

**Humming tires. Snarling Engine.
Whistling wind. Triumph GT-6.**



See the GT6 Display at Stafford plus:

**Trade Stands & Autojumble
Triumph World Arena
The Top TSSC Concours
Saturday Night Party
Children's Creche
& MORE!!**

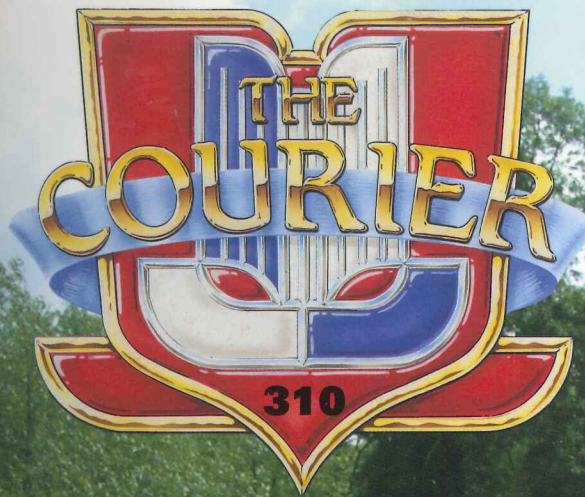


**Weekend Ticket
Still £17.50pp**

**Triumph
GT-6**

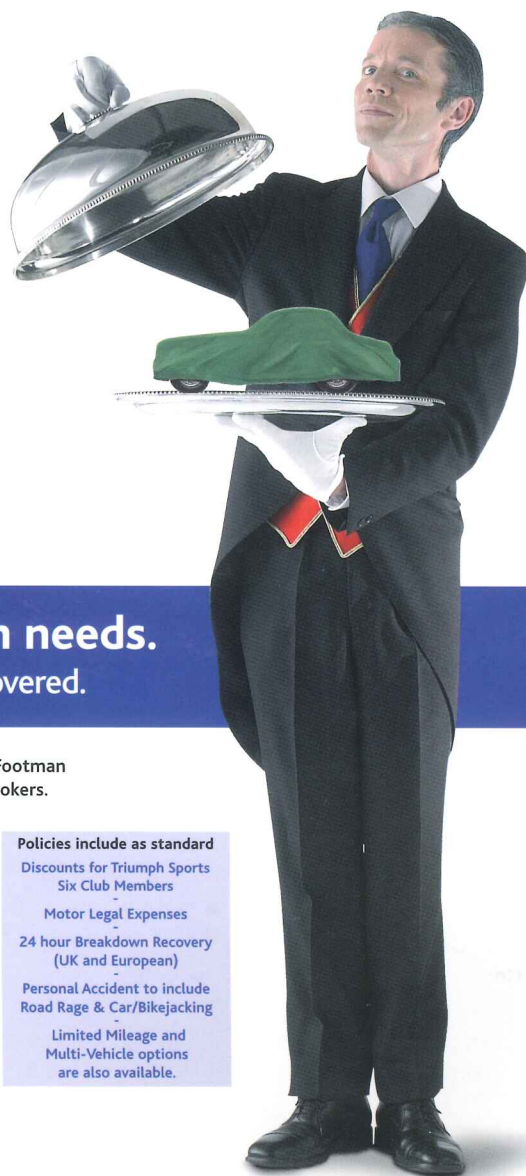
**40th
Anniversary
Display**

TSSC International Weekend
8th & 9th July 2006 - Stafford County Showground



**Unique
24 Carrot Gold
TR7 Discovered!**
Details Top of Page 3

APRIL 2006



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.310 Vol 26. APRIL 2006
Price £2.50 Free to Club Members.

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Saturdays - check Courier P.7

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Bill Sunderland

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David Aspinall
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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

We will only accept TXT files NO Attachments

COURIER EDITOR

Bernard Robinson

COURIER SETTING

Jo Sunderland

Courier Copy to:

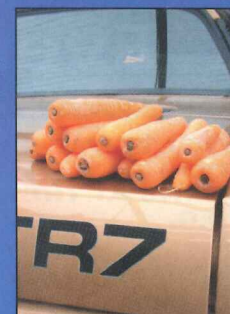
Triumph Sports Six Club,
Main Street, Lubenham,
Leics. LE16 7TF.

COUNCIL MEMBERS 2005

David Aspinall, Craig Ingell,
Chris Gunby, Derek Holman, Chris Mills,
Trudi Prettyjohns, Simon Roberts,
Carl Swanson, Victor Thompson,

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.
© Triumph Sports Six Club Limited 2006



COVER PIC:
.....MY MISTAKE
IT SEEMS IT WAS ONLY A
15 CARROT GOLD TR7!
WELL IT IS APRIL!.....
PICS NIGEL WHALE

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T.S.S.C. Events Calendar

www.tssc.org.uk/events

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

HQ ATTENDED EVENTS 2006

CONTACT TSSC HQ FOR MORE INFORMATION

May 2006

SATURDAY/SUNDAY 6/7 MAY 2006
THE SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
LEATHERHEAD SURREY

July 2006

SATURDAY/SUNDAY 8/9 JULY 2006
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

TSSC REGIONAL EVENTS

CONTACT LOCAL AREA FOR INFORMATION

April/May 2006

SATURDAY APRIL 1 2006
NORTHERN IRELAND AREA
TRUNNION CILING - CARRICKFERGUS
CONTACT PAUL 028 90529300

FRIDAY/MONDAY 28/29/30 APRIL 1 MAY 2006
17TH ISLE OF WIGHT CAMPING
WEEKEND. APPULDRUP COMBE
GARDENS. WROXALL
CONTACT ANGELA 01983 281427/07884
006237 OR www.triumph-1w.co.uk

MONDAY 1 MAY 2006
NOTTINGHAM AREA STAND AT
NOTTINGHAMSHIRE CLASSIC CAR
SHOW - THORESBY PARK
CONTACT CLAIRE 07971 017012

FRIDAY/SUNDAY 12/13/14 MAY 2006
CAMPING WEEKEND AND ESSEX AREA
STAND AT BATTLE BRIDGE SHOW.
PLUS SOUTHERN SATURDAY RUN
CONTACT RUSSELL 01708 400082

FRIDAY/SUNDAY 19/20/21 MAY 2006
NORTH YORKSHIRE TRIUMPH WEEKEND
RUNSWICK BAY - CONTACT GRAEME
01642 559236 UNTIL 9PM

SATURDAY/SUNDAY 27/28/29 MAY 2006
NORTHERN IRELAND AREA RETURN TO
KERRY RUN, BELFAST TO COUNTY
KERRY. CONTACT PAUL 028 90529300

June/July 2006

FRIDAY/SUNDAY 9/10/11 JUNE 2006
WEST YORKS DALES RUN & BARBECUE
EMAIL: dalesrun@yahoo.co.uk

FRIDAY/SUNDAY 9/10/11 JUNE 2006
AVON AREA 9TH BREAM CAMPING
WEEKEND - UNITY FARM, BREAM
BOOKING ESSENTIAL
CONTACT COLIN 07778 778985

FRIDAY/SUNDAY 9/10/11 JUNE 2006
AVON AREA STAND AT CLASSIC &
SPORTSCAR ACTION DAY
CASTLE COOMBE WILTS
CONTACT COLIN 07778 778985

SATURDAY/SUNDAY 24 JUNE 2006
NORTHERN IRELAND AREA STANDARD
TRIUMPH CLASSIC CAR SHOW
CELEBRATING SIXTY YEARS OF
STANDARD TRIUMPH -
WALLACE PARK, LISBURN
CONTACT PAUL 028 90529300

SATURDAY/SUNDAY 24/25 JUNE 2006
DERWENT VALLEY'S PEAK RUN
CONTACT COLIN 01773 531580

July 2006

SATURDAY/SUNDAY 1/2 JULY 2006
LINGS AREA CLUB STAND AT THE
WADDINGTON AIR SHOW LINCOLN
FREE CAR + 1 PASSENGER IF PRE-
BOOKED BY END OF APRIL
CONTACT GARTH 01529 307302

SATURDAY/SUNDAY 1/2 JULY 2006
4TH WEST KENT AREA CLUB STAND
AND CAMPING WEEKEND AT THE
HOP FARM PADDOCK WOOD
BETWEEN MAIDSTONE & TUNBRIDGE
WELLS CONTACT HARRY 01892 834954

SATURDAY 29 JULY 2006
NORTHERN IRELAND AREA - ROUND
LOUGH NEAGH RUN INCLUDING BBQ
COOKSTOWN, CO. TYRONE
CONTACT PAUL 028 90529300

August 2006

FRIDAY/SUNDAY 4/5/6 AUGUST 2006
2ND ROBIN HOOD RUN
& CAMPING WEEKEND
CONTACT CLAIRE 07971 017012

FRIDAY/SUNDAY 11/12/13 AUGUST 2006
2ND NORTHANTS AREA CAMPING
WEEKEND. BILLING AQUADROME
NORTHAMPTON
CONTACT JONATHAN 01604 820231

SUNDAY 13 AUGUST 2006
LEICESTER AREA SUNSHINE RALLY
BROOKSBY HALL NR MELTON
MOWBRAY LEICS
CONTACT DAVE 01664 850253

FRIDAY/MONDAY 25/28 AUGUST 2006
LINCOLNSHIRE CAMPING WEEKEND
CONTACT GARTH 01529 307302

FRIDAY/MONDAY 25/28 AUGUST 2006
LAKE DISTRICT CAMPING WEEKEND
SOUTH YORKSHIRES 2ND
BIG WEEKEND
CONTACT MIKE 01302 537290
www.southyorks-tssc.org.uk

CLASSIC CAR SHOWS

(CLUB INVITED)

April 2006

SATURDAY 15 APRIL 2006
MOTOR CYCLING CLUB
LANDS END TRIAL. OBSERVED
SECTIONS SOMERSET TO CORNWALL
MORE INFO MIKE CREWES 07720 719713

SUNDAY 23 APRIL 2006
STANDARD TRIUMPH AT BROOKLANDS
TRIUMPH 2000/2500/2.5 REGISTER
25TH ANNIVERSARY
ALAN CRUSSELL 01494 711159
EVES 7 WEEKENDS
www.t2000register.co.uk

July 2006

SUNDAY 16 JULY 2006
MOTOR CYCLING CLUB TESTING TRIAL
POPHAM AIRFIELD
MORE INFO MIKE CREWES 07720 719713

SATURDAY/SUNDAY 29/30 JULY 2006
STAG OWNERS CLUB NATIONAL
WOODLAND WATERS ANCASTER
NR GRANTHAM LINGS
CONTACT GARTH 01529 307302

FRIDAY/SUNDAY 28/30 JULY 2006
THE 2006 SILVERSTONE CLASSIC
www.silverstoneclassic.com

October 2006

FRIDAY/SUNDAY 27/29 OCTOBER 2006
THE INTERNATIONAL CLASSIC MOTOR
SHOW NEC BIRMINGHAM

Comment

BY VICTOR THOMPSON

Triumph Bon Ami

I feel a little daunted as this is my first Comment column, I only hope what ever twaddle I have to say is of relevance. Well my partner in crime and fellow Triumph enthusiast Vivien and I have just had a very busy weekend, Triumph wise. We attended a meeting of the Triumph Forum in March, a joint meeting which is held twice yearly with representatives from different Standard and Triumph car clubs in the UK. It's quite interesting despite the different perspectives between our fellow clubs, the common link is a tremendous passion for all things Triumph. Whether it be trying to source or remanufacture those hard to get mechanical components for vintage vehicles or simply trying to preserve the heritage of our motoring history we were struck by the friendly enthusiastic atmosphere of the Forum. Coming up in April as you may have seen from last months Courier we have Standard Triumph at Brooklands day (STAB). On this occasion although the event is being hosted by the Triumph 2000, 2.5 Register it is in actual fact the product of the Triumph Forum. Similar to previous all Triumph days this is an opportunity to meet other Triumph owners and get together with the wider Triumph family, so I hope like us you will try to get along to the event and support the TSSC there. Attending STAB will not only provide an opportunity to see examples of the many different cars representing Triumph over its long history, it will also provide an opportunity to see this historic venue, the famous banked curve, museum and in addition to the motoring legacy of the site the many different aircraft on display so this should make a very enjoyable and interesting day out.

Secondly we attended our Clubs AGM and Area Organisers Seminar, although I can appreciate to some this may seem to be a rather dull and dry necessity for the Club, it is none-the-less an interesting opportunity to meet with the people who are the driving force behind the Club so is in fact is anything but dry and boring. The Area Organisers, Seminar was once again lively and the

STANDARD TRIUMPH AT BROOKLANDS

Sunday 23rd April 2006

Open to All Standard and Triumph Clubs

Come to the annual marque gathering of Standard and Triumph Clubs 2006 to be held this year at Brooklands

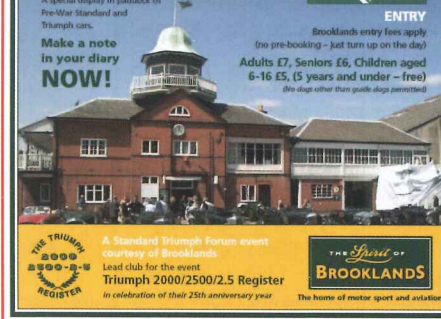
Visit the world's first purpose built motor circuit constructed at Weybridge, Surrey by wealthy landowner Hugh Locke King in 1907. Visit the museum see, Brooklands related motoring and aviation exhibits from giant racing cars to a unique collection of aircraft, Wellington, Vickers, Viscounts, Vanguard VCT9 and now Concorde. Follow the Brooklands History Trail.

There will be Standard Triumph club stands (no autographing a photo shoot on the banking (invited cars only), a limited opportunity to drive Test Hill (fees will apply).

A special display in paddock of Pre-War Standard and Triumph cars.

Make a note in your diary NOW!

Brooklands entry fees apply (no pre-booking - just turn up on the day)
Adults £7, Seniors £6, Children aged 6-16 £5, (5 years and under - free)
(No dogs other than guide dogs permitted)



A Standard Triumph Forum event
Last club for the year
Triumph 2000/2500/2.5 Register
in celebration of their 25th anniversary year

THE SPIRIT OF BROOKLANDS
The home of motor sport and aviation

subject of diverse discussion, for me this sets the scene for the coming year as people talk about things they have planned, exchange ideas and generally look forward to the busy schedule of events and shows coming up. Although as I write this we have snow on the ground outside it seems as if things are really swinging into motion and before long another busy calendar will be upon us.

Any how the moral of my column is take every opportunity to get out there, enjoy driving your Triumph, meet with fellow enthusiast and lets all keep this important piece of our motoring heritage alive.



FBHVC DRIVE IT DAY 23RD APRIL

The FBHVC – the Federation of British Historic Vehicle Clubs – is an umbrella organisation established to uphold the freedom to use older vehicles of all kinds. This includes cars, commercial vehicles, buses, bikes and trikes, steamers, military vehicles and, well, everything really!

It monitors both European and British legislation proposals that affect all historic vehicles.

In order to show the strength of the classic car movement in the UK, they have urged that Sunday April 23rd should this year be **DRIVE IT DAY**. The idea is simply to get your car out on the road, to enjoy it, and to be seen. There's even a couple of shows you might drive to – STAB – Standard Triumph at Brooklands, organised by the 2000 / 2500 / 2.5 Register, or the Classic Bike Show at Stafford. You will also be celebrating the day in 1900 when 64 cars set out from London for the first Thousand Mile Trial – an incredible undertaking for cars and their drivers 106 years ago.

So don't forget **DRIVE IT DAY** celebrates British motoring heritage. Go out and be seen.

As a TSSC member, less than a penny of your sub goes to support the FBHVC, so perhaps I could let you know some of the more recent pressures that the FBHVC has brought to bear upon or lawmakers: monitoring proposals to extend the Kent Act (whereby all antique-type sales

TSSC NEWS REVIEW

**YOUR MONTHLY ROUND UP
OF ALL NEWS OF A TRIUMPH NATURE**

should be recorded and identifiable) to cover the whole UK. Members of the All Party Parliamentary Historic Vehicle Group put down amendments to take autojumbles out of this legislation – but the whole affair collapsed when it ran out of time, ensured the continued availability of cellulose paints for specialist 'historic' use, monitoring proposed legislation relating to the use of off-road vehicles on unsurfaced roads, byways and tracks, reviewed the effect of computerised MOT tests on classic vehicles – and the free re-test, reviewed the Violent Crime Prevention Bill because of its clauses that affected de-activated weapons on historic military vehicles, and much, much more. If you want to know more look up www.fbhvc.co.uk and put it in your Favourites list.

Del Holman

NEW TSSC APPOINTMENT FOR JULIE

As from the 12th February 2006 Julie Sewell has taken over as Public Relations Officer for the Triumph Sport Six Club. Julie has been a member for three years when she bought her first Mk IV Spitfire. A year later, a 1500 Spitfire was purchased and before long was modified with a weber 45 and a kent fast road cam. Not long after, a Spitfire 4 mk2 was also purchased which Julie semi restored in six weeks ready to show at last years Birmingham NEC show in November. Hilda, a 1200 Herald has also joined the family.



Within weeks of joining the TSSC Julie became a very enthusiastic member, having found that the TSSC is very friendly and welcoming. Right from the start of her membership Julie helped out at events, both national and local and never missing an area meeting. Eighteen months later the role of Events Organiser for the Norfolk area was taken on, of which she had great fun. As from November Julie took on the position of Area Organiser, a role which she thoroughly enjoys.

Taking on the role as Public Relations Officer is very exciting for Julie as she feels that she can bring together not only her passion for Triumphs and the club, but also her love of meeting different people from all walks of life, alongside promoting the Triumph Sport Six Club and its, wonderful events.

THANK YOU BILL DAVIES

Bill Davies, our long serving 948/1200/1250 Herald Register Sec has decided to resign his position after many years of great service to members. Best wishes Bill and thanks for all your hard work with the Register. Rob Newton-Allen has stepped into the breach and I welcome him aboard. Rob and I both think that Bill will be a hard act to follow.

Bernard Robinson



HQ OPENING TIMES

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM
CLOSED FOR EASTER ON FRIDAY 14TH APRIL
AND MONDAY 17TH APRIL

SPRING OPEN WEEKEND

SATURDAY 8TH APRIL - 9.00 AM TO 4.00 PM
SUNDAY 9TH APRIL - 10.00 AM TO 3.00 PM

For those members who are not able to visit
DON'T PANIC! we are taking orders over the phone
and are waiving all carriage charges for orders
placed over the weekend



www.tssc.org.uk



www.tssc.org.uk



www.tssc.org.uk

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM
SATURDAY 20TH MAY - 9.00 AM TO 1.00 PM
CLOSED MONDAY 1ST MAY
CLOSED MONDAY 29TH MAY

The Club Shop will be attending the forthcoming show
The South of England Meet
Leatherhead - Sat/Sun 6th/7th May

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

ARE YOU REGISTERED ON THE CLUB WEBSITE?

IF SO, ARE YOUR DETAILS ALL CORRECT??

ESPECIALLY YOUR E-MAIL ADDRESS.

CLICK THE 'MY MEMBERSHIP' LINK ON THE HOMEPAGE



MOTORWAY BREAKDOWN PROCEDURES

Mike Crewes

COP SHOP

**MANY OF US USE MOTORWAYS
ON A REGULAR BASIS, BUT HOW
MANY OF US KNOW WHAT TO
DO IF WE BREAKDOWN ON A
MOTORWAY.**

After all it is, hopefully, the most eventful thing that may ever happen to any of us on a motorway.

If your vehicle is about to breakdown then let it breakdown on the hard shoulder - that is why it's there. **DO NOT** drive on the hard shoulder unless the vehicle is coming to rest.

If your vehicle is not on the hard shoulder when it breaks down, get all its occupants out and onto the hard shoulder.

Next to where you have broken down (or at least within 50 metres) there will be a white post about 1/2 metre high (they are 100 metres apart). On the post you will find a series of numbers, which represent the exact location of the post, and a picture of a telephone handset with an arrow. The arrow points in the direction of the nearest safe (you won't need to cross any roads to get to it) emergency telephone. The telephones are about a mile apart so that you should not need to walk more than half a mile to get to one. Sometimes they are closer.

Once you pick up the telephone you will have a direct line to the Police Motorway Control. The Police will answer the telephone and take details of where your car is, you, your car and the nature of the breakdown. If you are a member of a motoring organisation they will be called out for you, if you are not you may call a friend or relative (or member of the Self Help Scheme - **ALWAYS** carry your Membership

Handbook). If there is no one to help you, the Police will call their nearest authorised garage, but you will be liable for their cost.

If you are a woman and are alone, or are vulnerable in any other way, tell the Motorway Control when you speak to them. You must then return to your car and await your helper.

If your car is broken down away from the hard shoulder, or where there is no hard shoulder, summon help from the motorway telephone as a priority. The Police will then send a Police vehicle to assist you in making your vehicle safe from accident.

If you stop on a motorway for any reason use the motorway telephones - do not wander off the motorway looking for a telephone and only use a mobile phone if you are unable to walk to the nearest SOS telephone. If you are forced to use your mobile phone then first make sure that you have the numbers off the nearest marker post and your direction of travel. If the Police know your problem and your exact location they will be able to help you, if they do not then all sorts of problems arise, your car could be removed from the motorway if it has been left unattended for an hour and you will be liable for the removal fee and the ticket.

If you are within a road works area the emergency telephones may not be working, there will be signs displayed to that effect. If you break down, stay in your vehicle and a Police Patrol or free break down service will find you.

If after your emergency you are able to continue driving your vehicle then build up speed on the hard shoulder before rejoining the main carriageway.

Remember a motorway hard shoulder is a dangerous place - keep all vehicle occupants away from the main carriageway, sit as far away as possible, preferably up a bank if possible and **NEVER** drive on the hard shoulder unless it is an emergency and you are stopping or you have been directed to do so by a Police Officer or road sign.

If you have any queries or topics regarding road traffic legislation write to **Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF**. Please enclose a stamp addressed envelope, or email: copshop@tssc.org.uk. Old articles and other information can be found at www.tssc.org.uk/copshop.

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Vitesse & GT6	£105.00
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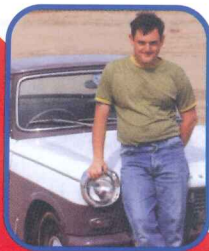
<http://www.angserv.demon.co.uk>

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TIME FOR A CHANGE!

Rob Newton-Allen

HERALD
948 - 1200 - 1250
Register

**NO! THIS IS NOT ONE OF
BERNIE'S APRIL FOOL STORIES,
IT'S TRUE, BILL HAS DECIDED
TO STAND DOWN AFTER 7
YEARS ON THE FRONT LINE AS
EARLY HERALD SECRETARY
AND I HAVE OPTED TO STEP
FORWARD INTO THE BREACH.**

Thanks for the last 7 years Bill, it's going to be a tough act to follow. Now then, where do we go from here? I will start with a brief introduction.

Some of you will already know me (and my wife Henri) and some of you will recognise me from my antics with Derek Giles in taking a Herald across the Sahara on the spoof version of the Dakar Rally a couple of years ago.. Well those of you, who know me, know me for my passion for the underdog that is the 948 Herald. I have had most variations of the early Herald over the years including, 3 smooth roof coupes, 2 saloons, 1200 estate, Courier van and now a 948 convertible. Some of my cars (and ex cars) have been well publicised in the Triumph press over the years, especially during the 40th birthday celebrations for the Herald. We also currently run a 1500 Spitfire as well as a slightly modified 1500cc 13/60 convertible.

I am more than willing to offer help or advice on any matter, like:



What's the best way to fit an oil filler cap.



Advice on where to put your Mk3 Spitfire when its raining in Holland

or just pitch in to fix a stricken vehicle, albeit a 4x4 Mitsubishi in the middle of the Sahara desert with a burnt out clutch.

chassis and running gear are nearing completion and the body work is back from the guru who totally resurrected what was a near basket case. I will hopefully share with you some of the progress and processes to get it completed.



My 948 convertible is slowly undergoing its long restoration, the

this will be a long and enjoyable journey for all of us. Cheers for now

ROB



MY 948
convertible chassis

I will need your obvious input as well, not only with getting the IVR's filled out and sent in, but also with any information or stories about your Heralds trials and tribulations, also, if any of you are currently keeping a website going with your Heralds on, or know of any sites then please let me know. Hopefully all my details will be on the list of club secretaries on page 82.

Well I think that will do for now and I hope



'SIZE MATTERS'

Derek Giles
HERALD
13/60
Register

AS I WRITE THIS IT'S
ST DAVID'S DAY
AND CONTRARY TO
POPULAR BELIEF
THERE'S NOT A
DAFFODIL IN SIGHT,
WELL NOT IN
MY GARDEN
ANYWAY!

An Inch of snow yes and the Mendips looking and feeling like the Alps (well almost) but about the only thing around me that is yellow is the cup my coffee is in! It's funny how the good old British weather can bite back at anytime! One neighbour (we all have one) drives an old Fiesta or something, which was never the best of

starters and sure enough this morning it's dead as a Dodo! With the help of my jump leads the kids are off to school and mum pledges to get a "cheap" replacement battery! I can't help thinking there's a moral there somewhere!

'SIZE MATTERS'

As the Yanks say there's no substitute for cubic inches. In their case they are justifying the American love affair with 5.6 or 7 litre V8's. To some extent I can see the logic, as it is easier to get extra power from a big lump!

The same can be said for batteries, the bigger the better especially at this time of year. You know the feeling, just like my neighbour, a dead battery can strike at anytime!

Even in a garage it's surprising how quickly the amps can drop off, more so if you don't run the engine once or twice a month!

The factory fitted item on our cars was somewhat of a compromise, due mainly to cost I would guess! Yes it would do all that was asked of it MOST of the time and back in the 60's/70's batteries were usually only good for a years service anyway, but after that what the heck! Not many owners quibbled at fitting a replacement at 12-month intervals in those days.

Assuming you have a well cared for charging system on your car there is no problem in fitting a larger or more powerful one! In fact



the only restriction is the place where it sits, and perhaps whether you have a dynamo or an alternator fitted.

The space available is approximately 260mm x 180mm x 180mm so if you work within these measurements you should find a battery to suit your needs! Just bear in mind the width between the battery clamp rods is slightly less than 260mm!

A dynamo produces about 28amps and an alternator anything from 35 to 65amps, this output doesn't directly affect the size of the battery you fit but I would recommend something in the region of a 250amp battery for use with a dynamo and anything up to a 500amps with an alternator!

On RWV I have gone for the maximum size, the

Halfords HB 065 is rated at 495amps and measures 240 x 180 x 180mm. This set up gives me plenty of cranking power and the recovery rate with my 65amp Lucas A125 alternator suits me fine!

You will all have your favourite make of battery but if pushed I personally, would always go for Halfords. I have used their batteries for years now and can't fault them; they last a lot longer than the guaranteed period and to my mind are competitively priced!

'AH' the suns out so perhaps I may find a daffodil or two, one thing for certain though, is someone somewhere will experience a flat battery before too long. Just make sure it isn't **YOU!!**

Cheers for now and keep those amps flowing,

DEREK

STANDARD TRIUMPH AT BROOKLANDS

Sunday 23rd April 2006

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Come to the annual marque gathering of Standard and Triumph Clubs 2006 to be held this year at Brooklands

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A special display in paddock of Pre-War Standard and Triumph cars.

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in your diary
NOW!**

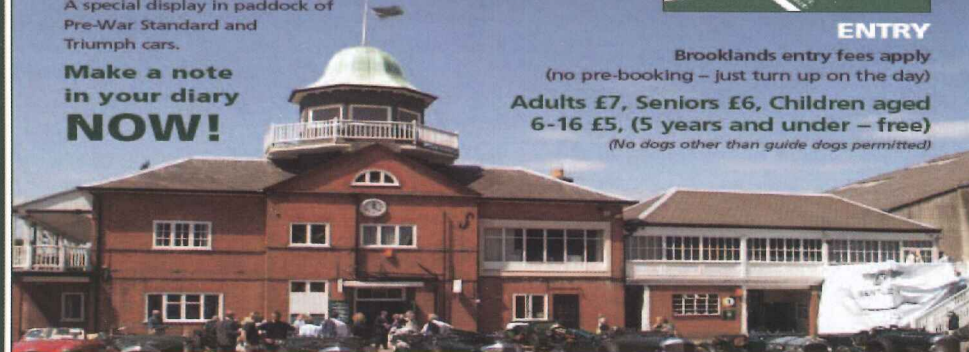


ENTRY

Brooklands entry fees apply
(no pre-booking - just turn up on the day)

**Adults £7, Seniors £6, Children aged
6-16 £5, (5 years and under - free)**

(No dogs other than guide dogs permitted)



A Standard Triumph Forum event
courtesy of Brooklands
Lead club for the event
Triumph 2000/2500/2.5 Register
in celebration of their 25th anniversary year



The home of motor sport and aviation



KMB 9

John Macartney BIG SIX 2000-2500-2.5pi Register

"WELL THAT WON'T DO, IT
SIMPLY WON'T DO!"

Lyndon Mills, the UK Sales and Marketing Director looked at the 2000 saloon we had just positioned on to the display plinth in the showroom. Such a location was very much in 'pole' position when it came to display. He continued.

"Dammit, that's car's just come third in the East African Safari Rally, we fly it in from Nairobi and it comes here CLEAN! I want it taken off display immediately and then taken somewhere, anywhere - to get it filthy. I don't want to see it in this showroom until it's so filthy you can hardly see what colour it is, the advertising is a mere hint and the wipers have created two arcs across the screen."

He stomped off across the showroom towards the stairs leading to his office and on reaching the bottom step, turned towards us. *"And what's more, use your intelligence while you're getting it filthy. I want to see as much muck on the back panels and rear window as there is everywhere else."*

The arrival of this car in London was indeed a triumph for Standard-Triumph.

Entered by Leyland East Africa in the 1968 East African Safari Rally, this was a bog standard 2000, made in Coventry that had had various things done to it by Leyland East Africa so Viscount Kim

Mandeville and Stuart Allison could make it it strut its stuff on a most arduous route. It left Nairobi for Kampala in Uganda, returned via Nairobi for Mombasa on the coast, then down to Tanzania and Dar es Salaam, up through the wheat-belt of Arusha, Kilimanjaro - and home to Nairobi. Definitely not a jaunt for the faint-hearted and I know this from experience, as I also did different parts of the route for other purposes some years later in a Series IIa Landie.

Anyway, back to KMB 9. My colleague Peter Cole, was already making mumblings about getting her off to a few wooded tracks he knew at Box Hill near Dorking, where he was confident that mud aplenty would be there for the romping in. There was only one problem. The mud wouldn't be the same colour as that to be found under the bonnet. Opening the top lid, a vaguely familiar shape of a 2000 engine with a few added goodies lay there, encased in a thick shroud of the 'red' earth that is Africa. Ah, well - never mind.

KMB 9 descended from her plinth and, within half an hour, with a blart from her backend, was off to sunny Surrey for the afternoon - and anticipated mud - with Peter at her helm. Towards five o'clock, she was seen being parked on the far side of Berkeley Square and moments later, 'Colie' appeared at the showroom door. "Problem. Found a bit of mud but not nearly enough to keep His Nibs happy.

We'll have to take it somewhere tomorrow. Box Hill and district was almost as dry as a bone."

As it was day end, we closed the showroom to the wheel-kicking depredations of Joe and Josie Public and quickly adjourned to The Running Footman for liquid sustenance - and deliberations on the next move. That night, KMB 9 came home to 27 Coleherne Mews, SW1. We even locked it in the garage. After all, it would have been a bit awkward explaining to Lyndon Mills the next day that the East African Safari car had got nicked overnight from outside our flat, when it should have been in the company's own garage slot in Berkeley Square - and wasn't.

The next morning it was my turn to find somewhere suitably muddy and having considered the weather for the previous week or so, it had been particularly good

with a noticeable absence of rain. However, I had an idea on a "mud possibility" that had to be followed up if it was going to keep Lyndon Mills happy. I felt there was probably quite a lot of mud on heath land near Bagshot - an area popular with the Army for doing things of a muddy nature. I headed in that direction and arrived within the hour, had a mosey around some of the lanes in the area and eventually approached a gate with a brick building and a barrier. I stopped at the barrier and got out of the car.

It was a sunny morning, and beyond some trees it was clear that a large tracked 'creature' was doing a lot of grunting, if the bellowing exhaust and tinkling of track running gear was any guide.

A Sergeant soon appeared at the car. He was barrel-chested, his tunic buttons dazzled me in the sun, his highly polished boots stood at ten to two and his cap peak of patent leather came down vertically to the tip of his nose. "Yes, sonny?!"

"Er, good morning. Strange request, but I wondered if you had some interesting puddles I could drive this car through to get it absolutely filthy. The boss doesn't want it in the London showroom until it's in that state?" The patent leather and the cap raise itself in unison - and possibly surprise.

"Puddools? Puddools? Heeeeven interestin' puddools, eh? Corporal ???" he bellowed. "Sarge?" a Corporal appeared instantaneously at the building door. The Sergeant slowly revealed the nature of my visit. "This young lad, eearrr - 'e's lookin' for some puddools, Corporal. Would you 'appen to have an acquaintance with such a commodity?" "Can't say I 'ave, Sarge - 'ceptin for all them wallowers dahn at Number Free gate?" At this point, the Sergeant started to circle me, inspecting my clothing, my shoes - and then he did the same to the car.

"Hah, yes! Ay'd forgotten them at Number Three. There you are, sonny - every kind of puddool you could fink of. Deep puddools, shallow puddools, long puddools, short puddools, puddools wot start off shallow an' gives you a nasty surprise; puddools wot you plunges into and suddenly rises up out of, takin' your front suspension wiv you - and then there's puddools wot is long and shallow, just like a ford - an' just when you think you're through it, you disappear into one bloody great 'ole! Was that the sort of puddool range wot you 'ad in mind?" "Oh, absolutely. Just the job!"

"Then, sonny Jim, it will be my pleasure to take you to them."

I stammered my thanks and on what I think was a very circuitous route, we arrived at another large building hidden by some trees, outside which several very large tanks were parked. Before we got out of the car, the Sergeant said, "hah yes, it's break time. Sonny, hif you



A Sister car to KMB 9
KNW 798 also competed on the East African Safari Rally

get asked, you've never seen those things over there, meaning the tanks. Ay'm sure you get my meanin'?" "Of course."

