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JULY 8 & 9 2006

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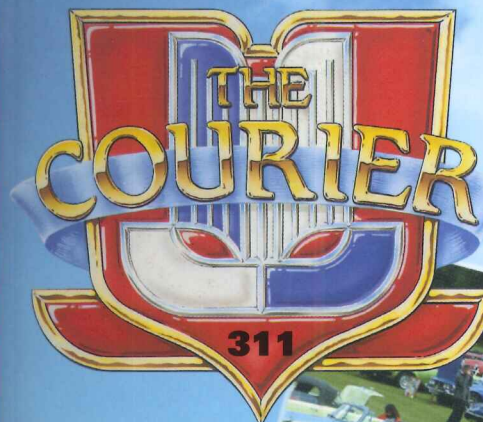
for the GT6 40th  
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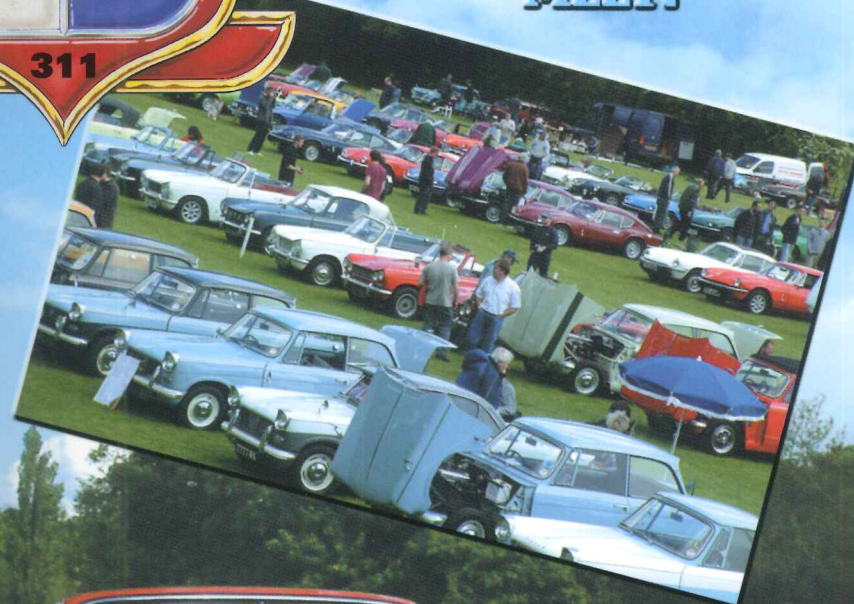
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**MAY 2006**



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## The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.311 Vol 26. MAY 2006  
Price £2.50 Free to Club Members.

### CLUB HEADQUARTERS

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

### PRESIDENT

Bill Sunderland

### GENERAL SECRETARY

David Aspinall  
14 Manor Road, Bungay, Suffolk. NR35 1RT  
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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](mailto:courier@tssc.org.uk)

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

### COURIER EDITOR

Bernard Robinson

### COURIER SETTING

Jo Sunderland

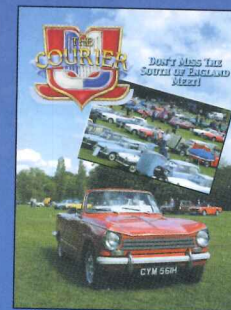
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### COUNCIL MEMBERS 2005

David Aspinall, Craig Gingell,  
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.  
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COVER PICS:  
SOUTH OF ENGLAND MEET  
2005  
PICS NIGEL WHALE  
& BERNARD ROBINSON

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# T.S.S.C. Events Calendar

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

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

## HQ ATTENDED EVENTS 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**

### May 2006

**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 BATTLES 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/MONDAY 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](mailto: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**  
NEWBURY AREA CAMPING WEEKEND  
NEW FOREST  
CONTACT DAVE & MARY RUMENS  
01635 868640

**SATURDAY 17 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**  
Lincs 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

**FRIDAY/SUNDAY 7/8/9 JULY 2006**  
LE MANS CLASSIC  
AUTOMOBILE CLUB DE L'OUEST  
CIRCUIT DES 24 HEURES  
72019 LE MANS CEDEX FRANCE  
CONTACT PHILIP + 44 (0) 7973 333303  
(EVES & WEEKENDS)

**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

**SUNDAY 13 AUGUST 2006**  
NEWBURY AREA CLUB STAND AT THE  
NEWBURY CLASSIC CAR SHOW  
CONTACT DAVE & MARY RUMENS  
01635 868640

**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](http://www.southyorks-tssc.org.uk)

### September 2006

**SATURDAY/SUNDAY 16/17 SEPTEMBER 2006**  
WORCESTER AREA CLASSICS (WAC)  
HANBURY STEAM RALLY  
CONTACT MIKE 01386 751058

### October 2006

**SATURDAY/SUNDAY 21/22 OCTOBER 2006**  
WORCESTER AREA CLUB STAND  
AT MALVERN CLASSIC CAR SHOW  
CONTACT BARRY 01242 522973

## CLASSIC CAR SHOWS

(CLUB INVITED)

### 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 Lincs  
CONTACT GARTH 01529 307302

**FRIDAY/SUNDAY 28/30 JULY 2006**  
THE 2006 SILVERSTONE CLASSIC  
[www.silverstoneclassic.com](http://www.silverstoneclassic.com)

### October 2006

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

# Comment

By JULIE SEWELL

## OH Happy Days!

Now that the clocks have changed, summer is officially here!!! For those of you who don't drive your cars all year round, it's time to brush off the cobwebs and get those engines running. Coming up this month, a show that I think is a great kick off to the season, the South of England meet. Not only is it great to drive your club car to a show and see everyone else's Triumphs, it's also fantastic to catch up with friends and meet new people.

This year has got off to a brilliant start, I have never seen so many people out in their cars so early on and the club shop has been very busy, the trim that Nigel has been selling is going like hot cakes!! There are so many shows and events this year, that I can't possibly list them all, both national and local events, but this just proves that the enthusiasm for our cars is still forefront in our minds.

Last month I went to Snetterton Race circuit to watch the classic motor racing, and was really pleased to see Mark Fields' ADU 1B racing. I also had the pleasure in meeting Helen Elstrop who races her Spitfire. Seeing her drive through the chicane really made me envious, so much so that I have talked some other club members into looking into going on a track day. Well done Helen, you are an inspiration!!

Ok, a bit more for the female Triumph enthusiasts, this year due to popular demand we are holding a display in the Triumph World Arena at our Stafford International Show in July. All women are invited to dress up (optional) to the era of your own, begged, borrowed or stolen Triumph for a parade. I will also be doing some maintenance on my car in the hall for all to watch.

The GT6 is forty years old this year and in celebration we are having a grand display in the main Bingley Hall on the Saturday,

please email myself or David Aspinall with the details of your car and we will book you in. Your GT6 does not have to be concours, we will even help you push it into the hall!!!!

Some of us are taking our cars overseas this year on a variety of different events, whether it is for our annual hols or to Le Mans or the Spitfire International Event in September, it is brilliant that we are doing those miles.



I attended the Easter Open weekend at HQ with the family, we had a lovely time catching up with friends, eating a hearty BBQ, browsing round the museum and buying those just must haves from the club shop.

Membership is increasing very nicely this year which bodes well for our future and all at HQ are feeling very positive and enthusiastic and looking forward as I am, to the forthcoming year!!!!





# TSSC NEWS REVIEW

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

**WORCESTER AREA  
CLASSICS  
(WAC)  
AT HANBURY STEAM  
RALLY 16-17TH SEPT  
2006**

The change of name is due to members request. Wac logo is retained and sponsored trophies including Peoples Choice etc will be judged on Sunday. Bring your car and family to a very special weekend or day out. Download entry form from area website or copy from Courier,



you can also order your WAC 2006 Hat & Scarf at the same time. for further details contact Mike on 01386 751058 or 07970 207123.

**LE MANS WINNER TO COMPETE IN JIGSAW'S  
ADU 1B AT HISTORIC ZANDVOORT TROPHY,  
MAY 27-28TH 2006**

JIGSAW Triumph Specialists of Desborough, are going to be making the 50th birthday celebrations of Jan Lammers go with some Le Mans style magic.

At the forthcoming Historic Zandvoort Trophy meeting, 27-28th May 2006, JIGSAW and ADU 1B will be competing with the Equipe GTS race series, sponsored by Virgin Classic



Rock, in two races. One of the races will be driven by Jigsaw's usual driver, Colin Elstrop, and the other will be driven by **JAN LAMMERS**.

The drive has been arranged by his good friend Tony Zwaanenburg of Slotmakers Skid School, Zandvoort, as part of Jan's 50th Birthday celebrations. Jan Lammers was born in Zandvoort, was god son of Rob Slotemaker (Driver of ADU1B at Le Mans in 1965) who subsequently taught him to drive. Jan Lammers went on to be a Formula One driver, and Le Mans competitor, winning Le Mans for Jaguar, he is currently competing in the A1 Grand Prix series representing The Netherlands.

The Equipe GTS race series, sponsored by Virgin Classic Rock, is a race series designed for pre 1966 Historic specification smaller engine cars, including FIA MG's, ex Le Mans Sunbeam Alpine, ex Le Mans Spitfire, WSM Sprites and Midgets, TR4's plus many other fine marks.

This season the racing commenced at Snetterton on 16-17th April (Easter weekend), and will be followed by Donington Park 13-14th May, and then on to Zandvoort 27-28th May to compete in the Historic Zandvoort Trophy meeting. The season then continues with visits to Brands, Oulton, Dijon and Spa.



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## HQ OPENING TIMES

**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**

**JUNE - OPEN AS USUAL**

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

**SATURDAY 17TH JUNE - 9.00 AM TO 1.00 PM**

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](http://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 REGULATIONS

## Mike Crewes COP SHOP

THE REGULATIONS ARE IN FACT  
THE MOTORWAYS TRAFFIC  
(ENGLAND AND WALES)  
REGULATIONS 1982.

**S**ections 1-4 deal with definitions and the enactment of the regulations.

**Section 5** - No vehicle shall be driven on any part of a motorway which is not a carriageway. (The hard shoulder or verge is not part of the carriageway)

**Section 6** deals with motorway signs and direction of travel. It also makes it an offence to 'U' Turn on the motorway. All common sense really.

**Section 7** - No vehicle shall stop or remain at rest on a carriageway except - breakdown

- accident or illness or other emergency - to pick up something that has fallen from a vehicle

- to give help to someone who has already stopped.

The vehicle shall be moved onto the hard shoulder as soon as is reasonably practicable.

A vehicle on the hard shoulder shall not overhang the carriageway or allow its load to do so.

A vehicle shall not remain at rest on the hard shoulder for longer than is necessary. (If it is unattended this usually means about 2 hours - after which time the Police may remove it to a car pound and the owner/driver will be liable for the removal fee.)

**Section 8** makes it an offence to reverse on a motorway.

**Section 9** makes it an offence to use the hard shoulder except as in **section 7**.

**Section 10** covers central reservations and verges. No person shall use them.

**Section 11** deals with learner drivers and forbids them to drive on a motorway.

**Section 12** covers the restriction on use of the right hand or offside lane. Where three or more lanes exist the following vehicles may not use the offside lane:

Goods Vehicle (Over 3500 Kg G.V.W.) **NOTE CHANGE**

A passenger vehicle which is constructed or adapted to carry more than eight seated passengers in addition to the driver **NOTE CHANGE**

A motor vehicle drawing a trailer.

**Section 13** allows pedestrians to use the hard shoulder in order to comply with these regulations. Pedestrians are not allowed on the carriageway except to reach the hard shoulder.

**Section 14** makes it an offence for animals to be on a motorway, except in a vehicle.

**Section 15** deals with the use of motorways by excluded traffic which is basically maintenance equipment.

**Section 16** gives exemption or relaxation of the regulations if a vehicle is being directed by a Police Constable or for maintenance purposes.

Most of you probably comply with these regulations without knowing it. Now you do.

**NOTE CHANGE** = As amended by The Motorways Traffic (England and Wales) (Amendment) Regulations 2004 which came into force on 1st January 2005.

If you have a query or topic on Road Traffic Legislation please write to **Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF**. Please enclose S.A.E., or email: [copshop@tssc.org.uk](mailto:copshop@tssc.org.uk) More information can be found at [www.tssc.org.uk/copshop](http://www.tssc.org.uk/copshop)



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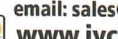
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Voted Triumph Sports Six Club Top Trader [www.tssc.org.uk](http://www.tssc.org.uk)



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<http://www.angserv.demon.co.uk>

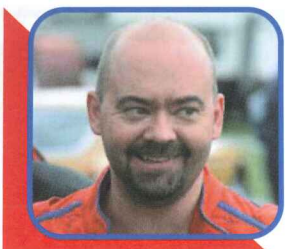
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**Nigel Gibbins**

# RACE NEWS

IT'S THE START OF THE TSSC RACING SEASON AND SILVERSTONE WAS THE PLACE TO BE.

Well, it was for the six TSSC racers that were willing to race on the 1st April! With a mere 13 cars total it was an unusually small grid, even for the season opener.

A heavy shower greeted the early risers, but a brisk wind soon dried that up and by the time we were due on circuit for practice (11.15am), the track was dry but deceptively slippery. This combined with new tyres caught me out on lap one when a twitchy back end caused me to make use of the run off area (tarmac) in Copse corner. Later in the paddock I soon discovered that I wasn't the only one struggling at this season opener.

Steve Adams, in his newly re-bodied Mk3 (topless) Spitfire had suffered fuel pressure problems which resulted in a slow first lap followed by a visit to the pits. His eventual second lap was all he could manage before pulling out of the session.

Fellow FBR Driver (GT6) Dave Thompson was going well until half way though when a UJ cap gave up and stranded him on the back end of the circuit. Richy King in his first appearance in class C put in a good solid

## SEASON OPENER - THE 'MIGHTY' DAVE THOMPSON!?

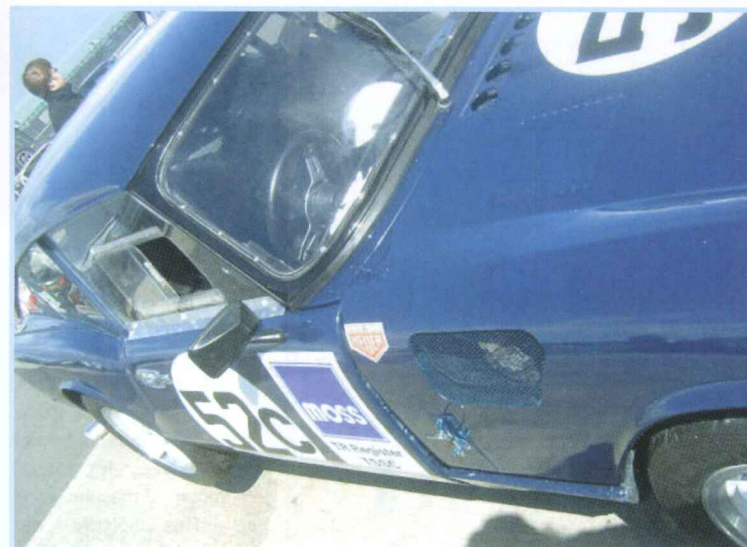
showing too and new racer with the TSSC this year Simon



Steve Adams presents his 'New look' for this season



Ang helps Steve sort out his exhaust



The "MIGHTY" Dave Thompson's GT6 - Collector of nicknames and... Trophies!

