yorks did not find it, nor could I get in via the main TSSC site (someone at the meeting said they successfully reached it via a link at TSSC though). The above address however works fine and Andrew has done an excellent job setting up the site. New member Bill told me at the meeting that search engines take about 3 months to learn a new site and find it. South Yorks also have a site which is well worth a look (see link on our site). Andrew would appreciate more input from as many people as possible.

Pat and Ashley were the only ones to make it to the pub Quiz in January and they finished a creditable 4th out of 8 (better off without us perhaps?).

I now have my copy of Morgan's events yearbook if anyone wants a look. Harewood have sent me details of the usual event on **19th June**. I also had an e-mail via HQ concerning the Huddersfield festival of transport on **Aug 14th** which is to be at the former hill house engine shed, wherever that is. If anyone has tried this one in the past let us know if it's worth a go. South Yorks are putting on a camping weekend near Boston at Spring Bank Holiday (**May 27th**) and are also organising a run to Chatsworth (date TBA).

After a phonecall from Stewart Newbould, I'm glad to say that Alan Heaton and Len Fox are taking on the restoration of his very early 948. Stuart is having a determined clearout this year and will soon have a roadworthy 13/60 white Saloon for sale, not to mention huge quantities of Stanpart NOS and good used parts. See ads section.

I ventured down to Stoneleigh on Sunday,

hunting for Stag bargains but found nothing I wanted at a price I liked! I did however pick up a pair of MX5 seats for the Giffire. I bumped into Richard Waddington, Mick Davies and Brian and Gavin. Apparently Stuart and Quentin were there too but it was that big and packed out that our paths didn't cross. I was very impressed by the huge number of traders present.

The Feb meeting saw a good turnout of about 35, including first-timers Dave, Angie and Mick. The Quiz (provided by Dave Ward) was tied by several teams on 13 points out of 20 but won on the tiebreaker by Arthur Jessop's team.

Dave Briscoe has set up a visit to HQ on **April 2nd**, along with S Yorks. He'll need names at the **March** meeting so that catering can be organised.

Mick Davies has info on a track day at Mallory on **Tuesday April 5th**. This is being run by the TR Register for Triumphs only and will cost £105.

The lapel badges will cost £3.13 when the dreaded VAT and postage (with it's own VAT) are added. This is based on a minimum order of 50 badges. Please add your names to the list at the next meeting or give me a ring if you want one and when we have a respectable number of orders I'll set the wheels in motion.

I'm still after more volunteers to provide clubnight quizzes. If anyone has any problems or issues for me to raise at the AO's annual meeting, please let me know by the latest at the **March** meeting.

*Rob*

Events  
**2 April** Visit to TSSC HQ  
**27 May** S.Yorks camping weekend, Boston

**10 - 12 June** Dales Run  
**24 - 26 June** Peak Run

**8 - 10 July** Stafford International  
Anyone wanting to muster a group for an event, please let me know and I'll announce it.

Club nights Quiz nights at Birkenshaw  
**Feb 10th March 8th March 10th April 12th April 7th**

## Area Organisers' Seminar

Sunday 7th March commencing at 10.00 a.m.

Held in the morning before the AGM, the Seminar is expressly for Area Organisers to discuss ideas with each other and other Club Officials. It is only open to Area Organisers, not Committees.

If any Area or Member has a topic for discussion at this meeting or a request for further details, they should contact Vivien or Victor Thompson, Area Liaison Officers as soon as possible.

## AVON AREA Winter Indulgence Weekend

Are you fed up with the cold and wet trudge to and from work??  
Do you need to get away from it all and pamper yourself for a weekend??

We have found a wonderful country hotel set in 50 acres of North Devon countryside.

Indoor heated pool, jacuzzi/hot tub, sauna and steam room

All rooms are en-suite, wonderful menu, and an even better wine list

**Week end of 11-13th March 2005**

**Friday**

Arrive PM and book in, meet for pre-dinner drinks at the bar

Enjoy evening meal from an excellent menu, with a bottle of something nice from the great wine list ... then drinks in the lounge.

**Saturday**

Breakfast, then explore the surrounding countryside at your leisure, or use the hotel facilities to suit yourselves.