"Good. Now the fee for using Ministry of Defence Puddools without prior authorisation, is a large mug of tea and an even larger bacon roll, both of which will be for me. You can 'ave the same if you like, but you'll be paying for all of it." Well, the tea and the bacon roll were memorably good and afterwards, with the Sergeant at my side, we explored every puddle (or perhaps I should say puddool) available - and often more than once.

Viscount Kim Mandeville's Safari 2000 was soon absolutely filthy - but not quite filthy enough at the back end. One of "those-things-that-I-hadn't-seen" was still parked outside the café but the crew was walking back to it. We shot over in the 2000 and the Sergeant wound down his window.

"Before you go lads, we're going to be in that long shallow one over there. Just come up behind once or twice like - and give this car a bloody good soaking up the ***e end, will you?" "Sure thing, Sarge! Make sure you've got the windows shut!"

And that's how it was.

A few moments later, something very big, very heavy and very noisy passed the driver's door with inches to spare and the rear of the car felt as though a waterfall had hit it. I prepared to move off. "No, no, Sonny. He's havin' fun seein' how close he can get to us wivout squashin' us." Er, hello? Two or three more aqueous onslaughts hit the rear of KMB 9 - and then it was time to go. Two hours or so later, a very grubby - no, an utterly, disgustingly, filthy 2000 reversed up the ramps on to the plinth in the Berkeley Square showroom.

To look at it in all its muck was a job well done. All it had taken was a morning off work, a few gallons of juice, a receipt for two bacon rolls and two mugs of tea - even though both car and driver nearly got squashed by a Chieftain, or was it a Churchill tank?

In the mid-afternoon, Lyndon Mills came downstairs to go to Euston for his train back to Coventry and he paid a quick visit to inspect KMB 9. "Hmpf. Mud's the wrong colour and I didn't want it that dirty! You can hardly see what it is." He departed for Euston.

But the next morning, a curious thing happened. Being a Saturday, Peter Cole (of 'mudless' Box Hill fame) was standing near the main entrance when a man, in rather casual clothes, entered within the showroom's noble portals.

Greeting him, Peter noted the very clipped syllables of his reply that he probably hailed from somewhere

south of the Equator in Africa. Asking the visitor if there was any particular car he wanted to see, he was surprised at his response. "Yiss. I want to see my car." "Your car, Sir?"

"Yiss, the one over there. The 2000 on the plinth in the window." "That is your car, Sir?"

"Course it's my bloody car, mun! I'm Kim Mandeville - and what I want to know is who's been driving it to make it that filthy? Before it was airfreighted here, I personally washed it and I thought my property would have been respected!"

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TSSC MEMBERS OF THE YEAR



Frank Spencer and Pip Flegal (Right) receiving the Roger Thornton Memorial Trophy as Members Of the Year 2006 from Linda Thornton.

The award is decided by the Committee Of Management for the member/s who have shown considerable commitment to the TSSC either for a particular activity or in this case, over a longer period of Time. Frank and Pip are currently Area Organisers for Manchester area, they are very pro-active and travel to many events across the UK supporting Local, National and International events.



MoTs RULE CHANGES & CLARIFICATION 2.

Suzie Singleton

SPITFIRE Mk I - II - III Register

HAVING PAVED THE WAY LAST MONTH WITH SOME OF THE MORE GENERAL 'BLURB' FROM THE MOT TESTING MANUAL.

This month I'm looking at some of the actual specifics which are checked, in particular those aspects which may impinge particularly on our cars with respect of dates and requirements. I hope this may be of practical use to many of you so please check the dates listed to see which requirements apply to your own car in each case.

FRONT AND REAR POSITION LAMPS, REGISTRATION PLATE LAMPS, REAR FOG LAMPS.

The lighting standards and requirements apply to all vehicles except those which either: - Have no front or rear position lamps or - Have such lamps permanently disconnected, painted over, or masked

And if the vehicle is:

- Only used during daylight hours, and
- Not used at times of seriously reduced visibility.

If this situation occurs the vehicle presenter should be issued with an advisory note recording the above, and it should also be recorded on the carbon copy of the VT20.

[Suzie note: This is a situation more commonly found with motorbikes where, for one reason or another, particularly with older bikes where there may be electrical problems, it is possible to get a 'daylight' MoT. This is what we did with our bikes last year, using masking tape

to cover all the lights (but not the rear reflectors!) due to 6 volt electrics, dynamo driven lighting, and non-working lighting. If we can ever get the electrics sorted out then we would get 'proper' MoTs done on them but in the meantime as they're basically just used for taking to shows or the occasional local daylight trip then this is no real problem.

In the case of cars I can see that there may be the rare occasion where just getting an MoT is the priority and if the car is only to be used during the summer months then it could get you going and on the road. Be aware though that, although the piece of paper you have in your hand may not state that it is in fact a 'daylight' MoT, the garage copy is annotated with this and of course this information is available to the Police should you "inadvertently" be caught out and about at dusk or later.]

LIGHTS

There should be two lights each at the front and rear of the vehicle to indicate its presence and also its width.

a. At the front - steady white lights or a yellow light if incorporated in a headlamp which emits yellow light, which must be visible from a reasonable distance. **b.** At the back - red lamps.

Any additional position lamps are optional and are not to be included in the inspection.

REAR FOG LAMPS

One rear fog lamp is required to be fitted to the centre or offside of vehicles first used on or after 1st April 1980.

STOP LAMPS

Vehicles first used before 1st January 1936 are not required to be fitted with a stop lamp.

Vehicles first used before 1st January 1971 must be fitted with one stop lamp, either on or to the offside of the centreline of the vehicle.

If such a vehicle has two lamps fitted then it should be treated as a vehicle first used on or after 1st January 1971.

Additional stop lamps fitted and connected must be tested.

REAR REFLECTORS

Each vehicle is required to be fitted with two reflectors, one on each side, fitted symmetrically.

Reflective tape is not acceptable as a substitute for a rear reflector.

DIRECTION INDICATORS

On vehicles first used before 1st September 1965 it is acceptable for a direction indicator to be incorporated with a stop lamp, or combined with side or rear lamps.

Vehicles first used on or after 1st April 1986 must be fitted with one side repeater direction indicator.

HAZARD WARNING LAMPS

On vehicles first used before 1st April 1986 a hazard warning device is not required by regulations but if one is fitted it must be tested.

BODY

REGISTRATION PLATES

- Letters/figures must be of equal width along their entire length. - Letters or figures of a particular style, ie. 'computer' or 'sloped' are not to be regarded as a reason for rejection unless they are likely to be misread.

REASONS FOR REJECTION

- letters or figures obviously incorrectly spaced - a letter or figure not correctly formed or likely to be misread - a letter or figure obviously not of equal width - any feature on a plate that has the effect of changing the appearance or legibility of any of the characters (such as badly positioned or uncovered retaining bolts etc - a plate that is faded, dirty, deteriorated or obscured (eg by a towbar.)

VIN PLATES

A VIN or chassis number is required on all vehicles used on or after 1st August 1980, except for kit cars and amateur built vehicles, either:

- on a VIN plate secured to the vehicle or - stamped or etched onto the vehicle body or chassis.

REASONS FOR REJECTION

- not permanently displayed or not legible. - more than one different VIN number displayed.

[Suzie note: A chassis/commission plate is NOT a requirement on vehicles first used before 1st August 1980 although it is obviously better to have one fitted. This point was raised when our 2000 went in for its MoT recently as the testers were having problems with the new computer system which appeared not to be able to let them proceed until they did find one. On checking with VOSA it turned out that there was a drop-down box on the

computer system with an option for 'Not applicable' which they had originally overlooked.]

MIRRORS

OBLIGATORY MIRRORS.

- a** - An exterior mirror fitted to the offside (RHS) when seated in the driver's seat,
- or b** - An exterior mirror fitted to the nearside (LHS), or c
- An interior mirror

Vehicles first used before 1st August 1978 must have any one of the above.

Vehicles first used on or after 1st August 1978 must have two, one of which must be (a).

All goods vehicles are to be treated as being first used on or after 1st August 1978.

Any additional mirrors are not subject to inspection.

[Suzie Note: Due to Global warming and the prospect of more long hot summers there are moves afoot to amend the MoT regulations and Resolution 01.04.06 has been put forward for consultation.

This reads, in part, "All vehicles, registered on or before 1st Jan 1973 will be required to have sun-visors fitted, the passenger one to have a mirror fitted, the drivers one will not be permitted to have such mirrors fitted." Unfortunately you won't be able to use this as one of the 3 obligatory variations of mirrors as it will be additional to those.

Of course, that means that the early Spitfire sun-visors, being optional originally, will become even more valuable. How frustrating that I haven't already found some for Sybil & Baby Blue! Anyone got any going cheap?]

WIPERS AND WASHERS

Applies to all vehicles except those:

- with an opening windscreen
- with some other means of providing the driver with an adequate view.

REASONS FOR REJECTION

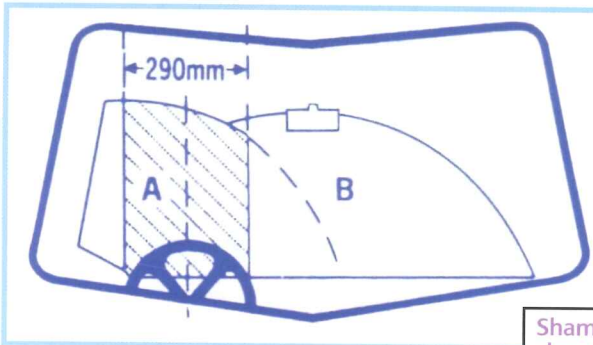
A wiper installed for the use of the driver does not operate over large enough area of the windscreen to give the driver an adequate view of the road to left and right including the front.

WINDSCREEN

Applies to all vehicles (including those with opening wind-screens)

Light scratches are not considered damage but an area of concentrated scratches will.

Zone A (see Diagram overpage) indicates an area measuring 290mm (11 1/2 ") wide taken from the centre of the steering wheel. Zone B is the remainder of the wind-screen swept by the wiper blade/s.



REASONS FOR REJECTION

- Damage not contained within a 10mm circle within Zone A; stickers or other obstructions encroaching more than 10mm into Zone A. - Damage not contained within a 40mm circle within Zone B; stickers or other obstructions encroaching more than 40mm into the rest of the swept area.

[Suzie Note: This is an area where Spitfire and GT6 owners in particular may have to take extra care. With only a small area of windscreen not covered by either zone A or zone B it doesn't leave a great deal of space for TSSC membership stickers, event commemorative stickers or parking permits etc so do take care that you don't encroach into the swept area with any of these.]

And although it might not be exactly car related I couldn't resist including this snippet I found in the January issue of the Somerfield free magazine. The text reads "Dogs can't help getting dirty.

But owners of mucky dogs in East Peckham will now be able to wash their pets at the same time as stocking up on essentials. Somerfield has installed a dog wash outside its forecourt store on Branbridges Road.

The machine is the first to be installed outside a Somerfield store and will enable customers to clean their dirty four-legged friends quickly. Pet owners wishing to

wash their pooches are supplied with a mini jet wash on the forecourt plus some animal-friendly shampoo, a rinse and a dryer.

The dog wash is quick and easy to use and takes 10-15 minutes to clean your canine companions thoroughly."

I don't somehow think we'll bother going all the way to Peckham to try it out on Sadie, and I don't really think she'd thank us for it anyway!!

Shampoo that sheepdog!

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I thought it about time to give you a brief update on Sybil. As you can see, Guy has made various repairs to her chassis and this is now powder blue and suspended



from the garage ceiling in order to give him a little more working room. There was a large pile of suspension items on the garage floor which he worked through to find a good matching set and most of these are now painted black and also hanging from the ceiling. And, as I write this, we currently have 3 wheels which are Spa White with two more to go.

Methinks the idea of taking her to the Le Mans Classic is not really very likely to happen this year...

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Philip Willcocks

LE MANS CLASSIC IS NOW A FIRM FAVOURITE ON THE TSSC CALENDAR.

The change of campsite has certainly been worthwhile as we could never have hosted this amount of bookings at the old site!

I travelled down to Le Mans recently to take a look at all the new circuit developments and to meet up with the organisers. As you can see from the photos, the area has undergone a lot of development with track changes and a rebuild of the village area. The reasons for all the changes are down to safety, the installation of a new tramline and more hospitality areas.

The tramline will run from the University in the east into Le Mans City Centre and then out to a new stadium close to the circuit. The line will open some time next year but for now beware of traffic chaos in the

city centre. The tramline crosses the circuit in a new underpass at the beginning of the famous Mulsanne Straight.

The track had to be modified to reduce the speeds for the 'Grand Prix de France Moto' - the motorcycle grand prix. This has involved modifications on the approach to the Dunlop Bridge where the track has been moved inwards to accommodate a larger run-off area and the corner made steeper to slow the bikes down.

Tertre Rouge is also undergoing changes which will be finished next year; work at this point will

increase the run-off area and increase safety. Because of this, our campsite is now on the inside of Tertre Rouge instead of the outside which means that the campsite will be all new. Access to Tertre Rouge remains broadly the same as there was always a crossing point there.

WHAT'S RACING?

Included in the 396 cars racing, there are four Triumph's and a Peerless listed, with a further two Triumph's being considered.

GRID 2

The 1955 TR2 will be raced by Hubin and Durecu, an all French team who narrowly beat ADU 1B in 2004 when they raced in a Ford Shelby 350GT. I don't know much about this car and the nearest picture we have is of a model!

GRID 3

The Belgian team of Serge Brison and Luc Deneve will pilot a 1958 TR3a. This car has just competed in the Monte-Carlo Classic Rally.



Steve Petch and Richard Bull, well known in TR/TSSC racing will be driving a 1958 TR3. Petch raced the TR3 in Le Mans Classic '04' and both drivers normally campaign in TR5's. Celia Stevens and Ian Mc Donald are a British team racing a 1958 Peerless GT. We've included the Peerless in this listing as it runs substantially Triumph components. The original Le Mans car won its class and finished 16th overall at the race in 1958.



Photo JF Monier - Tous droits réservés



GRID 4

You are already aware of Mark Field's ADU 1B Spitfire, Mark and Jo had an early Christmas present when they were informed of its acceptance!



Raced in 2004 by Barry Blakely and Colin Elstrop, this year it will again be driven by Colin but with Helen Elstrop this time as co-driver.

So in summary, we have Triumph cars represented on three of the grids and there is still the possibility of the two hopefuls from Michael Cotti Racing. I'll keep you posted on their progress.

SOME QUESTIONS ANSWERED:

WHERE DO I PARK?

You are invited to take your club car into the racing village where there will be a specially reserved Triumph parking area. Otherwise you can leave it in the campsite which is only a short walk to the village.

CAN I BRING MY NON-CLUB CAR?

Yes - If it is a good condition classic car then you will find an area for it in the village. If it is a modern car you should either leave it at the campsite or park it in the modern cars car park. I'm not camping, can I bring my car into the campsite?

No, you have to pay for camping to bring your car into the campsite. However, it is only a short walk from the village so you will be able to join everyone else at the hospitality marquee. We may have a Jeep shuttle in service for those who don't want to walk!

CAN I BRING MY FRIENDS?

Yes, as long as whoever completes the booking form is a member of a recognised club.

DO I HAVE TO CAMP?

No, but remember that racing goes on during the night so staying trackside at the camping site keeps you close to the

action. Camping here allows you to take full advantage of the hospitality marquee.

Otherwise, the English speaking hotel reservation bureau should be able to fix you up with a local hotel, call the hotel reservation bureau in Le Mans on 0033 2 43 20 07 00 (fax 0033 2 43 20 07 70).

What does it cost?

You will need one entry ticket each at £35 per person (12 years and over) and a camping ticket if you are camping. Camping is £80 per car with two people for four nights. Additional people over 16 cost £30 each.

WHEN IS THE MONEY DUE?

Please pay a 25% deposit with your booking, and then the rest on 5th May (or at SEM).

Deposits cannot be refunded after 1st April.

WHEN SHOULD I ARRIVE?

Arrival on Thursday or Friday is recommended as there will be plenty to occupy you.

The qualifying on the Friday and racing runs Saturday to Sunday. If you can make it for Thursday then you can watch the scrutineering in Le Mans City Centre and soak up the wonderful ambience.



The campsite is open Thursday 6th to Monday 10th July

HOW DO I BOOK?

Please use the booking form at the back of February's 'The Courier' or download it from the club web-page or call me (evenings only) on 07973 333 303.



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Exhaust System TR4A S/S	£193.00
Exh Manifold S/S	£210.00
Clutch Kit	£125.00
Clutch Master Cylinder	£42.50
Slave Cylinder	£34.00
Caliper A/B Type TR3 ex	£82.25
Caliper Late ex	£42.50
Brake Pad Set Early	£14.95
Brake Pad Set Late	£9.99
Brake Disc Late	£15.94
Brake Disc Early	£35.00
Caliper Piston	£8.75
Caliper Piston SS	£14.10
Brake Shoes Early	£75.00
Brake Shoes Late	£15.50
Shock Absorber	£15.85
Coil Spring	£13.95
Trunnion	£35.00

TR4A - TR6

Exhaust System S/S	£182.00
Exhaust System TR5-6PI	£165.00
Exhaust System TR5-6carb	£165.00
Exh Manifold SS	£240.00
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Spitfire

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Colin Lindsay

GT6 Mk I - II - III Register

**HI ALL, AND GREETINGS
FROM NORTHERN IRELAND!**

As it's too cold to work in my garage today - so much for global warming - I thought it was high time I cracked on with another monthly article. Stoneleigh has been and gone, as if it had never been - although the bank balance tells me it very definitely was - and proved once again to be an excellent day out. I arrived bright and early, first in the queue until I stood back to answer a telephone call and ended up entering the hall in fourth place; straight to the autojumble hall and two huge rolls of soundproofing felt later I

could relax slightly. The shopping list wasn't as bad this year as last, but it was substantial enough and I scored 17 Out of 20 - it would have been 18 but Karl Dandridge had sold that full width radiator the night before ... !

I was a wee bit mystified at the number of people exiting the hall with their arms full of spare parts, **BEFORE** the show had started!

I'VE SEEN THE LIGHT!

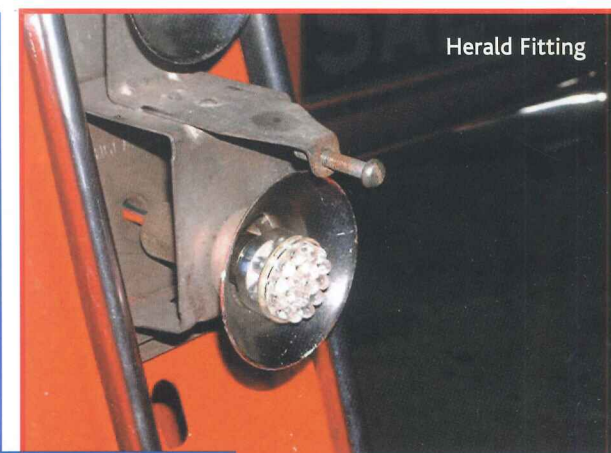
There's just too much to see but I still had time for a quick natter at the Club Stand and to greet a few familiar faces - Brian Jones, whose wife was in labour - dare you to call it Stoneleigh Jones!), Vin Poonwassie and Kevin Rochfort, Neal O'Kelly with his beautiful carbs from Andrew Turner, and of course old stalwarts like Bernard the Ed, Mick Dolphin and Bill 'Rarebits' Davies, who has just shocked me by announcing his intention to leave the club.... sad news indeed. No doubt there'll be a lot of opinion and debate about this, if the messageboard is anything to go by ... and while I'm on the subject - sincerest apologies to Club Triumph members for any offence I might have given whilst discussing Club matters on the aforementioned messageboard. Sometimes I get annoyed too, you know! Anyway - back to Stoneleigh - favourite purchase this year was a pair of the new-fangled LED lightbulbs for the GT6 - I've seen these advertised in local press and it was nice to find a pair for sale for £11



Standard Bulb & LED Versions

(couldn't get him down to £10, I did try ...). The LED concept has been widely used in torches and it's amazing how much light they throw out compared to a normal bulb, for a fraction of the power usage. It's also claimed that they last up to fifty times longer, if that's the case that would be 250 years at least going by the life of some of mine so far... They're an exact fit for any car which uses the bayonet style bulb but the difference is in the globe - instead of one gas-

filled bulb these are composed Of 24 light emitting diodes (LED!) which use a very small fraction of the electric current. For the dual filament type of fitting only a few illuminate as tail lights; when the brakes are applied they all illuminate and the light output is superb. I've tried them in both the Herald and the GT6 - the photos show the differing light units. The Herald unit points straight back so the end of the bulb with the majority of the LED is visible from behind. The early GT6 uses a vertical fitting with a reflector to throw the light behind, but the



Herald Fitting



GT6 Fitting

a number of companies on the Net - just search eBay for LED) but you can also telephone Paul Goff on **01494 868218**, or UltraLEDs of Leicester on **08717 110413**.

Member's car this month has to be George Ralph's awesome Dorset based MK1, OLE 545 E. Restored almost completely single-handed by George in a garage with no mains power, OLE features a Le Mans-style bonnet, Revolution alloys and a 208Occ engine with TR6 cam, roller rocker assembly, a decked block giving compression of 10 : 1 with lightened flywheel and crank, duplex timing chain, competition valve springs and fed by triple Weber carbs. It stops by means of

beauty of the LED bulb is the ring of single lights all the way round, which imitate the 360 degree output of a normal bulb and shine out horizontally allowing a wide arc of illumination and with the added advantage of being visible from the side of the car as well as just from the rear. You can buy LED bulbs for any application - sidelights, interior lights, even dash warning lights, and I've tracked down



George Ralph's awesome MK1



Greenstuff pads acting on 9.7 inch crossdrilled discs, so add to that the full safety cage, period harnesses and fire extinguisher and this is a very potent but safe GT6. Aren't the photos superb? George was at the Poole Quay British Sports Car night recently where OLE received a lot of attention despite some fairly exotic competition, intending to take it hill climbing next season and his chances look very good from where I'm

sitting ...!

Don't forget - we're approaching Stafford again, and this year being the 40th anniversary of the GT6 so we want to see as many in attendance as possible - not just show cars, not just shiny paint - your car in all its' every day glory. Come along and celebrate 40 years of the best British sports car ever made!

See you next month!

COLIN



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Dave Rumens

VITESSE Register

HELLO FOLKS, SPRING SHOULD BE WITH US NOW AND TIME TO GET THAT TRIUMPH OUT ONTO THE ROAD.

So get that battery charged up, some air in those tyres and behind the steering wheel of that Vitesse. Hopefully SUT should be finished by the time you are reading this, having been off the road for 18 months. I can't wait to get some of those Vitesse miles in now the weather's improving. One person who has been working hard on his Vitesse is Paul Newell. So let's get Paul to tell you his experiences when rebuilding the bonnet on his Vitesse

About November 2004, because of poor condition of the bonnet on my MK1 Vitesse, I decided to rebuild it. I had repaired the front panel, which was in fairly good condition, by local repairs beneath the sidelights and replacing

AN EASTER BONNET!

the thin strip below the grill about two years before. The top panel needed replacing as the front had been dented and filled before I bought the car with the wings in a very poor condition. I had bought a bonnet with a good top panel which I dismantled by drilling out spot welds for the parts to be saved and using a bolster and lump hammer for the scrap. The parts used were all from my original bonnet, **Picture 1**, except for the reclaimed top panel, a pair of new D plates and wings from one of the main Triumph part specialists.

I understand the wings are a modified 13/60 type as the press for Vitesse wings has been lost or damaged. The top panel, front panel and wings were assembled on the car using mole grips, **Picture 2**, to start with and once I was happy with the fit, I used self-tappers. The doors and the bonnet tube were not removed so they could act as reference points. However, when I refitted the front valance it became obvious that the bonnet was too narrow at the bottom and modifications were needed. So the return flanges above and below the sidelight holes where flattened and extra returns were welded on so that the bottom



Picture 1.

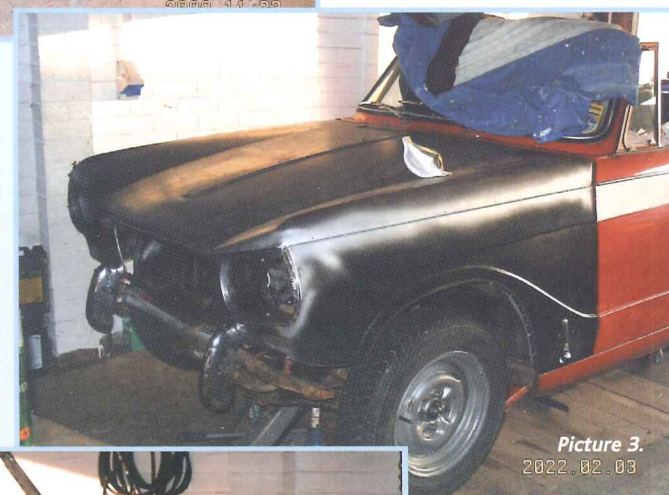
curve of the wings followed the top curve of the front valance. This also meant the D plates fitted a lot better.



Picture 2.

The downside was that alterations had to be made to the curve of the wing where it meets the outer headlight curve of the front panel. What else are angle grinders and welders for? The headlights and headlight trim panels were trial-fitted before final welding of the front panel, top panel and wings. With the outer part of the bonnet now welded, the front overriders were fitted to give reference points for the front of the bonnet both in

height and laterally. The wheel arches were refitted, with repairs as necessary, along with the new D plates and the repaired front panel to the wheel arch stiffeners. These were all fixed by clamps and self-tappers and adjusted until I was happy with the fit to doors, front valance and overriders. Final welding then took place - the selftapper holes doing double duty as plug weld holes. The bonnet was removed and fitted to my long term Vitesse project for painting to take place. At this point I decided to strip out and repaint the rest of the car. In retrospect I think it



Picture 3.

would have been easier to use the top and front panels as a unit from the donor bonnet, as the front panel had only rusted in the same places as mine before the older repairs.

As to the fit of the wings, it was said to me that it might be easier to buy 13/60 ones and alter them. **Picture 3** shows the finished bonnet before painting and **Picture 4** the bonnet after painting.



Picture 4.

Many thanks Paul for telling us about how you



Picture 5

rebuild the bonnet on your Vitesse. There is some very useful information contained in your article which should save others quite a few problems.

Well it's nearly May so that means my thoughts turn to the SEM, the first big TSSC Show of the year and a great start to the season. After those dark Triumphless winter months it's good to see all those cars gathered together in the spring sunshine. Let's give the organisers Suzie and Guy all the support we can and have a good turn out. Now for a bit of history. Can I hear you all say help he not going tells us he was at 1066 and all that, but have no fear, even I am not as old as that, honest. So on to the point of all this rambling - This month's Vitesse, Picture 5, is the 1600 I had way back in the 1960's. The picture of CKE 108C was taken in

the late 1960's on the Cross-in-Hand to Ringmer road in East Sussex, just up the road from the Green Man Pub. The colour is Cactus and interior Matador Red. It was a very nice car and I can vouch as fast as a Cortina 1600E. Don't ask how I know. I wonder if CKE is still around?

You may be trying trace a past Vitesse or some history on your present one or maybe would like to see your Vitesse in the column. If yes please send me some pictures and details then I will include it in the monthly articles. I will also ensure Dick Plumridge our Archivist receives the information so he can check his database for you. Also if you have any past pictures of TSSC events that featured a Vitesse line up then could you please send these to Dick, his contact details are in the Courier under TSSC Services and Officers, page 82. Past pictures will help Dick with his research tracing the history of our cars.

Well that's it for this month so, Safe Driving and keep them running on all six.

DAVID.



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DETAILS FROM BOND IVRs

Guy Singleton BOND EQUIPE Register

IT'S ALWAYS
GOOD TO
RECEIVE
NEW IVRs.

We thought at first that Suzie's Spitfire ones had come with my name on the envelope last month till we opened it and found real Bond IVRs. Several of them. Definitely a Red Letter Day. So, thanks to Joan Ockwell, John Eastwood, Mike Bolton and John Walker for sending in their IVRs, also Robin Bye, and I look forward to several more during the year.

I include here some photos of Joan Ockwell's 2+2 which she sent in with her IVR.

It is some time since I have seen the car so it's good to see that she is still enjoying it. You will see an interesting alteration to the rear lights with the

inner reflector units being replaced by reversing lights – note that a reflector has been fitted below the bumper to keep it legal.

John Eastwood sent a copy of the original invoice for his 2 litre convertible.

It is interesting to see that the first owner had a Kenlowe Fan fitted from new – also



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Purchase Tax.	321	15	-
Delivery Charges (Preston, Bradford, Scarborough).	14	15	-
Number Plates.	3	15	-
Road Fund Licence	25	-	-
Labour Charges:- Installing Kenlowe Fan Equipment, parking lamp socket, wing mirrors, seat belts, partial undersealing metal sections.	12	15	-
Kenlowe Fan.	17	11	6d.
Parking Lamp Fittings.	1	1	0.
Wing Mirrors.	3	1	0.
Seat Belts.	2	10	0d.
Less 7% Carriage (Fan)	2	1	0.
	26	-	6d.
	5371	-	6d.

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partial undersealing – metal sections only! John tells



me that car was ordered on 7th November 1968, the invoice showing that it was delivered on 31st March 1969 – a five month wait!

John Walker sent through two photos of his 2 litre coupe MWK 84G, unusually the before pictures being the other way round than you would expect to see them, but then it is in need of a lot of TLC now.

I have heard of what I understand is a very nice 2 litre coupe for sale by Pete Shawcross who unfortunately has to sell the car due to ill-health.

He is looking for £3000 ono for the car so if



you are interested please contact me and I'll put you in touch with him.

A further reminder for the Bond Equipe Weekend at SEM at Leatherhead Leisure Centre on 6th and 7th May 2006.

The evenings are getting longer so it's time to clear things off the car (I know there shouldn't be anything on it but mine are covered with odd bits and pieces as I try to make room to rebuild Suzie's Mk1 Spitfire!) and bring it out to play.

Looking forward to seeing you all there.

T.D. FITCHETT Ltd

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Front lower valance 13/60 O.E.	£115.00
Front lower valance Vitesse O.E.	£115.00
Herald 13/60 front lamp panel 812140	£65.00
Herald 1200 front wings	£97.50
Herald 13/60 front wings	£80.00
Vitesse front wings	£92.50
Front wing 'D' plates 703627/8	£8.75
Windscreen drip channel	£12.50 pair
Herald/Vitesse door skins 901338/9	£60.00
Complete door shell 902256/7	£215.00
Sills 803070/1	£19.50
Tread plate repair panel	£7.50
Front floor mounting bracket fr 607548	£4.75
Front floor mounting bracket fr 607549/50	£4.75
Rear floor mounting bracket 607655	£5.75
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
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Rear wing front repair panel	£12.50
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Door hinges	£23.50 pair
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Front suspension shim 122022	£1.25
Caliper repair kit inc pistons type 12	£22.50
Caliper repair kit inc pistons type 14	£20.00
Caliper repair kit inc pistons type 16P/16PB	£27.50
Recon exchange caliper type 12	£45.00
Recon exchange caliper type 14	£40.00
Recon exchange caliper type 16P/PB	£55.00
Brake pads type 12	£12.00 set
Brake pads type 14	£9.50 set
Brake pads type 16P/16PB	£10.00 set
Recon steering racks RHD (exchange)	£42.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£17.50
Front shock absorber	£20.00
Herald 3 Synco (exchange gearbox)	£135.00
Herald 4 Synco (exchange gearbox)	£160.00
Vitesse (exchange gearbox)	£170.00
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TR7

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Doors FHC WKC5286/7	£260.00
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Petrol tank	£120.00
Petrol tank sender TKC3408	£25.00
Rear lamp assembly R/H TKC232	£25.00
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TR7 distributor cap	£6.00
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Gearbox 5 speed (exchange)	£400.00
Recon steering rack (exchange)	£42.00
Front strut assembly recon (exchange)	£65.00
Front lower ball joint GSJ154	£14.00
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£19.50
Upper steering joint UKC2449	£32.00
Lower steering shaft TKC1084	£35.00
Track rod ends GSJ185	£17.50 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon (exchange)	£75.00
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Brake pressure valve TKC 3667	£40.00
Recon exchange brake caliper	£45.00
Brake shoes 5 speed GBS813	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994	£20.00 kit
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Service exchange oil pump 215573	£22.50
Petrol pump TKC3419	£20.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£40.00
Clutch kit TR8 Q/H	£105.00

STAG

Inertia seat belts non sensor original	£115.00
Seatbelts, non sensor	£85.00
Front suspension leg insert	£32.50
Recon steering rack (exchange)	£125.00
Steering column shaft 151032	£65.50
Track rod end GSJ157	£14.50
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	£125.00
Recon rear hub assy (exchange)	£92.50
Recon Brake Calipers (exchange)	£65.00
Caliper seal kit inc pistons	£27.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£145.00
Rear wheel cylinder GWC1211	£18.50
Service exchange oil pump 215573	£22.50
Viscous fan coupling TKC101	£72.50
Window regulator and motor assy 309024/5	£76.00

TR6

Front and rear wings	£215.00 each
Front L/H full panel 907097/576477	£105.00
Late type rear centre bumper O.E.	£82.50
Rear quarter bumper O.E.	£57.50
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	£57.50
Brake pads early/late type	£10.00
Gearbox (exchange)	£250.00
Recon drive shaft assy (exchange)	£135.00
Recon rear hub assy (exchange)	£92.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£10.00
Spare wheel cover 812236	£60.00

SPIRE FIRE MK I & II & III

Spitfire Mk III bonnet	£615.00
Nearside/offside front wings	£69.50 each
Front wing 'D' plate 706311/2	£11.00 each
Front outer wheel arch 903137/8	£41.00
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	£42.50
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	£115.00
Hood Mk III original material/zip window	£160.00
Chrome bonnet catch 607663	£21.00
Rear lamp assembly 208532/217025	£38.50
Track rod ends	£9.50
Gearbox 3 Synco (exchange)	£135.00
Gearbox 4 Synco (exchange)	£160.00
Rear leaf spring 305894	£79.50
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 valance support bracket 712567/8	£6.00

SPIRIT 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	£28.50
Front quarter valance 815391/2	£55.00
Door skins	£42.50
Sills non O.E. 903097/8	£28.50
Sills O.E. 903097/8	£48.50
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 91107/8	£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	£125.00
Rear valance 908970	£42.50
Boot floor	£92.50
Boot lid 911327	£285.00
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 overspill 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 216939/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	£77.50
Front suspension top ball joint GSJ155	£10.00
Stub axle UKC697	£20.00
Recon steering rack exchange	£42.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£40.00
Gearbox exchange	£150.00
Rear wheel bearing kit GHK1029	£14.50
Early/late rear drive shaft	£65.00
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	£16.50
Caliper repair kit inc pistons type 14	£20.00
Grilling brake master cylinder	£70.00
Handbrake front cable 121766	£4.00
Handbrake cable end fork 104749	£1.95
Rear wheel brake cylinder - 7 dia	£12.50
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
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	£160.00
Hoods vinyl inc zip window	£115.00
Inertia seat belts less warning light wire	£50.00 pair
Inertia seat belts less sensor OE	£60.00 pair
Inertia seat belts less warning light wire Red	£45.00 pair

GT6

Bonnet assembly Mk II	£650.00
Bonnet assembly Mk III 913766	£685.00
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	£120.00
Steering lock 216449/UKC2719	£40.00
Seat belts	£50.00 pair
New crankshaft 308034 (exchange)	£115.00
Recon (exchange) water pump GWP201	£29.50
Gearbox (exchange)	£170.00
Clutch kit Q/H	£75.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotolux coupling 152273	£22.50
Rotolux bush kit inc tubes	£15.00
Brake shoe Mk I/II/III rotolux GBS750	£17.00
Brake shoe non rotolux GBS746	£14.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.00
HT lead set	£10.00
Manifold Banjo Bolt 145155	£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
Interior grab handle ZKC 701/711	£17.50
Boot carpet 728551	£18.00
Late Mk I 2000 steering wheel 307493	£20.00



Trevor Collett

SPECIALS Register

**PROBABLY GOING TO BE A
SHORT REGISTER THIS
MONTH.**

It's an hour to deadline, I'm at a higher than normal level of stress, I've no really hot news for you and no one's sent me any good stories lately. Nil desperandum, I'm sure we'll come up with a nugget or two of interest.