Congdon put in a solid time in his spankingly new looking 1500 Spitfire. Clive Gimson was putting in good

out of my day! A quick diagnosis in the paddock, with the help of Jon Wolfe, had a new rotor arm fitted and a car seemingly ready to go.



Michelle looks on

banker laps too, which eventually gave him second grid slot in the class at the end.

There were no Class A competitors as various cars were not quite ready for action by closing date of the race.

Up at the front, Joe Henderson (TR6) was 3 tenths of a second ahead of Jon Wolfe (TR7) and Martyn Adams (TR7) who were making up the front row.

My own practice was cut short by rotor arm failure which began with a small misfire and progressed until all the sparkle went

There was no such easy fix for the FBR guys though (Steve and Dave). Steve was re-fixing his exhaust with the help of Ang, after sorting out his fuel problems, while Dave was being assisted by Bernie (Courier editor) and the ever present mechanic Chris Solom in replacing his broken UJ with sticky tape and putty (or was that smoke and mirrors?)

Whatever they did it took three hours (or so) to improvise and a quick blat up and down the paddock declared him ready to race.

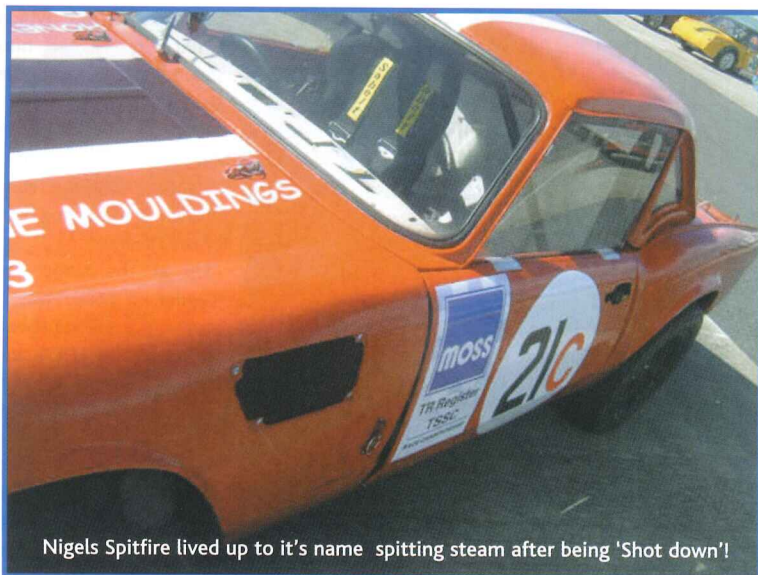
So everyone was ready and the day was bright and sunny - racing could begin!

### RACE

As the red lights went out, Simon got buckets of wheel spin that allowed all the back row boys (Richy, Steve and myself) to mob him by corner one. But Steve's highly tuned engine (1300) was more than a match for our 1500s as he soon sliced his way up to the class leaders (Dave and Clive) who were in line with the TR7 of Mark Humphries and the TR5 of Jon Andon.

Steve got onto Dave's tail and overtook him on lap 4, only to be retaken the next time around. Clive was hot on their tail all this time and when on lap 10 Steve's drive yolk gave up (forcing him to retire) Clive was there to take up that precious second slot.





Nigels Spitfire lived up to it's name spitting steam after being 'Shot down'!

At the back of the field, and only a few seconds of the pace of the class front runners Richy, Simon and myself were settling into an almighty slipstreaming race. Which saw me leading for four laps and pulling out a small gap, that was until I made a mistake at Copse allowing Richy to get in front, lap after lap we'd all dive into a corner on one order and come out in another. Until lap 7 when my engine lost power and cut out which forced my retirement.

Back at the front Joe and Jon were battling close, too close it would seem as almost on the last corner they came together and both spun into retirement. Leaving a delighted Hugh Maund (TR7) to take the overall win! Martyn Adams and Steve Crane (both ex-TSSC) were there for second and third places.

Dave Thompson drove his best race at Silverstone, constantly harassed by the larger TR7 and TR5 of Mark and John to record his first class win to which the commentator gleefully referred to as a "Mighty" achievement!

Clive Gimson, meanwhile had a misfire set in which slowed him considerably, this allowed Simon and Richy to reel him in and pass with only a lap to spare. So when Simon eventually crossed the line it was second in class he was taking and Richy was third. Clive did finish albeit in fourth place.

All was not yet over though as on the cooling down lap a front wheel bearing collapsed which

prevented him from returning to the paddock under his own steam.

Meanwhile I had lots of steam as a quick investigation revealed a punctured radiator and practically no coolant left! Somehow a stone or bolt had found its way through my grille (wire mesh) and had split a core rib! Well, maybe it was a stone, or maybe I should check Richy's car for a rear-mounted machine gun?

This Spitfire was certainly shot down!!

All in all, a great race

was had by all! And five weeks to repair and recuperate before we do it all again at Donington on the 6th May. It's good to be back!

#### DRIVERS STANDING AFTER 1 ROUND...

Driver	Class	Points
Dave Thompson	(c)	11
Simon Congdon	(c)	7
Richy King	(c)	5
Clive Gimson	(c)	3
Steve Adams	(c)	1
Nigel Gibbins	(c)	1

## Race Calendar 2006

Round	Date	Circuit	Organisers
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	MGCC

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**Colin Lindsay**

## GT6 Mk I - II - III Register

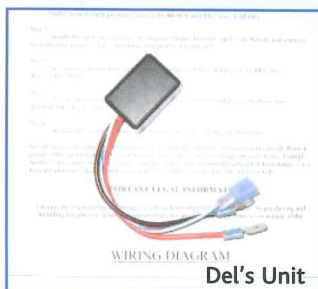
HI ALL, AND GREETINGS  
FROM A VERY DAMP AND  
WINDY NORTHERN  
IRELAND.

**F**irst show of the local year already over, and no sign of the sun yet! Makes me glad I bought a roof with my GT6 ... SAL has finally emerged from the dark depths of the garage, minus one chrome trim and wipers. I'm getting there! Just electrics and one door to sort out and we'll be on the road again. Don't forget Stafford is coming... All GT6s are welcome no matter their condition and as I especially love cruised and used or owner modified, I'll be out with my camera trying to catch any oddities or alterations as in past years, so bring yours!

I had to make slight amendments to this month's article to avoid a duplicate following Del Holman's excellent explanation of the workings of the Triumph voltage stabiliser in Readers Write, January 2006. All our Gauges work by reading a current sent out by a sender which is stimulated by the amount of fuel, or pressure of the oil, or the temperature of the water. The engine rotates at varying speeds thus altering the output of the

# INPUT AND BANG!

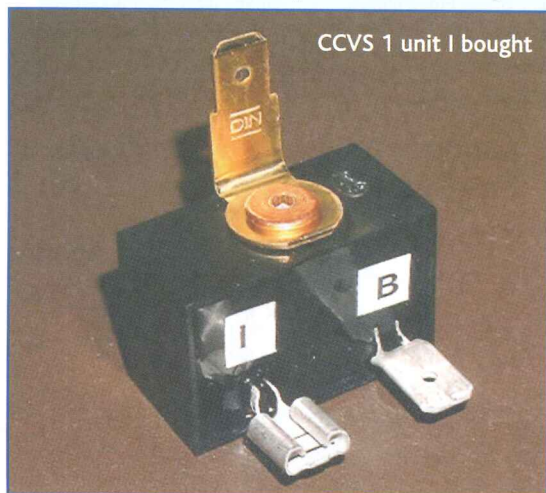
dynamo. As explained the original stabiliser used a bimetallic strip to provide an average voltage of 10 volts so the gauge is constantly switched on and off as the voltage increased or decreased. But because the movement was so small, it was expected that the driver would not notice the fluctuations. It actually means that the gauge receives full current for a time, then none, then back to full. However, as the



Del's Unit

gauge needle is dampened it moves very slowly. Unfortunately, it becomes quite noticeable especially when the fuel tank is nearing empty and the gauge reading can become quite pronounced, making quite a difference between the expectation of getting home before it runs dry, and the reality! Following the replacement of the wiring loom in my Mk1 neither fuel nor temperature gauges worked at all and I suspected the old stabiliser was at fault.

While Del was sent his as a sample for evaluation sadly I had



CCVS 1 unit I bought

to buy mine, although at around £8 it hardly broke the bank! There are currently at least two types on sale on eBay - what

actually tipped the scales for me was the ability to buy this one outright, without having to bid and then be outbid and have to start the process all over again, as happened twice with the other version. I know, I'm getting lazy in my old age! I think too, that it's the more traditional look of this version that forced my hand. This one is called the CCVS1 - or Classic Car Voltage Stabiliser - and gives a steady 10 volts. The battery connects to the input, the gauges to the output, and that's it. The additional problem with Del's unit is that it's not Lucas colour co-ordinated and given my history of frying wiring looms I'd rather go for the safer option, and as you can see from the photo my preferred version has no wires at all - just the two spade terminals as in the original, labelled I and B, which either means they were named by a very posh individual or else it stands for 'input' and 'bang' as suited to my previous wiring loom escapades. Connection is therefore exactly the same as the originally fitted model with the additional bonus that this one can be earthed either by mounting it to the rear of the speedo or running a short cable supplied with it to a suitable earth point, thereby making it more accessible for testing if need be.

Ebay seller name is [kkumi1969](#), [www.freewebs.com/classicstabilizers](#) gives on-line contact details but other than an area address of Tyne and Wear there's no other contact or telephone number for off-line members.

E-mail [keith@fenwick40.freemove.co.uk](mailto:keith@fenwick40.freemove.co.uk) to buy these at £7.99 including free UK postage - I'll try to obtain other contact details for members with no internet access available to them.



New and original stabilisers for comparison

I see from the message board that GT6 owners are drawing the short straw when it comes to the new MOT system for classic cars. It appears the system does not know what a GT6 is and therefore tests it under 'Spitfire'. In order to fit the computer system the commission number has to be lengthened or altered - is this to a preset formula, or is it at the whim of the tester, in which case it's now incorrect? Under the Spitfire listing the



SAL - Finally emerges

engine is now 1500cc, so again that is incorrect. Imagine what will happen if a new owner checks his car on the database only to find firstly that according to the data held on the original commission number, it has never had an MOT, and secondly the engine appears to have been changed. We need to kick up a fuss about this - it's not our fault that the system ignores us. The ideal scenario is for GT6 owners to obtain a Certificate of Exemption until the MOT system can adequately and correctly test our cars. Next time you're due for a test, enquire about this - don't settle for an incorrect option which may cause problems in future years.





Miss Rachel Lindsay - waiting to reach the pedals!

Finally this month, following an appeal in recent Couriers for items on children in Triumphs, and last month's Women In Triumphs feature, here's one I started earlier... Miss Rachel Lindsay, aged 2 at the wheel of my MkIII GT6. She's now 8 and can reach the pedals, helpful for me when I need to rev the engine or test the brake lights! I've just invested in a 1200 convertible for her when she's old enough ... even I should be able to have it restored by then. This means I get the GT6 all to myself! See you next month

COLIN

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# STAG REGISTER

## THE WAY FORWARD

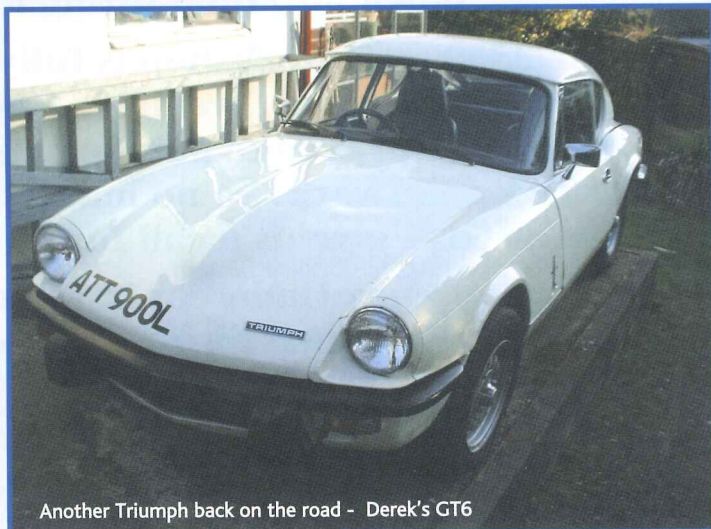
**Nick Vass**

### STAG Register

**PROGRESS ON MY STAG HAS BEEN HAMPERED BY SEVERAL FACTORS**

I have for the past two years been putting back together and painting a GT6 for a friend. This work has taken considerably longer than I hoped and has meant that work on my Stag just hasn't happened. Derek bought the GT6 about twelve years ago but after a year found that it needed a lot of work and welding so he took it to a local classic car restoration business to be restored. The mechanics were lazy, greedy and in-experienced and the work was not finished. The car was dismantled and bits of the body dodgily welded and then used as a storage shelf for ten years. Derek demanded it back and luckily the mechanic brothers dad intervened and made them hand the car over. Derek is a friend and I stored the car in my workshop. I felt sad that it lay unroadworthy, just a pile of bits roughly assembled to look like a car and set about getting it back on the road. I finished the bodged welding and re-sprayed the body, bonnet and doors etc. The work is not perfect but it's sound enough. I had to source second hand parts to replace the 'lost' stolen seats, radiator, interior, wind-screen, rear seat conversion, starter motor etc, etc. It became

obvious that these parts had been sold off by the two 'bxxxxxs' who had been paid to restore her. Bits had been shoved into the car to make up the numbers, including what looks like a Fiat Uno rad and Mini seats. To cut a long story short when I got to fitting the engine I found that the mountings were wrong. The engine had been swapped for a rough Triumph 2000 unit. Nothing worked! Nothing fitted but I was determined to get her back on the road with a minimum of fuss and expense. Well the car is now back with her owner who is looking forward to using her this summer. She is in one piece, a car once more but with a little tuning required before the MOT. She looks great if you squint! Not exactly a nut and bolt chassis



Another Triumph back on the road - Derek's GT6

off restoration but I feel satisfied that I have rescued a pile of bits from ending up at the back of a shed for ever more.

Another car returned to the road, on a budget, to the budget, against diversity and in the true spirit of the TSSC.

So that's my excuse, not apology for not writing much recently. I've been busy working on a TSSC car. Not touching my Stag (I don't multi task very well) I haven't had too much to write about with my own restoration. The intention was to write about my experiences whilst working on my car as I go.

I truly believe that the spirit of the TSSC is to try to do as much of the work yourself and try not to pay for the cars to be restored as that's cheating a bit. The Herald based cars were always cheaper to run than the bigger Triumphs. My Stag is being restored to a budget, slowly and with only my labour.

The work has been delayed but with good intention and reason.

I haven't been sent much to put in the column, despite requests. Contributions have come from a few diehards whose help I have greatly appreciated. But the handful of IVR forms that I have been sent have resulted in few useful articles. Even an ex employee of the TSSC who owned a Stag did not provide a contribution towards the column despite several promises to do so.

I provided free of charge plans to build car ramps of my own design to seventy two TSSC members. Only two thanked me for the plans and no one has sent me feedback of how building went or photographs.