Meet again for evening drinks then supper from another excellent menu. Retire to the lounge for coffee and drinks.

**Sunday**

Breakfast, again use the facilities or do your own thing.

Check out by lunchtime and wind your way home feeling relaxed and looking forward to work on Monday morning.

£50 per person per night based on 2 people sharing.

Bed, Breakfast and evening meal plus use of the facilities etc., etc.  
all inclusive.

For more information or to make a booking contact Rob or Henri 01934 412625  
evenings or e-mail: [robnhen@breathemail.net](mailto:robnhen@breathemail.net)

**LIMITED PLACES AVAILABLE!!!!**

**SORRY!! but this is currently an adults only weekend...**  
you know you need a day off now and again.

### SOUTH YORKS

[www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk)

February's meeting continued the now regular upsurge in attendance with yet another full room at The Coach and Horses. A warm welcome to Graham Senior and Matthew Dale and partner (sorry he didn't put your details on the mug shot form).

We hope to see you again soon.

Thank you to Mike and Jane for the quiz, it was up to your usual standard of difficulty. The winners with a very credible 16 were Duncan and team. Raffle prizes were won by Sue, Ian and Alistair.

Just to keep you up to date with what is happening in South Yorkshire this year, here is a brief resume of the discussion that took place at our recent event planning meeting:

We've never done anything like this before, so we were a little anxious about how the meeting would go. Amazingly we had 13 very enthusiastic people (well perhaps one slightly bored 10 year old girl, our daughter Louisa) for a lunch time meeting to discuss forthcoming events, which turned out to be something of a pub crawl, well two pubs anyway. Having had a very nice lunch at The Crown, we realised it was going to be a little too busy for us to be able to chat about the events, so Mike phoned to say that The Coach & Horses was quiet, so we all decanted there, and took over our usual room. There we had a great natter about what we hoped to do and there really were some brilliant ideas. Mike's plans for a rally are well under way and sound great; it's going to be a very busy day starting at Barnbrough and visiting Chatsworth Hall before returning to our start point, this will be an all inclusive rally, with rally plaques, food, discounted passes and lots to do so don't miss it.

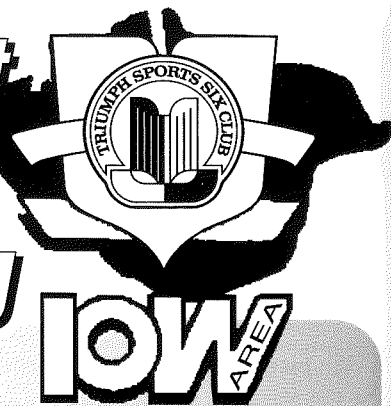
Tony has had some good ideas for our camping event at Orchard Holiday Park, Boston in Lincolnshire. The venue sounds really nice and is set in the heart of Lincolnshire and the weekend will hopefully include a seaside visit and possibly a visit to the Battle of Britain Memorial Flight Museum at Coningsby. We need your early deposits for this so please contact Tony on 01226 759464 if you are interested. Vivien and I would like to organise a navigation scatter rally for some time in June. Alistair is trying to arrange a Track Day later in the year and Andy is organising a South Yorkshire trip to the Dutch Spitfire Weekend in September.

As I've said lots to look forward to. In addition to your support however we also need your active participation so don't be hesitant to come forward, whether it be as a rally marshal, helping organise or just giving a hand, it's always more fun to be involved.



# Isle of Wight Area

## 16th Camping Weekend



**29th April to 2nd May 2005**

**Appuldurcombe Gardens  
Holiday Park**

**Great weekend of entertainment for all the family, lots to see and do. Weekend to include convoys, raffle, a visit to a local attraction, treasure hunt, and much more!**

**Camping (Fri/Sat/Sun) only £15 per adult  
+ Entertainment ticket £3.**

**Booking forms available now via  
[www.triumph-iw.co.uk](http://www.triumph-iw.co.uk) or please send  
stamped SAE to:**

**Angela & Graham, 23 Vectis Road,  
East Cowes, Isle of Wight, PO32 6HG  
Tel: (01983) 281427 or email:  
[events@triumph-iw.co.uk](mailto:events@triumph-iw.co.uk)  
for more info**