Just recently I've had my Moss Malvern in the garage to fit the new steering column joint. I've been keeping you abreast of the saga surrounding my steering gear but for any new readers I'll give you a quick summary. Back in the summer of 2004 I changed the steering rack, which had a bit too much play in one of its ball

Go WHERE YOU WANNA GO

joints, for a rack I had bought at a show a few years before. When it was all back together I was rather disappointed with the feel of the "new" rack, it felt a bit notchy. I left it on for a while but soon decided it had to go. I dismantled the ball joints of the original rack and fitted an extra shim (which I took out of another old rack - where can you buy those shims?) When I refitted it I also changed the flexible joint in the column, as there was significant free play in the old one. The steering was now mostly back to how it should be; I say mostly because there was still too much play in the steering column joint. This was another part I'd bought a while ago at an autojumble, you see a lesson-to-be-learned emerging here? Buying cheap, supposedly reconditioned parts at autojumbles is risky.

This leads up to the latest job, fitting of a really new column joint - I've gone for the fully universal joint that is used on some other Triumph cars. I expect most of you know that changing this part is a bit fiddly. It turned out that the carb was leaking a bit of fuel past its O-ring so it had to come out, which as it happens makes it a lot easier to get your hands down to the bottom end of the steering column.

Having bolted the new joint up, one of the perils of fitting non-standard parts manifested itself; the first turn of the

steering wheel let me know that one of the flanges of the new joint was catching on the chassis. Luckily it was only just touching and I managed to get a file to the offending edge without having to take the joint out.

Eventually we got to the best bit - the test drive. Woolly hat was donned and off we set. Great stuff, steering back to how it should be. With the universal joint in the column and the aluminium mounts for the steering rack, fitted many years ago, I have got the most direct steering I am going to get. Loving it.

Just one small down point, despite my best endeavours I didn't manage to get the column to line up perfectly for the indicator cancellers to work properly; anyone got a foolproof way of getting this all lined up when changing steering racks?

You've probably already worked out the common denominator in the three photos this month. Yes, they are all taken at the Brooklands museum in Surrey. The one of me haring at breakneck speed high up the banking (!) and the one with the mixed Triumphs in front of the bridge were taken at a TSSC organised meet in 1991.

The picture of the four kit cars, two Marlins, a Midge and a Hurricane, was taken a couple of years later at a Triumph Specials Day, a little bash

for Triumph-based kits and Specials organised by my good self. My driver for bringing you these pics is to encourage as many as



possible of you to bring your cars to STAB, Standard Triumph at Brooklands, on Sunday 23rd April. This do has been arranged by the



boys and girls of Triumph 2000/2500/2.5 Register and I have a feeling that it could be well attended - and you don't want to miss out.

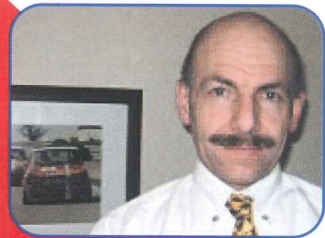
Just in case you are dreaming about thrashing your P&J round the world famous banking I direct you to the notice you can see behind the four-car line-up in my photo. If you can't decipher it I can tell you it says, "UNAUTHORISED DRIVING ON THE BANKING IS FORBIDDEN". I'm sure it's still there, and very, very few authorisations are given nowadays, I understand.

To finish, you know what's coming; it's been a while since I've had any pictures or words from you peeps.

Come on; share your P&J with the world. *(Just in case one or two of you haven't worked it out, Pride and Joy.)*



ON THE BANKING AT BROOKLANDS



FITTING LARGE CARBURETTORS TO 'SMALL' ENGINES

Tony Lindsey-Dean Talking TUNING

GREETINGS ALL

Things have been getting steadily busier for me over the last few weeks. So much so that I have just scraped in with Bernie's copy deadline. Apart from trying to oversee several new products all at different machine shops I have had to restart production of my Roller Rockers. With the original machine shop closed due to redevelopment of the area, I was forced to find a new manufacturer. Believe me it is never an easy task to find competence and affordability under one roof. One company claimed that making the product would represent no challenge, but quoted a price dearer than the price I sell them for.

The next company looked promising and after 4 hours of my time with them we had new cad drawings made with some subtle improvements. This was in early December last year, production being required for early to mid January this year ready for the Stoneleigh Triumph Spares Day. Well that company turned out to be full of incompetent idiots, who 'thought' instead of referring to the drawings provided.

The net result was that much of the product was destined for the scrap bin. So the process had to start all over again. Fortunately my original producer who had been tempted to a much larger company working on a 24 hour basis came to the rescue.

Within one week of having the updated drawings the

first run has been completed to the best finish to date. So here's hoping that they stay in business in the same location for the next few years at least.

My Historic Vitesse race car is nearing race worthy ness. However the number of seemingly pointless and costly new regulations to confront racers is somewhat tedious. On getting the new extra wide seat belts out of the box it seems that although brand new they are going to be unfit for use after this year being dated 2006.

This to my mind is total nonsense at our national level of club racing. I was also told that I must have a fully plumbed in fire extinguisher system by Mike Hughes, but like with so many others there is a degree of confusion regarding this, as this ruling actually does not apply to pre 1966 cars where the original; hand held 2.5 litre is still accepted. I must say from a practical point of view to have the ability to direct a fire extinguisher at the seat of a fire rather than have a system that discharges in various pre determined areas reducing the amount that can be actually directed at the point of the fire, seems illogical.

Apart from my **personal** gripes on the new regulations, preparation continued with the first gentle rolling road test was very positive. I do keep forgetting how time consuming it is correcting the carburetion on side draughts to get the optimum Settings. I use a rolling road where the owner likes to work with me and my colleague instead of just dictating what course to adopt. I must admit that the head and cam design on the 2 litre based engine has been very surprising on its rate of acceleration. Being a shorter stroke it revs much quicker than the 2.5 litre and has a much higher rpm limit. The head is a completely new approach developed on the flowbench and I have had a new cam designed to hopefully match the potential. I must admit that the rolling road operator was some what surprised and doubtful if the Triple 47 SK's (these are Japanese/American Webber copies but 1mm under the 48 size) could

be adjusted to suit, as he considered that they would require greater airspeed to perform, correctly than the engine could provide, especially as they run with 38mm chokes. Fortunately this was soon dispelled after the mixture was re adjusted a couple of times to run much weaker, so I must be doing something right. That little lot took 4 hours to sort out but was worth every penny. I was very pleased that he insisted, that being a fresh engine with only 150 miles on the clock, he would drive the car on the rollers for a good 20 minutes to settle the engine and get it to the correct running temperature before attempting any power runs. As with my former race cars I prefer to have the extra bits on the car to pass the mot for road testing.

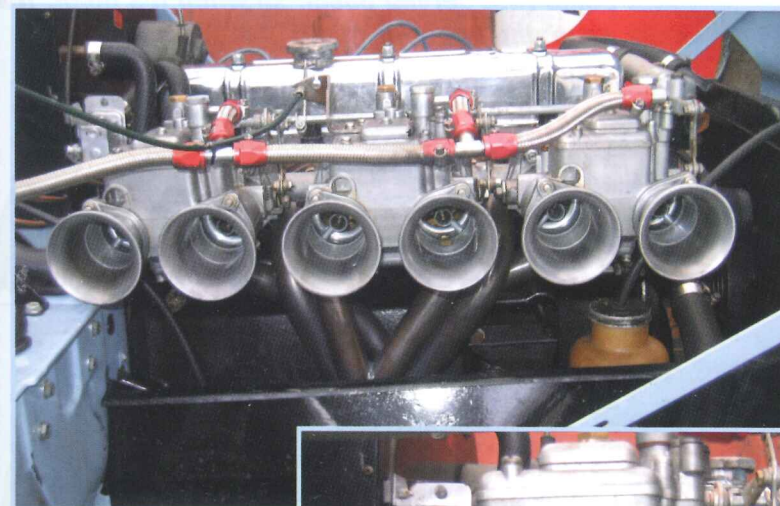
Fitting very large carburetors to small engines does require considerable attention to how the

engines from other tuners. The new head on the Vitesse has a considerable improvement in air speed producing superb torque characteristics, even with a very racy cam it can be driven like a regular road car. The benefit of the shorter stroke in being able to accelerate quicker is also aided by higher rpm capability.

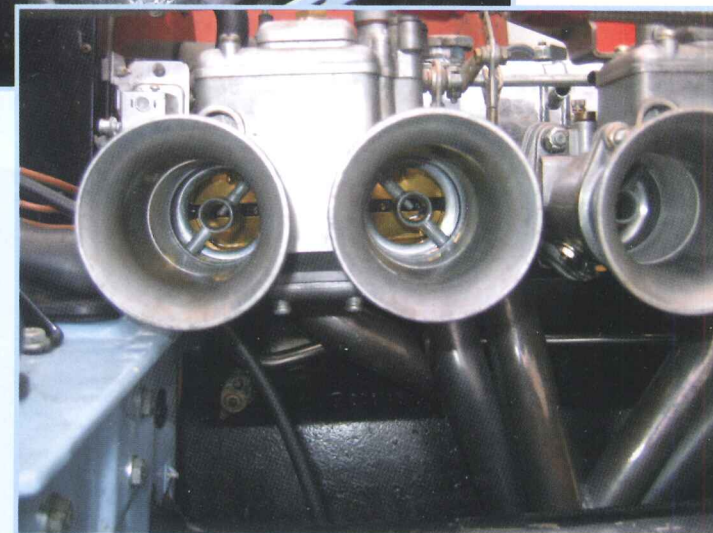
Currently the Vitesse engine has a safe 8000 rpm limit although when Kas Kastner raced the 2litre GT6 they used up to 8500 rpm.

When working out the cam lift we use the flow bench data to understand the volume of flow capability of the head, with this information the air volume drawn by the increasing piston speed is added to the equation. The object is determine the maximum horsepower the engine can produce and what piston speed achieves this. This way we hopefully achieve the maximum power output at the lowest piston speed and lowest

crank rotation. Once we can achieve the lowest crank rotation to maximum power output road speed cam be determined by the final drive ratio. Still useful power out put is just a part of the equation in producing a good race car. It does require to handle well but that's a whole new topic.



cylinder head works. With the average modified head little or no real attempt is made to greatly increase the port velocity, which is a fundamental necessity to utilise the greater breathing capabilities of much larger carburetors. With out this increase in port air speed the engine would bog down at low rpm and would require being revved to over 4000 rpm to be able to pull away comfortably. This is a feature I have noticed on a number of race



SALE OF BANKRUPT STOCK

P&P £9.95 UK Mainland. For overseas page please enquire.



The following items have been purchased by The Club as a one off bulk purchase at low prices. We can therefore pass on these savings to you and offer huge discounts on retail prices by up to a whopping 50% on most items. The only down side is we only have a limited amount of this stock and it is available on a first come first served basis, so when it's gone, it's really gone and gone for good!

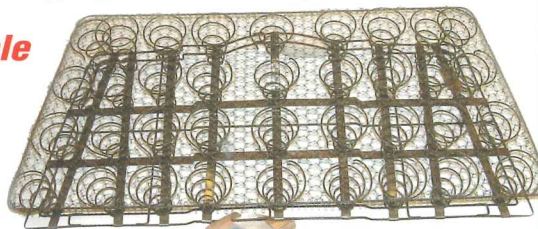
So pick up the telephone and get your orders in quick!!!!

Vitesse and Herald Convertible Rear Seat Spring Base

001 14 available

Normal retail £264.00

TSSC Price £132.00 each.



Vitesse and Herald 13/60 Convertible Rear Seat Covering Kit (squab and base).

001C Cactus Green 2 kits available £88.50 kit.

001R Matador Red 1 kit available £88.50 kit.

001SB Shadow Blue 2 kits available £88.50 kit.

001T Tan 2 kits available £88.50 kit.



Vitesse and Herald 13/60 Saloon Rear Seat Covering Kit (squab and base)

005MB Midnight Blue 1 kit available £97.00 kit.

005R Matador Red 4 kits available £97.00 kit.

005SB Shadow Blue 3 kits available £97.00 kit.

005T Tan 2 kits available £97.00 kit.



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

Vitesse 2.0 litre Front Seat covering kit (squab and base for both seats)

002B Black 6 kits available £88.50 kit.

002C Cactus Green 1 kit available £88.50 kit.

002R Matador Red 4 kits available £88.50 kit.

002SB Shadow Blue 1 kit available £88.50 kit.

002T Tan 1 kit available £88.50 kit.



Herald 13/60 Front Seat covering kit (squab and base for both seats)

003C Cactus Green 1 kit available £92.50 kit.

003R Matador Red 3 kits available £92.50 kit.

003SB Shadow Blue 1 kit available £92.50 kit.

003T Tan 3 kits available £92.50 kit.



Herald 1200, 12/50 and Vitesse 6 Front Seat covering kit (squab and base for both seats)

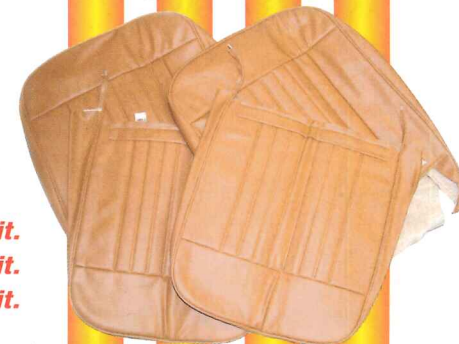
004B Black 2 kits available £88.50 kit.

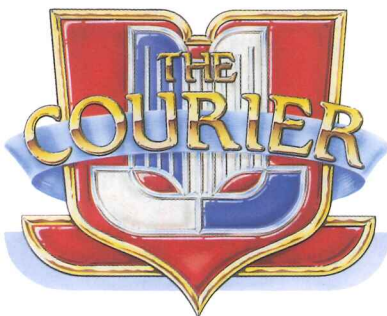
004C Cactus Green 3 kits available £88.50 kit.

004MB Midnight Blue 2 kits available £88.50 kit.

004R Matador Red 2 kits available £88.50 kit.

004T Tan 1 kit available £88.50 kit.





**HAVING TO ANSWER
MEMBERS TECHNICAL
QUESTIONS SENT BY
EMAIL - HERE AT HQ
UTILISING THE COURIER
TECHNICAL ARCHIVE
I THOUGHT WHY NOT
SHARE THIS WITH ALL.
SEND YOUR QUESTIONS
TO
courier@tssc.org.uk
AND IF YOU HAVE A
BETTER ANSWER TO THESE
QUESTIONS THEN I'D
LOVE TO HEAR THEM
TOO!**

BRAKE PEDAL DROP ANOTHER ANSWER?

A further thought on Nick Wheeldon's (Issue 309) brake pedal problem.

I encountered a similar sounding problem a few years ago and it turned out to be disc pad knock-off, caused by the front wheel bearing/float being too great. Apparently the disc "wobbles" forcing the pads apart and this is then taken up with the first and/or second use of the brake pedal. Resetting the front wheel bearings sorted it out nicely.

Thanks for the very helpful information and keep up the good work.

Martin Aldridge
Member - 00/63045

Ask the Editor . . .

CAMBER ANGLE QUERIE

DANA HERE: I have a question about my triumph spitfire rear wheel alignment

The rear wheels of my Triumph are bowed inward like this /—\ and I am wondering if that is normal or a problem. It's a 1977 Triumph Spitfire. There is a lot of other work that needs to be done to it so I am starting a list of things to fix from most expensive to cheap and most important to overkill.

Thank you so much.

Dana...

a Triumph adorer.

Hi Dana

The angle of your rear wheels is due Probably due to a DE-Cambered rear spring having been fitted. Some owners of Spitfires fitted these to help negate rear wheel tuck under problems. So this is a handling Modification.

Having said that, it is not as the factory delivered the car. They sent the car out with only minimal rear wheel negative camber therefore is not 'normal' as you ask. So to sum up - The rear spring on your car may be Tired and needs a new one or if you find it is handling well and the rear wheels aren't trying to tuck under (This happens under braking in a bend in the road) it may be ok.

Sorry I can't be more definite but you have come up against a common handling modification on your car.

My preference would be to fit a new spring and have the camber angles set to those given in the workshop manual so you can get the car back to Standard set up which does work fine when done properly.

Cheers

Bernard

ALTERNATIVE TANK FITTING

Dear Editor

I am about to begin the restoration of my 13/60 convertible and am currently sourcing materials and ideas. I want to make some modifications and wondered if you could furnish some answers to a few questions.

1. I want to fit a centrally mounted petrol filler a la spitfire along with spitfire tank. Has this modification had been covered in the "Courier" previously or maybe a reader may be able to help?
2. Would a centre console from a Bond Equipe fit into my car?

Many thanks

Steve Meredith
membership nos. 73440

Hi Steve

I don't think Fitting a Spitfire Tank to the Herald has been covered in the Courier (the more common modification is to fit the larger Vitesse Tank - 8.75 Galls as opposed to Herald 6.5 galls) but on doing some measurements the Spitfire Tank would fit in your Convertible. Careful choice of Spitfire Tank ie MKIII Capacity is 8.25 galls over MKIV/1500 7.25 galls will increase

your fuel Capacity (as would fitting TWIN Herald or Vitesse tanks as they did in Rally cars)

The Spitfire Tank Mounts which are spotwelded to the Spitfire rear wheelarches would have to be modified as the arch to arch measurement on the Spitfire is approx 35" and the arch to arch figure for the Herald is 37". So you have a couple of inches to make up here. Plus you will need to carefully measure the position for the tank filler cap and cut a hole for this in your rear deck, then position the tank and mounting frame to align directly below it! There seems to be plenty of room to do this though.

To answer your second question - Yes the Bond Equipe 2ltr Centre console will fit Heralds and Vitesse. I remember that Guy Singleton our Bond Reg Sec had some of these made up new so you could check if he has any left? Contact: bond.equipe@virgin.net If I recall correctly they need covering in vinyl and a cubby box making up to fit.

Cheers

Bernard

SEATS AND SEAT BASES

Hi,

I am restoring 1960-61 Herald convertible and coupe; both have rear seats. Can you tell me if the rear seat base is the same as the saloon ie is it a sprung base or is it thinner (made from foam rubber)?

Regards,

Terry

Hi Terry

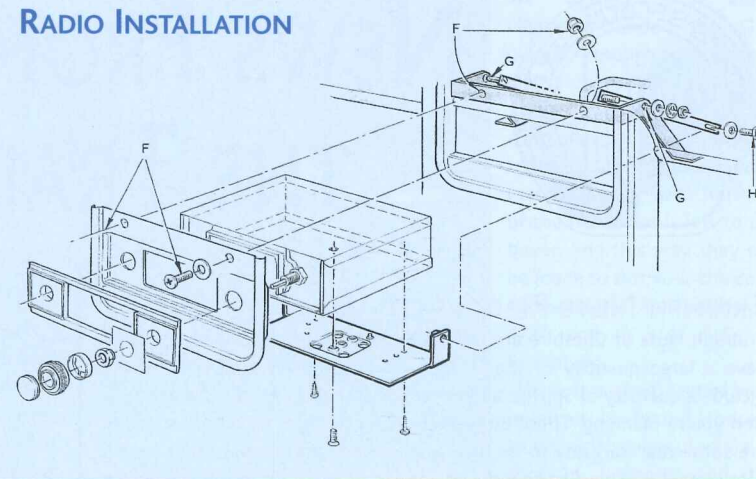
Both the Coupe & Convertible rear seat bases were wire Sprung based. Both were different in shape to one another and different in shape to the Saloon.

If you Ring Nigel at TSSC HQ 01858 434424 He does have some original Convertible Wired Spring Bases available.

Cheers

Bernard

RADIO INSTALLATION



ORIGINAL RADIO FITTING

Hello Everybody at TSSC,

I wonder if you could help me out?

I'm trying to refit the original 5 push button Mono Radiomobile radio back into my GT6 MK 3 after many years and I'm struggling a bit with the sequence of assembling the various parts back into the central console slot. I appear to have the following...

1 Radio

1 Heavy unpainted steel bracket about 6" x 3"
1 Black Crackle Finish Trim Panel about 6" x 3"

1 Chrome Plastic Trim Panel about 6" x 2"
2 Smaller Black trim panels about 1" square

2 Small Cylinder Thingies (sorry!)

2 Brass Nuts / Washers

1 Larger 'tone' knob

1 Smaller 'volume' knob

1 Tuning Knob.

Any thoughts please? I'm sure its obvious really but I'm being stupid. Ideally if a diagram exists, could you fax it to me please but any help will be gratefully received. I'm determined to get this car to Stafford for the 40th Anniversary. Apologies for not having my membership number handy.

Best Regards

Steve Evans

Hi Steve

Yes we do have the Installation diagram you need for this job (one of the benefits of having a large memorabilia display and archive here at HQ) Just for the benefit of other members wishing to 'Retro Fit' a radio I will publish the diagram in the mag with your enquiry.

Cheers

Bernard



News From THE TRADE

TRIUMPH NUTS RELOCATION

Triumph Nuts of Cheshire are moving to smaller premises and find they have a large quantity of spares they no longer have space for. These include a quantity of Spitfire and Herald Bodysells ideal for that restoration you're planning. These Body shells have to go or be cut up so there are some real Bargains to be had. Also due to lack of space all existing spares stock will have to be reduced and Steve would rather sell it than try to move it so give him a call and see if he has what you need.

Tel 01925 732815.

RIMMER BROS DOLOMITE BALL JOINTS

Rimmer Bros the well known Triumph, MG Rover and Land Rover specialists are pleased to announce that they now have available from stock Triumph Dolomite Upper and Lower Ball Joint assemblies. These have been unavailable for some time and Rimmer Bros have made a considerable investment in re-tooling them, demonstrating their commitment to keep Triumph Dolomites on the road. The Ball Joints are available individually at £45 + VAT or as a set of four at £140 + VAT. For further details telephone Rimmer Bros on 01522 568000, visit www.rimmerbros.co.uk or email sales@rimmerbros.co.uk.



RIMMER BROS PURCHASE SIX SPARES' TRIUMPH BUSINESS

Rimmer Bros are pleased to announce the purchase of the Triumph parts business of Six Spares, the London based Triumph specialist, in a deal agreed January 2006.

The deal comprises of the stock of new parts, tooling and goodwill. Six Spares, located in Teddington, Middlesex, a well established specialist selling parts for Spitfire, GT6, Herald and Vitesse - also stocked parts for many other Triumphs - including some very rare and hard to find items.

They also remanufactured several obsolete parts which Rimmer Bros will continue to sell from the tooling.

Part of the deal also included a large quantity of old core suitable for reconditioning.

Rimmer Bros will be writing to all Six Spares customers to advise them of the change.

Bill Rimmer of Rimmer Bros said "We will ensure that all Six Spares customers receive a seamless transition in business with our efficient mail order and over the counter service teamed with excellent parts availability and competitive prices that Six Spares customers expect. It also demonstrates the commitment that Rimmer Bros have towards the Triumph marque in general having also diversified into Land Rover and MG Rover parts as well."

Bill Livingstone of Six Spares has moved on to pursue other interests but will for the time being stay involved with Rimmer Bros by offering advice and assistance with the reman-



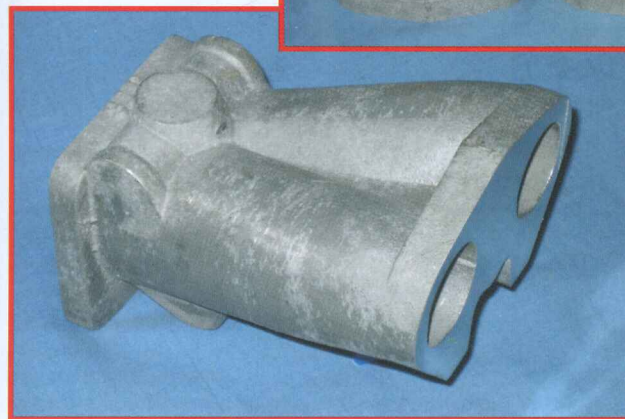
ufacture of parts made from the tooling. Rimmer Bros offer a comprehensive parts service for all Triumph models 1960 onwards with 10 catalogues covering the range, free to owners. An extensive web site

www.rimmerbros.co.uk allows on-line ordering.

TRIPLE INLET MANIFOLDS

A very limited run of triple inlet manifolds have been manufactured to John Thomason's design.

Suitable for the 6 cylinder 2 and 2.5 litre engines, they



are designed to allow clearance under the GT6 bonnet - though this depends which carburettors you fit.

The manifolds are cast aluminium alloy (LM 25 heat treated), with the end faces machined. The final finishing of the manifolds is left to the buyer, and this way they can be made to suit your choice of carburettors - For example 1 1/2" and 1 3/4" SU's or Strombergs.

There is a good deal of work involved in fitting these - including the manufacture of throttle linkages and the machining of mounting holes.

There is also the option of adding heating via the engine coolant system to prevent icing and poor running when cold.



A comprehensive description of the manifold design; manufacture and fitting process was given by John Thomason in Courier numbers 149 and 150 - November and December 1992. There is a set shown fitted to a GT6 on the front cover of magazine 147 - September 1992.

For Prices and further details contact
Will English - 01780 722178
between 7 and 9 pm, or E-mail:
will_english@hotmail.com



SEM - PAST, PRESENT AND FUTURE

by Suzie & Guy Singleton

**WHERE SO WE START? WITH SEM
PRESENT I THINK, OR RATHER THE MORE
RECENT PAST AS IN SEM 2005.**

What a great weekend we had last year. Despite the north wind cooling the field down at times the weather ran true to (usual) SEM form with just a light shower on Saturday (and a bit more overnight) and dry on Sunday with some lovely patches of sun and warmth. It was certainly worthwhile having ice cream available.



We were pleased to have representatives from Club Triumph and also the

two beautiful early cars from the Pre-1940 Owners Club

We would like to thank everyone who helped us to make the weekend the success it was, without being able to name everyone we would like to mention a few in particular:

- George and Fil who did a sterling job of looking after the gate for us for most of the weekend - even being in place by 7.30 each morning ready for the influx of cars;

- Mickey Hazell for very kindly storing all the necessary accoutrements for us and being on hand to help all through the weekend;
- Mike Crewes for being with us for moral support, and also for helping out with the tannoy



until Suzie got over her nerves enough to pick up the microphone. We hope you were able to relax and managed to see more of the event than you probably have for the last few years;

- And particularly Chris Mills for keeping us heading in the right direction, (sorry, we're still not planning to take on the International - you do far too good a job with that one!)

Thanks too for all our judges for their time and diligence in choosing a worthy group of cars as prize-winners, and for managing after much heated discussion to choose the eventual best in show,

the decision being made very difficult by the high standards of the class winners. This honour was given to Freda Anderson's the 948 twin carb saloon as the judges were so impressed by the originality of the car, even down to the extras like the period battery.

CONCOURS PRIZE-WINNERS

Herald

Winner - RBN 579 - 948 saloon - Freda Anderson

Runner-up - LLA 578D - 1200 saloon - Samantha Bradbury

Vitesse

Winner - BFM 49G - Mk2 convertible - Steven Pedley

Runner-up - DJE 564C - 1600 saloon - Nick Bareham

Spitfire

Winner - FUB 522T - 1500 - Jonathan Ingram

Runner-up - OCT 557H - Supercharged Mk3 - Lewis Jones

Highly Commended - RYL 360L - MkIV

GT6

Winner – CYL 882H – Mk 2 – Simon Adamson

Runner-up – KHV 349K – Mk 3 – Jaques Pietrzak

Bond

Winner – RLG 450H – Mk2 convertible – Dave Abbitt

Runner-up – BBY 484H – Mk2 convertible – Derek Edmonds

Specials

Winner – OUD 787L – Burlington Beretta – Ray Peet

Runner-up – RAM 660H – Marlin – Kevin Finch

Saloon

Winner – PPL 905L – 2000 Mk2 – Alister Cox

Runner-up – HNR 108N – Toledo – Andrew Burford

Sports

Winner – TFM 533K – TR6 – Philip Payne

Runner-up – TVS 371 – TR3 – Neil Hughes

SEM PAST

Just before last year's event we were pleased to hear from Leon Guyot, who was for many years the International secretary for the TSSC, telling us more about the very early days of the event.

"Hi Suzie, and Guy,

As I am now in a land far, far away, I just received my April [2005] Courier mag.

I read with interest that you and Guy have taken over the SEM at Leatherhead, I am sure that notwithstanding your being all the way down in Wiltshire, that you will make a good job of running the show that I started back in April of 1982.

I would like to put the record straight, or at least fill in some of the gaps regarding the early shows. Unfortunately I will have to rely, for the moment at least, on my fading memory, because we have just moved home and all the paperwork, SEM programs etc that I still have, and photos, are in storage!

I joined the Thames Area of the TSSC on 23 March 1981, and took over from Chris and Hillary Owen(s?) around Christmas 1981, (they went off to Bristol I think, and they were much missed)...I found that Area Funds were pretty much non-existent, so decided that we should organise an Area Event to raise some funds for tool purchase etc.

I used to take Motor Sport magazine back then and noticed that the National Motor Museum at Beaulieu in Hampshire was often used as a venue for car club events and after contacting them, they offered us a

good rate to used a field behind Lord Montague's home.

Whilst sitting at work in Her Majesty's Inspector of Taxes in Southwark, London I decided to call it the South of England Meet, or SEM for short...back in those days, I had owned my Herald Convertible for less than a year, it having been restored for less than six months...Margaret Thatcher was Prime Minister and the Falkland Islands had just been invaded by the Argentinians...I also had a young thin lad working for me as a Clerical Assistant, by the name of Linford Christie, yes that one! (He told me that he had joined the Civil Service to impress his parents).

I advertised the event in various auto interest magazines including Motorsport, and took almost all entries in advance by mail, thus cutting down work on

SEM 1984 Club Stand - Chessington Zoo



the day to a minimum.

Entry to the SEM included tickets to see the Museum at Beaulieu.

Considering that the TSSC was then only about 2,000 members strong, we had a pretty amazing turnout of about 300 cars,

SEM 1984 Autojumble



mostly Triumphs - many of the attendees are likely still members.

A number of us convoyed down before the event in our Triumphs, I think I hitched a lift with Chris Childs in his Black & White 63 Herald 1200 LHD Estate - (this car is now awaiting restoration near Munich in Germany) - we were all in touch using our new fangled CB radios on Channel 6 - of course, and we camped in the New Forest, in an over-priced campground with few facilities, which I well recall was as hard as nails and bent all our tent pegs trying to hammer them into the ground!

Thames Area members all lent a hand on the day, marshalling cars, and dealing with late entries on the day etc, I recall that one member was very miffed when Bob Rowland told him that he could not come in

with his FIAT, which turned out to be a Bond Equipe!

It was of course very early days!

Bob eventually got his comeuppance at Gaydon in May 1998 when he was initially refused entrance to the 75th Anniversary of Triumph with his

SEM 1984 Car display



Bedford/Commer Camper Van conversion, which was of course a Standard Atlas Camper Conversion!

We moved from Beaulieu simply because they got greedy on the price.

We moved to Syon Park, Brentford, Middlesex as it was close to the Thames Areas meeting place at the Firestone Public House, and Mike Crewes' home, and it was also the location of the BMIHT before they went to Gaydon, and they used to let us use their meeting room in the auto museum free of charge.

But as Mike says it was cramped and there was no camping, although

Mike may have forgotten, we did have just a few traders present...I know, I bought stuff from them! We moved to Chessington Zoo, which afforded plenty of 'uphill' room, but at night the owners locked the

SEM 1985 Car display - Chessington Zoo



gates at the bottom of the hill, locking campers in, and late arrivals out! I heard reports of members sleeping in their cars in the corner of the nearby car park, and of their being kept awake by the Lions snoring in their compound on the other side of the fence!

Chessington Zoo became Chessington World of Adventure and they too eventually got greedy about renting their field and then decided to redevelop the site, so we had to move on...

...to Leatherhead Leisure Centre, which over the years has provided a fine venue...

Indeed, one year the TSSC even held it's AGM at the Centre, (I can't remember which year, but I do recall a lady member aged over 90 years attending with her Black Herald 1200 Convertible, having driven it there on the newly opened M25 in the pouring rain)!!!

The SEM has developed into a very fine international event, pity though that so much pleasure has to be jammed into just 2 short days!

Pity also that I can no longer attend 'my' event, due to a number of constraints, but never mind, I know it is good hands now. Good Luck for 2005!