**It should be noted that Secs are volunteers and not employees.**

I have spent time answering owners technical questions but few have provided feedback that can be used in the column to help others. Frankly some people have been rude! No thank you after emails. I have had several people phone up at up to 11pm! Asking 'Know of a good Stag for sale then? I don't want any old crap'. I even had an AO phone up and ask about Stags as he thought he should have the best car in the area. Not exactly in the best spirit of the TSSC and the type of elitist rubbish that made me not renew my membership to another owners club. Yes, my car has a Rover 3.5V8 and not an original Triumph unit but that's fine by me but I don't need it rubbing in all the time. It was cheap to buy and is better now than when I bought it.

My Stag is now MOT'd again. Here is a picture from last Friday.

(the white tatty Stag with my son Daniel now aged four). I have still got to fix the power steering fluid leak but she's great to drive. My Mk1 Spitfire is also fully on the



My son Daniel and my Stag

road and is in regular use. I have attended the Salisbury Area meet that I founded as often as possible in her, winter or summer. Our Mk1 GT6 awaits restoration when I have time. My 1958 Tiger Cub is still on the road and I will eventually restore the Stag to good condition. The problem with Stags is that they are mostly in excellent, professionally restored condition and expensive. Mine is a bit of an enigma and stands out for being a bit rough.

About ten years ago I helped set up the Hurley Owners Association, a bit like the TSSC but for a make of British built boats. I'm the Vice Chairman and Technical Advisor. This role is taking up a great deal of time. I started a business as a marine surveyor about two years ago and this has taken over a bit. [www.omega-yacht-services.co.uk](http://www.omega-yacht-services.co.uk) My own boat is a restoration project in itself. I have just been commissioned to design a 36-foot yacht, which I am very excited about. She is to be British built. Moulded in Cornwall and fitted with a British Beta engine and British spars. So I



have decided to step down from being TSSC Stag Sec and allow others to have a go and take the column forward, as I have taken it as far as I can go. I wish who ever steps forward all the best and I hope that I have been of some use. **Please support him or her by sending in something about your car.**

Mike Charlton has sent in the following piece for the column and for which many thanks.

### Nick Vass

At a recent Area meeting Mike and Janet Sayles of the South Yorkshire TSSC group had raised the point about the lack of Stag articles recently in the Courier. Responding to the plea, I thought I would like to help

*it will not be a surprise to them but just may entertain a few others.*

*Taking note from Mike on how his car was, relating the restoration, I thought it would be nice to visit the workshop where the work is being carried out.*

*Whilst out on one of my country rides I called off at the Wharnccliffe Trading estate in Deepcar where the restorer, Vic Towers, has his shop. Having heard how good he was and worked on many classics, including his own, Mike sent his Stag to him.*

*I had a pleasant reception and he began explaining what he had done to Mike and Janet's pride and joy to return it to its original state. Albeit Mike had bought the car*

*from Grundy Mac's near Malton in a near roadworthy condition he admitted there was quite a lot of work to be done, from the general mechanics of getting the hand brake working to a total respray.*

*When coming to the body work there is always something to be said about buying original parts rather than good copies. For example, trying to get the wings to mate with an original bonnet and getting the correct panel gaps. This takes a lot of time and patience. One*



Mike and Janet's Stag before restoration

with this if possible and as this article is about their car

problem with this car was the inner wheel arch whereby



Bodywork now sorted



Awaiting Trimming

once the outer wing was fitted it was difficult to make the inner fit correctly.

This was only achieved by having to cut the inner into sections and then weld back together.

Other problems can and did occur whereby the offside door pillars are quite common in rotting, there fore losing the strength for the door support. This has now been corrected.

The windscreen pillars are also something that one has to pay attention to and once again this has been corrected, achieved by inserting a strengthening piece.

Not obvious in this car, but the drain tube behind the 'B' post which allows water to drain from the hidden channel for soft top storage, can also cause problems. If this blocks then it can be a long job if rot occurs, as it is located behind the rear wing panels. This is a similar situation to the

Spitfire battery box drain tube, which enters the footwell then exits on the near outside rigger. If not kept clear then the battery box rots.

Mike's engine had been dismantled by Vic and once again tinkering was prevalent as someone had fitted

two gaskets on one head! Further investigations found that the cylinders were porous and by now he found it prudent to buy another engine from Rimmer's. With Janet ferrying glamour parts to the workshop it was now looking like the car was nearing completion after a total respray and now looking very shiny in its original Saffron Yellow colour. Stone chip protection had been painted on the sills and then the car was to be lifted and then the wheel arches stone protected as well. The car

was then to be lowered onto to renovated wheels also repainted by Vic.

The carpet and upholsterer is then getting his hands on the car and the whole interior will then be finished off. At the time of writing the Stag was only a week away from completion and back on the road, so hopefully we will be seeing its first appearance at the May meeting.



What an appearance this will be, I have always admired the Stag and in this case Mike and Janet will be proud to be seen out in it.

**Mike Charlton**  
South Yorks AO



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## Derek Giles HERALD 13/60 Register

SOME ISSUES BACK I  
HOPEFULLY POINTED  
YOU IN THE RIGHT  
DIRECTION FOR TRACING  
AND CURING OIL LEAKS  
ON AND AROUND  
THE ENGINE.

Well now might be the time to turn our thoughts to the back of the car! At the rear things may be a little easier as there is really only one thing to look at, yes that big black oily lump of cast iron - the Differential!

It holds about a pint of Hypoy 90 GL4 oil and transfers the power of a rotating engine to forward/reverse motion. Not by magic, but its workings may well confuse some among us, what with its planet, sun and crown-wheel gears. I will not try to explain how it works for fear of confusing not only you but myself as well!

Suffice to say that it needs the **RIGHT OIL** to keep it on song and that the level

# MORE OILY BITS!

has to be maintained.

It is difficult enough to check and top up the oil, but as those of you who have done this dirty job will know there is always plenty of oil on the casing, even if you haven't spilt it yourself! So where could it be coming from?

There are 3 oil-seals incorporated in its mechanics, plus a gasket and some threaded areas where leaks can occur.

Oil-seals are generally used where rotating parts enter/exit the casting and gaskets where flat surfaces bolt together. So where to start, if you are re-building the car then most likely you will have the diff on the bench and it is fairly easy to follow what is advised in the workshop manual. However if the diff is in a working car it may not inspire you to cure the leaks!

Don't despair though it is still possible to work from under the car and sort things out.

In this article I will tackle replacing the **SHORT DRIVE SHAFT** seals only!

Before you start make sure you have a decent pair of axle stands, **NEVER** work under a car that is supported only by a jack, **NOT** even a pair of jacks!! For all DIY purposes its axle stands or don't do the job!

Hopefully you have a decent **LEVEL** driveway/garage floor or whatever to work on where you can raise the rear axle at least 2ft above the ground. You need this height to be reasonably comfortable, as you will be lying on your back working on the diff above you.

With the car on stands chock the front wheels and release the handbrake. Now remove the wheels and then from under the car disconnect both inner drive-shaft flanges (4 1/2 AF bolts each) this will allow you to ease the outer drive shafts outwards slightly. While you are at it make sure they are shoulder bolts (**NOT** threaded all the way) with nyloc nuts!

Next undo and remove the spring eye to rear upright bolt/nut and the tie bar to upright bolt/nut on both sets of suspension. The drive shafts can now be jiggled around to give enough room to reach and undo the 4 per side, Allen key headed setscrews that hold the inner drive shaft to the diff!

This is the point when **OIL** may start to drip all over the place! If not it certainly **WILL** as you lever out the shaft and bearing from the casing.

The bearing is a sliding fit so should come easily if you take it carefully!

The photo shows the exploded view of the whole assembly



THE WHOLE ASSEMBLY

including setscrews and Allen key. They are (from left to right) circlip, bearing; oilseal retainer / setscrews / Allen key; oilseal and inner drive shaft!

I would replace the bearing and circlip as well as the oilseal!

To strip down, lever the circlip from its groove with an old screwdriver. The interference fit bearing has to be driven off the shaft using a soft face mallet on alternate sides of the seal retainer, again take it easy and you should be OK!

The oilseal can now be prised out of the retainer



with the old screwdriver and the new seal fitted into its retainer using a block of wood and soft mallet.

Lightly oil the seal and push it over the shaft. The bearing now has to be driven onto the shaft either with a suitable diameter metal tube or by placing the bearing **ON** the jaws of a vice (see photo) and gently tap the shaft down into it. Refit the circlip and one side is done! Now repeat for the other side. To refit assembly to diff and get the car back on

the road, reverse the removal procedure, not forgetting to top up the oil! I would also recommend using **NEW** nyloc nuts and bolts (8 of each) for the drive shaft flanges!

As with all my descriptions if you don't understand anything give me a bell and let's talk it through!

Next month I will describe how to renew the pinion oilseal and housing gasket!

Cheers for now,

DEREK

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Front lower valance Vitesse O.E. . .	£115.00
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Stainless steel tread plate finisher . . .	£19.50 pair
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Herald 948/Vitesse rear centre valance . . .	£55.00
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Rear quarter valances . . .	£21.50
Inner front wheel arch 903075/6 . . .	£42.50
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White rubber bumpers (full set) . . .	£110.00
Rear overriders 703708/9 . . .	£35.00
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Front suspension shin 122022 . . .	£1.25
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Front lower valance 1200 O.E. . .	£115.00
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
Herald rear leaf spring 305945 . . .	£85.00
Herald recon rotor drive shaft assembly . . .	£147.50
Herald/Vitesse non rotolux drive shaft . . .	£65.00
Universal joint grease nipple type . . .	£8.50
Herald voltage regulator Unipart GEU 6603 . . .	£20.00
Herald new alternative distributor (exchange) . . .	£57.50
Vitesse Delco distributor cap . . .	£9.00
Vitesse HT lead set . . .	£10.00
13/60 HT lead set . . .	£7.00
Herald oil filter GFE 119/150 . . .	£4.50

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Boot catch 611225 . . .	£9.00

### TR7

Early type bonnet (single bulge) WKC170 . . .	£147.00
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Front lower valance WKC86 . . .	£65.00
Sills L/H and R/H XKC 112/3 . . .	£76.00
Doors FHC WKC5286/7 . . .	£260.00
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Gearbox 4 speed (exchange) . . .	£160.00
Gearbox 5 speed (exchange) . . .	£400.00
Recon steering rack (exchange) . . .	£42.00
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Front lower ball joint GSJ154 . . .	£14.00
Front suspension strut gaiter UKC4981 . . .	£9.50
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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
Upated brake master cyl/servo assy (exchange) £200.00	
Brake pressure valve TKC 3667 . . .	£40.00
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Brake shoes 5 speed GBS813 . . .	£14.00 set
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Clutch kit TR8 Q/H . . .	£105.00

### STAG

Inertia seat belts non sensor original . . .	£115.00
Seatbelts, non sensor . . .	£85.00
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Track rod end GSJ157 . . .	£14.50
Gearbox (exchange) . . .	£250.00
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Rear sub frame mounting 150382 . . .	£21.00
Rear wheel bearing kit . . .	£18.00
Service exchange drive shaft 131914 . . .	£125.00
Recon rear hub assy (exchange) . . .	£92.50
Recon Brake Calipers (exchange) . . .	£65.00
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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 fitch 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) . . .	£25.00
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
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Recon rear hub assy (exchange) . . .	£92.50
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### SPIRITFIRE MK I & II & III

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Nearside/offside front wings . . .	£69.50 each
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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

### SPIRITFIRE 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 911107/8 . . .	£48.50
Rear wing non O.E. . .	£87.50
Rear wing front repair panel . . .	£15.50
Rear wing rear repair panel . . .	£19.50
Rear lamp panel 716182 . . .	£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 oversill kit . . .	£75.00 kit
Hard top rear screen seal 911040 . . .	£36.50
H/ top seal roof door glass 716183/4 . . .	£8.00
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Door hinges 607824 . . .	£16.00
Exterior door handle (black) YKC2837/8 . . .	£47.50
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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 . . .	£42.00
Recon steering rack exchange . . .	£20.00
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
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Caliper repair kit inc pistons type 14 . . .	£20.00
Clutch slave cylinder GSY103 . . .	£35.00

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Recon distributor 1500 (exchange) . . .	£47.50
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HT lead set . . .	£7.00
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Recon w/wiper motor (exchange) . . .	£40.00
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Seat cover set, brown houndstooth material . . .	£115.00
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Hoods original I.C.I. material inc zip window . . .	£160.00
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### GT6

Bonnet assembly Mk II . . .	£650.00
Bonnet assembly Mk III 913766 . . .	£685.00
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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
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New crankshaft 308034 (exchange) . . .	£115.00
Recon (exchange) water pump GWP201 . . .	£29.50
Gearbox (exchange) . . .	£170.00
Clutch kit Q/H . . .	£75.00
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Front shock absorbers . . .	£20.00
Track rod ends . . .	£9.50
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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

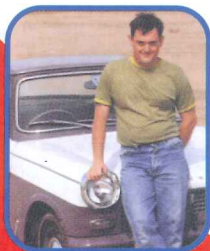
Mk I front wing L/H-R/H 570195/6 . . .	£125.00
Mk I front panel (nose cone) 903258 . . .	£65.00
Mk I bonnet 903477 . . .	£115.00
Mk I headlamp panel 575894/ZKC1972 . . .	£75.00
Mk II bonnet 910507 . . .	£125.00
Mk II boot lid 910506 . . .	£111.50
Mk II rear lamp panel 910509 . . .	£95.00
Mk II boot reinforcement panel 910505 . . .	£60.00
Bonnet seal 613894 . . .	£12.00
Rear centre bumper (estate) plain 575630 . . .	£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

Recon power steering rack (exchange) . . .	£125.00
Recon manual steering rack (exchange) . . .	£42.00
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Mk II front side/flasher lamp 216149/216150 . . .	£42.00
HT lead set . . .	£10.00
Clutch kit Q/H . . .	£75.00
Recon (exchange) water pump GWP201 . . .	£29.50
Rear wheel bearing kit . . .	£18.00
Rear shock absorber . . .	£19.50
Recon exchange brake caliper . . .	£45.00
Brake shoes Mk I (axle set) . . .	£22.50
Brake shoes Mk II (axle set) GBS803 . . .	£16.50
Rear wheel cylinder GWC1205 . . .	£17.50

### DOLOMITE RANGE

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Front underdrier XKC 83/84 . . .	£22.50 pair
Rear lamp assembly 1300 F.W.D. 218174 . . .	£30.00
Dolomite Rear lamp assembly R/H TKC938 . . .	£50





# EXTRAS EXTRAS "READ ALL ABOUT EM"

**Rob Newton-Allen**

## HERALD 948 - 1200 - 1250 Register

FOLLOWING ON FROM AN  
E-MAIL REGARDING REAR TAIL  
GATE WIPERS FOR OUR ESTATES,  
IT LED ME TO THINKING ABOUT  
THE VARIOUS ACCESSORIES THE  
S.T FACTORY HAD TO OFFER AT  
THE TIME.

I won't go into all the various period accessories but stick to the genuine factory articles, these were listed in a 1959 Stanpart Accessories brochure.