## THE TRIUMPH SPORTS SIX CLUB PRESENTS

### SOUTH OF ENGLAND MEET 2005

**Including The Bond Equipe Camping Weekend  
Leatherhead Leisure Centre**

**Saturday 7th and Sunday 8th May**

**Events include:**

**Saturday Night Party - Live Music  
CONCOURS (Sun only) - TRADE STANDS  
CAMPING - AUTOJUMBLE  
AREA GAMES - ALL DAY BAR & BARBECUE  
CLUB SHOP - GUEST TRIUMPH CLUBS  
ENGINE TUNING**

Free entry to Leatherhead Leisure Centre. Centre also provides full sports facilities including: tennis, squash, gym, swimming, sauna and many other attractions.

**ADMISSION £5.00 PER PERSON**

**Traders requiring Trade Stand space or members requiring Autojumble space, should contact Guy & Suzie now!!!**

**THIS IS THE SOUTH OF ENGLAND'S BIGGEST MEET**

**NOISY CAMPERS NOT WELCOME**

For further details contact

**Guy & Suzie Singleton  
AT**

**31, Cadley,  
Marlborough, Wiltshire. SN8 4NE  
E-mail: [suzie.singleton@virgin.net](mailto:suzie.singleton@virgin.net)**

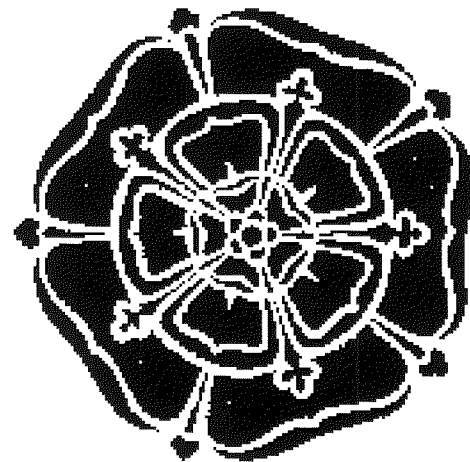




# Northamptonshire Area Camping Weekend

17th - 19th June 2005

## Emberton Park



- 15 mins from M1 Junction 15
- Campsite with good facilities
- Convoy and Lunch at TSSC HQ
- Candlelit BBQ
- Saturday Evening Event (TBA)
- Members' Choice Concours
- Visit to Canal Museum
- Bouncy Castle etc.

For bookings and enquiries contact:

Graham.Nobbs@btinternet.com Tel: 01604 889668



## 15th WEST YORKS DALES RUN, CAMPING WEEKEND & BBQ 10th, 11th & 12th June 2005.

Starting at 10.30 from Knight Stainforth Hall Campsite 2.5 m N of Settle (OS sheet 98, 814671), our Saturday run will take you through some wild scenery on the western fringes of the Dales. There will be a lunchtime stop en route and a barbecue will be held at the site about 5.30pm (food not supplied).

On Sunday, we leave the campsite at 10.30 for a run via Malham and Hawes, returning after a lunchtime stop to the campsite for an informal Concours.

Weekend price per car is £10, single day is £6, with profits going to a local charity.  
These prices do not include the campsite fees.

The site accepts tents and caravans. Please make pitch bookings direct with the site on 01729 822200, mentioning that you are with the TSSC group to get your discounted rate and a pitch in our area. Site prices per night are £8.00 per pitch (2 people), £2.50 for additional adults, no charge for additional children, electric hookup £2. There is no charge for cars just attending for the day's events. Note access is advisable via the minor road South of the site, NOT from Stainforth. There is a site shop for essentials.

For non-campers, try the Craven Heifer in Stainforth for B&B. Tel 01729 822599.

or Liverpool House in Chapel Square, Settle, Tel: 01729 822247

More B&B's to follow in later ads. nearer the event

To attend the 15th Dales Run please send the slip below to Richard Briscoe, 1 College Farm Close, Whitley, Nr Goole, N. Yorks DN14 0UY, with remittance made out to R. Waddington, not TSSC.

Queries to: richardbriscoeuk@yahoo.co.uk

Name: ..... Address: .....