Best Regards

Léon F Guyot (TSSC 81-2119)

Medford, Southern Oregon, USA
(15 miles north of California) "

SEM FUTURE

6th and 7th May 2006 – put the date in your diaries

and calendars – and come along and join in with the fun! We look forward to seeing you all at Leatherhead for another great weekend.

The usual attractions will all be there, autojumble, many cars to see, friends to meet up with again, the Tune Up vans and this year, with thanks to Adam Chignell, trunnion-oiling will be making a return to the event.

Having looked at the figures from last year we can confirm that the entrance fee will be frozen again for the 6th year running at £5 per person so make

the most of it while it lasts and book this weekend in with work, loved ones and MoT stations if necessary. There will be no separate charge this year for traders having a stand, just the same £5 entrance fee as everyone else and we hope this will encourage more of them to join us.

As usual there will be camping available on Friday and Saturday nights. Unfortunately the Leisure Centre has increased its camping fee so this year the charge will be £6 per tent, per night (and yes Colin, that includes the car if you sleep in it!). If you're staying over don't forget to join us in the Tynley Suite for an evening of merriment with the P45s.

Just as a comment on charges, please be aware that unfortunately entry charge increases are inevitable as time goes on and the various expenses in putting on such an event in their turn go up. We don't like the idea any more than you do as we attend many classic car shows where fortunately entry is still free and the event is paid for by the visiting public. However, it has to be taken into account that, as with the International at Stafford, there are few 'visitors' to SEM and therefore we, the members, are the ones who must bear the costs of the event. Unfortunately the situation isn't helped by those drivers who park round the corner and sneak in the back way. Luckily these are few and we hope everyone will come through the main gate this year.

GUY & SUZIE SINGLETON

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WORLD

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John Thomason

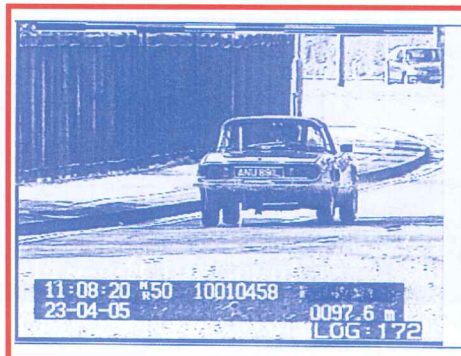
SPITFIRE Mk IV/1500 Register

This month's photo is sent in by Giles Lowe of Stapleford, Nottingham, and features his pristine Pimento Red 1972 MKIV, getting ready for the Summer months. As Giles relates, having decided to buy a Spitfire, he bought the first one he saw. Not usually to be recommended, but in this case he is glad that he did, buying a genuine, solid car that had been owned by a father and son for 28 years of its 33 year life. As can be seen from the photo, it is immaculate and completely original apart from a wooden steering wheel, a stainless steel exhaust and a CD player replacing the original radio!

Giles also enclosed a pair of photos, the likes of which hopefully not many of you will have seen before, but which cost Giles 3 points and £60 proving that his Spitfire could indeed exceed 40 mph !!!



COLD RUNNING



COLD RUNNING

A common problem with the Spitfire is overheating in the Summer, and in the past I have written a number of articles detailing measures to prevent this. However, possibly brought on the extended cold weather that we have been having this winter, I have had a couple of letters from members complaining that their car is running too cold! As those members hardly enough to run their Spitfire throughout the year will know, a cold running engine means no heater! The following may therefore be useful for adding a little warmth to your Spitfire. Having said that, with magazine deadlines, hopefully by the time you read this, the weather will be a little warmer.

So apart from not having a heater, are there any problems with running too cold? As a very rough rule of thumb for older design engines, a hotter running engine will return a slightly improved mpg, whereas a cooler running engine will develop slightly more power - eg Spitfire racers. However if the engine runs too cold, you get poor fuel vapourisation, slower and incomplete combustion, hence poor power output and economy. In addition, the choke will have to be pulled out for longer periods, causing coking and the possibility of the excess fuel washing off the lubrication layer on the cylinder bores.

So what can you do to avoid these problems and make the car run a little hotter? Well probably temporarily undo some of the things you may have done to stop the car running hot in the Summer !!

THE RADIATOR

I suspect that many owners have fitted the larger width radiator to their cars to prevent summer overheating, which is obviously not going to help in the winter. I have mentioned in the past, that the standard width rad is quite satisfac-

tory provided it is in good condition and not silted up - which most of them are! My previous every day road car which I ran for 5 years, clocking up 70,000 miles, had a standard width rad and never overheated in the Summer despite a lot of hard driving - the temp gauge reading just below "N" and it also gave me a heater in the winter. My current road car, was fitted with a larger width rad when I bought it, and it runs about the 1/2 mark on the temp gauge in the summer, but never moves of the "C" in the winter!

If you have the wider width rad, as I have done, the option is to tem-

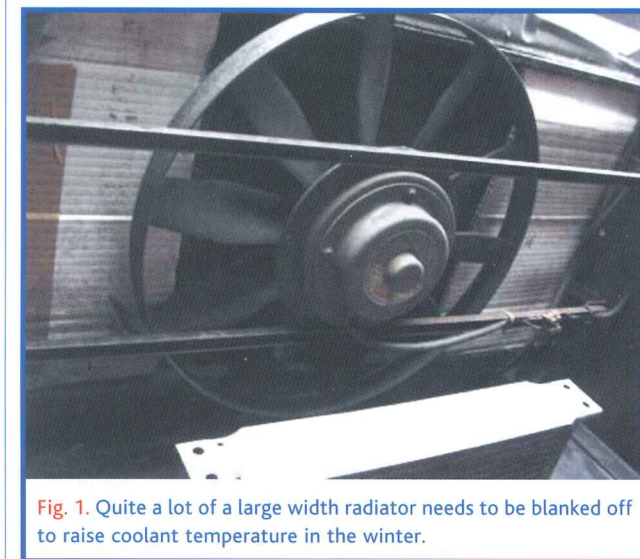


Fig. 1. Quite a lot of a large width radiator needs to be blanked off to raise coolant temperature in the winter.

porarily blank off a section of the rad. Blanking of about 1/2 seems to do the job, leaving the area immediately behind the fan free. Fig 1. I used a couple of off-cuts of polypropylene sheet - less risk of damaging the rad core than using Aluminium sheet, and doesn't go soggy like cardboard!

ENGINE FAN

Running the standard mechanical engine fan is a no no. Take it off. I haven't run the standard fan on any of my Triumphs for over 20 years now - not even my 2500S tow car. It uses up engine power, is noisy and over cools the engine, especially in the winter! Fit an electric fan, if not a Kenlowe fan Fig 2, then there are plenty of electric fans that can be obtained from the scrap yard. To illustrate how unnecessary the fan is in the winter, the electric fan on my current Spitfire has switched on about twice since October!



Fig. 2.

OIL COOLER

I am an advocate of an oil cooler for the Spitfire, especially on the 1500. However again it can over cool the oil in the winter. When buying or fitting an oil cooler, use an oil cooler sandwich plate that incorporates a thermostat Fig3, even if only using the car in the summer months.

Fig. 3. Sandwich Plate with built in thermostat



THE COOLANT THERMOSTAT

Changing from a Summer to Winter opening thermostat is the most obvious means of getting the engine to warm up quicker and run hotter. Despite only being 2 bolts and taking no more than 10 mins, it's often not done (and I am guilty of this as well). The recommended thermostat opening temperatures for the Spitfire are 82 deg C (summer) and 88 deg C (winter) An extra cold weather thermostat of 91 deg C was available. Remember to change it back in the Summer !

INDUCTION AIR.

It is possible to unclip the 2 air filter box induction hoses from the side of the radiator, and bend them back on themselves such that they can draw warm air from the exhaust manifold, allowing better warm up and combustion.

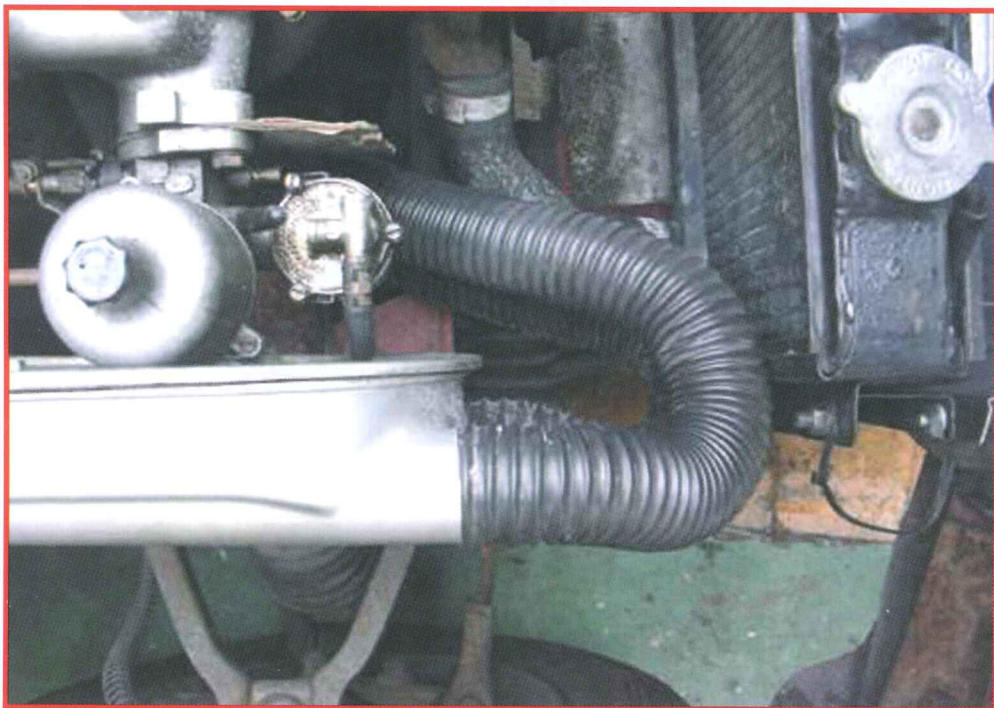


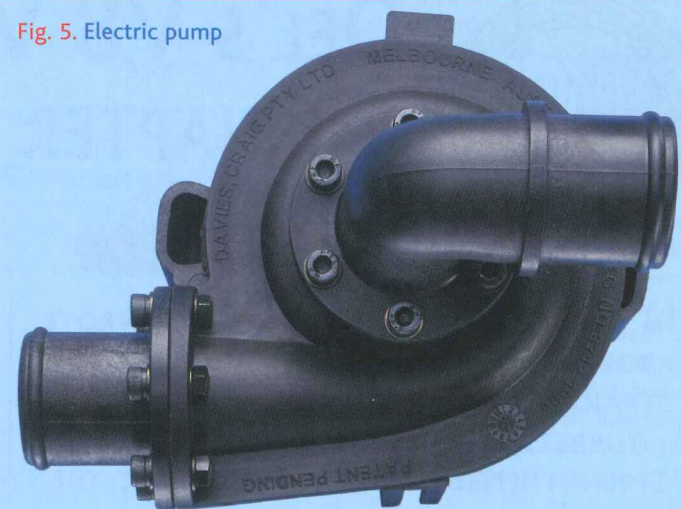
Fig. 4. Air box inlet ducts can be rerouted to draw in warm air from around the exhaust manifold.

WATER PUMP

Slowing down the speed of the water pump will slow water circulation, increase water temperature and again allow the engine to run hotter. This can easily be achieved on the earlier Spitfire Mk1 - Mk3s by fitting a water pump from a Spitfire MkIV/1500, which has a larger pulley. A longer fan belt would also be required. On the MkIV/1500 fitting a larger pulley is a lot of effort.

A far better option, that also has the benefit of offering increased cooling in the Summer, is to fit an Electric Water Pump Fig 5. As reported in Courier 277, whilst expensive, they offer a number of advantages, and are now very popular on the Spitfire racers. Basically, when combined with the thermostatic control, they act in a similar way to an electric radiator fan. The speed of the pump can be varied according to tempera-

Fig. 5. Electric pump



ture, ranging from off, giving no circulation allowing a very quick warm up, to a slow setting in cold weather, right up to full speed providing better circulation than the standard pump and improved cooling.

Keep warm !





DEL'S V8 VITESSE CHAPTER TWO

by Del Holman

IN THE DECEMBER 2005 EPISTLE, I WROTE ABOUT FITTING THE ENGINE AND GEARBOX STRAIGHT ONTO THE VITESSE SUSPENSION TURRETS; AND HOW THE CHASSIS WAS STRENGTHENED. THIS PIECE IS ABOUT THE BRAKES AND BULKHEAD ITEMS.

Insurance companies do not take kindly to increases in engine size without increases in braking capacity. The vibes that I had, about Mark Field's Jigsaw's ventilated disc kit, were good, so a set was collected at Stafford 2005. The kit consists of a pair of Ford Capri 2.8 discs, re-machined to fit standard Vitesse hubs, together with a set of about 8mm spacers to fit between the halves of the callipers. There's also a set of eight new and longer high tensile bolts, and joint seals in the form of square edged O rings.



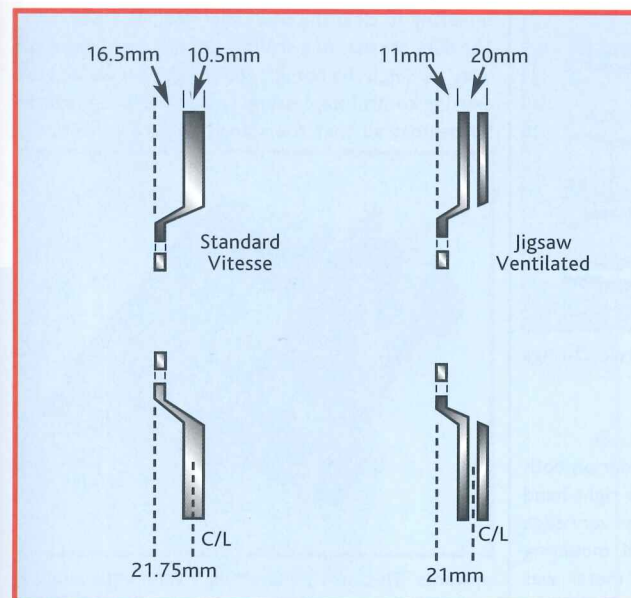
I must compliment Jigsaw's machinist – that work is superb, with less than 1 thou of run out. Be warned, however, that this is not a kit for the faint-hearted. There are a lot – indeed too many – snags to be ironed out on a do-it-yourself basis. The dimensions of the discs (Diagram Top - opposite) show that they have approximately the same centre line. The problem is matching that centre line to the calliper and avoiding all the

other bits.

But first, cleaning and rebuilding the callipers is a doddle. The only rules are absolute cleanliness, and to seek advice if you are unfamiliar with this task. The only difference from other hydraulic rebuilds is that the rubber is fitted into the calliper and remains stationary, while the piston slides through the rubber. Clean and paint the callipers' castings outside surfaces helps to ensure that rust, dust and grease don't get where they shouldn't. The piston seal grooves and the fluid drillings must be spotless. New supplies of red hydraulic rubber grease (as Girling used to supply) are becoming hard to find because the industry – (and I quote what I was told) – "doesn't want the likes of you messing about with brakes". But find it you must, because no other grease will do.

Insert the new hydraulic seal, lubricate it and the piston with the red grease, and push the piston squarely into the bore, (so the open end is outwards). Fit the dust covers.

When the halves of the callipers are ready to be assembled, it is essential that you use two new square edged O-rings for each brake making 4 rings in all (only 2 supplied). The old rubber rings will be squashed flat by now, and I



wouldn't recommend trying to revive them by a soak in something. Ensure that mating surfaces are true and spotless, then bolt up.

I can't give you a torque as Mark's new bolts are Allen screws. But rest assured they must be tight. For those not confident about calliper rebuilds, Mark tells me that Jigsaw can now supply exchange units.

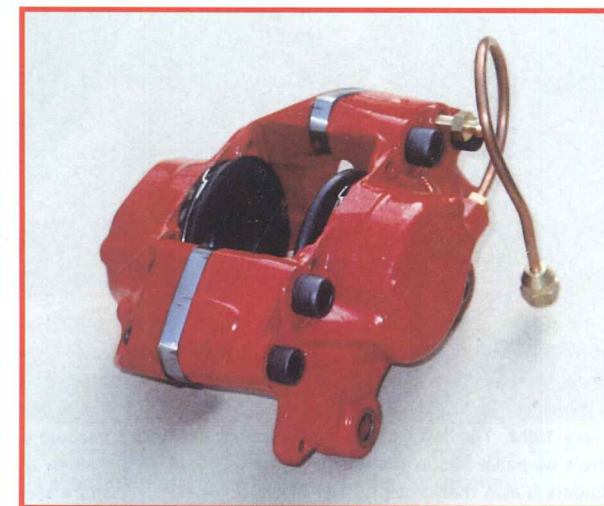
Now to assemble the bits. There is an extra 8mm of metal in both discs and callipers, and space has to be made for this metal. If the dust shields are to be retained, they will have to be moved away from the hubs by fitting them between the calliper carrier and the king-pin. This gives about 7 or 8mm more clearance. I retained my dust shields for road use.

There will be several places to check for fouling of one piece on another. When the hub with its new disc is first fitted onto the stub axle, you may find that the 'inlet' ring to the disc ventilations rubs on the calliper carrier. I needed to put a 1mm shim (not supplied) onto the stub axle first, before the hub. If you do this, you MUST be able to get the castle nut

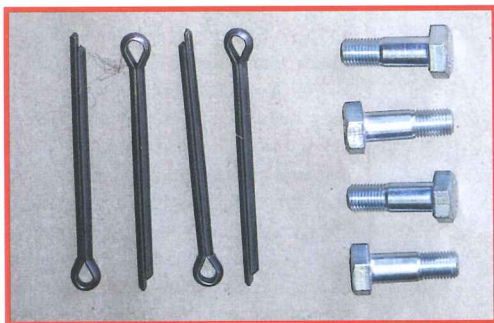
FULLY onto the stub axle, AND get the split-pin through one of the two holes. Check that the felt oil seal still seals. Use a new one – but even then you may need a ring and a half of felt. When the calliper is offered up to the disc and centralised, and you will find that the calliper is about 5mm from the carrier. More good quality spacers (not supplied) are needed and must be as large as the contact face between the calliper and the carrier. New high tensile screws (not supplied) are needed to attach the callipers to their carriers (the old ones will now be 5mm too short, with insufficient threads engaging). Check also that the outer face of the calliper is clear of the inner face of the wheel mounting flange. The steering ball joint will also be perilously close to the disc and to cure this, the arm should be moved

away by as much as the hole in the kingpin will allow – about 4mm. And the rubber dust covers must not protrude beyond the edge of the metal of the steering ball joint. I made up two stainless shields. Having done all of this, I found that Triumph OE 41/2 J, 51/2 J steel and club Minilite 51/2 J wheels all cleared the callipers. With new discs, new pads should be fitted – but even then there is still a problem. You'll need longer pins (also not supplied) to retain the pads and the anti-squeak shims.

Once fitted, the kit looks good, and cannot fail to give good quality



braking. I understand, from Mark, that the bits 'not supplied' to me are now included in Jigsaw's kit – at extra cost. These are shown in



the photo above but there are still only two O-rings and no shims.

RE-MODELLING THE BULKHEAD

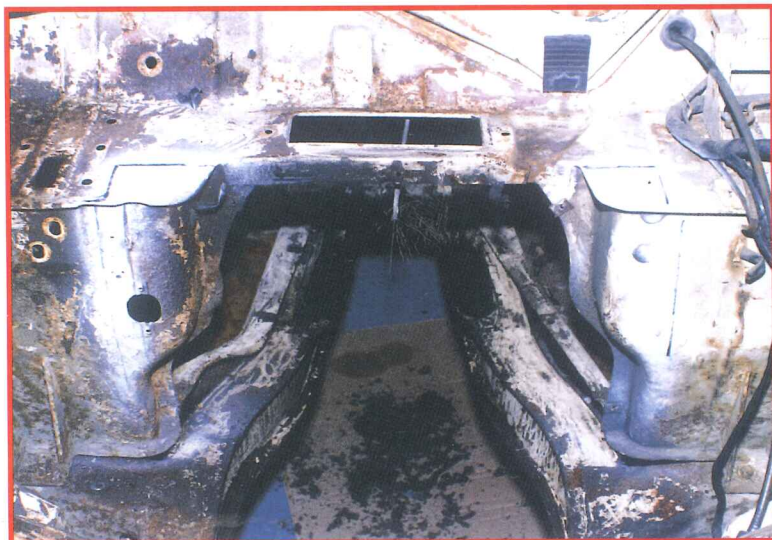
Involves making the gearbox aperture wider on both sides, where marked in the photo. On the right hand side the bodywork was cut right back to the very edge of the clutch master cylinder and pedal mounting brackets. That's about 4 inches. New metal was welded in to support the clutch bracket, and to make

remaking to clear the new taller gearbox cover. The duct consists of a shallow (20mm deep) deflector 'tray' to catch the hot air, and to which is welded the existing control flap assembly that has been rotated 90 degrees so that the screen ducts exit vertically



upwards. This also means that I retain the original control cables and knobs, and can remove the new gearbox cover, if needed, quite easily.

It was at this stage that I noticed something odd about my bulkhead unit. The original car is a 2 litre Mk 2 Rotoflex Vitesse, and first registered overseas. The bulkhead unit is in very good condition with no perforating rust. But the plenum chamber for the heater is screwed on and is removable. It never has been welded. So doesn't this suggest that the bulkhead is from a 948 or early



the new face for the gearbox cover, not forgetting a slot for the steering column rod. The right hand bank of cylinders is a big-end's width further back than the left, so clearance for the right hand exhaust manifold is very tight. The left side is much easier because there's no pedal bits in the way, and the left bank of cylinders is also that much further forward.

I'm too old to go back to the idea that a heater was an optional extra, so the heater has been retained in its normal position but the outlet duct needed

1200 Herald? The removable plenum sure makes spraying and de-rusting easy.

I've decided to put the battery in the boot to make space for the coil, screen-wash bottle and remote vacuum brake booster.

When the battery cradle was removed, there were more spot welds fixing that cradle in place than on either of the bulkhead floor pans !! But the holes were welded up, ground off and a little bit of filler gave me a good smooth flat surface.



bulkhead so that when the cover was offered up, liquid resin would mould, but wouldn't stick. Clearance to the Rover P6 bell housing is about 1inch all round.

Just before adjourning from the garage to the warmth of the study to write up this epistle, I managed to get the bonnet fitted, and therein lies my first disappointment. Despite a few tricks – like jacking the entire body up about 20mm from the chassis and cut-and-welding the bonnet pram handles to match, the bonnet still has to have a hole cut in it to clear the two Stromberg dashpots as shown below.

I had hoped not to have any give-away pointers that there was something different under the bonnet. Never mind, an air scoop does have the advantage of feeding cold air into the V8's carbs, which makes it run better. A Holley four barrel carb on an Offenhauser manifold would be nice.

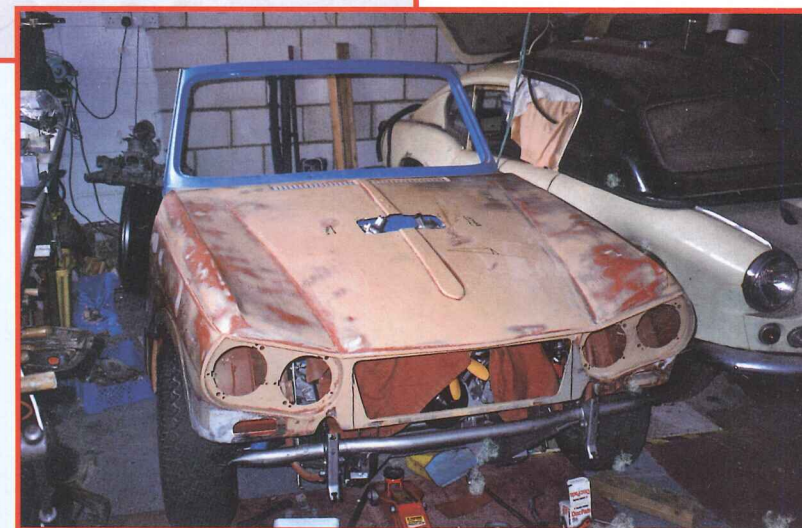
Does anybody know of a set for sale?

For chapter three, I should be getting on to the radiator (which turned out to be much easier than predicted), the exhaust

THE GEARBOX COVER

Started life as a normal Six Spares fibreglass unit, but the front face had to be made wider and taller. The finished product doesn't look much different, now, but underneath, there is a chicken wire frame moulded to the new shape. Fibre-glass and resin were laid

on the wire frame to 3 or 4 layers. (Do half first to keep a datum shape to work from). The final visible surface was smoothed off with normal body filler. To ensure that the new fibreglass face onto the bulkhead was a good - nay - excellent fit, polythene strips were cellotaped to the



system (even easier), the prop shaft, the speedo drive and the rev counter.

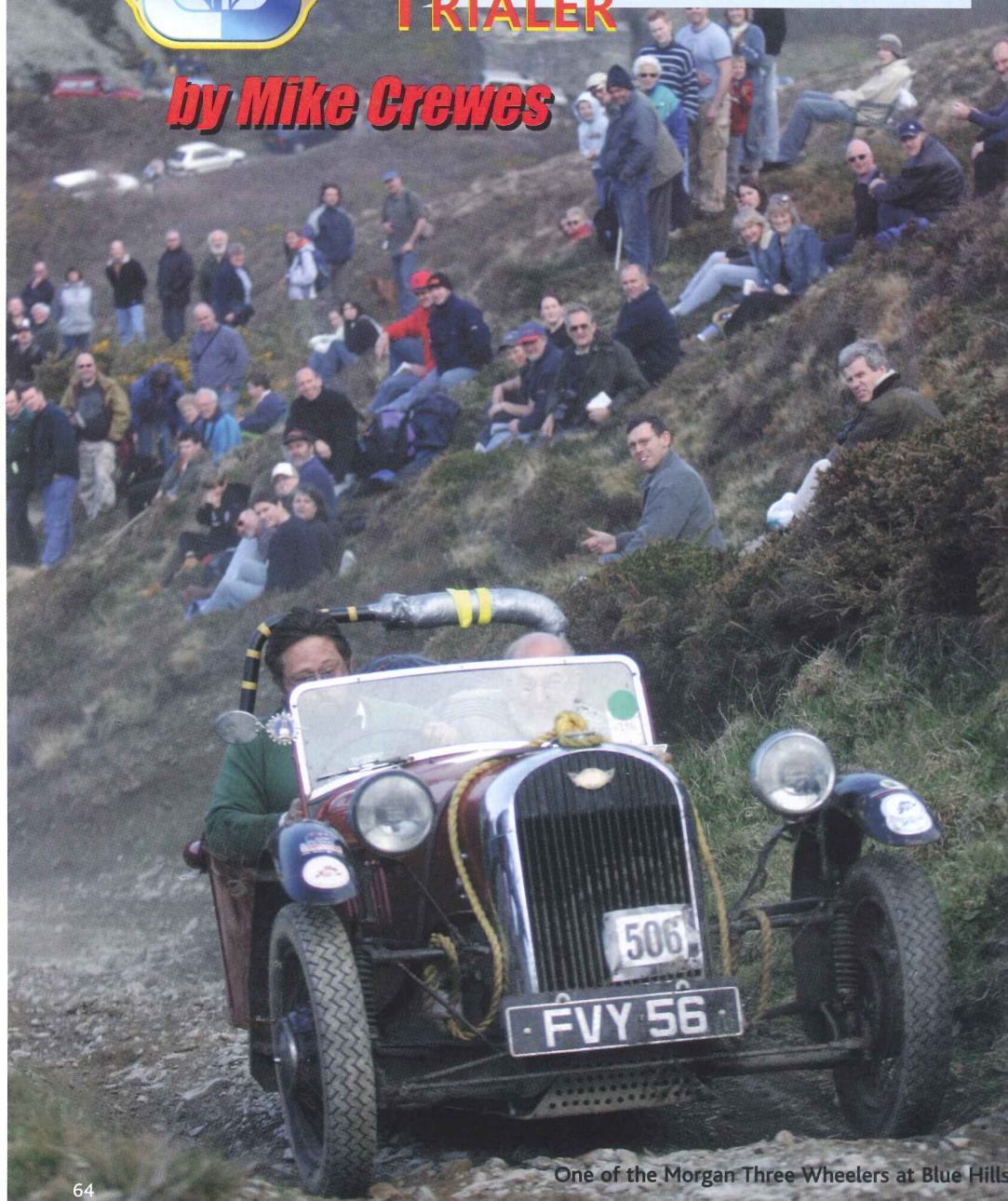
Might even fire her up!
Fingers crossed.

DEL



THE LONELINESS OF THE LONG DISTANCE TRIALER

by Mike Crewes



One of the Morgan Three Wheelers at Blue Hills

MY STORY STARTS A VERY LONG TIME AGO, BACK IN 1901 IN FACT.

That was the year that the Motorcycling Club was born as a club for Motorcyclists, the first club of its kind. The following year their first long distance trial was organised to run between Land's End and John O'Groats. Just think of the conditions in 1902, motorcycles had not long been produced and were pretty rudimentary and the roads were not much better than muddy tracks. So how long would the trial have taken and what hardy fool would want to take part?

In 1904 the first London to Edinburgh trial was

remember when they did and they're still as tough as ever!

My story now jumps about 50 years to my childhood in Cornwall and a father who loved tradition and as a 'retired' motorcyclist had a small interest in watching Motorsport, but insufficient ambition to take part. So, right through my childhood and teens, my father would drag my brother and I to Blue Hills every Easter Saturday. Blue Hills has changed very little in the last forty years (with the exception of the addition of 'the granite sets' beloved of all entrants) and is typical of the types of terrain trial entrants encounter.

Blue Hills is right on the North Cornish coast, just outside St Agnes and if you've ever been there you will have realised what a rugged and desolate place it is. It is an old mining valley that is cradled between two



Some ancient machinery climbing Blue Hills

held, allowing cars to enter in 1906. The famous London to Land's End trial was founded in 1908 and two years later, in 1910 the London to Exeter trial. These three trials (The Edinburgh Trial, The Lands End Trial and The Exeter Trial) still remain, but alas they no longer start in London and do not finish where they should either, although I can still

very steep hills. The original section (Old Blue Hills) is where the road now is and, although tarmac'd, is still used by some classes today. Some of the more powerful cars smoke their spinning tyres around the steep hairpin, just for the spectators. Blue Hills 1 starts on a narrow stone bridge and immediately drops through a right angled right bend onto a muddy



Flying Ford Escort on the Lands End Trial

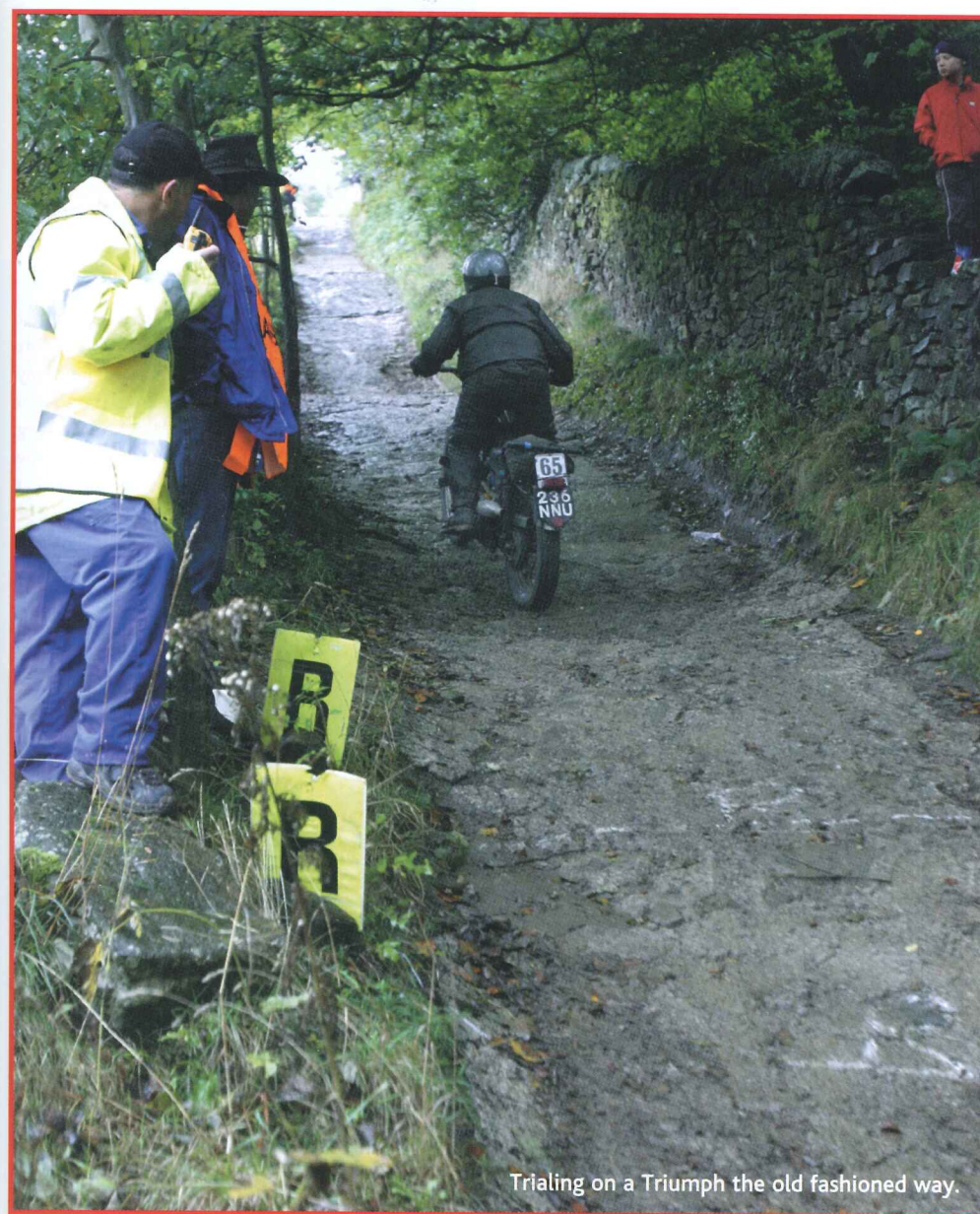
looped track. The track is less than a hundred yards long and reappears, in a short distance, on the road at right angles up a very steep ramp of granite stones, set in the track. It is very spectacular to see enthusiastic entrants stop, then climb the ramp (or not) with mud covered tyres on the granite. Revs are high, progress is slow (if at all) and wheels spin intermittently fighting for grip. This may be why there are usually lots of spectators here and why my father used to drag me there too. I've seen plenty of machines come to grief here and some quite spectacular climbs as well.