Item	Part No.	Retail Price
Spot Lamp	501703	£4. 2. 6.
Fog Lamp	501702	£4. 2. 6.
Cigarette Lighter	504019	£1. 4. 0.
Locking Petrol Cap	600482	£1. 2. 3.
Defroster	59844	£1.12. 0.
Wing Mirror	502459	£1. 2. 6.
Wing Mirror Bezel x2	505825	£0 15. 0.
D type mirror	560632	£1. 5. 0.
Exterior Sun Visor	559930	£4. 4. 0.
Badge Bar	559931	£3. 10. 0
Roof Rack (saloon only)	560071	£6. 19. 6.
Radiator Blind	508713	£4. 0. 0.
Continental Touring Kit	508714	£8. 17. 6.
Link Mats (front only)	560014	£1. 7. 6.
Link Mats (complete set)	560013	£3. 4. 6.

Item	Part No.	Retail Price
Fire Extinguisher	554449	£2. 15. 0.
Reversing Light	502251	£2. 18. 0.
Towing Equipment	508734	£5. 10. 0.
Touch in Paint. Pencil	various	£ 0. 4. 9.
Touch in Paint. Aerosol	various	£ 0. 10. 6.

Along with these general items there was a "De-luxe Equipment" list, which included

Interior padded sun visors, Rubber bumper kits, Rim finishers, exhaust tail pipe extensions, and various Veneer capping kits.

Most of these extras carried right through to the end of production and some of the more popular items became standard fitments on later models. Where



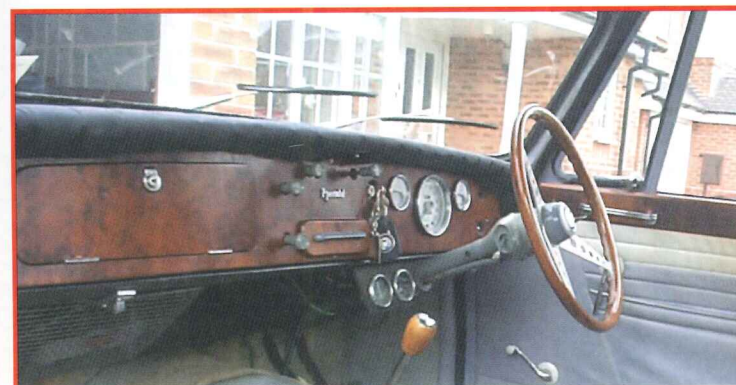
Stanpart radiator blind, which will be fitted to my 1960 948cc convertible

things like the locking fuel filler cap, radiator blind and towing equipment were specifically for the Herald, most of the chrome items (fog/spot lights, wing mirrors, and rim finishers) were proprietary items given the factory seal of approval and normally fitted at the

front disc brakes, bonnet locks and seat belts were now added to the list. The disc brake option ran till the end of production, though it was a standard fitment on the 12/50.

The 1200 was offered with a twin carb conversion using SU HS1's, as was the 12/50, but using twin SU HS2's.

From '63 to '66 a series of special conversions were introduced for the 1200 and 12/50 and if chosen, the commission plate would carry and extra suffix letter.



59 Coupé with optional veneer capping kit and "Stanpart" wood rimmed steering wheel.

point of sale dealers.

A special orders list was also introduced with the first Heralds in 1959, though it was only 4 items: duo tone paintwork, leather upholstery, a water temperature gauge and "Telaflor" dampers. As the more expensive Coupé had both the duo-

warranty, but were only fitted on cars which had front disc brakes.

Following on from these, companies like SAH, Alexander and Derringtons offered further modifications, but alas, these will have to wait for another article.

Further options were given the factory seal of approval at the time, but were never listed as factory accessories, Girling powerstop brake servo's, Webasto sunroofs (Weathershield were the normal fitment on the 12/50's) Cosmic chrome bumper cappings and Imperial venetian

tone paintwork and water temp gauge as a standard fitment most of these items were obviously aimed at saloon buyers.

The Coupé could be ordered as a single colour at no extra cost and an optional rear seat was also available for the grand sum of £14 3s 4d.

With the introduction of the 1200 in 1961 duo-tone paint became standard on both the Saloon and Coupé and things like

A1; Spitfire engine, Vitesse dash, chrome tail pipe, 4.55:1 diff and Laycock 'D' type overdrive. £165

A; As above but without the overdrive £95

B; Spitfire engine and clutch £65

C; 12/50 engine and clutch £25

D; 4.55: 1 Rear axle £15

These items were factory fitted by the service dept, carried a factory





Coupé fitted with Imperial venetian blind.

blind kits are to name but a few. Most of these items are now very rare and sought after by Herald owners all over the world. I will be checking through the Herald IVR system and hopefully showing some of your cars which have any of the 'Extras' fitted. So keep the IVR's coming in and I will do an update soon.

Cheers for now

ROB

## IS YOUR CAR INSURED AT MARKET VALUE ONLY?

USE THE LATEST TSSC/ FOOTMAN  
JAMES VALUATION FORM  
ENCLOSED LAST MONTHS MAG

FILL THIS IN, INSURE WITH US  
AND YOU WILL BE COVERED FOR

## FULL AGREED VALUE!

## TSSC INSURANCE CAR VALUES

	BODY	PROD	CC/Cyls	Concours	A1+	A1	A2	A3
Triumph Herald	sal	1959-61	948/4	3000	2200	1400	600	250
Triumph Herald	fhc	1959-61	948/4	3500	2300	1700	1000	400
Triumph Herald	dhc	1960-61	948/4	4200	2900	1900	1200	500
Triumph Herald "S"	sal	1961-64	948/4	2800	2100	1500	800	350
Triumph Herald 1200	sal	1961-70	1147/4	3200	2400	1400	700	300
Triumph Herald 1200	fhc	1961-64	1147/4	3600	2400	1800	1100	450
Triumph Herald 1200	dhc	1961-67	1147/4	6000	4500	3000	1800	700
Triumph Herald Courier Van	van	1961-64	1147/4	3300	2700	1700	800	400
Triumph Herald 1200	est	1961-67	1147/4	3500	2300	1700	1000	400
Triumph Herald 12/50	sal	1963-67	1147/4	3300	2250	1600	1000	450
Triumph Herald 13/60	sal	1967-71	1296/4	3600	2400	2000	1300	450
Triumph Herald 13/60	dhc	1967-71	1296/4	6000	4500	3000	1800	800
Triumph Herald 13/60	est	1967-71	1296/4	3800	2500	2200	1300	500
Triumph Spitfire 4	sp	1962-64	1147/4	4700	3800	2500	1500	700
Triumph Spitfire II	sp	1965-67	1147/4	5000	3800	2700	1600	700
Triumph Spitfire III	sp	1967-70	1296/4	6200	4300	3400	2000	600
Triumph Spitfire IV	sp	1970-74	1296/4	5300	4300	3200	1800	700
Triumph Spitfire 1500	sp	1975-78	1493/4	6400	4600	3700	2400	800
Triumph Spitfire 1500	sp	1979-81	1493/4	6800	4700	3800	2400	900
Triumph GT6 Mk I	fhc	1966-68	1998/6	6800	4600	4000	2000	800
Triumph GT6 Mk II	fhc	1968-70	1998/6	9000	6700	4900	2700	1100
Triumph GT6 Mk III	fhc	1970-73	1998/6	10,000	7300	5000	2700	1100
Triumph Vitesse 1600	sal	1962-66	1596/6	4800	3200	2600	1300	500
Triumph Vitesse 1600	con	1962-66	1596/6	5300	4100	3000	1600	600
Triumph Vitesse 2L MkI	sal	1966-68	1998/6	4800	3200	2600	1400	600
Triumph Vitesse 2L MkI	con	1966-68	1998/6	7200	5300	3500	1900	800
Triumph Vitesse 2L MkII	sal	1968-71	1998/6	5800	4300	3400	1800	700
Triumph Vitesse 2L MkII	con	1968-71	1998/6	10,000	7000	4200	2200	900
Triumph Vitesse Estate	(all)	1962-71	1596/1998/6	6300	4500	3500	2000	700
Bond GT 2+2		1963-64	1147/4	3000	2600	2200	1400	600
Bond GT4S		1964-67	1147/4	3000	2200	1900	1200	500
Bond GT4S 1300		1967-70	1296/4	3300	2700	2400	1350	550
Bond Equipe 2L	sal	1967-70	1998/6	3600	3300	3000	1500	650
Bond Equipe 2L	conv	1968-70	1998/6	4000	3700	3500	1800	800
Amphicar		1960-63	1147/4	12,000	8000	5000	2500	1000

Convertible GT6's: Valued at Spitfire 1500 prices, only on proper conversions otherwise Mk IV Spitfire prices.  
Fibreglass panels: Highest value A1 in car category (except Bonds!)

Triumph Renown	sal	1946-54	2088/4	9000	6500	5000	3000	1200
Triumph Roadster	con	1946-49	2088/4	18000	14000	12000	9500	5000
Triumph Mayflower	sal	1950-53	1247/4	4000	2750	2200	1200	600
Triumph TR2	sp	1953-55	1991/4	15000	11000	9000	6750	3500
Triumph TR3/3A	sp	1955-61	1991/4	14000	10000	500	7000	3500
Triumph TR4	sp	1961-65	2138/4	12500	9250	7950	5300	2750
Triumph TR4A	sp	1965-67	2138/4	14000	10000	7000	5700	3250
Triumph TR5	sp	1967-69	2498/6	17000	13000	10000	8000	4500
Triumph TR6	sp	1969-75	2498/6	13500	9750	7500	5200	3200
Triumph TR7	fhc	1976-82	1998/4	3200	2500	2000	1000	500
Triumph TR7	dhc	1980-82	1998/4	5200	4000	3000	2200	750
Triumph TR8 (factory)	dhc	1980-81	3528/8	14000	9500	8100	6000	3500
Triumph 2000/2500	sal/est	1963-77	1998/6	3500	2500	1800	800	300
Triumph 2.5PI / TC	sal/est	1968-77	2498/6	4000	2500	1800	1200	300
Triumph 2500S	sal/est	1975-77	2498/6	4500	2950	2100	1500	500
Triumph Stag	con	1970-77	2997/8	13000	9000	7000	4300	2400
Triumph 1300 FWD	sal	1965-70	1296/4	1500	1000	750	500	250
Triumph 1300TC FWD	sal	1965-70	1296/4	1750	1300	850	650	300
Triumph 1500 FWD	sal	1970-73	1493/4	1500	1100	700	500	250
Triumph Toledo/Dolomite	sal	1970-81	1493/4	1650	1200	750	500	250
Triumph Dolomite 1850	sal	1972-81	1854/4	1800	1400	950	750	350
Triumph Dolomite Sprint	sal	1973-81	1998/4	4500	3500	2900	1700	750

N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.

- Original, low mileage, one owner, known history cars, will always attract higher value than restored examples. - Values above are averages.





**Dave Rumens**

## VITESSE Register

HI FOLKS, IT'S ALWAYS GREAT TO RECEIVE AN ARTICLE FROM THE STATES AS IT GIVES US ALL A CHANCE TO HEAR HOW BRITISH CLASSIC CARS ARE APPRECIATED OVER THERE

**T**his story from Cecil Wise is especially good as it is well written and as a result gives us all a very good feel for his experiences of driving his Vitesse last year. So I will let Cecil tell you his story.

Well Dave this is how many miles we've driven my '66 Triumph Vitesse' *Picture 1*, in 2005!

The year started off with a bang at the vintage races at Hallett OK back on April 2. There were quite a few old British cars being thrashed around the track which was fun to watch. The highlight for me was that Bill Rinke held a drawing to take a couple of people on rides around the track at 'near race speed' in his '62 Lotus 7' I won the first spot! What a ride that

# 9350 US MILES IN A VITESSE (SPORTS SIX)

*Picture 1.*



was. Bill was only supposed to take me for a couple of laps, but 'accidentally' missed the signal to pull into the pits, so I got an extra lap out of the deal. The only thing I can think to compare this experience to is a roller coaster without the rails. One of these days I'm going to have to try racing for myself. Even in the passenger seat it was quite a thrill.

*Picture 2,*

Next up on the calendar was the Branson auto auction. This is the one event this year I did not drive the Vitesse to, but instead took my (t)rusty '65 Spitfire. I only worked this one day and spent all of that time directing traffic, so I didn't get to see much of the action and don't have much to report on this.

On the first weekend of May, Mia and I went to Kansas City for



*Picture 2.*

the KCMGCC Slim run, which is the spring counterpart to the fall FAT run. This year it could have been called the 'Cecil run' as it passed through several areas where I used to go as a kid. It also stopped in my home town Springfield for lunch on Saturday and ended the day Saturday in Monett, where I also used to live. We travelled some great roads down south of Branson. The weather was great the whole time until about a mile after I parted company from the rest of the group for the trip home when it started to rain.

On the 3rd weekend of May there was the Chute out in Chanute, which was as always fun. The Vitesse ran a respectable 92 MPH, which is about its normal velocity at this event. This year the event was cut short right after lunch, which gave us time to get home by late afternoon.

In June, the Triumph Register of America held their annual convention in Branson. This was their first convention west of the Mississippi. I had never attended one before since their main focus is on the TR2, 3 and 4, though this year they decided to invite the lower Triumph life forms to attend. Friday night was a dinner in Jim Co's garage. He had to clean out a lot of cars to put tables in, but he still had quite an impressive collection. Jim saw me leaving puddles of drool around his '34 MG NA, *Picture 3*, and told me to take it for a drive. After I picked my



*Picture 3.*

lower jaw up off the floor I muttered something to the effect of 'You can't be serious'. He was and showed me how to drive it, after which he told me to find someone else and show them how to drive it. On Saturday during the car show, the weather was extremely hot. A lot of people headed straight back to their motel rooms as soon as they could, but they missed the autocross,

*Picture 4.*

I was the only car in my class, so naturally I expected to win first in class. My brother also drove my car, but since he wasn't very familiar with it, I knew I could beat him easily. What I wasn't expecting was to get Fastest Time of Day. I had several people ask what it has for an engine. It really is just a stock (worn at that) GT6 engine, which would have been appropriate for this car when new.

July brought the GOBMC car and cycle show in Carthage. Again it was hot, but we had a good turnout of cars. I helped out on the autocross, so I didn't have much time to look over all of the cars present as well as I normally would have. The autocross went well until we had a stray thunderstorm roll through which brought things to a halt. I did manage to get one run in before the rain hit. I got my usual 2nd in class in the car show. Mia received her very first car show award,



*Picture 4.*



getting 3rd in class for her newly acquired Triumph bicycle.

(I had one in 1962 - David!)

From Carthage, I left directly for the VTR national convention in Rockford Illinois,

Picture 5.



Picture 5

The trip across Missouri was miserable. When I arrived in Godfrey Illinois just across the river from St. Louis it was 108 in the

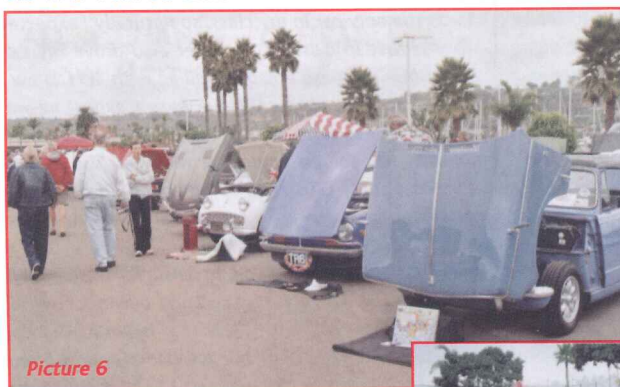
the autocross, I pulled one of the rear wheels to check a noise and found one of my wheel studs had broken. Everything else appeared OK, so I decided to go ahead and drive home on 3 studs. After arriving home, I again pulled this same wheel only to find that a 2nd stud had broken. The remaining two couldn't have been far behind, so I replaced all of the studs.