..... Tel: ..... e-mail .....

Club Area: ..... Car: ..... Reg: .....

No. of Adults: ..... Children + ages: .....

Camping? Yes/No (if yes, don't forget to book with the site!)

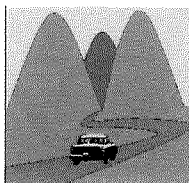
I will be attending the Saturday event ..... Sunday event .....

Enclosed £6.00 / £10.00





Derwent Valley  
Triumph Sports Six Club



## Peak Run 2005

### The Premier Classic Car Run and Peoples Choice Concours in Derbyshire.

The Derwent Valley TSSC Peak Run Weekend 2005 is on the 25th and 26th June 2005.

On the Saturday we will spend the day at the Tramway Museum at Crich near Matlock. We have negotiated discounted admission rates (payable on entry to the museum) for all that wish to spend the day with us at this great attraction. In the late afternoon we will embark on a Mini Run. Saturday night is **'Party Night'** with a meal (at extra cost), silly games and activities for all the family, and a beer raffle.

Early start on Sunday morning for the Peak Run. A drive through the beautiful Derbyshire Countryside finally arriving at a 'premier' destination in the heart of the Peak District for the presentation of the **'Car of the Peak Run'** and **'Peoples Choice'** awards Plus the bumper raffle.

0000000

#### Booking form for Peak Run 2005

Name.....

Address.....

..... Post Code.....

Phone Nos..... E.mail .....

Car Make.....Model.....

Registration No. .... TSSC membership .....(If Member)

Cost **£10.00** per Car - available on advance bookings until 17th June 2005. Cost on day £12.00 per car.

I/We will be attending on Sat Only / Sun Only / Both Sat and Sun\*.

I/We will / will not be joining you at The Crich Tramway Museum\*.

I understand that entry to Crich Tramway Museum is subject to an admission fee payable upon entry.

Please send application together with your cheque made payable to **Derwent Valley Area TSSC** to:

**Don Heathcote, 14 Paxton Road, Tapton, Chesterfield. S41 0TN.**

**Telephone enquiries: Colin 01773 531580**

# W.A.C.

WORCESTER AREA CONCOURS

## is B.A.C. Again

AT HANBURY STEAM RALLY  
REAR OF THE NAVIGATION INN  
HANBURY ROAD - B4091  
STOKE PRIOR - WORCS

### 17 & 18 Sept 2005

The organisers of Hanbury Steam Rally (Shakespeare's Rally Promotions) reserve the right to refuse any application. Please note that the Road Traffic Act will apply to the site at all times, therefore all vehicles must be covered by the relevant class of insurance and road licence.

Any exhibitor acting in an irresponsible manner will be asked to leave, the organisers decision is final.  
**PLEASE COMPLETE AND RETURN THE FORM WITH A LARGE STAMPED ADDRESSED ENVELOPE A5 at least BY 30th JUNE. to**

**Mike Carter, 1, Bennetts Cottages, Church Street, Birlingham, Pershore,  
WR10 3AQ. TEL. 01386 751058 07970 207123**

**SAT 17TH Road Run 12 noon followed by ring parade on return.**

**SUN 18th Concours Judging, Prize Giving and Ring Parade.**

**Fun Fair, Side Shows, Craft Stalls, Market Stalls, Working Exhibits, , Beer Tent (Free entertainment on sat evening), Parade Ring Display's. Tractors, Stationary Engines, Classic Motorbikes & Commerical Vehicles etc,etc**

**FREE CAMPING: CLASSIC CAMPERS ON DISPLAY , MODERN CAMPERS IN CAMPING FIELD.**

**Portable toilets, chemical disposal point and water on site. Note NO electric.**

**ONE ENTRY FEE OF £5.00 PER CAR COVERS EITHER OR BOTH DAYS.**

**CARS MUST BE PARKED UP BY 10.00 am EACH DAY**

**CHEQUES PAYABLE TO W.A.C. TSSC WORCESTER.**

Name:----- Tel-----

Address-----

Post Code ----- Car----- Model ----- Year-----

**Delete as required.** Camping Yes / No      Classic / Modern App Size -----

I will be attending Sat / Sun / Both Days.      I will be taking part in Road Run Yes / No.