Leaving Blue Hills 1 entrants immediately enter Blue Hills 2 through a narrow gate and up a steep shale track along the side of the cliff, with a stop half way up. This is badly rutted (and always has been) and it gives motorcyclists and car drivers alike, something to think about as they climb it. It's probably the worst section on the trial. As you arrive from the other side of the valley Blue Hills 2 is stretched out before you in all her glory; frightening and exhilarating at the same time! Remember, this was one of the last (and is now the last) sections of the trial.

Entrants will have started at around 8 pm on Good Friday and after Blue Hills - the last great challenge, they will finish at around 5 pm on Easter Saturday. This will have been non-stop, which is pretty hard going in a car nowadays, so have a care for the motorcyclists, particularly those of the 1900s, who are out in the spring elements.

My memories of Blue Hills are very romantic, old British bikes, fantastic vintage cars, loads of Ford 'Pops' and the Morgan Owner's Club in a convoy of brightly coloured cars. And things haven't changed very much today! The Lands End Trial is the last of the 'Triple' being held at Easter, The Edinburgh is held in October and the Exeter in January. Get a Gold Medal in each of the three and you win 'The Triple'. This means that some entrants are trying very hard.

In the 70s I left Cornwall for work in England, returning regularly to Blue Hills to see friends compete with various ancient machines. In the early 90s one such friend enticed me to marshal at Blue Hills 1, which I did in all sorts of weather for many years and great fun it was. There was always a fight to marshal the ramp. During those times we used to have our



Trialing on a Triumph the old fashioned way.

annual chant, "One day I'm gonna enter!" but time just slipped by.

Then in 2001 the Motorcycling Club opened a new class; Class 'O'. Class 'O' is for unmodified/classic cars and novices. Class 'O' doesn't climb all of the hills that the main trial does, but still they have to climb around 15 hills in the 250 miles they have to travel. The route is a devious combination of mud tracks and unclassi-

fied roads that, in daylight, can leave you breathless and at night you wonder what it looks like in the daylight (and hope you never see it!).

Class 'O' was my chance - I entered persuading Ian Lee from Gloucester Area to have a go too.

Next month find out how we got on in "Durracott - a hill too far!"



W.I.TS WOMEN IN TRIUMPHS

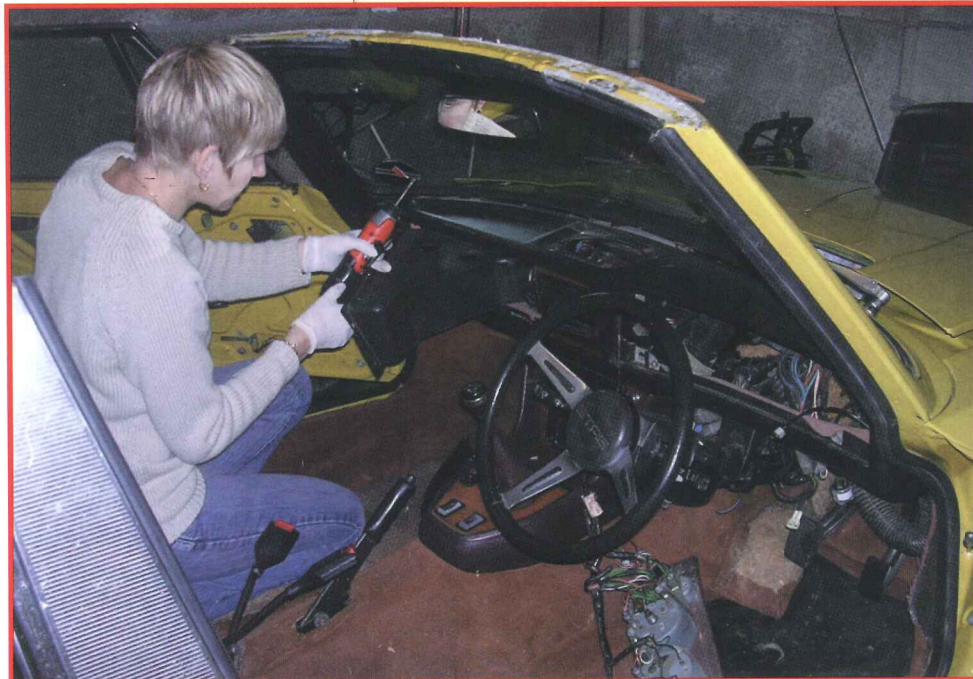
by Claire Hill

SITTING IN ON MY FIRST EVER AO'S SEMINAR AT STAFFORD LAST YEAR I WAS VERY SURPRISED TO HEAR SEVERAL COMMENTS FROM OTHER ATTENDEES OVER WOMEN ATTENDING THE SHOW.

These ranged from "Why do we need anything for women?" to "Women, they should stay at home knitting, looking after the kids!". Whilst we did hope that these were tongue-in-cheek comments it

veins, "WITS" was born.

A message was passed around verbally for all females to attend the arena the next day, with their vehicles (or anyone else's that they could beg, borrow or steal!) to show these men a thing or two. A couple of announcements over the tannoy also brought forward ample reinforcements (Ellie, Karen and the ladies from Manchester area spring to mind. We were booked in



nonetheless inspired a group of us to get together and discuss it further. As we felt our driving skills were being slandered we decided to prove the men wrong. So, later that night, aided by the alcohol flowing through our

the arena but would anybody turn up? Would we be left with egg on our faces? Worse,



horns blaring and cheers from the onlookers we circled around several times and decided to park up down the middle. The commentator then took the opportunity to speak to several of the ladies about our vehicles and was surprised to discover how many of us actually owned the cars we were driving. (I believe he may also have mentioned the precision of our parking too!!)

would we prove the men right??

Fifteen minutes before the allotted time we began to form an orderly queue. There were three of us to start with.. then the ladies from Manchester area arrived in force. Soon we were taking up a large part of the entry lane to Bingley Hall. What a sight! Glorious sunshine, our fantastic cars gleaming and all driven by ladies.

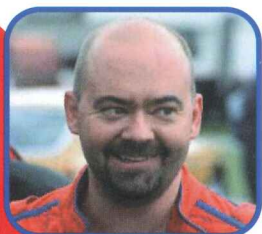
Unfortunately, my co-conspirator was missing. Where was Julie? One by one we filtered into the arena and drove around in a huge circle, totally filling the perimeter of the paddock. With



All in all after just a couple of hours of planning we had approx 20 cars in the arena.... just think, what we will do this year with a couple of months to get ready!!

Men, you have been duly warned!!!

(By the way, we eventually discovered the whereabouts of Julie - she was found at the back of Bingley Hall - fast asleep. She has promised to more than make up for it this year though!!)



Nigel Gibbins

RACE NEWS

**APRIL 1ST, IS NOT
THE BEST DAY TO BEGIN
RACING ON!**

HERE IS WHERE IT BEGINS!

If your passing Silverstone on that day and fancy popping along you will be treated to the first race of the TSSC season. Of course, for many of you, by the time you're reading this, the race will have finished and the results set. All to be reported as normal service is resumed next month.

As always, it is difficult to guess who or how many drivers will turn out as I've seen snapshots of plenty of half built cars in various states of dis-repair (my own among them). At least one car is ready on time though, that of Steve Adams, who has switched his MK4 tub for a gleaming Mk3, topless with Lenham style bonnet and doesn't it look great!

Registrations are looking promising, although I don't have the full list to hand, with a healthy handful of new competitors adding themselves to the class C listings. Among them, it is good to see Tony Lyndsay-Dean returning to the scene in his Historic Vitesse, by all accounts not fully up to spec at

the moment but it will be good to see him turning a wheel in anger again soon and I'm sure it won't be long before he's back on the pace.

I'm also looking forward to finally meeting each of the new 'kids' on the block as I've had many a telephone (or email) conversation with each about getting their rides into shape.

Don't forget that the 4th April is Triumph Trackday time at Mallory Park. I'm sure if you want to get involved in that then there'll be spaces made if you can let the organiser know as soon as possible (TR Register).

Also, in addition to the race calendar this year, a number of drivers are making the trip to the Nurburgring for a 4 lap race of the full circuit on the 29th July. Now that may not seem like much of a race until you realise a lap is 14km long! I personally am really looking forward to that one.

Here's the calendar to keep you going and let's get on with enjoying our club competition.

Race Calendar 2006

Round	Date	Circuit	Organisers
1	April 1st April 4th	Silverstone Mallory Park	MGCC
		Triumph only Trackday	
2	May 6th	Donington Park	MGCC
3	May 21st	Snetterton	MGCC
4	June 3rd	Oulton Park	MGCC
5	June 24/25th	Silverstone (International)	MGCC
6	July 1/2nd	Cadwell Park	CSCC
7	July 16th	Brands Hatch	MGCC
8	July 30th	Mallory Park	MGCC
9	August 19/20th	Pembrey	BARC
10	September 16th		Castle Combe

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VALUATION FORM**

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A GHOST EXORCISED PART 1

WITH THE HELP OF THE LE MANS CLASSIC

by Graham Holt



AS THE CREW OF THE "PINK LADY" (THE ROW BOAT SWAMPED OFF THE SCILLY ISLES) SAID, 'YOU DON'T LIKE TO BE ASSOCIATED WITH FAILURE.'

So, when the ad for the TSSC organised Le Mans Classic appeared in the 'Courier', I took interest. Why so? The story goes back 3/4 years, (or maybe even back to 1992, when my Vitesse MkII

are, and having a running Herald 1200, the Vitesse lay there until two TSSC NE Area members projected a LeMans trip for the first MG and Bentley runs.

So, first I removed everything piled on the car, then work started over the winter with no pit no lights or heating and power off a cable run out from the house. Progress was slow and painful -not to say a lonely task- crawling under the car, which was on blocks. Welding in new members and patching the floor took some time - including slicing the petrol line with the angle grinder! The fitting of the "new" halfshafts and spring commenced- The usual "fun" getting the brake pipes to fit and - major hassle - fitting the spring in a

confined space. (I found the new spring had no end bushes, so a day lost as I sought some.)

It's amazing how time slips past and, of course, you get depressed and need to get away from the job occasionally. I eventually fitted the spring at each end first and then pulled it down on long studs pre-fitted to the diff -not enough space to use a lifter, (probably not a recommended method.) This



On the way to a Wedding - 1972

was first garaged to await repair.) I'd owned the car since 1972, but at that time it needed rotaflex renewal and the rear tiebar chassis members had got religion i.e. become holy(holey?)!

In addition, the rear spring was weak and worn. I had acquired recon. rear half shafts and a new spring from a failed restoration near Wakefield, (Night shift stopped work, as I recall). Good intentions being what they



Vitesse about to be stored - 1992



At Goathland/ N. Yorks Moors Railway Classic Car weekend - 2003

effort took time, spring in and out try jacks to lift , source threaded rod make studs, etc. Having then struggled to bleed the brakes, I found the clutch dry!!! Time was flying, so I fitted a second hand slave I had and tried to start the car - no success!

Having put some effort into this, it became apparent that getting sorted, Mot'd, plus other commitments made the task impossible. Thus attempt no. 1 terminated and I went in the Citroen Saxo "Vitesse" Incidentally, this did from approx - halfway to Le Havre to Witton Gilbert , Durham on one tank of petrol.

Next year, more TSSC NE members evolved another Le Mans trip After a belated decision to go (money!), more efforts started on the Vitesse, which I'd rather ignored. The starting of the car proved a real problem. (I've found in the past that Triumphs after a long "rest" need towing to start, even though they ran perfectly well before! Anyone else found this?) Lots of fiddling, turning over, compression check battery charging, including changing plugs, leads, points, condenser, cap, rotor arm, regulator box and carb diaphragms then ensued. Changed and changed again! Sparks eventually appeared in the right places, but still no cough of life Oh, the mysteries of Lucas! Eventually, Geoff appeared, blew large quantities of

petrol into the engine with a syringe fiddled with the distributor position, ripped a blade off the fan (Beware, all MKII owners!), and it fired up! Now out of the garage for the first time since '92 -it's on a slope so difficult to get back in if dead - to do running checks for the Mot. A small rad. leak was cured with radweld fluid. (A mistake? -see later)

Mot came and went, Retest; Take the discs off and de-rust and change the pads for thicker ones. My order for green stuff hadn't come, so a set of better second hand ones went in. Mot obtained, much joy - but the car had a nasty misfire! It also died on the way home with rust

Now overflows on the carbs due to rust coming through again, (clean out, fit more filters), change electrics again, timing checks, change carb diaphragms, adjust linkages (broken screw tightener/ fit small nut and bolt) and still a misfire. Almost eve of trip now and still little done to paint/body. All the tyres had been changed and tubed for good second hand ones at £5 each (variety of wheel centres) from the local scrapyard - A good battery came at the same price here.

In desperation I tried a further regulator box, fiddled with timing and carbs, and the running improved! In the end we did a fast test run the night before departure. (This seemed OK, but the 20 or so miles



"Strange Bedfellows"
N. Yorks Moors Railway Classic Car weekend - 2003

including motorway was to prove inadequate-but no misfire!)

The small convoy met at Bowburn Services at 10 am, after the usual frantic packing of camping gear, etc. We set off south on the A1M heading for Portsmouth at about 60 mph - All was fine until just north of Catterick, when suddenly the Vitesse started to overheat badly. (Rain had stopped and a hot sun shone.) Stop, thermostat out, fill with water and restart - same result! Pulling up at Leeming Services, it was suggested that we went back for a modern car and caught up in the south. We opted for this, not wanting to waste our booking due to a car failure. This seemed like the right decision, as it overheated again by Bradbury, but then coming back over side roads at about 50 mph it was OK and sailed up the Cock o' the North bank into Durham at 70 mph. Perhaps we should have gone on at reduced pace, as we had all day to get the 10.30 pm ferry. (Was this due to my radweld use causing a block somewhere?) As it turned out, we reached Oxford first in the Saxo as the convoy went to TSSC HQ en route. Anyway Bentley won at Le Mans and one or two comments from our convoy group left a sour taste.

After the failure the Vitesse went to Goathland for the NYMR classic car weekend. This again revealed a

tendency to overheat, when touring at speed down the A19. However, on return further problems emerged. The car cut out on slow corners and traffic lights, and wouldn't restart as the solenoid failed to engage the starter motor Getting out, opening the bonnet, and pulling wires in this area seemed to cure it, although back home in the village it was embarrassingly obstinate in the High Street! It did it again at the next club meet. The second hand slave on the clutch also seemed to be letting some air in, (although fluid levels looked ok-) So it was that with these faults apparent the year trickled away, and the Le Mans Classic ads appeared in the Courier!

So Phil Willcocks' TSSC trip presented an opportunity to give it one last shot. In any case, the modern Le Mans doesn't have the car interest for me, as even the Bentleys are Audis in disguise, the MGs haven't fulfilled their great promise, (probably due to lack of funds), and TVR and Morgan don't have the appeal to me of the QDX -type Jaguar era cars. Plus, of course, a TSSC campsite had appeal! Arrangements were duly made and attention turned once more to the Vitesse.

NEXT MONTH WILL WE MAKE IT THIS TIME...?



THE BIRTH AND DEVELOPMENT OF THE WET LINER ENGINE PART 2.

by Paul Richardson ©

After the birth of the first TR2 there was still much work to be done to convert the car into a thoroughbred and the vital input of Lewis Dawtrey was always highlighted by my father. Dawtrey joined The Standard Motor Company in 1931 having spent the previous 7 years at Humber as a technical designer. Ken stated in several articles that he believed Dawtrey was the finest design engineer in the company. Over the years I've made a point of asking every engineer I have interviewed from the old company about Lewis Dawtrey, and to a man they share the same opinion as my father. Lewis understood all aspects of motor car design,

particularly engines, and was a recognised expert on combustion chamber and valve gear design. He wrote many definitive papers for The Institute of Mechanical Engineers (he was Chairman of the Coventry branch for several years) and The Institute of Automobile Engineers - many of which are still used for reference today.

To recap, the wet liner engine in the Vanguard developed



Ken with an early TR2 Publicity Car

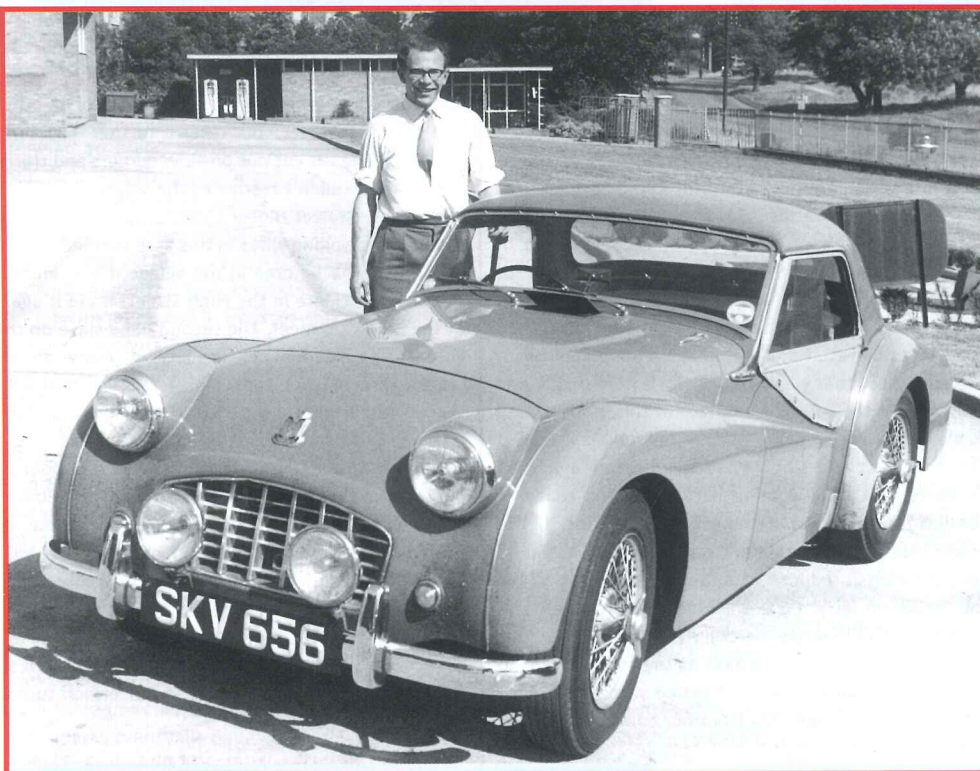
some 65 BHP with a compression ratio of 6.7 to 1. Development of the engine involved raising the compression ratio to 7.5 to 1 and, with a new manifold and twin 1.5 inch H4 S.U. carburettors replacing the single Solex unit, power was raised to some 73bhp.

Engine development for the TR2 involved lifting the compression ratio to 8.5 to 1 and improving the volumetric efficiency of the engine. This involved increasing valve lift from .36in to .375in and modifying camshaft profiles to increase valve overlap (the original cam timing was 10-10, 50-50, the new timing became 15-15, 55-55). Improved gas flow into the cylinders was achieved by increasing the inlet valve diameter

from 1.5in to 1.9/16in, and enlarging the inlet ports. Further adjustments to carburettor jetting and ignition timing gave the required 90 BHP.

During this time Lewis Dawtrey and his technical staff, and the whole of the development / experimental team were working all hours God sent to implement the above modifications. The increased cylinder pressure and rev increases involved with power development naturally brought with them inherent stress increases on vital engine components. The transmission was also developed to cope with the increased power. In tandem with constant engine development on test brakes, Ken spent hundreds of hours at MIRA proving mechanical integrity on the high speed banked circuit. During testing major crankshaft failures were experienced and Ken remarked of this.

"I experienced several crankshaft failures at MIRA and the cranks were breaking in the area of the fillet radii where the bearing surfaces meet the crank webs. The fillet radii were too small and were sometimes badly finished, which allowed surface cracks to develop and subsequent failure. I also noticed that sometimes ridges were evident in the area of the fillet radii where the grinder had stopped. The finish in this area should be perfectly smooth. After a chat with Lew Dawtrey, the



Many Celebrities owned & Rallied TRs including famed British Athlete Chris Brashier.

Ken Richardson Testing a TR at Mira on the banked circuit about to pass timing unit.



radius of the fillet radii was increased and relevant problems with the quality control of machining were put right."

Due to the higher cylinder pressures involved with power development, failure of the intermediate cylinder head stud bosses was experienced. These were located in the top of the cylinder block. The block was suitably modified so that the thread bosses were positioned at the bottom of the block in the roof of the crank chamber. This cured the problem by putting the block walls under compression when the cylinder head was torqued down - rather than the tension of the previous design. Failure of the lower figure of eight cylinder liner seals was also experienced which gave rise to head gasket failure. This was remedied by replacing the liner seals with resin coated steel units.

The con rods and big end caps were also stiffened up considerably and the big end bolts were increased to 7/16in dia. During high-speed endurance tests at MIRA, and on test brakes, failure of number one exhaust valve at high revs became a repeated problem. This was traced to camshaft oscillation whereby the shaft oscillated through 0.020in at number one exhaust cam. Thickening the camshaft throughout its length failed to cure the problem - which was put right by increasing the diameter of only the front half of the shaft by an eighth of an inch. After these and a host of other problems were solved, the TR engine was developed into a thoroughly reliable unit.

Ken's rigorous test programme, at MIRA and on open roads, also included optimising road holding and brake efficiency. This included revising steering and suspension geometry and further improving chassis stiffness. Inadequate brakes were improved by increasing the front brake drum diameter from 9 to 10 inches, and later the rear drums were also increased to 10 inches (from October 1956, TR3's were the first production car to be

fitted with front disc brakes).

It was during development that the programme took on considerable acceleration. Sir John Black noticed in a newspaper report that a Sunbeam Alpine had achieved 120 MPH on the Jabbeke (pronounced Yabmaker!) Highway in Belgium. Sir John realised that if a TR2 could not exceed this speed much valuable publicity would be lost when the car was released for production later that year, and he ordered a TR2 to be prepared for an attempt to better the Alpine speed record.

TR2 prototype MVC 575 was duly prepared for the record run and after high-speed tests at MIRA and on dawn tests on a long stretch of straight open road near Bicester, Oxfordshire, all was set. For the record attempt MVC 575 underwent aerodynamic improvements whereby the

windscreen and soft-top were removed and an aluminium tonneau was fitted together with a Perspex aeroscreen. The car was also fitted with a full-length aluminium undershield and wheel spats were fitted to the rear wheel apertures.

On 20th May 1953, MVC 575 driven by Ken broke the 2-litre speed record for production sports cars at Jabbeke attaining 124.095 mph over the measured mile - as the average of two runs in opposite directions. In touring trim with the full windscreen and soft-top in place, whilst still retaining the undershield, the car achieved 114.213 mph. Obtaining the speed

much development work to be done to build long term stealth into the car. It is a credit to all the engineers involved that in a period of only a few months a world beating sports car had risen from the ashes of the disastrous 20TS.

Ken said of this era. *"The design and birth of the first TR2 was a team effort. I advised on design aspects and was responsible for the development of the car, but there were a host of engineers and technicians involved who did outstanding work, and without them the project would not have been possible."*

After the Jabbeke speed run, Sir John Black became more and more enthused about a company competition department. After all, instituting the Jabbeke run was evidence enough of the high value he set on 'racing publicity'. He once said, *"There is a new spirit in the British people after the war, we are a nation of competitors and everyone is competing. Give them a tennis racket and they'll play tennis, give them a TR2 and they'll race it."*

This analogy of Sir John's proved fact, because almost immediately after the first TR's left the production lines at the end of July 1953, their enthusiastic owners began planning entries in competitive events. Early in 1954, and well before works TR2's had competed in any race or rally, countless reports from all over the world arrived at the Coventry factory detailing the first TR2 competition successes by private owners.

In January 1954, E.H.Carvalho cabled Coventry that he'd won the Gilman



Ken Richardson
Standing beside
Prototype TR2 MVC 575

record at Jabbeke obviously proved the speed potential of the TR2 but there was still

Challenge Trophy in the Hong Kong rally. In Singapore, Bobby Tan won the half mile speed trial and back in England and Europe amateur TR drivers began winning countless events. In March 1954 the first major victory for a



Ken Richardson and Co- driver Kit Heathcote on a european rally.

TR2 in an International rally was recorded when Johnny Wallwork won the RAC rally outright with the TR2's of Peter Cooper and Bill Bleakley finishing 2nd and 5th respectively. The Ladies award was won by Mary Walker's TR2, and TR's won 2nd and 3rd team prizes. In June, the works supported private entry of Edgar Wadsworth and Bobby Dixon finished 15th overall in the Le Mans 24 hour race which was a superb result.

In the autumn of 1953, plans had been made to enter works cars in major events in 1954 the first of which, in May, was the notorious Mille Miglia road race in which Ken and Gatsonides finished 27th in a field of 470 entrants - including no less than 22 Ferraris. In the second event, the Alpine rally, works TR's won

the first of many team prizes, and were presented with the award for the best performance of a non French team. In the notoriously dangerous Tourist Trophy race at Dundrod in September six privately owned works supported TR's won first and second team prizes with Ken sharing Bobby Dixon's car.

Thereafter, as history has proved, TR2's and 3's dominated their class in major international events throughout the whole of the fifties.

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Clear careful detail is key. The Form's often on our Courier address-slip; or find IVRs at www.tssc.org.uk New Members, one's in your Joining Pack. Copy carefully 3 spots under-bonnet, plus Dates etc off your V5C; and send Freepost to Club HQ.

Models have different IVR priorities, letter-content etc, so check yours on this page, a-Model-a-month:

Jan: Bond	Feb: GT6	Mar: 948/1200	Apr: Spit IV/1500
May: Specials	Jun: Toledo/Dolomite	Jul: 13/60	Aug: 2000/2.5
Sep: Acclaim	Oct: Stag	Nov: Vitesses	Dec: Spit I/II/III

SPITFIRE IV/1500 INTERNATIONAL VEHICLE REGISTER

I thought the Following Chart Might Help you to fill out your IVR Forms

Model	Comm Prefix	Engine Prefix	Gearbox Prefix	Diff. Prefix	Ratio
Mk 4	FH	FH	FH	FH	3.89
Mk 4 1300 USA	FK	FK	FK	FK	4.11
Mk 4 1500 USA	FK	FM	FK	FH	3.88
Mk 4 Sweden	FL	FL	FH	FH	3.89
1500	FH7500I on	FM	FR	FR	3.63
1500 USA	FM	FM	FT	FH	3.89

Even if your numbers don't seem to tie in with these then do please send in your IVR and I may be able to help sort out any problems you may have with the numbers.

Any Extra information I would also be happy to receive and sometimes I feature your cars at the beginning of my Register Reports so a couple Photos would be welcome along with a brief history and of course any technical tips or requests you may want to see in the Courier (**IDEAS FOR REGISTER ARTICLES ALWAYS WELCOME**)

I prefer to receive original IVR forms by post and it won't even cost you a stamp if you send it to the Freepost Club address. The Register is steadily growing and I need your help for it to continue to do so. The more information held the more I'll be able to see trends and be able to feed back information to owners within the Courier.

TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£38.00 UK £42.00 EUROPE £46.00 OVERSEAS

RENEWALS

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

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TSSC - Main Street, Lubenham,
Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

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FOOTMAN JAMES & CO LTD

Tel: 0845 458 6760 Fax: 0121 559 0814

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TSSC, Main Street Lubenham, Leics. LE16 9TF
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TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

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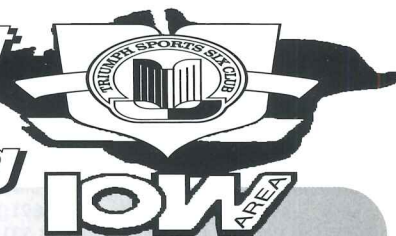
APRIL 2006

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

Isle of Wight Area 17th Camping Weekend



28th April to 1st May 2006

Appuldurcombe Gardens
Holiday Park - Wroxall

Great weekend of entertainment for all the
family, lots to see and do. Weekend to
include convoys, raffle, treasure hunt,
and much more!

Camping (Fri/Sat/Sun) still only £15 per
adult + Entertainment ticket.

Booking forms available now via
www.triumph-iw.co.uk or
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or please send STAMPED
Self Addressed Envelope to:

Angela & Graham, 23 Vectis Road,
East Cowes, Isle of Wight, PO32 6HG or
Tel: (01983) 281427 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.

IF AREA DIRECTORY ENTRY IS IN GREY THEN PLEASE REGISTER OFFICIALLY!!! AS WE & HQ WILL NOT KNOW WHO TO CONTACT PHONE OR EMAIL VIVIEN & VICTOR THOMPSON

DIRECTORY CHANGES TO AREA LIAISON OFFICERS VIVIEN & VICTOR THOMPSON TEL: 01302 850740 E-MAIL: vthompson@mycottage17.freemove.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST NORTH EAST	Jim Smellie: 07771 956653 Danny Stroud: 01224 742315	Lochin Sports Club - GLASGOW Various see report in Area news Pub Run See area News for details TBA	1st Wed. Eves. Last Thurs. Eves. 2nd Thursday 1st Wed Eves.
LOTHIAN	Paul Udall 07967 021395		

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Bob Westgarth: 01697 351654	Stoneybeck Inn - PENRITH	1st Sun. See News
MANCHESTER	Frank Spencer: 01524 791607 Pippa Flegel: 01524 791607	The Stamford Arms - Lymm Road LITTLE BOLLINGTON	1st Tues. Eves.
NORTH EAST	Mark Astley: 0771 840 8159 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. Eves. 8.30pm.
LANCASHIRE	Graeme Lewis: 01484 649008	The Myerscough - BALDERSTONE	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	Michael Charlton: 01302 537290	The Coach & Horses, Barnbrough - DONCASTER	1st Tues. Eves.
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180 Nigel Clark: 01788 891 153	The Bull & Butcher - CORLEY MOOR The Old Smithy - CHURCH LAWFORD	1st Tues. Eves. 3rd Sun Lunch
DERWENT VALLEY	Colin Wright: 01773 531580 Stuart Charles: 01623 845961	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 Woodcocks - BURTON MARINA, SAXILBY	Last Tuesday 8pm.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Ye Olde Bridge Inn - OXTON	Last Mon. 7pm.
NORTHANTS	Jonathan Ingram: 01604 820231	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsden: 01780 470358	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	Roger Haywood: 07969 024999	The Drakes Drum, Old Oscott Lane - BIRMINGHAM	1st Tues. Eves.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

MID WALES	Jeff Jones: 01970 880222	The Druid Inn - GOGINAN	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'S CONSERVATIVE CLUB	1st Tues. 8pm 3rd Sunday Run Last Mon. 7.30pm
SOUTH WALES	Neil Hicks: 01633 411210	Tredegar Arms, Bassalegg - NEWPORT	

EASTERN AREAS

ESSEX	Russell Timms: 01708 400082	The Eagle - KELVIDON HATCH A128 Onger Rd	3rd Sun. Lunch
NORFOLK	Julie Sewell: 01986 894805	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. Eves.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - LITTLE STONHAM	1st Tues. Eves.

NORTHERN IRELAND

NORTHERN IRELAND	Paul Robinson: 028 90529300	Nortel Social & Athletic Club - WHITEABBEY	1st Wed. 8pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Derek Skates: 07932 179459	The Duke of Cumberland - BARHAM	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	White Hart - ARDINGLY/TURNERS HILL	1st Wed. 8pm.
		Roving meet - phone for details	3rd Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	The Crooked Billet - (A30) HOOK	1st Tues. 8pm.
HANTS & SURREY	Mark Bland: 01252 687988	Potters Bar - MYCHETT	2nd Mon. Eves.
HERTS & BEDS	Les Read: 01582 862176	The Three Moorhens - ITCIN	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 01892 834954	The White Hart - SEVENOAKS	1st Tues. Eves.
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
SOUTHERN	Suzie Singleton: 01672 514241	The Thomas Lord - WEST MEON	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	4th Wed. 8pm.
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	Guy Singleton: 01672 514241	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
AVON	Colin Murrell: 01179 691322	The Cross Hands - Nr OLD SODBURY	1st Mon.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Jasper Bacon: 01747 871379	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.
WESSEX	Trevor Carlyle: 01425 475376	Contact only	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 07810 135279	Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
		Greyhound Inn - LITTLEDEAN - Odd Months	3rd Thurs. Eves.

OVERSEAS Contacts

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GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.
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AREA LIAISON OFFICERS REPORT

We are writing this report immediately before the Club's AGM and AO's Seminar. We're anticipating a lively discussion at the seminar as usual. Following the weekend we hope to get the next edition of Pen Torque out to you as soon as possible (various commitments permitting). An important function of the AGM is to ratify the Areas that have re-registered for the coming year. Although this may seem a bit of a bureaucratic process, it is never the less very important in ensuring your meetings are formal meetings of the Club and ensure you are covered by the Clubs liability insurance.

Below are the Areas that were previously registered but are no longer registered, we are aware that Swindon is without and AO at present so this explains why they haven't registered. Never the less even if your Area hasn't some one with time to do everything they'd like to as an AO, all we need is a point of contact so it doesn't necessarily entail a great commitment, you do however need to nominate yourself and have someone second you. If you're not sure what to do please don't hesitate to give us a call and we will attempt to help and guide you as much as possible. Areas Not Registered (at time of going to print) Cumbria. Mid Wales. Coventry. West Midlands. East Berks. Hants & Surrey. Herts & Beds. Gloucester. If you believe this is wrong and you have submitted a registration form please contact us asap.

The lucky Area for the Area draw this month is **South West Wales** please contact Club HQ for your £25 TSSC regalia vouchers.

Victor and Vivien.

ANDOVER

e-mail: guy.singleton@virgin.net

A good meeting this month with two new faces so hello to Brendan and John, both with 1500 Spitfires, John having a long way to travel as he lives opposite the Clatford Arms!! Also it was good to see Keith again who we have not seen for 6 months or so, as he's been back in Sweden, shaming us by being the only person to arrive in a Triumph - a Dolomite Sprint (we let the side down this month taking an 'almost-classic' Opel Monza as it had not been out for a while).