After VTR, we had a couple of months to prepare for our big trip to California. I've been needing to go visit some family out there and so we decided to combine that with Triumphest, Pictures 6 & 7, in San Diego. We had also been wanting to take Route 66, Picture 8 all the way to the end in Santa Monica California. Doing this in a Triumph made it that much better. We spent 5 days getting to California on as much of the original road as possible. We did skip one section through the Mojave just so we could avoid the

heat, though in hind sight it probably would have been OK. On the trip out we stopped in Tucumcari New Mexico for the night at one of the historic motels from the 40s Picture 9.

I had never stayed at a motel where every room has its own garage! This was really a neat place and reasonably priced too.

The next night in Gallup New Mexico we decided to stay at another vintage property, but this turned out to be a mistake. When we got into the room, it was filthy. The sheets had obviously not been changed since the last customer. We complained and were given another room, but it turns out



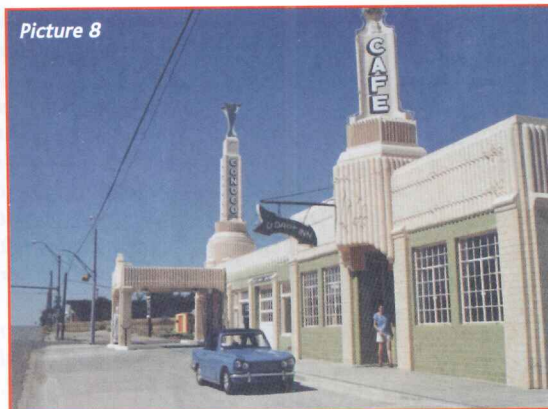
Picture 6

shade. The Vitesse ran OK, but we were both running very hot. Thankfully the heat broke just in time for the car show. This was a great event, which included an autocross, funkana, fun rally, TSD rally, tech sessions and even their own rock band which organised and wrote a few songs just for the show! Go to <http://www.vtr2005.org/tappets.html> if you are interested in hearing this band. I received a couple of more trophies at this show, including first in autocross and with the help of a navigator first in TSD. After

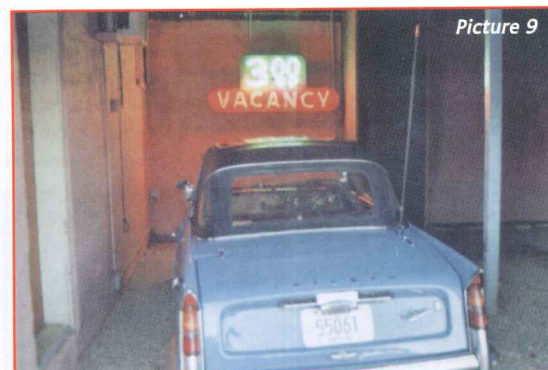


Picture 7

Picture 8



the cleaning lady was living in the room next to the original room. She was not happy about being accused of not cleaning the room properly and behind Mia's back she said our car would not be so nice looking by morning. While I do believe



Picture 9

she was bluffing it just wasn't worth the risk, so we left that motel and found another one on the opposite end of town.

For the remainder of the trip the scenery was spectacular and the Vitesse just kept on running. We drove through the painted desert/petrified, forest national park and also made a side trip to Big Bear Lake in California. Picture 10, Finally we arrived at our destination in San Diego, with just a little over 2000 miles on the clock since leaving home. We had a good time at the show.



Picture 10

We received a gold award, along with 90% of the rest of the entrants and also got the long distance award and hard luck award for our experience in Gallup.

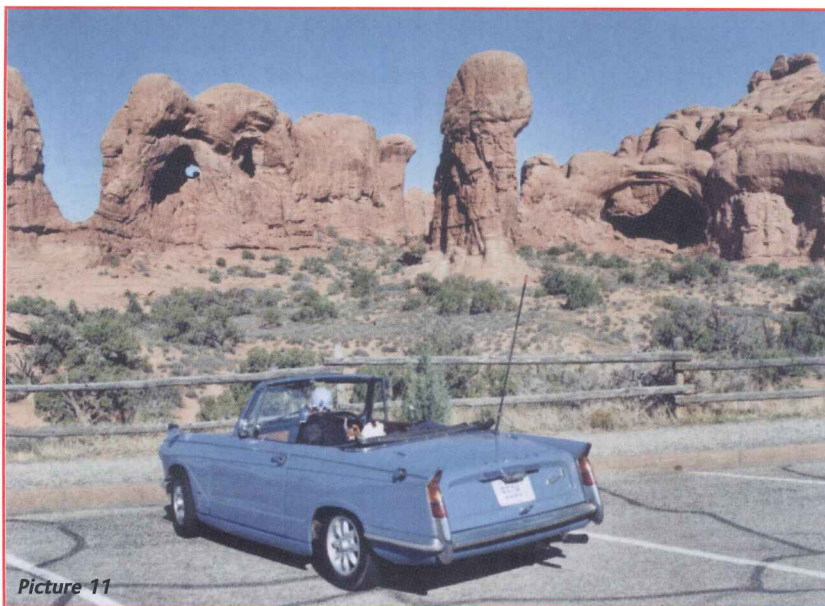
For the trip home we went farther north stopping in Las Vegas to see the Imperial Palace auto collection. Every car in the museum was for sale, though just about every one was out of my price range. We also drove through Arches National, monument, which was spectacular, especially with the top down. Picture 11, overpage.

The remainder of the trip went well. We did run into snow above about 8000 feet going across Colorado and after having to slow down for a truck, the Vitesse would only go about 50 MPH while climbing toward the Eisenhower tunnel at 11,158 feet. After that was the long slog across eastern Colorado and Kansas.

Total trip mileage was just over 4500 miles, with no major mechanical problems.

The final event of the year - KCMGCC FAT run was 2 weeks after we got home from California. Mia and I organise this two day event which starts in Kansas City and this year stopped for the night in Rolla, Mo. These events are never completely trouble free, but this year certainly had its share of problems as the Midget of Steve Olson blew a head gasket between two cylinders. He managed to limp on in to Rolla, but then he and Rob Cambl in made a run back to KC to get a trailer. Rod Miller also joined us briefly on Saturday night to deliver a generator for a





Picture 11

sick MG. Thanks Rod! The trip home from Rolla started out with some beautiful scenery around Newburg and a couple of old stretches of Route 66.



Picture 12

The new owners of a traditional FAT run lunch stop were very happy to see us and kept asking about the cars. They even gave us free dessert and told us to come again.

Total mileage for the year was 9350 Miles. There

were a few repairs made along the way and it needs a few more odd things done to be prepared for next summer, but at least it never left me walking or Mia pushing.

I will leave you with one final picture, 12, showing a lovely Utah Sunrise.

Well what a great story and you can feel you are there with the roof open

rolling through those States. Thanks Cecil superb stuff. Now to things this side of the pond, by that I mean the South of England meet is on the 6/7 May and we need



VITESSE  
IVR SERVICE



Dick Plumridge

VITESSE  
IVR Report

No, I'M NOT DEAD!

Or resting? - Hah! No, just pinching less Courier-space these days, with twice the number of Club Registers now, and growing coverage of a busy Club race scene; and numbers of actual new IVRs coming to me, far lower than 10 yrs ago when I launched this. But for those Vitesse IVRs I do get, I use more resources today, and better data than ever; and I'm still after information on hundreds more Vitesse I believe survive. Interesting to see April Courier just as I'm writing - 4 Vitesse For Sale, 3 of them particularly mentioning their good history, and one quoting their IVR.

If you're wondering, 'What's an IVR?', this is the Form backed onto your Courier address-sheet. I take this data, I treat it confidentially, I pool it and number-crunch it in an enormous database to look at the car in a context of total Vitesse Manufacture and Sales. I use this and a mass of historic Vitesse information to send every Owner an individual guide to their car, to spot details that look exceptional on your IVR, to identify old photos or magazine articles your car may have featured in years ago, etc etc. See more

**YOUR FREEPOST IVR FORM - ADD YOUR CAR TO THE TSSC VEHICLE REGISTER**

Name:  Please put your address/club No. on the back, if it's not already pre-printed there?  
And in the box here, (optionally) your email address, if we can reply to you by email.

Car Reg:

Thanks for doing your IVR. Please give all these odd figures and Codes as exactly as you can - they tell the whole identity of the car!

**1. Commission Plate**

On Her/Vit/Spl/GT6/Bond, this is on LH side of bulkhead.  
On Stag, it's by LH door-catch.  
On 2000-family Saloons, on LH spring turret.  
On 2000-family, in front LH wing.  
On Acclaim, VIN Plate on B2 front face of Bulkhead.

PAINT  TRIM

(Paint/Trim Codes aren't given on pre-64 cars, nor Bonds.)

**2. Engine No.**  (HEAR EN BLOCK)

Bond Cars only, please add Serial No:

Stamped into oily lodge by rear spark-plug (use a rag - don't wipe a hot engine with your bare finger!)

**3. Final item on car: Body Plate**  
(Painted, but v helpful if you can make it out!)

Her/Vit down RH side of bulkhead. Spl/GT6 on LH with Comm Plate.  
Stag, on bonnet hinge cross-panel, by radiator.  
Early 2000 on bonnet hinge cross-panel; later on RH spring turret.  
Delamite family, in front LH wing with Comm Plate.  
Acclaim, no Plate, but stamped into bonnet hinge cross-panel.

**4. VSC Reg. Document** (Please give VIN & Engine Nos just as on VSC, even if car reads different!)

Date Registered  VIN/Chassis No  Colour   
Body (Conv/Sal/Trd)  Engine No  Acquired Vehicle On   
Is original Dealer known? (Name, Town)  (from BMHT/Invoice/Service Book/Sticker? or....?)  
Copies of any original Dealer Invoice or BMHT Heritage Certificate are always a great help to the Registers. Car photos, too. Thanks!

Just send Freepost to Club HQ. Please mail envelope "IVR" adding the Model and particular Mk of your car.  
Most Registers offer a Reply-letter service (check your Model's IVR page in Courier); just enclose SAE & 2 loose stamps.

on the Vitesse scheme in Nov '05 Courier, p.81; or May '05, p.38. (No, even better, and quicker - just do your IVR.)

NEW IVR FINDS



Picture 1

These are now hard to come by, but every one I get is a gem. Alan Cooper's lovely Damson/Tan Saloon (pic 1), is originally from Nottingham.

Owned by Alan's father for 33 years and still on its original clutch. I'd estimate its Build was completed about 20th Feb. 1969, and it was despatched and sold by April, so it didn't sit long in the Dealer, F.W. Mitchell's. I've mentioned before that I'd noticed a great flurry of sales in April '69 that I couldn't explain - not the obvious situation of beating a Factory Price rise or a Tax rise. Well I found the cause: the Press ran rumours of a Tax rise in the April



budget, with much the same effect! The rise | Here's two we're trying to learn more about at the moment:

didn't happen but by then the cars were sold. I'll have to see if there was also a dip, afterwards? Many thanks for the IVR and pictures of RTO, Alan. Even on a car you know so well, I hope my letter back and the information on F.W. Mitchell's will have added to its already excellent history.

On the Mk2, I collect any data I can. To know a car well, I need IVR-type detail with Commission No (VIN) but in the absence of that then just a Registration can still help.

### DEAD OR ALIVE!

Here, I'd like to thank some long-standing fans of the Vitesse including Leon Guyot in the States, Mac Reynolds in NZ, and our own Dave Rumens, for digging out old photo-collections for me to identify more cars. And David Bowers and Mark Howard - again, Owners of notable Mk2s themselves - for alerting me to Ads, ebay and elsewhere. Thanks to Dave at Canley Classics for all his recent help too with an interesting Mk2 for sale there. Although the individuals mightn't see this, I do acknowledge a lot of help from outside our Club. After more than 10 years' hunting-down Mk2s especially; I could now 'put a name' - a Registration - to almost half the Convertibles built, and a lot more detail than just that, in hundreds of cases.

Far more than I ever thought possible at the start but you'll be pleased (oh yes you will) to know my appetite for more is completely unspoiled.

### HAVE YOU BEEN TANGO'D?

The 'untangling' aspect is a greater part of my efforts now than ever. We'd expect to find Engine-swaps, etc, on cars our age, but I've met endless ingenious ways that records at every stage did get tangled-up back in the 60s and 70s, or since. I've learned a lot. One perfectly 'legit' change, but not always easy to track, is re-Registration. It happens for a variety of reasons and it's surprisingly common on Vitesse.



Picture 2

Pippa and Richard Neall's handsome Royal Blue Convertible SRY515G (pic 2), which I think may also be slightly later than the G suggests - we're working on this.

And (pic 3) Phil Roussel's White Saloon, imported to Guernsey in 2001, re-Registered 25013, and in regular use - but what was its previous identity? There'll be all sorts of past history on these cars in the name of their original Registrations. Whether it turns out they were from Perth or Porthcawl,



Picture 3

Brigg, Brum or Brighton, I can then add more. That's work in progress, and I'm sure we'll find out a lot more yet.

### MELLOW YELLOW

Have you noticed Saffron's back in fashion? Till recently it'd seemed such a 1970 colour, but suddenly Saab, Citroen, Renault, Vauxhall, Lotus, Porsche, Alfa are all using a very similar shade, and Ford something a couple of tones darker. So don't change the colour of your Vitesse; have your car original and let fashion catch up next lap.

Mark Baldock's recent great purchase (pic 4), a very late



Picture 4

Saffron Convertible with the steering-column lock, Birmingham-Registered and with a super history. Mark's car probably came off the Production Line the same day mine did in April '71. There's a very good survival-rate from just this period - I know more than half the Vitesse here already.

### IVR ME YOURS!

At last year's (excellent, packed) SEM I was introduced to a



Picture 5

chap who'd just been passing, seen the field of Triumphs, and

popped in. Greg used to own a Saffron Vitesse EPA311J and wondered, was it still about? Uncanny - I'd just given it special mention in that month's Courier, appealing for its IVR. Greg's not a Member, no longer has a Triumph, knew nothing about any of this. I kept in contact and he found me a shot of EPA (pic 5) from about twenty five years earlier.

And in that same Courier, what should Trevor feature but

GT6 EPA313J - no doubt Registered at the same Surrey Dealer, and also Saffron. So I'd repeat my appeal of exactly a year ago, to today's Owner of Vitesse EPA311J, for an IVR - please! It's now a gleaming Blue, and sounds wonderful (we passed on the road).

There's still hundreds like this that I very much want to hear from.

In a year I've had Members' IVRs on just 5 Mk2s I didn't already know.

A lot more on cars I did know, of course. Although more cars are out there in the Club, response seems to have levelled-off amongst Club-owned Vitesse. By comparison, over just this same past year I've collected from outside the Club, good details on around 150 previously-unknown Mk2s. It may be worth saying, if you know of a Mk2 inside or

outside the Club, please get me an IVR on it





**Picture 6** Awaiting its new Owner.  
Ever seen badging like this?

if you can (I don't mean against someone's wishes! But some owners won't know the scheme exists, some never lift the bonnet, or just hate any kind of form, and many 'keep meaning to do it' but - well, don't, quite. OK you won't get any V5 info, but just the Reg and those 3 vital spots under the bonnet, that's mostly it.)