I have read the above terms of booking which I accept as printed.

SIGNED:-----





# The Triumph Sports Six Club



## Visit your Headquarters

**A**s a TSSC Member and an enthusiast for all things TRIUMPH - a visit to the largest collection of Club Cars and unique Triumph Memorabilia in the UK should be No. 1 on your list of 'Things I really must see and do this year!' Situated in a lovely rural setting in the Heart of England, TSSC HQ is open 9 to 5 Weekdays all year round and selected Saturdays (ring for Dates) and once on site you can spend an enjoyable time soaking up the nostalgia, studying the exhibits and marvelling at the originality and condition of some of the Top examples of 'Our' cars to be found anywhere.

Enjoy a Hot drink and perhaps be tempted by some 'Goodies' in the Shop, we're sure you'll have a great time and perhaps learn something new too!

We look forward to seeing you - soon!

### How to Find Us

Junction 20 M1 then A4304 to Market Harborough.  
TSSC HQ Main Street, Lubenham, Leicestershire LE16 9TF  
Tel: 01858 434424 - [www.tssc.org.uk](http://www.tssc.org.uk)



## TSSC Accessories



## and Regalia

### Catalogue 2005



Incorporating the Triumph Bookshop



### Triumph Sports Six Club

Herald - Spitfire - Vitesse - GT6 - Bond Equipe - Specialists - TR - Stag - 2000/2500/2.5 - Dolomite - Acclaim  
email: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk) phone: +44 (0)1858 434424 fax: +44 (0)1858 431936  
Club HQ Main Street, Lubenham, Leicestershire, LE16 9TF, United Kingdom.

#### ACCESSORIES AND REGALIA

- ▲ Club Car Hire
- ▲ Club Car Map
- ▲ Club Car Sign
- ▲ Your Bag
- ▲ Postcard
- ▲ Terms & Conditions
- ▲ Return to Main Site
- ▲ Stainless Exhausts & Manifolds
- ▲ Unleaded Cylinder Heads
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YOU ARE HERE  and Regalia - Stainless Exhausts and Manifolds - TSSC Accessories

These Systems are the best way of creating superior looks and superior performance without dramatically changing the layout of the system.

The Spitfire System comprises a shortened box with Twin pipes (a la GT6) to provide a more free flowing system with a deeper exhaust note.

The version for the Herald / Vitesse is larger version of the standard box.

Choose From 12 Products -



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THE CLUB SHOP ONLINE WEBSITE IS NOW UP AND RUNNING TO PROVIDE MEMBERS WITH A 24/7 ORDERING SERVICE GIVING MEMBERS EVEN EASIER ACCESS TO THE

RANGE OF PRODUCTS THAT ARE AVAILABLE FROM THE CLUB

NEW FEATURES TO THE SITE ARE:

★ SECURE ONLINE ORDERING ★ OVER 500 DIFFERENT PRODUCT LINES

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Point your browsers at [www.tssc.org.uk](http://www.tssc.org.uk) and have a look for yourself. To gain full access to the site, you will need to register on-line, make sure you have your membership number ready.



# CLASSIFIED

**Cars for Sale**  
**Cars Wanted**  
**Parts for Sale**  
**Parts Wanted**

## HERALD

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**1200 CONVERTIBLE** 1967. White. Excellent. A1 condition. Full body-off restoration. Photos available. Lovely car, very reliable. £3,600 o.n.o. Sarah (London) 0780 3082675.

**1200** 1968 Tristan Convertible. Old English white. Used every day, very reliable. With Overdrive. Complete with hardtop. Seatbelts added. Very good condition. Job move forces sale of much loved car. £1,600 Dave (Hants) 07808 392552.

**13/60 SALOON** Saffron. Tax exempt. Good bodywork. Mechanically sound. 2 owners from new. £1200. MOT July. Tax 'til July.

Adam Chignell (Surrey) 020 8873 3022.

**13/60 CONVERTIBLE** 1969. Tax exempt. Laurel Green. MOT November 2005. Good condition. Always garaged. Summer use only. New exhaust. £2,150. Terry (Suffolk) 01449 674324 - 67676.