Graham's MkIII Spitfire is almost on the road - he has now driven it - in two gears - first and reverse up and down the drive. He's hoping that his friend Keith who has been rebuilding it for him will soon let him

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

take the car away and actually use it.
13 April 2006 Regular Meet at Clatford Arms
17 April 2006 Wyke Down Classic Cars Show & Autojumble
23 April 2006 Triumph Day at Brooklands

Guy

AVON

GREAT NEWS!! MARK AND JO AT JIGSAW HAVE HAD ADU1B ACCEPTED BY THE CLASSIC LE MANS ORGANISERS! THE SPITTY RACES THERE AGAIN! Even more reason to go!!

March's meeting - too early to say, due to deadlines!! No doubt another good'un. Events Coming Up (a few suggestions for you): 2006 is shaping up into a good 'un already!

Easter Saturday - Land's End Trial.

Unusually get to see Mike Crewes and some of the Glos boys on this one as well as some of the Cornish Crew!

Easter Monday - Coleford Festival of Transport.

Easter Monday - Swinging Sixties Racing at Castle Combe!

22nd April - Performance Car Action Day at Castle Combe. Rumour has it tall-boy will be chucking his big Saab through the corners!

23rd April - National Use Your Classic Car Day, so TSSC Avon Run to the Cotswold Motor Museum - tbc.

23rd April - Standard Triumph Day at Brooklands. A great venue, the MG boys 'n gals have used this great place for years!

6-7th May SEM Costa del Leatherhead!

13th-14th May - Steam Rally at Castle Combe!

21st May - Invite to the SAAB Lazy Day. Noon start at Sally Pusseys Inn, Wootton Bassett, then on to Atwell Wilson Car Museum.

25th-28th May - CSMA Classic Race Weekend at Brands Hatch.

3rd Jun - Happy Birthday Dr Paul!

17th June - our 9th Brean Beach Party!!!

17th June - Club stand at Classic & Sportscar Action Day at Castle Combe. Passes first come first served!!!

25th-26th June - Dunlop Great & British Motorsport Festival at Castle Combe.

1st July - Classic at the Hall, 4.00 pm Hunters Hall, Kingscote, nr. Dursley, organised by Glavon TRs and a good eve out!

7-8-9th July - Classic Le Mans. Passports already raring to go! Ferries booked, passes via Phil Wilcox and hopefully by now we would have had Bertands prices for camping on Indy Corner, same as 2004!

Tres Bon - bring it on!!!

7-8-9th July - for anyone left this side of the English Channel, STAFFORD!

28-30th July - Silverstone Classic Weekend.

30th July - Brooklands British Sportscar Day. Sounds like a good excuse for an Area Triumph/TVR/MG convoy there to me!

5th Aug - Classic Race Day at Castle Combe.

10th-14th ish Aug - a long, long, chilled-out weekend at Hay-on-Wye,

incorporating the Vintage Rally on **Sunday 13th Aug**. Go on, you owe yourself a good, chilled-out weekend!
12-14th Aug - Northants Camping Weekend. That's a hard one, what a clash!

16th Sept - Castle Combe racing which includes Triumphs!!

What would rally too 2006 off would be a STER-like weekend like we had in Holland back in 1999, or would that be asking too much?

Party on people!

Col

P.S. Time to hunt down the shorts, shades, aftersun and flip flops!

SOUTH BUCKS

www.tssc.org.uk/southbucks
email southbucks@tssc.org.uk

We had a very good turn out for the meeting in February, thanks to all those who attended. At the AGM (which was a bit informal this year) Robin offered to be our treasurer for another year, thanks! I am still finalising the area calendar, I should have it done "soon". Hopefully.

It was Liz's Birthday on the same day, so we shared her Champagne and meringues (yes, of course she came to the meeting on her Birthday!), which went down very well. Maybe we should do that for every AGM?

I have just had my Stag tuned up by Ingenuity (who also fixed the brakes and lights, so I no longer have to fear the impending MOT test apparently Hart Racing have closed down?). They did a great job, and have transformed it from a lazy, thirsty slugger to an engine fit for a sports car. Apparently it was running so rich it was off the scale, and a piston had seized in one of the carburettors which would explain a few things! Possibly as punishment from the heavens for driving a Jaguar to the club meet I was left stranded when the V12 managed to drain the cars (brand new) battery after about 20 seconds of coughing and spluttering on the starter. In the end the local recovery service (my Dad) came to the rescue and we jumped it off his diesel van.

It's been fine since but I think I'll take a Triumph in the future, and maybe make sure I'm not the last to leave!

Future events are: Trackday (Triumphs only) at Mallory Park on **4th April**, Standard Triumph at Brooklands on the **23rd** and IOW camping weekend on the **23rd** (which, unfortunately I am not attending). The next meeting is **19th April**, 8:00pm, Squirrel in Penn.

Finally Congratulations to Robert and Sophia on their wedding, I'm sure you'll be very happy together.

Regards,

Daniel

CANTERBURY

They say the person that never made any mistakes never made anything. Haven't I been busy! Yes, who spotted the deliberate mistakes? The **17th July** is actually a Monday, Oops! So everything is happen-

CHESHIRE . . . COVENTRY DERWENT VALLEY

ing on the **Sunday the 16th** instead. Two events have dropped through my door, the Bucket and Spade Run on the **4th June**, which clashes with Sandwich and Sellindge Steam Special, which runs over the Whitsum weekend.

We have been trying to get a foot in the door at Sellindge for years and unfortunately I cannot make it, but it would still be nice if we could have a contingent attend. I have also been in contact with Harry from West Kent Area about squeezing on his stand at the event at the Hop Farm. They camp over on the Saturday and some mention has been made of us doing the same. As always I have copies for those who require them.

It seems to have been busy on the car front last month, some positive some not. One plus is that I have finished the Herald and hopefully will put it up for sale after putting a few miles on the engine. On the negative side is Phil's Vitesse which started to run on five cylinders. Not good. No compression on number two cylinder was the problem, so off with its head. It had other ideas. Despite much jacking, bashing and swearing the final stud failed to budge. So out with the drill, that done it revealing a knackered valve. At the time of writing this I hear that although the engine is back together it is smoking heavily and Phil has had enough for the time being, so he has gone to bang his head against a wall for a while. It sounds as if we are soon going to see Cliff's Stag at long last although I hear his Grandson, Bradley prefers the Spitfire. Maybe he is hinting at something, only another ten years to wait before he can drive Cliff!

A good number turned out meet night despite a dismal night, and for one I will be glad when the Clocks change. A lot of work has been done to improve the pub by the new owners making it a more pleasant experience, it will be nice in the summer, as the garden looks a fair size. So let's get all the bad weather out of the way and keep the water companies happy to lead to a cracking summer and use those cars. Cheers

Dell

CHESHIRE

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

First I must apologise for missing our meeting, as I was away in Berlin on business. It was very cold in Berlin (but I am informed England was too) and the only thing I noted in the motoring line was one Trabby parked somewhere en route from hotel to work. I was told that, just after the wall came down, lots of Trabbies came to West Berlin to visit department stores and the like, and the concentration of all those two-stroke engines turned the air blue (with smoke).

I must also mention that when I went to visit Adrian a week or two back, a large farm tractor (the sort with wheels about ten feet in diameter and a cab about twenty feet in the air) was parked on Adrian's drive. Admittedly it was pulling a large trailer which doubled as a skip. And I didn't have a camera with me, or this would have been recorded for posterity.

We (Mike and I) are still aiming for a quiz at the April meeting, usual prizes, etc. Usual difficult questions? You'll have to come and take part to find out!

Runs out should happen this year in **May, June, July and August**, as mentioned last month. These are usually 7.30 for 8.00 pm at The Cock and Thing, and involves about 30 miles along the narrow and twisty roads that seem to be available round here, and of course a refreshment stop at a hostelry along the way.

Another reminder of the Tatton shows on the **3rd and 4th of June**, and the **19th and 20th of August**.

Ticket requests please.

Our next meeting is on **Thursday 6 April** at the Cock and Wotsit in Bollington. It will be officially spring by then, so it'll be hoods down and shirtsleeves (I wish).

See you there.

Henry

COVENTRY

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CORLEY MOOR GROUP

It's April already, and a new season beckons! There was a good turnout at the last meeting at The Bull and Butcher, with 10 of us in the bar, next to a welcoming open log fire. Nigel and Steve are normally the advance party, and secure a suitable table for the rest of us. Despite the inclement weather, new faces Dave and Audrey Silbert travelled from Wellesbourne in their recently renovated red GT6. It's always good to see new members join us, and also those who have not been along for a while. Having discussed the get-together with our West Mids group with our group, we are considering a run-out to visit them in May. Details to be finalised at next meeting.

Paul Cheshire provided the entertainment as founder member of The Karl Dandridge Fan Club. He brought in his lap-top to show film of Karl racing his GT6 on the track during a couple of previous race meetings. Karl and Andy Smith were there to see the mixed fortunes of the boy-racer in his green machine.

After 10 years at Canley Classics, Karl has decided leave the firm to branch-out, working for himself. We wish him all the best of luck in his new venture.

Nigel Clarke is getting the Church Lawford meeting up and running next month for the spring and summer seasons, as there has not been enough support throughout winter months. Please support this meeting if you are in the Rugby/Wolston Area; we have two meeting available to us, to suit peoples' different circumstances and location within Coventry Area. See Nigel's note below.

I have been out in the Stag, when the sleet and snow showers have given way to spring sunshine. We are very fortunate living in this area, as there is beautiful scenery surrounding the City, within a couple of miles you can be in Kenilworth, Stoneleigh, Hunningham, Offchurch, Corley and Fillongley - to name a few. Go on, get out there! Our next meeting at Corley Moor, at The Bull and Butcher is **Tuesday 4th April** at 7:30, just as the



brighter evenings are emerging. You have that Triumph in the garage, why not take it along to start the season with a dozen cars that evening? Regards,

Kevin

CHURCH LAWFORD GROUP

Having had a rather quiet summer last year, I have spoken to a number of local members and there is clear interest to revive the Sunday lunchtime meeting at the Old Smithy. Two years ago this was a lively well-supported meeting, so let's see if we can get it going again.

The venue is the Old Smithy at Church Lawford, which has a good size car park, excellent lunch time menu and brews its own beers. What more could we need? Usually we hold the meetings from 1.00 pm on the **third Sunday** of every month through the spring and summer. I plan to start the new season in **April**, but this year Easter falls on the third Sunday. To avoid any clashes with holidays or family get-together over Easter, we will break with tradition and our first meeting of the season will be on **Sunday 23rd April**. Please try to be there, better still come and show off your club car. As well as enjoying conversation and cars, let's discuss what we would like from this meeting, and what events we can organise and/or attend through the summer.

I look forward to seeing you soon.

Regards,

Nigel

DERWENT VALLEY

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Quite a few of us at Derwent Valley are longing for the warmer dryer weather, so we can get out on the open road. If all goes to plan we will see at least three club cars restored and joining us on our mini runs, treasure hunts and of course the Peak Run this year. I am quite excited about this prospect - so keep working hard Gary and Mike. Work is progressing now on my latest project, a Stag, and fingers crossed it will be ready in time to take me to Norway in May.

A trip down to Stoneleigh was well worthwhile. I went only requiring a few odds and ends and came back with loads of stuff and broke. You know the situation ... look they've got one of those I might need one of them - I had better get one ... or I'd get one whilst I am here!

Most of the day was spent chatting to friends and acquaintances, people who attend the Peak Run and other TSSC events throughout the year and other AOs. It was great to see Kev and Di Hadfield, who kept poking me in the back whilst I was in a queue ordering a coffee and talking to Stuart Charles on the mobile at the same time.



● DERWENT VALLEY cont

Talking of Stuart, he and Roger travelled down to Stoneleigh together in Julie's Dolly. After a few miles they noticed a very, very strong smell of petrol and the car was losing power. They pulled over and to their horror found that the fuel pipe feeding the carb had come off and petrol was being sprayed around the engine ... they felt very lucky.

During the day people were coming up to me to tell me that they had just bought a Stag or were about to buy one. Just because I have got one does not mean you have to have one too ... I think I will sell it and buy a TR3 ... at least Lubi will sit on my knee!

At the March monthly meet we were joined by a gentleman and his wife who had inherited a fantastic example of a Triumph Herald 1200 Saloon which he wishes to sell. It is an early 1961 model in yellow and white and can only be described as original A1+ condition. Visit our website for more details.

It was Sam's turn to provide the activity for the evening that was to be a location quiz. Towards the end of February I received a parcel from her enclosing the quiz sheets and a note explaining that due to work commitments she was unable to attend the next few meetings. After reading the questions I wondered if her absence was planned as it was a stinker, but all the same it was great entertainment when the answers were read out. There were lots of groans and disputed answers and I am sure Sam's ears must have been burning. Thanks Sam, it was fun and you missed a laugh. We had joint winners once again - this time it was Gary and Mike who had ably recovered from last month's wooden spoon award.

At April's meet we will hold an Easter Egg Raffle and I have been 'press ganged' into doing a Triumph Drive so get your dice shaking hands ready for some fast and frustrating fun.

Dates for your diary
4th April monthly meet at Smalley Common Ex-serviceman's Club. **18th April** Peak Run Committee Meeting
2nd May monthly meet at Smalley Common Ex-serviceman's Club. **14th May** Club visit to the Newark and Notts County Show Bye for now

Colin

● DEVON

www.tssc.org.uk/devon
e-mail devon2005@tssc.org.uk

Devon will be busy throughout April, starting with our trip to North Devon on **Sunday 2nd**. We will meet up at Exeter

DERWENT VALLEY ... DEVON DORSET ... ESSEX

Services at 9.30 am (yes, really!) for a drive to Umberleigh where we will meet up with John and Joan who have kindly organised a visit to the Cobban Combat Collection, complete with NAAFI wagon for morning coffee, hopefully. Admission prices £5.25 with reductions for OAPs £4.75 and kids £3.75 - though if we have more than say 15 we can have a group discount of £1 pp. After that we will have lunch at the Northgate Inn at Aller Cross - traditional roasts and veggie options as well as others. If you have not already done so, please ring Joan on 01271 865078 to let her know numbers.

We are looking forward to seeing some of our North Devon members there.

Club Night at The Star on **Wednesday 19th** will no doubt see final arrangements made for our trip to the Isle of Wight at the end of the month. **Sunday 23 April** - St George's Day - has been designated by the Federation of British Historic Vehicle Clubs (FBHVC) as DRIVE IT DAY. They want all owners of licensed historic vehicles to USE them on **23 April**. As we have so much on in April, and it is the weekend before our invasion of IOW, we will not be organising anything, but the message is get the car out so it can be seen by our admiring public - use it instead of the modern transport, or even put it on the drive so it can be SEEN. Or get together with a few friends in your particular area and go for a drive. DRIVE IT DAY is part of an ongoing campaign to raise public awareness of the historic vehicle movement, as FBHVC exists to uphold the freedom to use old vehicles and to preserve them.

On **Friday 28 April** some of us will be gathering for the trip to the Isle of Wight where we will be joining their camping weekend at Appledurcombe, returning on **Monday 1 May**. Oops - looking at the calendar, I realise that with the preparations for Appledurcombe, we have not arranged a May Sunday meeting - so **Sunday May 14** (not our usual Sunday) we will meet at Exeter Services, say 10.30 am, for a drive ending up at Dawlish Warren where we may be able to picnic and paddle, weather permitting, or find a suitable hostelry. Whatever we do will be child friendly and fun.

Going back to February - we met as usual at the Star, when we heard of Edith's transformation to a twin carb wonder and pondered the possibilities of child seats in Spitfires. On Sunday 2nd March, with a load of salt on the roads, three Triumphs and two various drove from Ashburton across the moor to Princetown where Helen and Rob had arranged lunch at the Plume of Feathers. We were joined there by Lisa (Ruby) and Mark together with their families. In all it was over 20 for lunch including the children - who said Alice was eyeing up Jacob? Splitting up after lunch, some of us made a circular trip via Mortons Hampstead to get back.

Entry forms for Powderham (**8th and 9th July**) and Branscombe (**30th**) should be received soon and if we are to beat last year's record of some 20 cars at each event, please contact us asap. Jackie and Allan are organising Powderham and we will be doing the paperwork for Branscombe. Check the website for the various contact details. By the time The

Courier reaches you this month, we should be enjoying better weather and DRIVING those cars!

Sue and John

● DORSET

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It's been a bit quiet here in Deepest Darkest Dorset over the winter months, not least in the fact that a couple of reports have been missed. Many apologies. Spring is but around the corner (he writes as snow falls outside) and it's time to awaken the Triumphant spirit in the area!

First of all I would like to thank Steve Golab for being our A.O over the last few years: He finished his reign in style by writing-off his Spit and, adding insult to injury, replacing it with an X19!!! Hope it's going well Steve. Of course you're welcome to come to the meets, just don't park too close to the Triumphs (if any turn up!!!)

Secondly I've a few dates; **Sunday April 23** is Drive It Day for historic vehicles. I have suggested a trip to Brooklands on that day, possibly meeting up with Salisbury members in Wilton, time TBA. **Sunday 25 June** A day's Hillclimbing tuition and practice at Gurston Down in aid of a local school, approx £150. **Saturday 15 July** classic line-up at Templecombe Fete.

If you've any further suggestions of events worth attending or supporting please let me know otherwise I look forward to seeing you all at The Rose & Crown at Bradford Abbas on **Tues 28th March**. Keep those Triumphs warm.

Jason

● ESSEX

Hope you all had a good winter. Now spring is well under way we can look forward to those long, hot days of summer. You know the ones where you cannot wash the car with the hose as there is a ban.

The Battles Bridge Show is going full steam ahead. Now we know there was a muck-up with the dates of the SEM, so we hope to get some interest as I think West Kent may be in support of us, as we are them with so many showstands.

Don't forget their big stand at the Hop Farm on **July 1st and 2nd**. There is one other show I've gone to for years and that is at Coalhouse Fort in East Tilbury on the **last weekend of July**. A small but fun show the area did attend last year.

The meeting this month was very good with a new face John with his white 13/60, who I nabbed from the auto jumble down the road, and Steve who turned up in his TR6. He was there from the TR group to invite us to another show in Essex, which does clash with the Hop farm, it's at Ingatstone hall on the **2nd of July**.

Mike and Sue brought along some raffle prizes. So you guessed it, we had our first raffle and made £19 for our area funds which goes to help us get things for our area. Mell done Mike and Sue, I think it went down well. If anyone wants to bring a prize for our raffle it doesn't have to be much, any old thing you don't use any

GATWICK ... GLOUCESTER ... HANTS & BERKS HERTS & BEDS ... WEST KENT ... LANCASHIRE

● GLOUCESTER

www.tssc.org.uk/gloucester

As usual I'm writing this late, no that should be very late and if none of you are reading it then it's too late. It will also be very short and sweet.

The Area meeting was a good night with Barry busying himself collecting all the last minute bookings for the Area meal. The meal itself saw forty of us enjoying a superb evening at The Rising Sun Hotel on Cleve Hill. Most people I spoke to had a good night, our thanks to Batty (sorry that should read Barry) for all his effort it ensured a great night out. Very sorry no time to do the events but hope to see you all soon.

Russell

● GATWICK

First up this month is a warm welcome to Sue and Paul with their very nice, white Spitfire 1500. In March they earned the accolade of being the only Triumph in the car park. Sue had managed to find the darkest corner she could but we braved the cold to have a good look and lovely it looks too.

Our first roving meet at The Greets Inn at Warnham went well. We had our own little room which was nearly too little. We squeezed 11 of us in there.

Unfortunately, Cliff wasn't able to join us as he had taken his newly broken wrist on holiday to Cyprus.

March 1st saw us at The White Hart. Most peoples' cars seem to be tucked away awaiting the change of clocks and lack of salt on the roads, or if you are us, trying to get them mobile again! Poor Vic's Spitfire's spring has come adrift from the diff. David B has quickly passed his GT6 on to Glen, who is having a 2.5 litre fitted by Frank, along with a new overdrive gearbox. We had a call from a chap called Simon who wanted advice on where to go to get his new hood fitted on his Vitesse. Gave him a couple of phone numbers - hope they were useful. David P is making good progress on Huckleberry, his son's 13/60 Herald; the underneath is all cleaned-off and looks like new. All the suspension has been blast-cleaned and painted and quite a few new parts were picked up at the Ardingly Autojumble. Although we didn't go, we heard that John B, David B and Glen also found some goodies.

On Saturday March 4th 13 of us met at The Cage in Lingfield for a drink before going on to Lingfield Tandoori for a meal. Everyone had a great time and, hopefully, we'll do something similar again soon.

Forward dates are: **Wednesday April 5th** at The White Hart and **Wednesday 19th** roving. **Sunday April 23rd** we'll be going to Brooklands and, I believe, **May 6th and 7th** is Leatherhead.

See you all soon.

Lynn and David

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 10th Month please



Ashley Mills was there. Hope we are going to see you a bit more regular, I know you did not like the last pub mate. Ashley and Sam seem to be getting on with Ashley's Triumph 2.5 Mkl. Sam and Katie are expecting No 2. Congratulations on that news. I was speaking to Chris; he and I are both going to Stafford this year.

We are going to the Club HQ at Easter, we will decide on what day at the March's meeting. Sorry if I have left anybody out but I did not get to speak to many people at the meeting.

Anybody is more than welcome to come not matter what your Triumph. Next meeting **24th April**, the Three Moorhens, Hitchin. Cheers

Les

● WEST KENT

WestKent@tssc.org.uk

It was great to see so many of you at last month's meet for Sue and Julian's quiz. As always the questions were beautifully set and presented. Thank you both. Very well done to our latest champions Ian and Lynn along with runners up Del and Tony and in joint third Les and Duncan with Frank and Irene. Unlike Sue and I you must have played your jokers well! Les has volunteered to present the next quiz, possibly at the June meet. A warm welcome was extended to our latest new members: Paul who drives a GT6, Graham - Spitfire, Malcolm - Vitesse and Andy who is on the lookout for the right Triumph.

With Spring fast approaching it will soon be time to bring out those treasured classics. With that in mind I have been busy arranging club stands with event organisers. In addition to The Hop Farm there is also The Sussex Classic at Bentley Wildfowl & Motor Museum on **22/23 July** (entry forms available at next meet). Other venue's such as Autorama, later in the year will be possible providing there is plenty of interest. Knowing our bunch, I'm sure there will be. That's all I have for now, see you next month.

Hanny

● LANCASHIRE

Well first of all a big thank you to Bill for kicking the season off in style with another excellent weekend in Coniston. I am sure all those that attended enjoyed every minute of it. One thing Bill seems to be good at is picking the right weekend to go as regards the weather. It was a lovely crisp winters day which made the surrounding scenery look superb and the drive up was also very pleasant. There were, however, only four people brave enough to bring the Triumphs: Bill's Spit (which must have

● HERTS & BEDS

There were about a dozen people at Feb meeting and four cars in the car park. Congratulations to Dave on his retirement - should be able to finish off the few jobs he has left on his TR6. Dick with the red MkIII was there. We had not seen him for a while and he has been doing a few jobs on his Spitfire, so hope to see it soon. Mark has about finished his welding on his MkIII Spit. So I have the door gap adjuster back if anybody needs to borrow it. Barry with the yellow MKIV Spit is looking to buy a Stag or a TR - good luck with that mate.

Jason



LANCASHIRE Contd.

been washed and polished 5 mins before he arrived!), Steve's Herald (still looking good), Kev's GT6 (minus spotlights!) and Chris's Acclaim (erm, well it's reliable I suppose!). Most of us whipped out of bringing a club car including myself, we brought our new toy, the Mark 1 MX-5 - definitely a car to put on your 'must own before I die' list. A few people said I would never drive my Spitfire again if I bought one of these, but I will, I'm just planning on changing the engine to a 1500 with 4 branch as it needs a bit more 'va va vroom!'. Moving on to **April**, I am planning another **Sunday Lunch** run on the **16th**. If anyone wants to plan the route or has any suggestions let me know as I am not all that familiar with the Lancashire Area, all my runs tend to be biased towards the Yorkshire Dales! Mentioned at the last meeting to those of you who attended was the camping weekend in Hawes on **19th/20th/21st May**.

Those of you that are interested please let me know ASAP so I can give the site owners an idea of numbers.

That's about it for this month, hopefully the new meeting venue will see a return of some of our 'missing' members and if you are a member and have never been to an Area meet, get yourself along, new members always welcome - you will have some fun, we are not just a bunch of 'old car anoraks'!! Cheers for now and get those trunnions oiled for summer!

Geordie

● LEICESTER & RUTLAND

Another miserable day and evening only brightened up by the thought of the Area monthly meeting and all those smiling faces. Only 27 members this month, packed into the restaurant.

How many will we get when it's warm and the sun is shining.

The Area article in last month's Courier appears to have been well received and several other A.O.s have contacted me to see if our Areas can meet up over the summer. Members thought this a great idea, so I will try and plan this. Last year we held some of our monthly meetings away from our usual venue around the county in the hope of attracting new members. Not a great success, in fact the only new face actually lived a short distance away from the Brant Hotel!! Oh well, just remember we Triumph owners never give up trying, or is that we are just never trying.

Although it's still dark and wet out there, we have Slot car racing on Saturday 18th March at Loughborough. 26 members indicated that they will be racing, and as

LANCASHIRE . . . LEICESTER & RUTLAND LINCOLNSHIRE . . . MANCHESTER

it's pairs evening, Peter requested if he could "play with another members wife". Hey, it's family slot car, but not as you know it. **Sunday April 9th** will see us at the Abbey Pumping Station, Leicester for the Little & Large steam day. We currently have 12 cars making an appearance but if any other member would like to go, please contact me so that I can get the correct number of entrance tickets. We get in free with our cars, so two/four in the car and three in the boot!!

Several other ideas for events to attend were put forward by members so it once again looks like an action packed year for the Area.

STOP PRESS

The 2006 Sunshine Rally is on the move. Last year at the end of our very successful show, the new owners of Stanford Hall said they were very sorry but they would not be taking any bookings for the month of August 2006. We were offered alternate dates in either July or September but as these months are already busy and by tradition we have held 22 shows in August, we as an Area decided to look for another location to hold the show. Not an easy task, but members have been busy over the winter months out and about within the area looking at venues. We are moving to **Brooksby Hall**, which is north of Leicester, just off the road to Melton Mowbray, and is a lovely setting for us. The show date is set for **Sunday 13th August** and we promise to have a similar format to previous shows but with different facilities, it will be bigger and better. Watch out for our adverts in The Courier and a map for those of you not familiar with the area. We aim to reduce the entrance price to £4.00 each and children, if accompanied by their parents, can come in free. Stanford Hall always made us charge for them.

Dave

● **LINCOLNSHIRE**
www.lincstssc.co.uk e-mail:
garth@lincstssc.co.uk

Sorry for missing the deadline last month, I know I should know when it is but it always seems to creep up on me! At the moment we do not have a car on the road as the MOT has run out on the PI and it is too darned cold to lay on the driveway and weld up the hole in the sill on the front driver's side jacking point. I will get it done as soon as the weather warms up a little. The GT6 is looking very sorry for itself in the garage, but apart from a bonnet I am waiting 'till the PI engine rebuild is finished before starting on the GT6. I have learnt to do one project at a time to my cost. On that note I have almost finished my blasting cabinet. To that end, any members who need bits and bobs blasting, please give me a call. Tony, Mike from Radcliffe on Trent and I went to Stoneleigh a few weeks ago. I foolishly asked Ellie how much we had in the savings from e-baying car parts and selling the Dolomite and she told me so I went out and spent lots! You don't get a lot for your money or so it seems when you look at the few bits that I got. I still have to get some more, but I intend to build a powerful and long-lived engine for

the PI and quality costs, unfortunately. Tony and Mike picked up a few bits: trim carpet etc. Tony has fitted his fibreglass bootlid and has bought some more paint for it, so hopefully his car will be back on the road again soon. I do have to sort out the electrics for him, as tracing wire colours when you are colour blind is a bit of a non-starter.

Alan is still beaver away at his Spitfire, and has decided to stick with the devil he knows rather than go for another bodyshell. The last two meetings have seen a new face: Keith Nock who lives in Lincoln. Keith and his wife have a Spitfire 1500 and a MkIII GT6 which he is in the process of rebuilding, he comes in to the counter at work most weeks to part with more hard earned cash! If you have not looked at our website recently, please have another look as Tony has been busy updating it, we still would like some more contributions about your own cars so we can increase that side of it. Any other ideas you have for it or words, hints, tips, pictures etc. would be greatly welcomed. You will see when you visit it we have more on the events front with down loadable booking forms for several of the events.

Just a quick reminder: time is running out if you want to take your car to the Waddington Air show, as entries have to be in before the end of **April**, the forms can be downloaded from the website.

I shall be organising a Sunday meet and a bowling night soon, keep an eye on the website for more details.

'Till next month.

Garth

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

Stop Press Stop Press Stop Press

A new Venue for our Monthly Meetings. Manchester Area TSSC meetings will still be held the **1st Tuesday** of the month at the same time, 8ish at **The Stamford Arms Lymm Road Little Bollington**. The Pub is under new management and Jay the Manager welcomed us with open arms he was both friendly and accommodating and as coincidence would have it, the Chef is busy restoring his K Reg Spitfire. (I can feel a recruitment job coming on.) The pub is considerably larger than our old venue; and it boasts a big menu with a small discount for the Manchester Area members. We have been holding our meetings at The Rope and Anchor near on 10 years and seen quite a few landlords come and go but alas we have just grown over the years and need some space. It is situated on the A56 to wards Lymm. So we will see you there **Tuesday April 4th** 8ish. A big thanks to Jenny and Cooky for checking it out and selling a great Area to the Landlord.

29 members attended our last meeting at the Rope and Anchor, (Oh!! by the way we also had two turn up for a meeting the week before and they found it a tad lonely Faye and Steve) and we certainly went out with a bang: We had two celebrations Ler's 50th Birthday and Pat and Colin leaving our Club to emigrate to France. Thanks Les who had a Buffet laid on and Frank who struggled blowing up the balloons,

NEWBURY . . . NORFOLK

and me if I was being honest (well you try blowing up balloons with a mouthful of false teeth).

Thanks to Paul and Kerry The Ode has struck again. A rather apt Ode to celebrate Ler's fifty years on this earth (frightening or what).

I've heard it's your birthday and here is your ditty
Saying goodbye to your forties is oh such a pity,
Half way to a hundred with some way to go
Lets raise our glasses to Ler's big five O

Let's look at the facts; it's time to slow down
When a big adventure is a trip into town
A night on the tiles becomes an endurance
But at least now you qualify for cheap car insurance.

While our boobs go south yours go north, east, and west
No complaints from Les when his head needs a rest
Now your age is the same as the size of your bra
But vintage compared to your own classic car.

Your joints go all wobbly; your thighs are less flexi
You even manage to make a pinny look sexy
The missionary position is just too complex
While a bottle of wine is better than sex
By Kerry

And we had to say a fond farewell to Pat and Colin who are leaving for distant shores, that's if they ever make it, as everyone knows they could win prizes for getting lost. I must admit you will be greatly missed. Thanks to Pete for creating a great picture for them and Ler for framing it. A rendition of Lost in France by Paul can be seen on the website. And of course the now famous ode that Kerry seems to be able to give a truly real overview of your idiosyncrasies.

To Pat and Colin we bid you farewell
You're upping sticks for a new place to dwell.
A great opportunity moving to France
Seizing the moment and taking the chance.

So I've thought for a while, come pull up a pew
About what it'll be like in pastures new,
As the Lancashire lass is moving away
Has France any idea of just what's on its way

There's no more Hellos as they say Bonjour!
Life won't be the same, and Oh what's more,
Bacon butties are out; they eat petit pain,
Going all continental in your caravan.

For the allure of France, how can we compare?
When our humble spud is their pomme de terre,

"Un speaka da lingo"
Francais parles vous?
Hope your French is better,
coz I've not got a clue.

But it has to be said; our loss is their gain
Camping at Tatton just won't be the same,
But may I suggest you invest in Sat Nav
As a sense of direction you sadly don't have.

By Kerry

I would also like to mention congratulations to Cooky who reached the grand old age of 40 on the 14th March.

We will be holding an extraordinary meeting to discuss Le Mans In May date to be arranged. A full report on the Tour Da Trough and the AGM will appear in next month's report. A full events calendar is on the website so if you fancy coming along on any of the events give me a call.

Jenny is arranging for us to try out and model some new Manchester Area Polo shirts at the next meeting these will be of a more superior quality than the last ones. So don't forget it's our weekend away in the South Lakes (Ings) Fri night through to **Sunday 21/23rd April**. Rnns and games galore. Next Meeting **4th April** Stamford Arms 8ish.

Dip & Frank

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

The skittles evening was once again a great success as far as an event goes. Doubly successful this year as we beat the TR Register on both counts: 2 rounds to 1 and 400 skittles to 391. We have the trophy to prove it too which we keep until the next time. Probably some of the credit should go to Ian and Sarah who both scored 9 in the final round. So all those practices paid off - we will have to continue them later on this year. The alley was a bit shabby and in need of a bit of repair, so hopefully they will have that sorted soon. I was wondering if we could have a quiz night with them possibly at their venue which is a large room (some food but not very ambitious) and has cheap beer. Let me know what you think.

Not quite so many at the beginning of March meeting, must have been the skittles victory! Malcolm is still hoping to get the Spitfire on the road soon (just how long is soon?) We will have the Vitesse back when you read this and Colin will have had his Spartan MOT'd. So it's all set for the summer.

Camping is now booked for **9-11 June**. I need to know definite numbers before the end of **April** so we can cater for Sunday lunch on the way back. Also the campsite owners will need to have a list of names of people coming beforehand. £10 per night per tent (up to 2 people) and £12 for caravans/other electric hook-ups - payable on arrival. Same area allocated as last year.

Saturday lunchtimes at The Bull at Stanford Dingley usually start about



Easter time. As Easter Saturday is the **3rd Saturday** in the month that could be the first one. Will confirm when we know.

Next meetings: **Wednesday 12th and 26th April** at the Spotted Dog starting about 7.30

Events:

Easter Monday Wyke Down Classic Car Show
23rd April Triumph Day at Brooklands
6th/7th May SEM please note different date from that circulated last month (NOT a typo on my part this time!!!!) See you all at the next meeting. Keep 'em flying.

Mary and Dave R.