I've never excluded non-Members of the TSSC - or of any Club - from this work, and for a long time now, they've been contributing the bulk of the new information which Club Members benefit from. (I'd rather we include, not exclude potential Members - then let them decide if they like what they see.) And every Owner can be assured, I won't release their sensitive individual vehicle data, anywhere.

One previously-unknown Mk2 (**Pic 6**): UYC looks standard at first glance but put through the IVR process turns out quite a special find. Thanks to Max at Totally Triumph and David Bowers for information on this. And Good Luck, to new Owner Jim - please keep in touch.

On the Club-owned examples not IVR'd, I fear these may never be - or not till/if they change hands. Someone said the saddest words in the language are 'too late'. An IVR in another 5 or 10 years' time may be too late to do much good for

many of these cars and Owners, or for the rest of us. Old papers and photos in the hands of past Owners disappear all the time, and memories too.

And remember the help your car's IVR is, to Vitesses everywhere: without disclosing the data, all the tie-ups it reveals in the whole jigsaw of Manufacture and Sales. Very sad, if Vitesses are broken meantime, which might have been saved 'if only we'd known about this other one'. I do accept numbers will fall, but we can put the brakes on that process and at the same time see we get the greatest knowledge and pleasure from our cars, and for as long as possible.

Please don't anyone sit there and think, 'Well, it's obviously all going ok without me'; please don't just leave this to someone else when it's your IVR I need.

If you've already done your searches, I'd be very glad of a copy of a BMIHT or any old Dealer or period documentation - I know you're meaning to, but just do it - like IVRs themselves, all this material does all the more good, the earlier I get it!

Help us all still have Vitesses to drive in another 10, and 20 years from now. Treat your Vitesse to lots of picnics in 2006, and if you can possibly make it, hope to see you amongst crowds of Vitesses at sunny SEM on 6th/7th.

*Dick.*



**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](mailto:courier@tssc.org.uk)**

**AND IF YOU HAVE A  
BETTER ANSWER TO THESE  
QUESTIONS THEN I'D  
LOVE TO HEAR THEM  
TOO!**

### **TANDEM BRAKES ?**

Wonder if you can help, I'm a little new to Spitfires and am looking to refurb my brakes. I already have Goodridge hoses to fit, also looking at getting copper brake pipe set, but as for my master cylinder etc, can I take the fact that I have 2 ie clutch and another for brakes that this is a tandem system? I have an early 1500 Spit, if it helps one is slightly bigger than the other.

Lastly in your brake pipe set does that include the clutch master cylinder pipe?

Cheers  
**Paul Sutton**

Hi Paul  
The Master Cylinders for Clutch and brakes work independently of each other and not as

# **Ask the Editor . . .**

a Tandem Brake system. If you do have a Tandem Brake system fitted, it is easily recognisable as there will be 2 Brake Pipes exiting from the side of the Master Cylinder (the larger of the 2 Master cylinders on your Bulk Head). If you find only a single pipe coming from the master cylinder then you have a Single brake pipe system fitted. If your car is an early 1500 then this is more likely to be fitted as Tandem Set ups were fitted to Later 1500s. The clutch Master cylinder (Smaller of the 2 Masters) Pipe is not in the Brake pipe Kit but can be ordered separately from the Club Shop. Cheers

*Bernard*

### **NEW ROSTYLE WHEEL TRIMS**

Hi,

I'm a club member with a Vitesse Mk2 and I want to get back the original Rostyle wheel trims. I can't find anyone that supplies them. Do you have any suggestions please? In desperation I've wonder if it's possible to take some new Triumph 2000 trims and cannibalise the rim clips from some old poor condition Vitesse trims - but I don't know if that possible? Any help you can offer would be gratefully received. thanks

**Peter Holloway**

Hi Peter

Yes it is possible to Remove the Vitesses rim clips and replace these onto new 2000 rims.

You will find the rim clips are attached with a large alloy rivet and you need to drill through this to release the clip (they can be found immediately behind the Dummy wheelnuts). Having removed the clip on the New Trims as well - place the old Vitesse Rim clips onto the new and secure with a large self Tapper or large pop rivet with a washer or as I have done in the past, cut the head off a suitable bolt and Araldite this into the dummy wheel nut - push the wheelnut/bolt through the trim clip and secure with a thin flat nut to suit.

This should solve your problem.

Cheers

*Bernard*

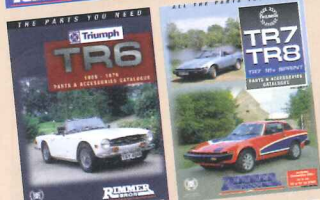
Unless anyone has any New Trims Peter could have?





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	Discs	Pads	R/Shoes	Std	Spax	Koni	Std	H/Duty	Std	H/Duty
Stag	£44.72	£18.74	£25.36	£40.54	£56.34	£182.07	£25.26	£123.38	£143.94	£114.97
TR4/5	£22.94	£15.67	£23.59	£21.74	£126.84	£138.06	£26.01	£144.95	£158.63	£142.20
TR6	£22.94	£15.67	£23.59	£21.74	£126.84	£138.06	£26.01	£144.95	£158.63	£142.20
TR7	£21.09	£12.87	£14.04	£35.19	£56.34	£182.13	£25.26	£123.38	£143.94	£114.97
TR8	£52.88	£18.74	£20.52	£35.19	£56.34	£182.13	£25.26	£123.38	£143.94	£114.97
Spit/Herald	£21.73	£15.28	£19.98	£25.26	£123.38	£161.56	£23.44	£113.39	£139.83	£108.69
GT6/Vitesse	£24.15	£15.67	£24.15	£25.26	£123.38	£161.56	£23.44	£113.39	£139.83	£108.69
Dolomite	£34.66	£15.86	£19.31	£27.24	£135.13	N/A	£23.44	£126.31	N/A	£114.37
2000/2500	£61.66	£18.74	£20.52	£40.54	£56.34	£182.07	£25.26	£123.38	£143.94	£114.97
SD1	£42.30	£18.74	£28.05	£40.54	£188.00	£176.19	£27.78	£146.88	£187.94	£139.17
Range Rover	£17.57	£11.75	£21.09	£20.56	n/a	£158.57	£20.56	n/a	£158.57	£145.17

### STAINLESS STEEL EXHAUST SYSTEMS

	FULL SYSTEMS		2000 - Standard		2500/2.5 - Standard	
	Standard	Sports (Full)	Standard	Sports (Part)	Standard	Sports (Part)
Stag	£245.58	£586.33	£187.94	£223.19	£187.94	£223.19
TR4	£170.38	£104.58	£210.33	£428.88	£210.33	£428.88
TR5/6	£198.58	£217.38	£135.13	£229.13	£135.13	£229.13
Twin (Part)	£217.38	£457.08	£163.33	£229.13	£163.33	£229.13
Single (Full)	£457.08		£229.13		£229.13	
TR7	£193.88	£187.94	£229.13		£229.13	
TR8	£269.08	£229.13	£229.13		£229.13	
Single (Large Bore)	£229.13		£229.13		£229.13	

### BODY PARTS

	F/Wing	R/Wing	D/Skin	From
Stag	£182.99	£587.44	£66.11	£182.99
TR4/5	£513.42	£466.42	£151.50	£513.42
TR6	£217.86	£217.86	£151.50	£217.86
TR7/8	£164.44	£164.44	£151.50	£164.44
Spitfire	£47.11	£47.11	£151.50	£47.11
GT6 (MK3)	£47.11	£47.11	£151.50	£47.11
Herald/Vitesse	£11.63	£11.63	£151.50	£11.63
Dolomite	£11.63	£11.63	£151.50	£11.63
Enquire	£319.41	£319.41	£319.41	£319.41
Kit - F+R	£88.13	£88.13	£88.13	£88.13
Kit - F+R	£93.01	£93.01	£93.01	£93.01

### SEAT BELTS (Inertia)

	Pair	Each
Stag	£88.07	£44.04
TR4/5/6	£44.18	£22.09
TR7/8 Coupe	£44.18	£22.09
TR7/8 Convertible	£44.18	£22.09
Spitfire/GT6	£44.18	£22.09
Herald/Vitesse	£44.18	£22.09
Dolomite	£44.18	£22.09
2000/2500/2.5	£44.18	£22.09
SD1	£44.18	£22.09
Range Rover	£44.18	£22.09

PRICES SHOWN INCLUDE  
VAT @ 17.5%  
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### WIRE WHEELS

	Chrome	Painted
Stag	£86.88	£833.06
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### STEEL WHEELS

	Chrome	Painted
Stag	£86.88	£833.06
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TR6	£86.88	£763.75

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# MAINTENANCE AND SO IT BEGINS

**Andrew Burford**

**TOLEDO  
DOLOMITE  
1300/1500 Register**

**HI AND WELCOME TO THE SMALL  
SALOON REGISTER PAGES**

**T**he Stoneleigh show was very busy as usual and the weather seems to be improving so hopefully many of you will have the cars on the road. Several more IVR's have been received and many of you also include pictures or details of the car. I also often get members with cars for sale or looking for cars. One such member has sent me these photos of his very nice 2 door Toledo. It has the original bill of sale and is a low mileage example that has not been much used in the last few years. If any members want a very nice show vehicle then please contact me.

Right as promised some details from the BL workshop manual for Dolomites on Maintenance.

It's not difficult but of course members have different capabilities and may be afraid to carry this out so lets start at the beginning..

Hopefully this will help you with some tips from years of motoring and keep your car in A1 condition.



As in the diagram you can see that most of these checks can be done within the engine bay. The rest need to be done from under the car, which is where a pit or appropriate use of axle stands comes in.

According to the AA 60% of breakdowns are due to batteries and lack of engine oil. Well it should be very simple to check and keep the oil level full. Use 20-50W and Halfords even do a "classic" range now but if your cars got a high mileage then I would say a cheaper grade may well be OK. If you look somewhere on the bottom they will be a spec and the higher the letter the better



Apparently it's a real Beast!!

## MAINTENANCE

### LUBRICATION CHART

#### Weekly or before a long journey

13. Check/top up cooling system level
14. Check engine oil level

#### Every 3,000 miles (5000 km)

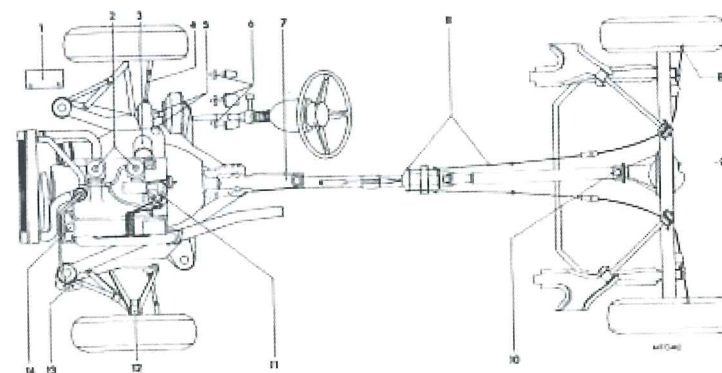
5. Check/top up brake and clutch master cylinders
13. Check/top up cooling system level
14. Check/top up engine oil level

#### Every 6,000 miles (10000 km)

1. Lubricate battery terminals (petroleum jelly).
2. Check/top up carburettor piston dampers and lubricate carburettor linkage.
4. Lubricate steering unit (grease gun).
5. Check/top up brake and clutch master cylinders.
6. \*\*Lubricate accelerator, brake and clutch pedal pivots (oil can) \*\*
7. Check/top up gearbox/automatic transmission oil level.
8. Lubricate handbrake linkage and cable.
9. Check/top up rear axle oil level.
10. Lubricate propeller shaft sliding yoke (grease gun).
11. Lubricate distributor.
12. Lubricate suspension top ball joint (grease gun).
13. Check/top up cooling system level.
14. Change engine oil.

#### Every 12,000 miles (20000 km)

1. Lubricate battery terminals (petroleum jelly).
2. Check/top up carburettor piston dampers and lubricate carburettor linkage.
3. Renew oil filter element.
4. Lubricate steering unit (grease gun).
5. Check/top up brake and clutch master cylinders.
6. Lubricate accelerator, brake and clutch pedal pivots (oil can).
7. Check/top up gearbox/automatic transmission oil level.
8. Lubricate hand brake linkage and cable.
9. Check/top up rear axle oil level.
10. Lubricate propeller shaft sliding yoke (grease gun).
11. Lubricate distributor.
12. Lubricate suspension top ball joint (grease gun).
13. Check/top up cooling system level.
14. Change engine oil.



Triumph Dolomite Manual Part No. 345205 Issue 1

Well hopefully that's helped get you started more next time..

You may recall that I mentioned that I would feature any new manufactured items and I see that the top and bottom ball joints are now available. This has to be welcome and may be there is a chance that new wings or front panels may get remanufactured.

There have been some cars on ebay recently but many also being broke for spares, let's hope that for every one broke it keeps 20 more on the road.

Further to my last mention about the Toledo model I have had quite a good response and this would be a 1/96 model at £5. However I hope that I can persuade him to produce a 1/32

scale model so please let me know your thoughts. It is your page and articles are always welcome, keep sending them in if you want your car featured, don't forget to include your IVR!

The battery can be checked for corrosion from the terminals (this may well be below the battery clamp) and the tightness of the connections. If you still have a battery with removable covers then check the electrolyte level and refill with **DISTILLED** water. I have always found that disconnecting the battery also helps if you only use the car occasionally. A battery disconnect switch also stops wear on the terminal by regular disconnecting and has the added advantage of being a great anti thief device.

Hope that I may see some of you at the SEM on 7th May and we also have our own new show at Brooksby Hall on 13th August, looks like a really busy summer..

Next time I will look at some more members cars until then...

Safe Spring Motoring. Regards

**ANDREW**





# CONCOURS 2006 SPONSORS AND MASTER CLASS

## Angie McGowan CONCOURS 2006

HI EVERYONE!

If you're reading this then you must be interested in the Club's premier concours to be held during the International Weekend at Stafford on 8th and 9th July. The classes will be as below and as ever, a very big thank you to all the sponsors:

CAR OF SHOW	FOOTMAN JAMES
MASTER	TRIUMPH SPARES AND RESTORATION
HERALD	AWARDCO
VITESSE	CHIC DOIG CLASSIC SPORTSCARS
SPITFIRE	BELLS SILENCERS
GT6	QLC LTD
SALOON	TRIUMPH WORLD
SPORTS	JIGSAW
MODIFIED	TRIUMPH NUTS
CRUISED & USED	ANGLIAN TRIUMPH SERVICES
INTERIOR	NEWTON COMMERCIAL
SPECIAL AWARD	PAM CUDMORE MEMORIAL TROPHY
RESTORED TRIUMPH	THE HENRY BUCK TROPHY

Many have supported the Club Concours for a long time and their continuing support is much appreciated. This year, too, we are pleased to welcome Triumph Spares and Restoration who are sponsoring the Master Class and a list of those who have qualified for it in 2006 are as follows:

### FROM 2004:

Original Herald  
Club Portugal IT-37-21

Modified Herald  
Paul Turton SLA 721F

Original Spitfire  
Jorge Hendes LD-28-19

Modified Spitfire  
Neil & Sam Hurley RYL 360L

Original GT6  
W.A. Galloway CRT 345H

Modified GT6  
Steven Roberts OGA 888M

### FROM 2005:

Car of Show and GT6  
Tony Simpson DP0 679L

Vitesse  
Steve Johnson RDX 746J

Herald  
Thomas Becker SU BX 90H

Spitfire  
Ian Ellis BJA 136K

Saloon  
Malcolm Hadley POR 281S

Sports  
Colin Payne 273 JWP

I will be contacting winners of perpetual trophies awarded last



From 2004 for Master Class 2006 - Club Portugal's Herald estate

year to remind you to have them engraved and returned in time for this year's event. In the main, the rules of the competition will be the same as last year but please note that proof of being road legal for all entrants will be required. Additionally, don't forget if you

are entering in the Cruised and Used class that you will need to bring with you the previous Mot in order to substantiate the required mileage of 2,500 a year. The rules will be published next month and please take a few moments to read through them to avoid disappointment by not having the right documents with you.