**13/60 CONVERTIBLE**. White/tan. Reg ROD 740H. Very rusty. Restoration project. Offers please for car with registration. Michael Gardner (Haslemere, Surrey) 01428 605549 - 90/49629.

**1200 SALOON** Gunmetal grey/white stripe 1964, good runner, MOT, new doorskin, rear

wheel bearings etc. £700 ONO Dave (Davenry) 01327 878375 or 07952 748408

**948CC COUPE**. Coffee and White 1960 smooth roof coupe. 95% complete, bodywork and main mechanicals all done. Requires finishing and recommissioning. Original \* HP number plate, £2250 Rob (Somerset) 01934 412625

**948 'S'** 1963, G68103SP, static project, rolling chassis overhauled, bodywork needs major repairs, new and used spares. Reluctantly for sale, as one lot. Any offers? Mike (Herts) 01763 852134

## SPITFIRE

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**BUYING A SPITFIRE?** Pre-purchase inspections nationwide. Full condition report with valuation. Call Johnny Spitfire at JY Classics (Bucks) 01494 866087 or 07798 855150 mobile or e-mail sales@jyclassics.co.uk www.jyclassics.co.uk

**MKII UNFINISHED PROJECT** complete with all panels to finish (inc. Jigsaw Le Mans bonnet). Must go to a good home. £1,000 o.n.o. Chris (Kent) 01189 341416 or 07855 528939 - 99/60885.

**1500** 1978 48000 miles MOT Aug oil cooler K & N, new hood carpets tssc valtn £2800 sound condition receipts for work offers £2000 Paul (Skipton) 01535 656710

**1500** o/d 1976 red, 104k MOT July, Tax March, used daily. Body good, interior good seats need re-trim, noisy clutch bearing. Good runner, easy restoration. £1600 ono B. Keegan (Manchester) 01942 513149

**MKIII** 1970. Red. MOT to June 05. One lady owner since 1972. Good Runner. Refurbed body. Professionally maintained and garaged. £3250 O.N.O. M.Dennis (E. Herts) 01763 289495.

**1500** Overdrive. Original Factory Hardtop. Masses of history from new. Servo, Club Stainless Steel exhaust. Tidy and reliable. £2700 (1979) David (Torrington) 01805 603131 - 96/53959.

**1500** Hobby restorer 15 years, offers 1500 Overdrive, Inca Yellow. 1 owner F/S/H V.G.C. £2850. Also Racing Green V.G.C. £2750. Details. Ian (Portsmouth) 02392 269846 - 90/33808.

**MKIV** 1300 1972. Restoration only, but complete. Extras include - Repairable Tub, Engine, Overdrive Gearbox, Hard top plus some small items. E. Szczepanowski (Norfolk) 01953 483589.

**1500** 1975 Red. Hardtop, Softop. Incomplete restoration. No engine, gearbox. Resprayed. New suspension, Exhaust, Dash, Gauges, Carpets, Seats. GT6 Bonnet. £1000 O.N.O. Neil (Newbury) 01488 658040 - 00/63194.

**1500** 1978. Yellow, O/D, MOT July '05. Very good body. Good runner. Clean car inside and out. Some history. £1,875. Chris (Hants) 01730894732 or mobile 07753897920 - 71069.

**1500** 1979. Fully restored. Tax/MOT. Pageant Blue. Many extras and new parts. Recent tune. Ready for Spring. £3,950 o.n.o. Richard (Essex) 07885825774 or 01799 522038.

**1500** 1977. Blue. MOT July '05. Soft and hard tops. Black/white check interior. Smooth runner. £1,895 o.v.n.o. Genuine reason for sale. Moore (Northampton) 01604 411067.

**MKIV** 2.0 ltr. Signal Red. MOT, Tax exempt. New leather seats. O/D gearbox. Minilites. Restored 8 years ago. V.g.c. £3,495 o.n.o. Steve (Maldon) 01621 894981.

**1500**. Chassis-up restoration, bare metal respray (Burgundy), reconditioned engine and gearbox, twin exhausts, new upholstery, loads more, absolutely immaculate. £5,600 o.n.o. Edward Martin (Maidstone, Kent) 07779 232111.