● NORFOLK

Core Andy!!!! Never seen so much steam come off one engine!!!! Andy had another of his little mishaps and filled the carpark with steam as his engine had well overheated. Turned out to have blown a core plug and the rest of them are also in back-to-front!!!! Still, just as well some of our members are so helpful and got you home in one piece. From what I have heard the entourage of a Herald towing the Vitesse plus another car with hazards behind you must have brought a few surprised looks on the way home!!!!

Another great turnout for the March meeting, again over thirty members and quite a few Triumphs this month.

Hannah Sewell, a new member came to try us out. She passed her driving test in early February and joined the TSSC within a week. She wasn't under much pressure to join even though she is my daughter!!!!!! However, I think it is about to rebound on me as she kept looking longingly at my Herald!! As she is only eighteen I could see the pound signs ringing up for the insurance. She had only just parted with £1,200 for the insurance on her Fiesta TPF & T. Giving FJ a ring I was very surprised to be told it would cost just £340 to insure her on my Herald, again T P F & T. So it looks like she will be driving it this summer.

Last month we decided that we would spend some of our savings on a new Club banner. During last month I got some prices together. I also got some quotes for our own Area clothing, which everyone agreed would be a good idea. Well that was the easy part. The difficult bit now being to decide on a new Club logo. A few ideas were put forward and I will ask Bernard from HQ to do some artwork so we can see the finished product in order to make a decision.

April the 1st will bring us a meal that we have booked at Caistor Hall. To date 18 people have booked, the menu looks delicious and I am sure we will be very well



● NORFOLK CONT

looked after.

Tonight was our first pound in the hat night, which has added nicely to our Club funds, and one member won a nice TSSC Cap, that we won in the area draw. Again our raffle was good, many thanks to Brenda for organising this.

Our next meeting is on the **3rd of April** at Caistor Hall, Caistor St Edmunds. Look forward to seeing you all there!!!!!!

Julie

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

Hi all. What a fantastic turnout in March, it was great to see so many people at the meeting, both new and old members, we filled the conservatory out. Where to start, well with those new members we welcomed in. Firstly as I met him first was Alan Dixon, Alan is Aarons dad and has a long Triumph history including 1200 Herald, 2Ltr Vitesse, 2.5pi and the GT6 he has passed on to Aaron. His current classic is a MG BGT. Secondly and just joined the club is Brian Armstrong, Brian bought Dave Curtis' Herald Saloon and is currently getting it back ready for the road. It had been off since 1988 and rather worryingly seems to be behaving like Christine from the Stephen King book. The more Brian moves the car around the more things start working again! Scary. Hopefully, the car will be sorted in a few months.

Andrew Plews has got his Spit back on the road again after its stub axle trauma last year. He has also bought two 13/60 Heralds, one is ready for its paint, the other has gone to his father-in-law for him to rebuild. Matthew Plews has his Spit almost ready for the road after it spent 6 months in the paintshop waiting to be fitted in round the proper work.

Other car news: I have sold my 2000, now I can get the Spit out easily. Steve and Lisa got the Spit out to come to the meeting but it misbehaved and ran very poorly under load so got put away again. Chris Fish had to throw out an accelerator pedal the other week as a leak meant it was covered in ice and couldn't be moved, he also plans to take his Herald back to Coventry to celebrate his birthday on April the first!

Ashley Meson has been signed-up to do the Round Britain Run with Phil Wright in October, best of luck lads. I hope that Ian Longmire's 4x4 day went well, there were plenty of takers for the day out at the meet. Forthcoming events that you might like to attend are as follows **April 2nd** - There is a MG Northumbria run to Whitby, open to any, depart from the A1 Washington

NORFOLK . . . NORTH EAST . . . NORTHANTS NORTHERN IRELAND

Services SOUTHBOUND at 10am. Alan Dixon informed about this late on at the meet. Thanks Alan.

April 9th - Talkin Tarn run, we shall be leaving A1 Washington Services NORTHBOUND at 10.30 am prompt. Route yet to be finalised but along the Tyne valley to Talkin Tarn for a bit of rowboat racing if anyone is interested.

May 20th - This is the NECPWA Beamish event, get to see the parts of Beamish that you don't normally get to see, cost £10 each to include food and £3 for a guided tour. Should be well attended, not sure of the start time yet but will probably be around 5-6.00 pm.

If you know a 2ltr TR7 owner, there is a complete (less wheels and radiator fan kit) saloon in a scrapyard in North Shields. Accident damaged front corner but otherwise just been restored, new springs and shocks, very tidy interior and engine bay. Get in touch for location details.

Next meetings are **April 2nd** and **May 7th**, Geoff is going to do a quiz for the **May** meet. I'll sign off now, see you out and about in those Triumphs. All the best

Mark

● NORTHANTS

Well, a very good start to the season and especially our Second Camping Weekend, to be held at Billing Park, **11th to 13th August** with Pippa, Mankai and Steve (Speedy) paying their deposits (I must start saving to be able to pay mine!). Come on Northants stalwarts, support Jonathan and his team, come to Billing, forget ALL other events and support your own Area and Triumph Club.

A good turnout again, a raffle with lots of prizes and a quiz designed to tax even the highest mensa members (not me! I hasten to add), won by Tracey and Nigel and team. We missed four of our regular supporters, Adam and Karon, pressure of work etc., and Mary and Ian, Mary being the 'Raffle Queen' (come on, give us your money!), our main source of income.

Norman Easton, a stalwart member, has not been too well recently, in fact he has been struggling with his various problems for some length of time but still comes to meetings even when he knows, feels, he should be resting, he is the first to offer help when he thinks it may be needed, as he says, 'I may only be able to help lifting but if you want me, just call me'. Norman, hope you can shed your illness's and enjoy life a lot more than you are doing, you deserve it.

Fern, one of our youngest members, was spotted at the meeting trying to separate an over-amorous large bear by the name of Punch from getting fresh with her own very nice, lady bear, who obviously had been brought up with better manners than mine had!

On **Sunday, April 9th**, we will be organising a convoy up to Leicester's Abbey House Pumping Station next to the Space Museum (brilliant), there is a Steam Day on. It's free and not far. There is a cafe/restaurant there or just bring sarnies and have an impromptu picnic on the grass. Just let Jonathan or myself, J Fairay

know and a start time and place will be planned. Also being planned, an informal Sunday dinner time meeting at Sywell Museum (new and quite small) with a refreshing drink and, for those a trifle peckish, a meal at The Aviator. We have met there before and the food etc. looked very good and reasonably priced, bar snacks and full scale assaults on the stomach!

Jonathan has got the prices for printed T-shirts for our Area, they are £10.50ish and are available in a variety of colours. Ring him for details and to order. Sizes also required. Hopefully, with the weather improving we can put more Club Cars in the car park (that means you JF!).

JF

● NORTHERN IRELAND northernireland@tssc.org.uk

The Northern Ireland Annual Dinner was held on the 25th of February in Platform, Hollywood Co Down. 27 club members and partners attended and both the meal and the service were excellent.

Last year saw the start of what will, hopefully, be a long tradition with the award at the dinner of the NI Member of the Year Trophy. As I collected the trophy from last year's winner, Alan French, a couple of weeks before the event I realised with the benefit of hindsight that it would have been better to have given Alan something permanent to keep as well as holding the trophy for the year. Therefore, at this year's dinner Alan was presented with a stainless steel watch complete with the Standard Triumph logo on the watch face and wrist strap. The winner of the trophy for 2006 is Eric Williams who, not surprisingly gets to keep the trophy for the year and just to make sure he didn't feel left out also was presented with a watch. Congratulations Eric - well deserved!

Our next event is the free truncheon oiling on the **1st of April** at Downshire Garage, Larne Road, Carrickfergus. Come along whether you need your trunions oiled or not. Although not a TSSC event we have also been invited back to the National Trust Annual Vintage Vehicle Rally at the Argory, Moy Co Tyrone. This is on the **29th of April** and is free providing entries are submitted in advance. After that we have a new event - we have been asked to put on a display at this year's Mayors Calvacade and fun day in Lisburn on **Saturday**. Our stand will be in Wallace Park, Lisburn and as this is the venue we will be using for the Standard triumph Classic car show on the **24th of June** is an excellent opportunity to get some advance publicity for the show. If you are interested in coming along please let me know.

I mentioned our planned run to Kerry in the far south of Ireland last month. This is an attempt to retrace the route and locations used by Standard Triumph in 1959 for the promotional film 'Return to Kerry'. This event is proving surprisingly popular, given we have never done it before and it involves a round trip of at least 750 miles. To date Triumph cars and 21 people are committed to taking part. We will be staying in the Derrynane hotel on the **27th and 28th of May** so if you are interested in taking part I suggest you contact the hotel to

see if there are any rooms left! After all our cars are for driving.

Paul

● NOTTINGHAM www.notts-tssc.org.uk

February's meeting was a huge success, reflecting on the past year of our Area. With 35 people in attendance, a buffet, a bumper raffle and a quiz provided by Josie (thank you!) the night was a true celebration of all the hard work put in by everyone over the last twelve months or so. We are very lucky in the members that we have in Notts, a more enthusiastic bunch would be hard to find and it does make the job of AO a very rewarding one for us.

It was great to see the return of Phillip and Gillian after a string of misfortunes which resulted in their missing a few meetings. During the meeting we took orders for yet more of the Area clothing. Garments ordered now include poloshirts, t-shirts, sweatshirts, the very popular fleece jackets, baseball caps, rugby shirts and ladies summer tops. This means there is a wide variety available for those of you who have not yet ordered to look at to get an idea of quality etc. We have got a really great deal on this and Steve has spent a lot of time sorting it out for us. It will be great at all the events in summer to see the unique Notts area logo prominently displayed (see website for ordering details - www.notts-tssc.org.uk).

Whilst on the topic of the website if you haven't had chance to visit it yet, it's well worth spending a bit of time checking out the wealth of information Andy has put on there for us. Again, Andy spends a lot of time on this for our benefit so if you get the chance please register in the members area.

Our camping weekend (**4-6th August**) is taking shape very nicely at present, with enquiries already starting to roll in. It would be fantastic to see a good representation of our area on the field at Ye Olde Bridge Inn, you know how good the food and drink is there by now!

There are several weekends organised by other areas that we are hoping to have a Notts presence at over the next few months... SEM at Leatherhead, Peak Run, Sth Yorks weekends in **May AND August**, Stafford, Northants, MOT etc etc. If you are planning to attend any of these why not let me know and we can arrange to either travel together/camp together (may even take the area BBQ if we get enough going).

We now have our 16 vehicles that we are taking to Thoresby Park on **May 1st**. This does not mean that anybody else is unable to join us. If you wish to go and turn up on the day just wander over to the Area stand and take part in a really enjoyable day. I have not arranged a great deal for **April** as the events calendar really gets going in **May**. If anybody else is like us we have several projects we are racing to finish in time for the season (our new Stag for one, who is to be named BAMBI?? apparently). I hope to be around for the **April** meeting as I am sitting here writing this and gearing up to the 190ft abseil I am doing for

NOTTINGHAM . . . PETERBOROUGH SCOTLAND CENTRAL WEST

Cancer Research. Hope they have got a strong rope! Bye for now

Claire

● PETERBOROUGH

We were lucky not to have snow for the Club Night as some Areas have, as it would have made it even more difficult for the brass monkeys outside to have found whatever they were looking for. But on this very cold night we had a very good turnout, thanks a lot.

Paul mentioned in last month's report that there are members out there who have a wide array of tools, special tools and services available. Most are for hire for a 'few bob' to boost the Peterborough Area Club Funds. So you handy fellas, and girls too of course, if you need the tools give us a ring to see how we can help. From axle stands to sandblasting, just give us a call, as we are collating a fairly comprehensive list. You also may have that special tool to help someone with. It may be we can add a regular feature 'Share-a-Spare' amongst ourselves at the Club meet. I am sure we all have cob-web and dust covered parts in boxes, (and some not even in boxes,) we could help somebody out with. In fact we have one very regular member who has a Range Rover bonnet in his garage that he would love to move. I don't think he knows where the bigger bit is though!! Anybody out there help Paul with some original spec. seat belts for a Vitesse MkII Convertible??

For those of us that are motorsport orientated, the 3rd Historic Motorsport Show was held at the Stoneleigh Showground on the last weekend of February. This is definitely one for the diary again next year. A bit expensive but nostalgia by the bucketful, and big buckets at that too. Drool, drool, drool!!!!

Paul and I attended the Area Organisers Meeting at Marston Trussell on Sunday the 12th of March and came away with some more ideas. Hopefully decent flags and possibly poles will soon be available for shows. Another item discussed was the lack of Stag articles/features. Anybody out there want to help out Bernie at the Office ?? He would be very grateful.

A most important item came up in 'any other business' and it affects us all. When we now book our car in for its annual M.O.T. Certificate take note that all M.O.T. Stations are now linked directly by computer to the D.V.L.A. (Dreaded Vehicle Licensing Authoritarians). Now listen here folks, if your VIN No. on your car does not match your V5 document then you will have a nice little Welshman knocking at your door in 4-5 days time to examine your car. Gulp, Gulp, Swallow!!!!

The advice, from one of our erstwhile members who is employed by a garage, is to take not only your cheque book with you but your V5 as well.

It was good to know we have two more Stags amongst us. One is a white one owned by Mick, which by all accounts does need a 'bit of work' before we see it, and the other is owned by Jeff. He has owned this car since 1988 and apparently has the physical and financial scars to prove it. Jeff, this must be the base of 'The



Triumphs and Tribulations of a Stag Ownership' article. Talking of Stags, Jeff manufactures Wind Deflectors for them and has bought a TR6, as well, to develop one for this model. Possibly the Spitfire will be next.

We have quite a broad range of events arranged and being arranged for this coming season. Colin is excelling himself. Would you like a list? If so please ring Paul and myself on the numbers at the start of this section for a copy with the co-ordinators names and numbers for that special event you've promised yourself.

Paul ran his customary quiz on club night. Fred must have got wind of it, as he was conspicuous by his absence. Graham and Jeff won the joint first prize, and both received one of Paul's Classic Cars. Thanks for the prizes Paul. Thanks also to the givers of prizes for the raffle, they're always welcome.

Our next club night is on the usual **2nd Monday** of the month at The Bertie Arms, Uffington, Nr Stamford, PE9 4SZ at around 8.00 pm. We look forward to seeing you for a Pint, Roll 'n Natter on **Monday the 10th of April**, just post the trip to the Cotswolds. Regards.

Doug

● SCOT CENT WEST centralandwestscotland@tssc.org.uk

Greetings Triumph people, yes, you've got me again, the Easter Bunny, standing in for Jim who couldn't make the last meet. It was a cold night (-3) so we were only out at the cars in the car park for a short time (no, not stealing bits off them) before they frosted over. Three Spitfires turned out. A quick look over Barry's Spitfire diagnosed a blowing manifold gasket to be the source of poor running. His car is now known as the Ripspeed Spitfire due to the logo and rear spoiler. Ian McKerracher was back out after an horrific garage/house fire which left him injured. Sadly his 13/60 convertible was completely destroyed. We were a bit speechless at the photos of injuries and damage, but glad he is on the road to recovery and wish him well. Best wishes also to Peter with his new universal joint in his knee (hope you checked it was a genuine Stanpart).

A few of us ventured down to the Triumph Spares Day at Stoneleigh, a long day in an old Merc. Spares for our cars were fewer (or did we just miss them?). We still managed to fill the boot of course! Robert is restoring a MkIII Spitfire, complete, for restoration. It has to go now he has the Herald. Barry has a Mk4 Spitfire bonnet to go now he has fitted a GT6 one. Dennis has a 13/60 bonnet for sale too.

Someone out there must need one for Easter. Contact AO or come to the meets for details.



SCOT CENT WEST . . . SCOT FIFE & LOTHIAN SCOT NORTH EAST . . . SOUTHERN . . . SUFFOLK

● SCOT CENT WEST CONT

By the time you read this the autojumble at Lanark will be past and hopefully the three of us who had stalls will have sold more than we bought, or alternatively have hidden what we bought. One last thought, brought to our attention by Ian's fire: how many flammable materials do you have in your garage, workshop or even boot? Do you have an extinguisher just in case? I'll bet everyone at the meeting has one now!

Normal service will be resumed next month by Jim. I'm away to try to fit the new boot floor to my Mkl Spitfire, which is taking longer than expected, then it always does doesn't it? Take care, stay safe, bring all the Triumphs out for the Spring. Remember there are a lot of knowledgeable people at the meets, if we can help we will, so bring your cars, problem parts or even photos. See you all at the next meeting on **Wednesday 5th April** at Lochinch.

Gregor G

● SCOT FIFE/LOTHIAN

Hi folks, I have taken over the Areas from Ian Robertson, and would like to thank him for all he's done over the numerous years he was in office.

Looking forward, I would like suggestions from the members in the Areas as to a good meeting place, for Edinburgh and the Lothians. I thought that South Queensferry would be a good meeting place ... the Hawes Inn or the Moorings as the beer is tasty

For the Fife Area I was thinking about somewhere in Kinross, possibly a Wednesday night for both, although different weeks as I can't split myself in two, but don't tell the work!

If you have any questions, or any suggestions, apart from the obvious, you can get me on 07967021395, or at sttig316@supanet.com. See you all soon I hope.

Paul

● SCOT NORTH EAST

e-mail: northeastscotland@tssc.org.uk
www.tssc.org.uk/northeastscotland.asp

Hi! At the February meeting we met at the Shepherds Rest, Westhill. There were 10 of us, we discussed various topics which included interesting articles in the latest Garioch Vehicle Restoration Society newsletter. One such discussion was

focused on the interesting idea that has been initiated by the FBHVC. "Drive It Day." On **Sunday 23rd April**, owners of licensed historic vehicles are being urged to use them on the road. Our group has mooted the idea of having a Triumph Drive It Day on the **23rd April**. The route still has to be decided, when I have more details I will let you know. The Details will be posted on the TSSC Northeast Scotland web page <http://www.tssc.org.uk/northeastscotland.asp> and also on our local area Grampian Triumph site <http://www.brmm-brmm.com/grampiantr.bbb>

An other event that has come to light is: "La Carrera Caledonia" it is a non competitive, touring assembly run over nearly 500 miles and held entirely in daylight over two days for classic cars, kit cars and cars of a sporting nature irrespective of age. It follows in the route of the 1950's rally of the same name. This year it will include quite a lot of Triumphs as the organisers "Caledonia Classic and Historic Motorsports Club" have asked Club Triumph to join in with them. I think a couple of the TR guys are considering entering this event. By the way Club Triumph do not have a local area group anywhere north of the English Midlands.

The Spring Run on the **14th May** will set off at 10am from the Kingswells Park & Ride and will be a tour of Aberdeenshire with a stop for lunch. Alan has asked me to mention that your car should be all fuelled up and ready to go when you arrive at Kingswells.

Our next clubnight is scheduled for the **27th April**, this is a Triumph Pub Run To the Lairhillcock Inn where partners are welcome to come along. Some of us as usual will be having a meal.

The Classic season really kicks off this month with the Alford Spring Auto Jumble held at the Grampian Transport Museum at Alford on **Sunday the 2nd April**.

Alan Gibb the organiser for the TR register will be manning a stall full of Triumph goodies.

If there are any new members please send me your e-mail address so I can e-mail you our "Local Area Events Sheet". It also appears that some of the existing members have changed their e-mail addresses as my e-mails have been returned, can you please send me an update.

Now the finer weather is approaching it is time to get your Triumphs out of winter hibernation and back on the Northeast roads, as can be seen from the Events Sheet we have plenty happening this season. That is all the news I have for you this month. Keep driving your Triumphs.

Danny

● SOUTHERN

e-mail: spitfires.tssc@virgin.net
<http://triumphsouth.20m.com>

Our Sunday Lunch at the West Meon Hut was well attended, so much so that we ended up rearranging the furniture to fit everyone in. We were pleased to welcome back Adrian and Sam and to see Mike and Helen for the first time. Welcome too to Bob and Shani with mum Jean. It was a good day for catching up with old and new

friends. It was even more of a surprise when we looked out of the window and spotted an E-type at the lights most of us recognised - and then John popped in for a pint and a chat. We're looking forward to seeing him again soon now that it appears that he's to be south-coast based again.

Over lunch we discussed the pros and cons of moving our regular meet there from the Thomas Lord which hasn't worked out quite as well as we had hoped. It wasn't too hard a decision to make as the Hut has space indoors and out, a decent car park, reasonable beer (according to Mark) and I think the two for one meals were the final temptation.

The new landlord was very welcoming and is happy to put aside an area for us, so we'll be having our last meet at The Thomas Lord this month, on **4th April** then as from **2nd May** we'll be moving to the Hut for our regular first Tuesday meet.

The weather for March's Thomas Lord meet wasn't very kind to us and most of the Triumphs were tucked up in nice warm garages, and some of their owners tucked up in front of nice warm fires! I don't doubt. The new raffle tactics backfired a little when Gerry was given the honour of pulling out the first ticket so that he wasn't likely to pull out his own - which he then promptly did! The other table did seem to be keeping the prizes over their side though Mark was the lucky recipient of the mystery prize - the full set of 'Car Fix-It' magazines in binders that I've been carrying around in the boot of the car for weeks hoping to unload them (whoops, sorry, I meant find an appreciative new owner for them!)

We had a slight glitch with the diary dates for this month. Having previously moved our lunch back a week so as not to fall on Easter Sunday, we then discovered that it clashed with the Standard-Triumph event at Brooklands. Brief discussions then led us to cancel the Churchillian lunch (though we'll now go there for our June roaming meet) much to Graham's disappointment as he had that one booked in in his new diary. Instead we'll be joining in the Brooklands festivities with a cafe or picnic lunch there.

Before that, of course, is the first real show of the season at Wyke Down so grab your thermals - or keep your fingers crossed for a change in the weather - and we'll see you there.

4th April - Regular Meet at 'The Thomas Lord', West Meon **9th April** - Southern Classics Spring Classic Car Show at Ricardos, Shoreham **17th April** - Wyke Down Show (Easter Monday) **23rd April** - Standard Triumph Day at Brooklands **6th & 7th May** - SEM Leatherhead

Suzie

● SUFFOLK

Suffolk@tssc.org.uk

It was our annual Christmas dinner at The Magpie for our March meeting, and 15 of us sat down to an enjoyable meal followed by the quiz. Colin supplied some of the questions but also took part in the quiz and then used some higher-level maths to try to work out his effective true score. We ignored this and declared Vic the winner! Seemingly some of the questions were a bit hard judging by some of the com-

SURREY SUSSEX . . . THAMES

ments. The latest installment in the tale of Lyall's blown head gasket. He has now tightened down the head and replaced the radiator cap. Success - he has stopped using water. But is this the end of the saga? Time will tell. I mentioned last month about Mike rebuilding his instrument regulator with a solid-state regulator built into the original case. This works well down to about 12.5 volts so it's only on tick-over with a dynamo-based car that the petrol gauge might be a little inaccurate. On his Estate rebuild, it is at the state of a bare chassis with front bulkhead, and it has now moved down his drive under its own power. Chris's GT6 rebuild is just about complete. It is on the road and has a brand new shiny MOT. Well done Chris. Another car being rebuilt is Bekki's Herald. This will be quite a looker so when it's on the road if you see this pink car pass you ... that will be Bekki's Herald! The Ipswich Felixstowe run is on **Sunday 7th May** so that's a date to put in your diary. If you want to take part email Colin on suffolk@tssc.org.uk and he will be able to provide you with contact details. Finally, Dave told us about the Helmingham Festival of Classics and Sports Cars. This will be held on **Sunday 6th August**; another date for the diary. If you want to enter Dave has details and entry forms. Enter and you and a passenger can get in free. Dave has been and it's a good show with around 500 cars of all makes. That's all this month. The next meeting dates are:

Tuesday 4th April Tuesday 2nd May
Tuesday 6th June
See you at the Magpie, 8pm on **Tuesday 4th April**.

Peter

● SURREY

I have just returned from the AOs meeting and several AOs brought up the subject of getting more help from HQ. Hopefully this will mean we may get at least one person from HQ to help with the stand at the Triumph at Brooklands Day on **April 23rd**. I picked up the back boards so we can definitely have a good stand. Sadly we will not be able to pack any cars with the gazebo but we will have an area of the parking designated to the TSSC. This will be on a first come basis, so if you want to park together you will need to arrive early (10.00 am). I will need some people to help run the stand. If we have 12 people then we can have 2 people for 1h at a time.

We sadly had a low turnout of members at the last meeting (22nd Feb) with only myself, Adam, Liz, Con and Graham coming who are TSSC members. Please can people let me know if there is anything you would like me to organise that would encourage you to come to meetings.

Is the venue far for you, but please bear in mind that finding a pub that fits all the criteria required, and want us there, is difficult.

Non-members Richard and Natasha came to the meeting to deliver back Henry's 2.5PI estate after some bodywork repairs. This has provided room at the workshops for Grahams GT6 which was recently picked-up by trailer and work is now underway. Vince has his Herald back as well, after some bodywork and mechanical repairs

and it looks great. Hopefully we will get some nice weather so that we can all drive our cars again. I hope spring will arrive soon.

Con took Liz's car for an MOT but found that the exhaust was falling off so had to do some temporary repairs before getting to the MOT station. The Herald passed with only a recommendation to sort out some play in the steering rack. This has been sorted along with the tracking and their Herald is all MOT'd and Taxed. Liz and Con informed me that another part of Dave's Herald lives on as Tom has bought the bulkhead to restore his Vitesse.

Next meeting is **Wednesday 26th April**. Please come along and meet us. We have a number of regular members who have a vast amount of technical knowledge if you need technical help. However we also have a number of women who attend and talk at meetings is not solely about cars, not that women don't have technical knowledge too. So if you would like just a social evening out please come down to the next meeting.

Karen

● SUSSEX

The March meeting saw another good turn-out with much shuffling round the table to make room as people arrived.

Martin brought along some bits of metal for us to peruse. These were one of his shiny, new SU HIF carbs and a freshly drilled and tapped inlet manifold which he will be bolting, with two others, to his 2.5l straight six. Some deliberating followed on the best method of getting a vacuum take-off from the manifold(s) for his brake servo. A nice, neat solution was decided upon just leaving the task of sourcing fittings and fasteners.

The trip, for those who made it, to the Triumph Spares Day at Stoneleigh seems to have been successful with Clive even picking up an overdrive gearbox for £50. How does he do that? The evening before Pete had had to take a slightly worse for wear Clive back to it's hotel as it's sense of direction and of which way was up, was somewhat hindered by a few alcoholic beverages. And he still manages to pull-off great deals with a hangover!

I now have the MX5 seats that I bought on E-bay. I haven't fitted them yet as they were initially lost by the courier and then I had an e-mail claiming they were from a stolen car but I've heard nothing more and it seems likely that the message was from someone with a grievance with the company I bought the seats from. So, I can't yet report on what sort of a job it is. However, from research on the internet it seems there are three options; to make brackets to match the MX5 runners to the Spitfire's floor holes, to modify the MX5 runners to match the Spitfire floor holes or to fit the Spitfire runners to the MX5 seats. The last option should result in the lowest fitting of the seats in the car so that is the one I aim to use. Hopefully I'll be able to let you know how it went in the next news. For the next meeting (**Tuesday 4th April**) I shall get together details of the Standard Triumph at Brooklands show which is **Sunday 23rd April**. Martin suggested



that it should be a good show and that it is a reasonable distance for a day out. If you're interested come along to the next meeting and we can get a group of cars together for the drive up. The South of England Meeting at Leatherhead will also be upon us before we know it (**6/7 May**) and there will, no doubt, be a decent contingent of Sussex members making they're way there on one or other or both days. 'Til next time

Neil

● THAMES

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

Hello! All! It's been another quiet month. I've been receiving a lot of information through the post on local shows so, watch this space for upcoming events. The meetings at the Fox & Castle are still going well and you will get a very warm welcome if you pop in and visit us, so what have you got to lose? 16th Feb. My 1300 fwd is back doing Stirling service once again, with Julie and I off to the meeting on a wet evening. At the Fox & Castle tonight are Dick and Dawn C, Andy K, Nina J, George B, Allan H and Ray G who's has been replacing the slave cylinders on his Spitfire (he recommends Abingdon MG for the cheapest mail order service). We all had a good chat and some lovely food (those that ate). Most of us are planning which shows and events we are going to attend (roll on the Summer).

2nd March, its a new month and we are back at the Fox & Castle. Julie and I are in the trusty 1300 fwd. In the pub this evening are George B, Dick and Dawn C, Andy K, George N, John and Anthea L. Their GT6 is coming on well and almost ready for the paint to go on. We had a quick discussion about the AGM and AOs meeting on the 12th and no issues were brought up, so I will have no questions to ask other than that we had an enjoyable night talking amongst ourselves.

Our next meetings at the FOX & CASTLE are in **April 13th and 27th** and in **May 11th and 25th**. Call me for further details on 07773 623807

Up Coming dates

17th April Guildford Lions Club Easter Show Shalford Park

23rd April Standard-Triumph at Brooklands (STAB)

28th-1st May iOW Camping Weekend

6/7th May SEM Leatherhead

21st May The Chiltern Hills Rally (Aston Clinton)

Best Wishes

Mickey



NORTH WALES

www.triumphwales.co.uk

Rather a quiet time for events, however, the Area calendar is filling up fast. New events to include Kelsall Steam and Vintage Rally on **20/21st May**. There is always a lot to see at this show, plus a large arena to parade the cars around and a prize for Best Classic of the Show!

In June we have Northwest Historic Motor Show in Southport and The Clwyd Veteran and Vintage Machinery Show and Rally at Oswestry on **25th**. In **July** make a note of the International Weekend at Stafford on **8 and 9th**, then Kingsley Classic Vehicle Rally, Cheshire on **15th** followed by Clwyd Practical Classics Show at Cemaons on **16th** and finally Triumph Day, Capethorne Hall, Macclesfield on **30th**. If you attend all these events, you deserve a rest to find time to polish your car!

Talking of polishing, my Herald is looking the worst for wear as the snow and salt on the North Wales roads early March is taking its toll on the paintwork. I am waiting for some warmer weather to give it a good clean and then start making good. Having said that, it always starts well and warms up very quickly in spite of some sub-zero temperatures, not bad for a 36 year old (the car I mean!). I try to avoid using my Stag when roads have snow and ice as being an automatic, I have little engine braking and a lot of go under the bonnet - not ideal in such conditions. I wonder if other Stag owners have the same problem? Entries for Chomondesley on **7th May** will be closing at Club meeting on **April 4th** as will Prestatyn Classic Car Show and Run, so if you want your 'free lunch' for this event, make sure you attend. This event is on **29th May** (Bank Holiday Monday) and starts with a run of around 20 miles and then a static display with lots of awards to various cars at the show. A really good day so hope you will join in.

Use your classic and safe motoring.

Michael

SOUTH WALES

Hi folks! a good meeting at the Tredegar Arms. Nice to see Derek and especially Sarah, who by the time you read this will be a mum again! Congratulations! I'll keep you all up to date with the breaking news.

Talking of new arrivals Derek has gained 2000 Saloon as I said congratulations!

All talk at the club meeting was of the forthcoming events in 2006:

Coleford **17th April**.
Singleton Park **1st May**.
Pencoed **7th May**.
Fish & Chip Run **8th May**.
Seaside Run? **May**.
Caldicot Castle **end of June**.

NORTH WALES . . . SOUTH WALES SOUTH WEST WALES . . . WEST MIDLANDS

Big Balloon Fest **27 & 28th August**.
Tredegar House **17th Sept**.
So plenty going on, come and see us last Monday of the month 7.30 pm Tredegar Arms Basseleg

Neil

● STH WEST WALES

southwestwales@tssc.org.uk

Following Swansea Historic Vehicle Register Auto Jumble at the Old Bus Garage, Swansea which was attended by many of us the February Sunday lunch was organised by Bryan and Barbara at the Tug and Turbot, Marina, Swansea. Present were Marryl and Ken, Alison and Mark, Steve and Christine, Jeff and Celia, Dave Vera and Becky and, of course, Bryan, Barbara and Molly. The meal was excellent. The view from the restaurant across the Marina with its flock of swans was very pleasant. We then adjourned to the recently opened National Waterfront Museum. This exciting new museum tells the story of innovation and industry in Wales now and over the last one hundred years. The fifteen themed exhibition galleries explained what it meant to the people of Wales to live and work in one of the first industrial nations of the world. Many of the exhibits are interpreted through interactive display. The National Waterfront Museum is a part of the National Museum Wales and is the result of an ongoing partnership with the City and County of Swansea with free admission. After having perused as many exhibits as we could in the time available we all met up in the café for tea. Everybody thoroughly enjoyed and all agreed that to get the best from it further visits are required.

Thanks were given to Barbara and Bryan for organising the day.

March club night with Jim and Elizabeth, Marryl and Ken, Alison and Mark, Joy, Steve, Bryan and Dave with apologies from Keith, Vera, Christine and Jeff and Celia, Jeff and Jean, Richard and Caroline and Barbara not able to be there. As you can see this was a very depleted evening but enjoyable for those present. Jim won the raffle.

Steve confirmed the arrangements for the March Sunday meet on the 19th, this being at the Price's Arms Station Road, Coelbren lunch at 1.30 pm.

Ken went through this year's events diary and the following points were raised.

April Sunday meet brought forward to **9th April** as it clashes with Easter Sunday on the 16th.

Mark and Alison volunteered to arrange the **May Sunday** meet. Ken suggested those taking part in the Under Milk Wood Road Run to Laugharne on **Saturday 17th June** may like to extend the run from Laugharne to Pendine for perhaps a picnic lunch and a tea? This was agreed.

West Somerset Railway weekend. Ken advised that he had still not received full details and would keep everybody informed.

Tredegar House Show - **Sunday 17th September**. Ken asked if we wanted to make it a weekend again. This was agreed. As places at the guesthouse are very limited it will be on a first come basis. We have a number of Sunday meets throughout the year with no events

arranged. Ken asked for volunteers to arranged one each of the Sundays as this makes it more interesting.

A copy of the Events Diary is attached herewith for those who receive the Area news by e-mail.

With this year's show entries now starting to arrive I would ask all Area Members that if there is a show or run in your Area please let us have the details soon in order that we can arrange to support you in your local events. This way hopefully we can bring the Area closer together.