Entries for the concours will open on 1st June and the entry form will also be published next month. To make it easier to enter, I will be accepting entries by post, telephone or e-mail which will save you time at Stafford and also plan how many judges we will need. Entries will of course still be accepted until 2.30 p.m. on Saturday, 8th July for Master Class competitors and the remaining

competitors until 10.00 a.m. on Sunday, 9th July.

As a GT6 enthusiast, I am really looking forward to the 40th Anniversary Display at Stafford and hope that you will stay on and enter in the concours the following day. If not, you're still welcome to display your car in the hall subject to there being space available.

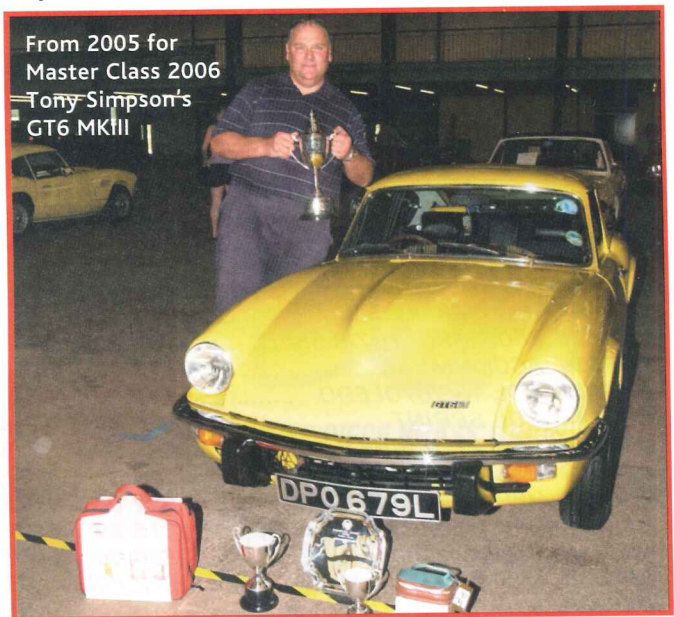
Autoglym are once again running their Classic Concours d'Elegance series with rounds taking place on Sunday, 21st May at Heythrop Park, Oxfordshire and Sunday, 25th June at Bromley Pageant of Motoring, Kent.

If you fancy having a go then please ring me for

more info. In fact, that goes for anything regarding the concours this year. If you're not sure which class to enter or would simply just like to know how to go about competing, just give me a call.

More next month,

ANGIE



From 2005 for  
Master Class 2006  
Tony Simpson's  
GT6 MKIII



# EBC Pads & Discs

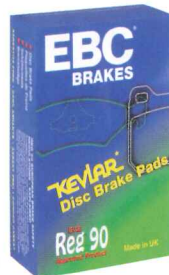
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P&P FOC



### CODE

### MODEL

BP 100	Herald/Spitfire/Vit 6/1300TC/1500 71-72
BP 200	GT6 MKI/II /VIT MKI/II /TR4A, 5&6
BP 300	GT6 MKIII /TR6 72-75
BP 500	TR7
BP 600	TR8, 2000 69-70, 2.5PI 69-77, Stag
BP 700	1500, 1500TC 70-73, Dolomite, Toledo 72-74
BP 800	2000 63-64

### GREENSTUFF

£26.00
£35.00
£35.00
£25.00
£36.00
£26.00
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## Turbo Groove Brake Discs

TGD197	GT6/Vit 2 ltr	£115.00 pair
TGD198	Her/Spit/Vit 6	£103.00 pair
TGD199	TR4A/5/6	£138.00 pair
TGD200	TR7	£115.00 pair
TGD457	Stag	£195.00 pair

EBC Turbo Groove Brake Discs - P&P FOC

## EBC Rear Brake Shoes

(NOT GREENSTUFF) AXLE SET

EBC Rear Brake Shoes Set - P&P FOC

BS5138	2000 MKI	£21.00
BS5234	2000 MKII/ TR7/8 5SPD	£32.00
BS6276	ACCLAIM	£13.00
BS5132	DOL 1300/TOLEDO	£19.00
BS5133	DOL SPRINT	£26.00
BS5129	GT6 MKI/II/III-71 VITESSE	£24.00
BS5110	GT6 MKIII/71-DOL1500/1850	£15.00
BS5128	HERALD 948 FRONT	£22.00
BS5137	HERALD REAR/SPITFIRE	£15.00
BS5140	STAG	£30.00
BS5139	TR3-6	£22.00
BS6230	TR7 4SPD/AUTO	£18.00

### BRAKE PAD RETAINING KITS - AXLE SET P&P FOC

OEKIT257	SPITFIRE 1500	£4.95
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OEKIT257	DOLOMITE	£4.95
OEKIT442	TR7	£6.95
OEKIT248	STAG	£5.95
OEKIT248	TR8	£5.95

# Brake Kits

**P&P FREE OF CHARGE (FOC) FOR MAY 2006  
THIS ADVERT & UK MAINLAND ONLY**



## Goodridge Brake Hoses

These kits not only provide the reliability and safety demanded, but also eliminate spongy pedal feel and improve the appearance of your car.



PAIR FRONT hoses from.....	£21.50
PAIR REAR hoses from.....	£21.50
SINGLE REAR hoses from.....	£14.50
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### COPPER CLUTCH PIPES

GB350	4-CYL CARS	£5.95
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### THREE PIECE BRASS UNION KIT

GU100	(4 WAY, 3 WAY, & IN LINE)	£15.95
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PLEASE STATE MODEL  
AND YEAR WHEN ORDERING  
Accessories - P & P FOC





# MoTs RULE CHANGES & CLARIFICATION 3.

**Suzie Singleton**

## SPITFIRE Mk I - II - III Register

**BEFORE I CONTINUE WITH THE  
MOT INFORMATION I'D BETTER  
OWN UP TO MY 'MISCHIEF' IN  
LAST MONTH'S APRIL ISSUE.**

If you hadn't already noticed it, Resolution 01.04.06 (ie, April 1st) was not actually something to worry about. I'm sure this would have been obvious to the majority of readers - but you never know!

This month I'm covering the final sections of the MoT specifications including brakes, tyres, seat belts and exhaust. Next month I'll complete the series by recapping on the main points with one or two other items of note.

### PARKING BRAKE

Hydraulic parking brakes as a sole means of operation are not acceptable on vehicles first used on or after 1st January 1968. However, they may be used to assist the application or release on a mechanical brake.

### SERVICE BRAKE CONTROL

On vehicles first used on or after 1st January 1968 the brake must be applied to all the wheels.

### TYRES

Inspection applies to tyres fitted to the road wheels only. The vehicle presenter should be informed when it is noticed that there is a defective tyre on a spare wheel.

[Suzie note: This means that, contrary to the belief I, and

others, have always had, that if your spare is dodgy it should be removed before the MoT, this is not the case. If the spare is not roadworthy it is not a cause to fail the entire vehicle, but the tester should notify you of this fact.]

### REASONS FOR REJECTION

\* One tyre is of a different type (ie, bias-belted, cross-ply or radial) from another tyre on the same axle.

\* A 3 or 4 wheeled vehicle fitted with single wheels and - A cross-ply or bias-belted tyre is fitted on the rear axle and a radial-ply tyre fitted on a front axle. - A cross-ply tyre fitted on a rear axle and a bias-belted tyre fitted on a front axle.

[Suzie translation: don't mix cross-plys and radials on the same axle, and if a mix is fitted to the car then the radials must be on the rear axle.]

### TREAD

A 1.6mm tread depth applies to a vehicle first used on or after 2nd January 1933

### SEAT BELTS

The inspection applies to all seat belts fitted including child seats/restraints etc. However, the reasons for rejection should only be applied to those permanently attached to the vehicle, ie. secured by nuts, bolts etc.

If a belt is fitted, but there is no corresponding seat, it is not considered to be a seat belt for the purposes of this inspection.

### SEAT BELT REQUIREMENTS

For vehicles first used on or after 1st January 1965, and before 1st April 1981: - for driver and front passenger: a belt which restrains the upper part of the body (but needs not include a lap belt) for each seat. - Rear and centre front: no seat belt requirements

For vehicles first used after 31st March 1981 and before 1st April 1987: - for driver and front passenger: a 3 point (lap/diagonal) belt for each of these seats. - Rear and centre front: no seat

belt requirements

For vehicles first used on or after 1st April 1987: - for driver and front passenger: a 3 point (lap/diagonal) belt for each of these seats. -

Rear seats (for vehicles with no more than 2 rear seats): either: - a 3 point inertia reel belt for at least one seat or - a 3 point belt, lap belt or disabled person's belt on both seats. -

Rear seats (for vehicles with more than 2 rear seats): - a 3 point belt lap, disabled person or child belt to each seat, ie at least 1 inertia seat belt or all must have seat belts.

[Suzie note: this is the point - rear seat belts for vehicles from April 1987 on - at which the seat belt regulations get rather confusing, though more in regards to multi seat vehicles as in modern people carriers. If in doubt over the specific requirements of your vehicle please contact VOSA for clarification.]

### EXHAUST SYSTEMS

Reason for Rejection - a silencer in such condition or of such a type that the noise emitted from the vehicle is clearly unreasonably above the level expected from a similar vehicle with a silencer in average condition.

### EMISSIONS

For vehicles fitted with a different engine, test according to which is older, the engine or the car, eg. a 1995 car with a 1991 engine should be tested to 1991 standards. The onus is on the vehicle presenter to prove the engine age.

### REASONS FOR REJECTION

The vehicle emits excessive dense blue or clearly visible black smoke during acceleration which would obscure the view of other road users.

Note: Older vehicles, particularly those pre 1960, may emit unavoidable smoke due to their design. Such smoke is not a reason for rejection.

For vehicles first used before 1st August 1975 - Visual test only

For vehicles first used on or after 1st August 1975 and before 31st July 1986 - CO is to be less than or equal to 4.5% - HC is to

be less than or equal to 1200ppm

For vehicles first used on or after 1st August 1986 and before 31st July 1992 - CO is to be less than or equal to 3.5% - HC is to be less than or equal to 1200ppm

For vehicles first used on or after 1st August 1992 - CO is to be less than or equal to 0.2% - HC is to be less than or equal to 200ppm

For emissions only, a kit car registered used before 1st August 1998 is to be considered used before 1st August 1975.

A kit car first used on or after 1st August 1998 is required to obtain Single Vehicle Approval and should be tested to the limits stated on the Registration Document.

**VOSA**

Vehicle & Operator Services Agency

Remember, if you have any questions about MoT specifics please contact VOSA on 0870 6060440, [enquiries@vosa.gov.uk](mailto:enquiries@vosa.gov.uk), or check out their website at [www.vosa.gov.uk](http://www.vosa.gov.uk).

Before I sign off I feel I ought to include at least one Spitfire so a quick rummage through the IVRs has found this 1967 Mk3 belonging to George Allinson which seems to be mid-rebuild. I thought seeing his car in print might



spur him on to finish it, if he hasn't already. George has owned the car for nearly 23 years so it's obviously a well-



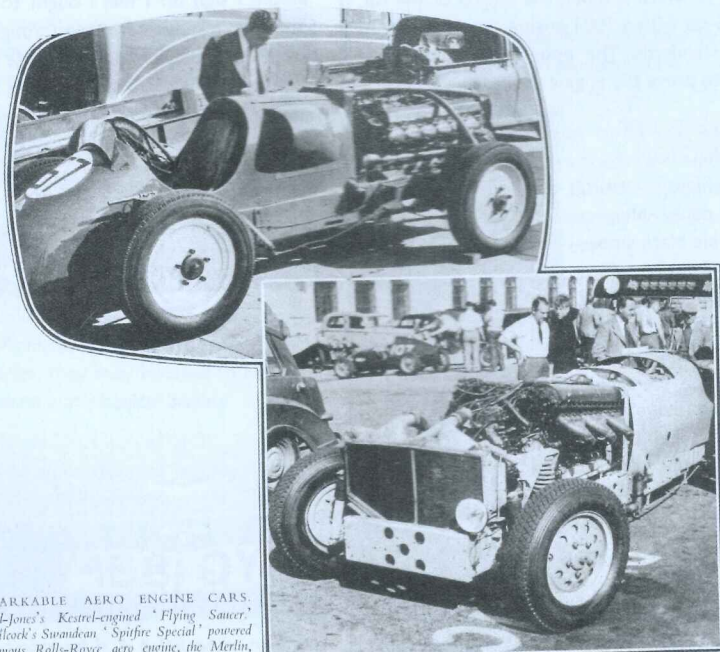


loved car to have this level of attention bestowed on it. And finally, something I found in a copy of the June 1954 Rolls-Royce Bulletin which I was selling for a client. The text reads:

"TWO REMARKABLE AERO ENGINE CARS.

Mr E. Lloyd-Jones's Kestrel engined 'Flying Saucer.

Mr. F.M. Wilcock's Swandean 'Spitfire Special' powered by another famous Rolls-Royce aero engine, the Merlin, which not surprisingly made the clutch slip."



TWO REMARKABLE AERO ENGINE CARS.  
Mr. E. Lloyd-Jones's Kestrel-engined 'Flying Saucer.'  
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# PRESS CAR UPDATE

**Guy Singleton**

## BOND EQUIPE Register

FIRSTLY A FINAL REMINDER (FOR THIS YEAR, ANYWAY) FOR THE BOND EQUIPE WEEKEND AT SEM.

Being held at Leatherhead Leisure Centre on 6th and 7th May 2006. I look forward to seeing you all there, with – or without – your cars, but preferably with!

I mentioned in my March article that I had heard of TCK 888, one of the original 1963 Press cars. The new owner, Les Rennie,

has sent me some photos of the car. You will see that unfortunately a number plate dealer had got hold of the car before he did, taking much of its history with it. Sadly, Les has been told that due to medical reasons he will not be able to drive for at least six months. He has accordingly decided to sell the car on as it will be sitting there going nowhere. It is near Truro in Cornwall and he is asking for £1500 ono.

From the photos it is evident that the car must have had a fairly extensive rebuild at some time in its history. The bulkhead would appear to have been changed and also the dashboard is from a Mkl Vitesse rather than being a Bond one. All the same, the car looks good and the price fair. It has an MoT and is taxed and has been given new tyres. It was with its original owner until just last year and Les tells me that he







has a lot of history and bills to go with the car. If you are interested or would like further details please contact him on 01872 560720.