**MK IV** 1972, 1300, BRG - garaged for 10yrs-good condition- many new parts- No current MOT-un used project- offers around £1000 Brian (Hertfordshire) 07985709786

**1500** 1981 Tax/MOT 3 Owners 39000 new hood, all covers, all original car, excellent condition, history from new tssc valuation £3750, £3250 ovno John (Devon) 01626 866776

**1500** 1977 Inca yellow only 64k miles full history inc original bill of sale. 3 owners, tssc valuation £5000. £3995 ovno. Dave (Dorset) 01305 260615

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## GT6

**Cars for Sale**  
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**MKIII** 1972. Rotoflex model in red, manual, overdrive, recon gearbox, unleaded conversion, K&N air filters, s/steel exhaust. £3,250 o.n.o. Terry (Bucks) 07940 459102.

**MKIII** Restoration Project a young GT6 '1974' garaged last 12 years needs TLC £1300 including lots of spares. Engine runs a treat. Steve 01509 854 436

**MKIII** Rare and powerful, O/D, 1969. Newly serviced. History. S/S exhaust. Rear seat. Real gem! £4,175. Abi Adil (Aylesbury) 01296 770450 - 71226.

**MKIII** 1973 Magenta. MOT Oct 05. V. Original & Solid. SS Exhaust. New Unleaded Head. 106000KM. Full History. 5 Stanpart Wires

Excellent condition. Drives 500 miles/WK. Insured £5000. Separation forces sale. £3250 O.N.O. Andy (Bridgewater, Somerset) 01278 456615.

**MKIII** 1972 Burgundy. Sun roof/Factory fitted Overdrive. 89,460 miles. 1 Owner. No M.O.T. Requires bodywork - wheelarches/sills. £1200 O.N.O. S.Boston (Solihull, West Mids) 01675 442528.

**MKIII** 1972 Tax exempt. Rotoflex. French blue. Good history with receipts, 2 previous owners. Body off rest. 1996. Chassis & mechs good, recent engine rebuild, body needs a little tlc. Dry stored. £2000 ono. Photos available. Steve (Liverpool) 07977 138887

## VITESSE

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**1600 1965 CONVERTIBLE**. White. MOT until May '05. Good A1 condition. Extensively restored 1995. Mileage 75,000. Garaged. £3,500 Mr Evans (Nr. Worcester) 01886 821326 - 95/49745.

**MKII CONVERTIBLE** 1971, Overdrive. Beautiful condition. 12 months MOT. 59,000 miles. Detailed history. Inspection welcome.

Olive Green. Specialist works new carpet. £5,250. Paul (Ringwood) 01425 473494 (eves).

**SIX CONVERTIBLE**, unfinished restoration project, complete car with many new panels, trailer required to collect. £500.00 Martin (Coventry) 07931 355796

**MKII CONVERTIBLE** 1969. Wire wheels, S/S exhaust. Body restored. Royal Blue. New white hood. 89,000 miles. Good condition. Mark (Devon) 01803 844686 - 70931.

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## CAR WANTED

**GT6 Mk1** Looking for Mk1 in very good/excellent condition to replace much loved car. Good price for the right one, mechanically modified/upgraded cars acceptable. Andy (Edinburgh) 077 333 10497

## TR6

**TR6** 1973 Pimento Red, Black interior and hood. Recent Front Suspension Overhaul. B/Work needs tidying. e-mail for photos and more info. North West £5500.00 Phil (North West) 01524 702879

**TR6** 1974. Magenta. 2001. Californian Import. Excellent Bodywork. New respray. Undersealed. Professional RHD conversion. New Carpets, Hood, Walnut Dashboard. MOT. £9,500. Rick (North Yorks) 01423 865818.

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**DOLOMITE SPRINT** 1973. Blue. Restored. Taxed and MOT'd. Plus many spares including gearbox. £1,250 o.n.o. Stuart (Sussex) 01825 712841.