EVENTS DIARY 2006

APRIL

Tues 4th Club Night - The Conservative Club, Pontardulais at 8.00 pm
Sun 9th Sunday meet - TBC

MAY

Mon 1st SHVR - Vintage Car and Fun Day - Singleton Park, Swansea
Contact Robin 01792 419780

Tues 2nd Club Night - The Conservative Club, Pontardulais at 8pm
Sun 7th Pencoed Show - Contact Ken 01269 594578

Sun 21st Sunday Meet - Mark and Alison to arrange

JUNE

Sun 4th Pembrokehire Classic Car Club Annual Show at Scotton Manor Contact Ken 01269 594578

Tues 6th Club Night - The Conservative Club, Pontardulais at 8pm
Sat 17th Under Milk Wood Road Run - Swansea to Laugharne/Pendine - Contact Ken 01269 594578

Sun 18th Sunday meet - Transport of Wales Show Recreation Ground, Brynmill, Swansea.
Contact Ken 01269 594578

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

Ken

01269 594578

● WEST MIDLANDS

Third meeting of this year and the weather on the Tuesday 7th March was not much improved for our meeting at the Drakes Drum, but I am glad to say that 16 hardy souls ventured out and attended, similar to last month, but on this occasion only 5 club cars. They were a GT6, a TR7, a MkIV Spitfire, a 1500 Spitfire and my 13/60 Herald. At the moment we have no set agenda for our meetings, they are more of a social event, members chat and talk mainly about their cars, seeking answers to problems and providing details of their latest acquisitions either cars or parts. Quite a few members attended the Triumph Show at Stoneleigh and the general opinion was that it was a good show. With a friend I attended late morning and was impressed with the layout, but as the crowds got thicker in certain parts of the hall I found it quite claustrophobic, I was glad eventually to get out into the fresh air. The licensee and brewery at our venue must like our attendance as since our last meeting in February they have had our lounge completely renovated.

In February we shared the room with the pub's darts team taking part in a local contest. This month the lady licensee thought they were meeting again and she had provided a finger buffet. Unfortunately, for them they were competing away from home so the buffet had to be eaten by oth-

WORCESTER . . . WYEDEAN

ers. Guess who? It was nice to see some of our members have got over the anorexia they were suffering from. Hope the darts team are competing away next month ... some hope. Anyway our thanks for providing the TSSC meeting with refreshments. The lady licensee also offered us the use, free of charge, of the larger meeting room if we can organise a function later in the year. I must finish off with the story of the year.

A person, (whose name is withheld to avoid embarrassment) at the meeting was commenting on his wife's dislike of his interest in older motor cars, something he could not understand. According to him, her patience apparently came to an end when he cleaned a gearbox off one of the cars he was repairing by placing it in the dishwasher. His wife at that time, is now his ex-wife. I wonder why. He assures me that the dishwasher did a wonderful job the gearbox came up like new. Our next meeting is **Tuesday 4th April 2006**. If your passing this way, pop in and share a drink with us. Everyone welcome.

Roger

WORCESTER

www.tssc.org.uk/worcester

Here I am again, volunteered to scribe by Eddie - thanks mate!! - while he sat scoffing peanuts. Oh well, at least I can get it posted on the website!!! I will try to keep it short.

A good turnout this month with over 20 members arriving, although a disappointing number of club cars, understandably with the weather we have been experiencing. However, it was nice to see Mel after his illness and Eddie after his hibernation. Unfortunately, even I did not manage to bring one of the Tango twins out as some work on the clutch/gearbox appears necessary and the other twin appears to need some work on it also, so Mel arrived in the Mini (sorry - hush my mouth!).

The Severn Valley Railway 1960s event was a very good day with several members attending with the opportunity to travel on the trains and visit other exhibits at various stops en route. A suggestion was made that we try to pitch at Arley or Highley next time but Mike explained that it is dependant upon the organisers. Keep an eye open however as there is another SVR event in October.

Several members went to the Gloucester Annual Dinner which had a good turnout and a really fine time was had by all! Our Area Annual Dinner was also discussed and finalised to remind members, which will be held on **17th March** at The Berkley Arms at 7.30 pm.

It was pleasing to see that The Courier featured an article written and photographed by Richard Dredge about Triumph Spares and Restoration and the changes being put into place - this following the WAC article and front cover in the previous month's Courier.

Barry Minnett-Smith represented the Area at the AO meeting at TSSC HQ and duly raised the topic of reflective jackets being a requirement in the event of a breakdown whilst motoring in Europe. Ironically he won the reflective jacket in the raffle kindly donated by Shirley from her trip to the USA. What luck hey Barry!

Mike mentioned the Evesham Steam Rallies and Webbs Classic Car Show later this year for which he may have 10 tickets for each event. The WAC form which needed some minor alterations will be published on the Website shortly.

Don't forget the Camping weekend - **24th and 25th June** which was suggested as an alternative to the Smorgasbord/BBQ this year to give Gill and Mike Redmond a break. Venue is still to be confirmed but the favourite appears to be Lickhill Manor Caravan Park in Stourport-on-Severn at present.

Dates for your diary

Wythall Green Classic Car Meet -

Britannic Insurance Car Park -

12th March

Annual Dinner - The Berkley Arms - 7.30

pm - **17th March**

Eddie's Mystery Run - starting at Westley

Court at 10.00 am - **2nd April**

Check the Website Calendar for other events later in the year.

Stef

WYEDEAN

Phew, got in last night at 11:45 after the Night Navigation and Economy run courtesy of Röss Motor Sports Club. 60 miles around the back lanes of Herefordshire as navigator for Andy in his Stag (economy and Stag, not two words generally found in the same sentence but read on) 'cos I lost my original driver when Karina had to work late on the night. We only really badly lost time once and that was when driving up and down the same 1/2 mile stretch of road looking for a turning after a 'pub' that actually turned out to be a B&B! Still not bad for a first attempt, I didn't throw-up (managing a road book, map and torch while being driven at speed around single track lanes tests your stomach somewhat) and although last back, we were more economical than some 12.7 litres for 73 miles or about 27MPG! Pretty good I'm sure you'll agree for a 3-litre V8 being hounded around in low gear with considerable elan by it's owner. The old girl really seemed to enjoy it (the Stag that is not it's owner). Actually the car we beat on economy was a 3.5l V8 Disco that used 20.8 litres for a similar mileage. So a Stag wasn't so daft after all :-). Another one of these events will be held in **September** apparently so will keep you posted and both of us would thoroughly recommend the experience.

There is a bit of a Spitfire theme to this report. Dave Bent and his Dad have acquired two of the little beasts needing various amounts of work. I appear to have bought something on a drive in Monmouth that the owner assures me is a Spitfire (haven't seen it yet but was such a bargain I couldn't say no and it was heading for the scrappy otherwise). Andy Ward's original navigator dropped out due to taking delivery of a very much smarter Spit that evening (e-Bay strikes again) and will be joining the TSSC as well. Good man. Talking of numbers, we now have three motorbikes as well! E-Bay again, there should be some kind of government warning attached to their home page.

By the time you are reading this, the WyeDean Mounted Section will be back from our Friday 31st March run up to the Royal Enfield Factory to try some two



wheeled examples of British motorbike excellence (so they are made in India these days but the design is 50 years old unchanged and British). Classic Triumphs, a classic bike design 500cc singles producing a heady 25 BHP and all in one day.

Good turnout at the Yew Tree in Feb with Mike (the landlord) spoiling us with a big tray of sausages and roast spuds in fact it's worth going to the Yew Tree for the excellent beer and free grub, never mind the cars! Sorted out a couple more dates while we were there and so to the Calendar of events

Calendar:

April 20th Pub meet at the Yew Tree, Preston-on-Wye 8.00pm onwards

Sunday April 23rd - We've received an invitation to join "The Corinium Run" organised by Cirencester Car Club Ltd starting and finishing at the Highway Man Inn, Elkstone. It's described as a social run starting with light refreshments, 120 miles through scenic Cotswolds, lunch at tourist attraction then back. An economy run open to all ages and types of vehicles (bit different, estimate your economy before hand and then some clever formulas and index of performance to decide the winners) Whisper it softly they will weigh the car and contents, so easy on the pies.

April 24th Our annual appearance at Coleford Carnival of Transport on **Easter Monday**, a grand day out and something you really should try before you die. The centre of the town will be full to bursting with classics of all kinds and a park and ride operating from outside the town for everyone else. Visitor numbers were well into five figures last year and all the businesses are open as usual. Early in the year, on tarmac and in a pretty Forest of Dean Market town, what could be finer for Easter Monday? Contact Dave Bent for details through me if necessary.

May 18th Pub meet at the Greyhound, Poshell 8.00 pm onwards

June 15th Pub meet at the Yew Tree, Preston-on-Wye 8.00 pm onwards

July 20th Pub meet at the Greyhound, Poshell 8.00 pm onwards

August 17th Pub meet at the Yew Tree, Preston-on-Wye 8.00 pm onwards

Saturday August 19th The Annual WyeDean Welsh Lakes Mountains and Beach BBQ run. All this and great company. Will be a full day and some magnificent scenery, Red Kites, great mix of cars and some of the most exhilarating mountain roads in the UK. Starting prompt 10.30 am from the East Bound Ross Spur, second pickup from the café/garage at Crossgates at 11.30 am approx.

As always, if you wish to attend any thing or just have a chat, please let me know on 01531 650035 evenings or 07810 135279 during the day.

Clive

IMPORTANT NOTE
Reports can be e mailed before the 10th to: courier@tssc.org.uk



NORTH YORKS . . . SOUTH YORKS WEST YORKS

NORTH YORKS

It's Mike doing this month's report, Nigel cried off the meeting because of a broken car - something to do with the screen wipers. Feeble excuse, it wasn't raining! Actually, after discussion amongst those attending we decided it was probably because Pat wouldn't let him out to play because he hadn't finished the ironing, or something. Apologies also received from Steve Roberts, who has apparently got something Tina describes as "man-flu". Whatever that is.

Also sorely missed this month were Darren and Sue, Andrew and Jane (relax Nige, you didn't miss the nurse outfit!) and Grace and Christine. Try to do better next month, folks. I nearly had to buy my own beer!

On the plus side, Dave Marshall's efforts on the Club Triumph side were rewarded by another attendee (we are now a joint meeting), I brought new member Matt across from Scarborough with me. There was much excitement when Fen produced a picture book to show Scott, containing photos of - wait for it - steam rollers! Well, Scott got excited, anyway. The rest of us wandered off looking for some wet paint to watch drying. Oh, and a genuine cause for celebration, as a reward for being good customers the landlord presented us with a couple of baskets of chips on the house. Eat your heart out Nigel!

On the events front, I handed out application forms for the Sherburn Flying Club's classic car and aeroplane show in Bank Holiday **Monday 29th May**. It looks like being a good day with lots of activities. Anyone not at the meeting who fancies it, give me a ring!

Also, don't forget the Treasure Hunt, **Sunday 30th April**. Once again, details from me. I also hope to have further details on the Bradford Classics show, last weekend in July I think.

Finally, how about some support for our friends in West Yorks - their camping weekend is **9 - 11 June** at the Westholm Caravan Park, Aysgarth.

Right, that's the lot for this month - I'm off to New York tomorrow for a short break! I promise not to worry about you lot stuck here in the U.K. whilst I'm off enjoying myself! Look forward to seeing more of you at the **April** meeting.

Mike

SOUTH YORKS

www.southyorks-tssc.org.uk

The March club meeting was like a bee hive with the buzz of conversation by the members.

It still astounds me that our area is attracting more and more interest and with more new members turning up each month There was a thirty plus member

attendance including two more new members Isabelle and Andrew who were proudly showing photos of their newly acquired white GT6. Some regular members were missing, which could have put the attendance to nearly forty.

The final touches were discussed relating the planned camping weekends with a sub committee meeting being arranged to discuss the final detail as with the Le Mans classic trip.

These events are getting the attention of quite a few people and from other areas. We have even had contact from the Scottish area and a link up with Cumbria who will be having a run to our event that weekend in **August**.

The trip to Le Mans has nine or ten cars confirmed and each car will be issued with 'race circles' which will have a white rose and destination printed on. This should make a nice sight when joining with others at Portsmouth.

We have now acquired the Area club clothing which depicts an embroidered logo of a Triumph radiator and a white rose in the centre. The South Yorkshire lettering is underneath. Polo shirts will be priced at around £6.95 and will be available in blue, white, black and grey. There will also be rugby shirts and zipped, hooded sweat-shirts at highly competitive prices. We should all be wearing these for the **April** meeting. The quiz this month was won once again by Alastair who chose his winning prize with thought! The landlord donated a bottle of sherry towards our ever increasing collection of raffle prizes and Mark and Michelle won the first of the four raffle draws. They chose a brolly. I wonder why. There is going to be more interest in static shows this year with our area making group attendances.

I hope that I will be able to promote one event in Doncaster.

At this point I would like to say, that we appear to have a very good collection of members who are all doing their bit for the South Yorkshire club input.

I am proud to be serving as AO for a great bunch of people who are making this area one of the most successful. Please may it continue to be so.

We now await the arrival of lighter nights to enable more of the club cars to turnout to the meetings.

Mike

WEST YORKS

www.tssc.org.uk/westyorks

The planning for the dales run seems to be coming on good and strong with the 1st advert being now in the courier. The cost for the weekend is £10 for the 2 days or £6 for just the 1 day. Plus camping fees of £10 for 2 adults and £1 per child over 4 per night.

To attend the 16th Dales Run please send the slip to Richard Briscoe, 1 College Farm Close, Whitley, Nr Goole, N. Yorks DN14 0UY, with remittance made out to R. Briscoe, not TSSC (This is for the event and camping fees).

Even though it is a totally new venue this year I'm sure it will be as successful as past years. Lets see who will be the person with the furthest travel to attend the event this year. So come on all TSSC members come and join West Yorks TSSC and see the beautiful Yorkshire dales and enjoy the use of your car. There for Driving as well as looking at.

Last nights meet went off well with another good attendance. However no Bob this time so I'm sure he is off somewhere hot again. So Collin had the pleasure of filling his boots and did a great job.

I got some helpful tips on trying to sort out my overdrive on my Vitesse 6, just need to find time now to have a go. My baby boy came with my family again this month which to the joy of the ladies. Everyone likes a baby as long as it's not theirs.

There were also some booking forms for some more events passed around so I will have a look and put them in the next news letter.

Andrew

Club Nights **11th April 2006 9th May 2006 13th June 2006 11th July 2006**

Events to consider

4th June 2006 Run for the tram

Shilpy glen tramway

9th - 11th June 2006

Dales Run (all new this year)

24 - 25th June 2006 Peak Run

4 - 6th August 2006 Robin hood run

25 - 28th August 2006

South York's camping weekend

The Club Shop will be attending the forthcoming show

**The South of England Meet
Leatherhead - Sat/Sun 6th & 7th May**

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

5%
Discount

THE TRIUMPH SPORTS SIX CLUB PRESENTS

SOUTH OF ENGLAND MEET 2006

Including The Bond Equipe Camping Weekend
Leatherhead Leisure Centre

Saturday 6th and Sunday 7th 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



Battlesbridge Classic Vehicle Show Sunday 14th May 2006

A very popular club event, open to all classic vehicles. Location is at Battlesbridge Antique Centre, off the A130 at South Woodham Ferrers, maps available.

The ESSEX Area is once again reserving a camping area for club members & guests to camp from Friday night (12th)

Members MUST PRE-BOOK in order to camp on the club area, closing date 17th March 2006 (Cost £5).

This has proved to be a very well supported club event in the past, Sunday only vehicles also welcome.

We plan to have a convoy of vehicles going to Southend on Saturday 13th.

**Anyone interested contact Mike on
07860 708356 anytime
or email miketitchen@aol.com.**



www.nytv.org.uk

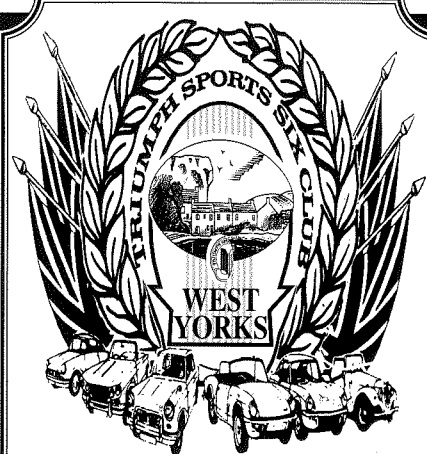
**21st Annual
North Yorkshire
Triumph Weekend
19-21st May**

This year sees the 21st Annual North Yorkshire Triumph Weekend taking place in May at Runswick Bay on the beautiful North Yorkshire coast. A new, joint TR Register (Cleveland Group) and Stag Owners Club (North Yorkshire group), organising committee takes over this year but it will be business as usual, following the same successful formula that has been developed over the years with a few new attractions to keep it interesting. The event is open to all Triumph owners.

The event takes place on the Runswick Bay Caravan and Camping site but there are several Hotels and B&Bs in the area for those who prefer not to sleep under the stars. The site is open from the Friday with some people arriving Friday PM and setting up camp. There is an informal get together at the Royal (at the bottom of the bank) where food is available. The event proper starts on Saturday morning with registration in the Marquee followed by an organised convoy run across the spectacular North Yorkshire Moors, culminating with lunch in a legendary local hostelry (The Lion at Blakey Ridge). The afternoon is free for everybody to explore the moors and there is plenty to see. There are several spots to visit on the coast including Whitby, Staithes and Sandsend or a bit further afield to Scarborough. There are many lovely little villages to visit on the moors including the Heartbeat village of Aidsenfield (Goathland) or you could take a ride on the steam train from Grosmont to Pickering.

But make sure you are back for the evening entertainment which commences at about 6:00 with the kids disco followed by an oil drum BBQ with salads provided (Bring your own meat). Later there will be a live band playing in the Marquee and a disco by the Stag Roadshow. There will also be real ale on tap! Please wear appropriate dress for the age of your car. On Sunday there will be hot food (bacon buns, burgers, beverages etc) available adjacent to the marquee. There will be entertainment for kids of all ages and all cars should be parked on the main field for an informal concours, with judging by all the participants. This will be followed by the presentation of awards and prizes.

Please see the website www.nytv.org.uk for more details or contact Graeme Cook on 01642 559236 until 9:00 PM.




WEST YORKS DALES RUN, CAMPING WEEKEND & BBQ
9th, 10th & 11th June 2006.

All New larger campsite near Aysgarth Falls, North Yorkshire with two scenic runs in the Yorkshire Dales BBQ and Evening Entertainment
 For further information or to book please E-mail: dalesrun@yahoo.co.uk



CLASSIC CAR SHOW Northern Ireland
24th June 2006
Wallace Park
Lisburn County Down

Supported by Lisburn city Council, Chic Doig Classic Sportscars and Rimmer Bros.
Details from:
northernireland@tssc.org.uk
or
Tel: 028 9029 2722



Derwent Valley Triumph Sports Six Club
Peak Run 2006

The 24th and 25th June are the dates for the Premier Classic Car Run and Peoples Choice Concours in Derbyshire.

On the Saturday we will spend the day at Chatsworth House near Matlock, where you can enjoy the splendour of this beautiful stately home. (Admission charges apply to some of the facilities).

In the late afternoon we will embark on a Mini Run.

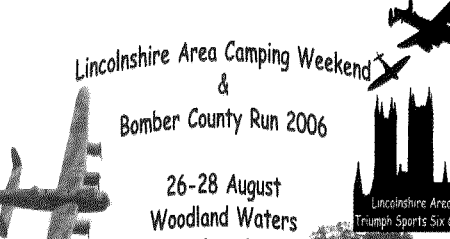
A brand new venue for the Saturday night 'Party Night' - it's the Red Lion in the middle of the Tramway Museum - we've got the whole pub to ourselves. (Meals available at extra cost). Once again we will be playing silly games and activities for all the family, and a beer raffle.

After breakfast an early start on Sunday morning for the Peak Run from our traditional starting point - The Bear Inn at Alderwasley. A drive through the beautiful Derbyshire Countryside finally arriving at a 'premier' destination in the heart of the City of Derby for the presentation of the 'Car of the Peak Run' and 'Peoples Choice' awards Plus the bumper raffle.

00000000

Booking form for Peak Run 2006


Name.....
 Address.....
 Post Code.....
 Phone No..... E-mail.....
 Car Make..... Model.....
 Registration No..... TSSC membership..... (If Member)
 Cost £10.00 per Car - available on advance bookings until 17th June 2006.
 Cost on day £12.00 per car.
 I/We will be attending on Sat Only / Sun Only / Both Sat and Sun*.
 Please send application form together with your cheque made payable to Derwent Valley Area TSSC to:
 Don Heathcote, 14 Paxton Road, Tipton, Chesterfield. S41 0TN.
 Telephone enquiries: Colin or Angie on 01773 531580
 You may photocopy this form.



Lincolnshire Area Camping Weekend & Bomber County Run 2006
26-28 August
Woodland Waters
Nr Grantham

Lincolnshire Area Triumph Sports Six Club

Only £20 per person for 3 nights camping.
 To reserve your pitch contact Garth on 01529 307302,
 or visit our website at www.lincolntssc.co.uk



Northamptonshire Area Camping Weekend

11th - 12th & 13th August 2006
Billing Aquadrome Leisure Park
 M1 Junction 15, A45 signposted Billing Aquadrome

Events (the)
 Welcome drink on FRIDAY, set up camp, meet up with friends old and new, explore aquadrome amusements, arcades, clubhouse etc.

SATURDAY. Convoy to TSSC Headquarters/Rockingham Raceway, with buffet lunch supplied, browse around Club HQ and buy some shiny new car parts if required (discount if pre-ordered). Return to Billing Aquadrome. Rest of afternoon at leisure, jet skis for hire, go-carting, crazy golf, or just enjoy a leisurely trip around on the parks own train service!! BBQ in the evening, evening at leisure, sample some beverages at the club house.

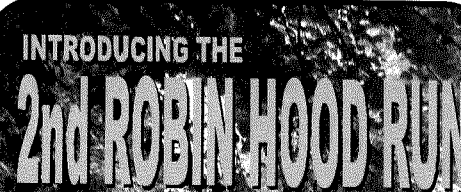
SUNDAY ... hangovers permitting... Members choice Concours and Raffle. Day at leisure, break camp and say farewells in the afternoon.

COSTS FOR WEEKEND
 £13 pound per night per unit (vehicle and up to six occupants).
 £5 pound booking deposit made payable to TSSC NORTHANTS.
 Cost for Total Weekend £31.


Booking Form

Name..... Address.....
 Post Code.....
 Tel. No..... E-mail Address.....
 Number of adults in party Number of children in party
 Saturday camping only Complete Weekend camping (please tick).
 What Car & Registration Number??

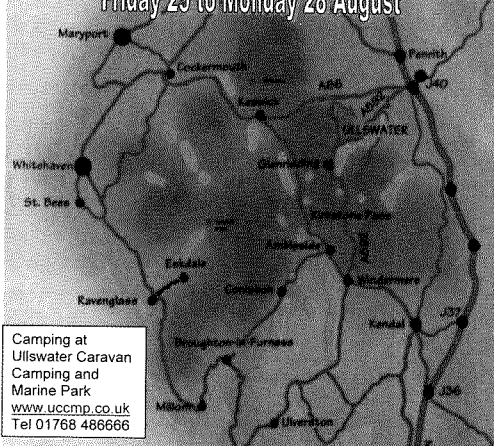
Please send completed booking form complete with £5 deposit cheque (payable to TSSC NORTHANTS) not later than 30/07/06 to
 Jonathan Ingram 2 Birch Barn Way, Whitehills, Northampton. NN2 8DT.



INTRODUCING THE 2nd ROBIN HOOD RUN
 Norths Area Camping Weekend
 4th, 5th and 6th August
 We are staying at
 The Olde Bridge Inn, Oxford
 Book with Nigel or Claire Hill
 07971017012 or online at
www.notts-tssc.org.uk



Lake District Camping Weekend
 South Yorkshires 2nd Big Weekend
 Friday 25 to Monday 28 August



Camping at Ullswater Caravan Camping and Marine Park
www.uccmp.co.uk
 Tel 01768 486666

The weekend will include runs around the scenic lakes and various other events, which will be advertised nearer the time. We will also be having a communal BBQ on Saturday night.

The site accepts tents and caravans with or without services, prices starting from £14.50 per unit per night. Please make your pitch booking directly with the site (stating you are part of the TSSC group) on 01768 486666. The site also has holiday cottages and statics for hire.

Entry fee for the weekend will be £5 per car, which includes barbecue food (other than meat) and entry to a raffle. Booking forms are available from www.southyorks-tssc.org.uk or Tel Mike 01302 537290

CLASSIFIED

HERALD

1200 1968. Green MOT to July. 59,000 miles. Great runner. A2 Condition. Possible PX for a Convertible. £1100 O.N.O. Lowery (Coventry) 0795 851 8932.

1200 ESTATE. 1966. Blue. Reasonable condition only 4 owners from new 80000 miles Mot May 2006 all the old test certificates and bills. £800. Spike (Devon) 01626 364032

1200 SALOON. 1967 MoT Oct 2006 Cherry Red 45k, goes like new, father & son owners, very original car, interior unmolested (no kids

or dogs), fitted discs, flyoff & halogen spots, never rebuilt, rear arches now frayed, new tyres, Class Winner 2003 Angus Classic, showroom brochures, dealer key fob, period headrest. £800. B Reid (Fife) 01334 654305

13/60 CONVERTIBLE. 1971. MOT Dec '06. White. Wire wheels. An all round tidy car for only £1,250. Malcolm (Tadley, Hants) 0118 9812876.

948 SALOON. Signal red with sebring white roof, built Feb 12th 1960. 948 cc completely

*Cars for Sale
Cars for Sale
Cars for Sale*

restored and rebuilt in A1+ condition, full history from first registration included in private sale. Richard (Cumbria) 07917 832684

13/60 CONVERTIBLE. Signal Red absolute ly in A1+ condition and valued at £4400. Black interior & hood. MOT January 2007. Available for only £3100. Marcel (Surrey) 01932 353724 or 07775 826692

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SPITFIRE

1500 1976. Good condition. MOT Jan 2007. Hard top. Many extras included. Nice runner. Taxed June 2006. Fun cart to drive. Drian Frank (Stockport) 07968 217784.

MKIII WHITE. Wire wheels. Full body-off rebuild. Good mechanics. A1 condition. Tax exempt. MOT. Pictures by e-mail. £4,250 o.n.o. Tony (North London) 07885 291015.

1500 1981. Inca Yellow. 44,000 genuine miles. Overdrive. Hard and soft tops. Tonneau cover. Stainless steel exhaust. Tidy, reliable car. £3,500. McMurray (Oxfordshire) 01993 846514.

1500 1977 (Milley) 70,500 Miles. Tahiti Blue. Fully restored A1+ condition. Many thousands spent, Award winner 5 years International Concours. Lots of History plus Bills. Club Valuation £12,000. Reluctant Sale. £5,750 Pippa Flegel (Lancashire) 01524 791607.

MKIV 1300cc. 1973. Sapphire blue. Garaged. Professional bodywork repairs/respray. Rebuilt rear suspension. Low mileage clutch.

Interior restored. Electronic ignition. Original gearbox. Approx 90,000 miles. Chris (Camarthenshire) 07753 613232

1500. 1980. Inca Yellow. Overdrive. 49,000 miles. Hard/new Soft tops. MOT Aug 2006. Reliable runner, good overall condition. Documentation from new. £1800 ono Liz (Cambs) 01353 777735

1500. 1977. VGC. Hard & soft tops; only 5,000mils on new engine. Garaged. SS twin exhaust. Tax & MOTd. 2 owners since 1989. £3,000 Simon (Surrey) 07967 650042

1500 1979. Vermillion. Excellent condition, rebuilt 1990. S/S exhaust, FR cam, ported UL head, 6xCD, wind deflector, H/S tops, history from new. £3250 for quick sale. Alan (Staines) 07801 206 466

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1500. Reg.79. Soft top. Full service history with MOTs. Excellent condition inside and out. Housed in garage for past 5 years. £2,500 o.n.o. Jayne (Bristol) 0117 9427294

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GT6

MKII. 1970 Valencia Blue. A1+ condition Club Valuation £9,500. Body off Chassis rebuild 2001 cost £6500. SS Sports Exhaust. Chromewheels. Converted to Unleaded. Full photo history & Receipts since 1984. Reluctant Sale £6950. 01621 783143.

MKIII. Restoration Project - Blue First Reg 15-8-73, stored in dry garage from August 1983. Body rust, chassis sound, distributor

worn, damaged radiator in storage. £950 ONO. Anthony (West Midlands) 0121 7067062

MKIII 1973. Pimento Red, SS sport exhaust, new rear bumper, recent full rewire, Webasto sunroof. Have loved this car, been used daily. Very tidy car but requires new engine hence £1500 ono. Ian (Huddersfield) 07801 821044

CARS WANTED

HERALD 1200 CONVERTIBLE. I'm looking for a good, original spec Herald 1200 Convertible restored to a high standard with full MOT, preferably blue! Cash and good home waiting. Graham (Glasgow) 07889 199 755

SPITFIRE. Pre '70 1300cc. Must be a minter, looking to export and need it to be 1.3 and 1970 or earlier to avoid local tax's. Cash buyer. Bruce 020 8993 6044

DOLOMITE

DOLOMITE SPRINT. Total rebuild. Value £3,500. Nearest offer. Ready for season. Year 1977. Mr M Voight (Llanfyllin, Wales) 01691 649149.

1500 TC

1500 TC 1976. Brown. MOT. Tax. 54,000. Good runner. 2 owners. V.g.c. LUT 433P. £995 o.n.o. John (Leicester) 01162 765975.

BOND

BOND EQUIPE 2L. 1968. Golden Sand. MOT July 2006. Overdrive. Sunroof. Currently on Spitfire wheels, set wire wheels included. £2,000 o.n.o. G Boanas (Nr. Hull) 01482 655990.

BOND EQUIPE GT4S 1300. Red with black interior. Good condition throughout. Overdrive, stainless exhaust, electronic ignition. Refurbished front seats, 6 months MOT. Valuable registration. £1300. Steve (Bristol) 07754 482438

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Saffron Walden, Essex.

e-mail: mwrestore@aol.com

TR6

TR6 1974. Lots of history/MOT. Good, clean car. MOT 17/10/06. garaged. Body, chassis Waxoyled. Mimosa Yellow. £4,000 o.n.o. Phillip Graves (Doncaster) 01302 885802.

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PARTS

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Parts For Sale*

GT6 Mk3. Pair early GT6 MK3 Stromberg carbs (1972). Fully rebuilt 500m ago, fantastic condition. Only changed as bigger SU's donated. Original for Mk3. £85 (+£5p&p) Ian (Liverpool) 07740 352 157

switch recess, glovebox cover £25. Paul (Hatfield) 01707 284083.

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VIT/HERALD pair rear seats, good back support, headrests, modified seat rails for Vitesse £125. Vitesse MkII dashboard c/w

VITESSE MKII/GT6 power up-grade, polished 1.75 SU HS6s, flowed immaculate manifold incl. banjo, new alloy adaptors, air filters £220. Completely new rototex driveshaft £185. Paul (Hatfield) 01707 284083.

TRIUMPH SPARES: Why not come to my farm in Bucks Camp, feed animals, buy lots of engines, gearboxes, seats, suspension, panels etc. Adam (Bucks) 01844 274753.

SPITFIRE 1500 1975. Completely stripped down. All parts available, no reasonable offer refused. W J Riding (Merseyside) 07773 177494.

VITESSE

MKII SALOON. Laurel. 1970. MOT. Much work done. S/S exhaust. Very original. Long history. Limited bodywork required. Needs regular use. £1,250. Steve (Salisbury) 07966 677752.

MKII 2L CONVERTIBLE 1968. White. Very good condition. Excellent interior. Summer use only. MOT Aug '06. IVR and Handbook. £3,200. (Swindon) 07973733349.

MKII CONVERTIBLE. New Triston conversion, included original roof which can be refitted. Very good condition. Tax. MOT. Stainless exhaust. Overdrive. New carpets.

£2,875 o.n.o. Chris Leader (Nr. Stansted Airport) 01279 850600.

MKII CONVERTIBLE. 2 Litre. 1970 Maroon. Body off restoration 1999. Photo's. 4K spent since, receipts. 8500 miles on engine since 1999. Stainless steel exhaust. Tons of history and receipts. Eugene (Middx) 07703 465492

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GT6/SPITFIRE pair doors, perfect skins, complete, handles, quarterlights, red, £280. New 4-speed gearbox Vit/GT6 c/w powder coated fittings, mountings £165. Paul (Hatfield) 01707 284083 - 87/20179.

SPIT IV SPARES including bonnet, bootlid, doors, refurbished bare chassis, seats, wheels, tonneau cover, gearbox, diff, wind-screen frame, plus spring alloys. Paul (Norfolk) 01508 492892.

REBUILT SALOON alloy gearbox with J-type overdrive, can be fitted to GT6/Vit (see Courier 299); J-type overdrive in working order; GT6/Vit fibreglass tunnel cover, soundproofed and heat insulated with seal; GT6/Vit Aluminium radiator; used Spax shockers front and rear inc. polybushes; uprated 330lb springs; uprated 1" front anti-roll bar inc. polybushes and uprated links. Call Fabrice for more details (Staffs) 07947 808705.

ALLOY WHEELS. Five Cobras superslot with good tyres. Ex Vitesse MKII £300. Assorted new Herald parts, Headlamps, Brake linings and more £20. Jon (Norwich) 01263 731960.

VITESSE/HERALD. Alleybars rollover bar for Herald/Vitesse £125. Set of five 6 x 13 polished revolution alloy wheels with nuts and centre caps, one 186/60/13 firestone fitted

£250. Steve (Surrey) 07973 654592 86/13538

TRIUMPH 2.5pi MK2. Complete interior in matador red ambla. Wear on drivers seat, £50, doors £20 each, bootlid £20, screens £15 each, all from 1970; more. Steve (Salop) 01630 673783/01785 851787

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Parts For Sale
Parts For Sale
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PARTS WANTED

HERALD VITESSE WANTED: Chassis plus V5 (C) for Kitcar project. Any condition. Other spares welcome. Urgent. Would consider Kitcar project with V5 (C). W.H.Y? Woody (Norfolk) 01493 332794 or e-mail gyrowoody@yahoo.com

ALLEYCAT Minilite replica alloy wheels, 5.5 by 13 for Triumph Vitesse. pref in good condition. Huw (Northants) 01327 857913.

VITESSE Mk1 2L Convertible. Original seats in black wanted, any condition considered. Steve (Surrey) 07973 654592

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