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**STAG** 1973 light blue resprayed about 10 years ago. Very good condition but not concours condition. Interior in very good condition. 10 CD radio/cassette. Polished wheels, newish tyres. New chromework. Soft & hard tops in good condition. Some scratches to hard top roof. New liner to hard top. Polyurethane suspension bushes. New auto gearbox & differential last year. Electronic ignition. Oil pressure gauge fitted. Runs 20psi at hot idle. Drives very well. 100K miles on clock with no oil burning. Chris (Bristol) 0117 938 5736 / 07748 203905

## 2.5PI

**MKI 2.5 PI ESTATE**. Very rare only few left, needs rebuild, loads of new panels (£2,000 + value). Original engine and gearbox with O/D. Could deliver within UK. Asking £2,250. Mike (Coventry) 02476644499, mobile 0768775170 E-mail to address below mike.papworth1@btopenworld.com

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**GT6 MkIII bonnet**, good top £75; doors £30 each; seats £30 each; tailgate £25; spare engine £60. Lots of other spares available. Neil (Birmingham) 0779 2376477 - 90/33486.

**1500 bonnet**, complete boot door. Restored, resprayed Signal Red ready to fit. Many other bits, bonnet £450 o.n.o. Boot £140 o.n.o. Door £120 o.n.o. Dave (Welling, Kent) 0208 3045847 - 01/66073.

**SPITFIRE MK4** hardtops choice of three £50 each to clear. One MkIII Honeybourne tinted windows, white, v.g.c. £100. Other parts available. Ian (Portsmouth) 02392 269846 - 90/33908.

**GENTRY KIT CAR** unstained project. Complete with hood and MG Magnet radiator, grille. Offers (1950s MG TF replica body). Phil Fitton (Leicester) 01455 633 695.

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**VIT 2Ltr.** O/D gearbox and prop mount etc., etc. works perfect £450; cylinder head £60; car set alloy bumper trims £100, some odd pieces; Conv. hood frame v.g.c. £150; pr. rear lights £20; front hubs/brakes £120; drive-shafts MkI £60 pr; rear roto drive shafts rebuilt £350 pair; 3.89 diff good £140. Mike (Coventry) 0247 6644499, mobile 07768775170 E-mail mike.papworth1@btopenworld.com

**BREAKING SPITFIRE MkIII** and 4: Bonnet, bootlid, seats, doors, hardtop, softtop, wind-screen frame and roll over bar and diff and refurbished chassis. Paul (Norfolk) 01508 492892.

**COURIER MAGAZINES:** From Jan 1996 - June 2003 £20. GT6 MkIII service parts delco cap leads, coil, indicator stalk. Half book prices. R Johnson (Tarnworth) 01827 604717.

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**SPITFIRE MK4** offside sill. Original equipment supplied by Rimmer. Perfect condition. £25? Car stolen too soon to fit! John (SE London) 0208 299 0579 - 87/17626.

**SPITFIRE 1500;** O/D gearbox kit all parts S/H perfect working £450; seats for recovering £45 pr; 4 1/2" wheels £10 each; 1.5 engine bare £100; engine parts head, crank, cam etc., etc.; Carbs/manifold £60; diff v.g.c. £140; rear driveshafts £30 each; petrol tank £30; anti roll bar £20; hood frame £45. Lots of bits. Mike (Coventry) 0247 6644499, mobile 07768775170 E-mail mike.papworth1@btopenworld.com

**SPITFIRE MKIV** 1971 for spares or possible rebuild. Moving to the USA so must go. All sensible offers accepted. Andrew (Bath) 01225 484168 - 60882.

**REAR ROLL BAR** for GT6 MkIII or Spitfire. Brand new, still in wrapping. £120 o.n.o. Morris (Cheshire) 01260 277912.

**GT6 O/D** gearbox kit complete £450; diff s/h 3.89 £140; front brake assy complete £120 pr; rear roto drive shafts MkIII/IV rebuilt £350 pair; cylinder head £60; radiator £50; MkIII hubcaps £40 set. Mike (Coventry) 02476644499, mobile 07768775170 E-mail mike.papworth1@btopenworld.com

**HERALD 13/60 FREE** - Fibreglass bonnet

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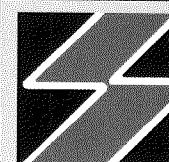
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