I am very tempted so hopefully one of you will buy it

*closer to being back together and we've managed to sell one or two of the others!]*

Some of you will have seen on eBay that I have decided to sell my MkII 2 litre Estate. I am looking



is moving on and as ever a car takes up more space in bits than it does as a whole. The proceeds of the sale will also go towards a long-awaited respray for my own poor neglected 2+2, the rebuild of which has been delayed somewhat since Suzie found me other jobs to do!

Finally I mentioned our star Bond Owners – Johnny Dankworth and Cleo Lane in my February article with Johnny receiving his Knighthood – Bob Buckby has sent me a copy of a photo of him busking outside Buckingham Palace – nice one Sir John!



before I succumb to the temptation. *[Suzie note: I'll work on damping down Guy's enthusiasm for this car to let someone else get a look in – at least until Sybil is much*

for £1200 for it. It's been a very reliable beast and part of me is loathe to let it go but needs must, I desperately need the space. Suzie's Spitfire 4 rebuild







**Trevor Collett**

## SPECIALS Register

**YOU'VE ALL READ ABOUT  
THE CHANGES TO THE  
MOT SYSTEM.**

**O**f course, all the mechanical and structural stuff applies to us, I mean us kit and special types, as it does to all the mainstream Triumphs. I'm sure you all have nothing to worry about in that department. After all, if you've put the car together yourself you know exactly the condition of all the bits and, obviously, that they are all bolted together in just the way they should be.

There is, though, one particular area that we have to look out for that they probably don't: the V5 registration document. I've been warning you now for some years, since December 1997 I think you'll find, about the need to make sure that the details on the V5 properly match your car. I know that it always has been the law that all cars must be correctly registered; the VIN, Vehicle Identification Number, and engine numbers on the form must match those on the car.

The issue is extra complicated for us because our cars all started out as one thing and are now something else so we've got more than just the numbers to worry about. Back around

# PASS THE TEST

1997 the mandarins at Swansea told us that the vehicle make and model as entered on the V5 must reflect the actual car. Many builders of Herald or Vitesse based cars never told Swansea that the car, albeit still with the same numbers, no longer actually looked anything like a Herald or Vitesse. I was one - I built my Moss from a blue Triumph Herald 13/60 saloon and when it was finished, in 1984, I sent the V5 to DVLA Swansea to get it changed to a black Triumph Herald 13/60 convertible. There wasn't anywhere on the document to change the make or model.

This is how it stayed until 1998 when I contacted Swansea to see if they wanted to do anything about it. I was prompted take this step by reports in the national kit car press that any cars incorrectly registered would be refused an MOT certificate. My car was inspected and, cutting a long story short (I did write the long story in these pages at the time) I was issued with a new 17-digit VIN, I was allowed to keep the Herald's registration number, and the pre-73 road tax exemption, and my V5 was reissued to confirm that my car is a Moss Malvern.

I did think it odd that Swansea told us that we might be refused an MOT; has anyone ever been asked to produce the car's registration document at an MOT test? How can they check that the car is properly described?

Of course, this is where the new system comes in. Swansea have obviously forked out on a couple or three high-end, network-ready PCs, with gigs of storage, and developed their relational database skills. Every MOT now issued will have its details pushed, as they are entered, straight down to Swansea where they will immediately link, so I suppose, by the registration number, to the car's VIN number, engine number and other details held on the V5.

You can see that any discrepancy will probably become immediately apparent. I strongly suggest you check your paperwork now - before your current MOT runs out. Another very important point, and it may seem obvious, is to make sure that the VIN number as on the V5 actually appears on the car. When I was issued with my new number all those years ago I engraved it onto two metal plates; I fixed one directly to the chassis (on the top face of one of the main rails you can see as you look under the bonnet) and the other on the fibre-glass bulkhead, in a similar way to the commission plate on a Herald or Vitesse. This approach seemed to impress the inspector when he returned to make sure I had given the

car its new number.

If your car's V5 still has the original Herald/Vitesse commission number there's a good chance that the builder transferred the original Standard Triumph plate over, I did on my Moss.

If your car hasn't got this plate make sure you have the commission number stamped or engraved somewhere visible.

I've already had one call from a member who has been caused a problem by the new system. I'll call him Marvin, not his real name, and he has a Marlin, which he built many years ago. Marvin's problem was that his old MOT certificate had the Marlin body number on it as the VIN number, while the V5 had the original Herald commission number. This situation had existed right from the car's first MOT without anyone being bothered about it, but thanks to today's computer links officialdom has been alerted to an anomaly - and it wants to investigate.

One more thing: assuming all your

istration document with you to the MOT. This may help the tester when he comes to enter the cars make and model into the computer and finds that "Moss Malvern" does not appear on his drop-down list.

Best of luck, let me know, preferably by email, of any problems you have with the new MOT system.



SEM LEATHERHEAD 1994

### IT'S SEM TIME

The only excuse I have for including these two photos this month is that they are both taken at SEMs, that's South of England Meets. The one of my black Moss Malvern next to the red Moss Mamba was taken in May 1985 when the show was held in the grounds of Chessington Zoo. This would have been the first SEM for my Moss, having been first on the road in July 1984. It's been at every one since.

The other photo was taken at Leatherhead, the current venue, in 1994. This is an example of one of the oddities that sometimes turn up. You

can probably work out what it is for yourself - it's a Mini bodysell melded with the front of a Spartan, all atop a Vitesse chassis. Isn't it marvellous what some people do to stand out from the crowd.

Of course, the main reason for including SEM pictures is to encourage you all to bring your cars this year. Come along on the Sunday and join in the informal concours - there's a best special

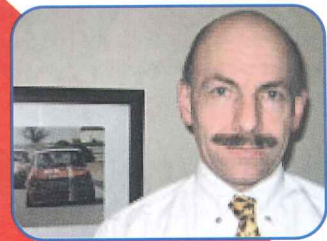


SEM CHESSINGTON ZOO 1985

numbers and descriptions match up I do recommend you take your reg-

and runner-up trophy - the rules are: there are no rules, just whatever car I like best.





**Tony Lindsey-Dean**

## TR TECHNICAL Secretary

### GREETINGS ALL

**O**n a personal front I had the first opportunity to test my racing Vitesse via an invite by the Classic Sports Car Club to attend the Official re Launch of the



# THE BEST OVERDRIVE UNIT TO USE?

Donnington park race circuit. Over the winter the entire circuit has been re surfaced, along with the paddock area behind the control tower. The control Tower was also rebuilt along with a row of new pit lane garages and a new Hospitality suit with kitchens and public facilities. A number of clubs were invited to occupy the new garages at the official opening. Most garages had two static race cars and some had a further two race cars with two seats to give press and invited corporate guests a spirited drive round the circuit.

This was an excellent chance to do some testing on an otherwise untried car and best of all it was free with lunch thrown in for good measure. I was hoping to make the first Club round at Silverstone but preferred to see how the car performed and handled first before unleashing it on other racers. After taking a couple of people round the track, although performing well, refinement to tyre pressures was required and more importantly

Brakes. As my style of driving leaves braking rather late my braking tends to be heavier, so after 5-6 laps at a reasonably brisk pace the plain discs were distinctly unhappy running at around 300 degrees causing the wheel bearing grease to start vapourising. Not the sort of thing you want to find out half way through a race. Remarkably the brakes suffered no fade at all, but after stopping for a break having completed a second fast run the pedal pressure dropped off completely as the intense heat boiled the brake fluid. Once it cooled and was bled through the pedal pressure recovered, but clearly very useful information to act upon. I feel a set of Vented discs being the next requirement and some special bearing grease. At least when the car eventually gets to race at least it should be sorted.

cone clutch carrier with thinner linings. As a Transmission builder I find the need for cone clutch replacement far higher in the 'J' type units than the 'A'. From an engineering view the larger steel cone clutch carrier should be capable of greater torque loading. The other factor that influences my opinion is the simplicity of the Hydraulic system in the earlier units. By always fitting a new accumulator to the 'A' type, minimal pressure problems are experienced the same can not be said of the later style unit.

There is only one weak component in the 'A' type that should be replaced as a guarantee to future reliability namely the one way clutch or UDC uni directional clutch. The early design has a pressed steel cage to support the twelve rollers with a single spring wire pictured here next to the later heavy duty item which



On to technical issues a number of members have asked my opinion regarding which is the best Overdrive unit for their club car. This has been mostly related to the TR range with the choice of 'A' type or 'J' type. Owners are being told by a number of companies and trades that the 'J' type is the best option. I believe this option is made more through the availability of the later core units than suitability or reliability. I would generally always recommend the 'A' type for several reasons. Firstly from a correct period point of view for all TR's prior to 1973, the 'A' Type is the correct unit to fit. Fitting of the correct period unit will also help maintain the value of the car. From a reliability and strength perspective again the 'A' type is the better option. The reasons for my belief of this are related to the strength of the components used. The 'A' type has a larger diameter Steel cone clutch carrier where as the 'J' type has a smaller diameter alloy

has a far superior design. The weakness of the early design is demonstrated by the common experience of the unit shattering, causing extensive and expensive damage to the Annulus and sun gear assembly. It has been calculated that only approximately half the rollers grip properly in operation, over time this causes stress at the corners of the internal splines which eventually break. With the later nylon cage design featuring 12 individual springs the grip is uniform thus preventing the bias stress ending the problem. In 15 years I have never seen this type break. This design is also available for the 'J' type also, but is used only where higher performance is required from the unit. The 'D' & 'J' types do not break due to the smaller main shaft splines making the UDC centre much thicker.

Another area of potential improvement in all types of Overdrive unit is the cone clutch. The standard lining is liable to degrade quite quickly if subject to any regular degree of slippage. The normal red/brown coloured



lining of the standard material becomes blackened units requiring overhaul. The outer lining on the 'J' type



by the friction burn of slippage and this reduces further the grip coefficient of the lining. On the left is an excellent condition standard lining of a 'D' type

is of a different type of material and is also prone to degrade with chunks of the material just falling away as can be seen below



cone on the right the same material but on a 'J' type cone after slippage. This is a fairly typical condition found on 'J' type cone clutches from

This degradation leads to slow or slurred engagement and can lead to damage to both the faces of the annulus and brake ring. For all premium grade rebuilds I use an

up graded special composite woven material with a much higher grip coefficient. The linings are slightly thicker as well so there is less movement of the cone to engage. This leads to negligible slippage and a much quicker engagement.

For the smaller club cars the 'D' type is a very reliable unit but for all 6 cylinder models I would always use the improved cone lining.

Only when members have high tuned 2 litre or 2500cc conversions would I recommend the 'J' type as an alternative.

I am not a fan of fitting the saloon or TR gearbox to the Vitesse and GT6 range as it tends to spoil the car in both the chopping of the tunnel area and the loss of the light close ratio's of the standard design.

However these boxes do need to be built to a much higher standard with the improved big tip main shafts and all associated parts required.

The Picture shows the good 'D' type lining on the left with the special lining to the right. Note the high spec material is bonded and riveted not just bonded.. These linings are available for all types Pictured below

When built to a very high standard they can cope with power outputs in excess of 200 bhp Recently I compared a GT6 Mk III second gear with a modern 350bhp turbo Japanese sports 2nd gear and



left to right 'A' type, 'D' type and right 'J' type.

to my amazement the GT6 was more substantial.





# Readers Write . . .

## AM UNDERWOOD

I sent in 2 two IVR forms. The first for a GT6 MkIII that I bought a little over a year ago and on which I am currently carrying out a full body-off restoration. The other was for a Spitfire 1500 and is one of the last 400 built. This car I have owned for twenty-one years and it is in good, useable condition. I also enclosed photocopies of documents which I found in the handbook when I first bought the car. These show it spent the first year, as a British Leyland company car, entrusted to an A M Underwood and that he handed in a Dolomite 1850 HL for the Spitfire. I have often wondered who A M Underwood was and what was his or indeed her roll at British Leyland. If you or any Club members could shed any light on this for me I would be grateful.

Yours sincerely,

Keith Nock  
Lincoln

## 20TS Ooops!

Great to see some terrific articles in The Courier these days!

Just one small but significant slip crept into Paul Richardson's article on the wet liner article. The appearance of 20TS on the Earls Court Motor Show stand was in October 1952, not 1953 as stated in the text and two photo captions. The 1953 Earls Court show saw the public launch of the production TR2. (Sorry Guys n Gals, I set the captions and I think this was my error. Bernard ed.)

Having rallied my TR2 all round South America as well as Europe, I'm a huge fan of the work Paul's father did in making the TR2 a competitive sports car - it's truly magnificent, reliable, strong, well protected underneath, fast, long-legged and surprisingly comfortable. When driving a TR2, it's hard to believe

that it was designed 55 years ago. Look out for a buyers' guide in the June issue of Octane magazine!  
All the best

Malcolm McKay  
Motoring Writer and Photographer

## SHROPSHIRE EVENT

An event is set for Sunday 28th May and will be open to all Triumphs drivers and will cover 70 miles on some of Shropshire's finest roads taking in some spectacular scenery on some superb country routes with a mixture of country lanes, long sweeping roads, a couple of steep hills, and one or two opportunities for photo-shoots. (which hopefully might be featured in a later issue of The Courier?)

This is an easy route and we can take as long as we like so even the most dilapidated cars can join in, no fund raising, no raffle tickets, no racing, no treasure hunt, no ulterior motive, non-TSSC members very welcome, etc - just an afternoon of Triumph fun. It would be great to see a cavalcade of Triumphs in our Shropshire roads and lanes - I know you're out there 'cos I've seen you around.

If you haven't already registered your interest then send me an email at [steve\\_cureton@yahoo.co.uk](mailto:steve_cureton@yahoo.co.uk), and don't forget to invite your Triumph-driving friends.

If you need further information or would like more detail about the event please do not hesitate to ask.  
Many thanks

Steve Cureton

## SUITABLE GT6 SEAT FOR SIX FOOTER?

I have a Mk3 Rotoflex GT6 and want to replace the standard seat with something which:

- \*gives more lateral support and feel of the car is safer and can accommodate a 4 point harness
- \*has a head rest
- \*is adjustable back and forward and re the angle of the back rest is compatible with a roll over bar (not full cage)
- \*does not cost the earth and is easy to fit
- \*I am just over six feet tall.

I have tried Mazda MX5 seats which are an improvement but they preclude the roll over bar and my head touches the roof lining even without a track day helmet on.

Has any one got any tried and tested answers to this one or perhaps something S/H which fits the bill?  
Grateful for all sensible suggestions

David Brown  
(Member)



## LAND'S END TRIAL

Photo By Charlie Wooding

I hope Mike Crewes enjoys the M.C.C. Land's End Trial. It is usually very entertaining if the weather is fair. The picture shows my 1962 Triumph 'Tardis' Special Bursting out of Bishop's Wood on the 2003 event. It needed a pair of new front shock absorbers when I got home but they were 35 years old!

Thank you for your excellent magazine.

Kind Regards,

John Box  
Lancs

## NEWTON COMMERCIAL

I am writing in praise of the above mentioned company and wish to recommend them for their interior trim kits and carpets for the Herald/Vitesse range, with hope of a mention in The Courier.

I have just completed the interior retrim of my Vitesse Convertible, my brother-in-law has rebuilt the seats (thanks Fred!) with me helping and we have both been very impressed with the quality and fit of the seat kits and the carpet sets, my car interior now looks as good, if not better than new.

I was not sent some of the hog ring clips for the rear seat rebuild, but a simple phone call and they were with me the next day by first class post, excellent service indeed!!

During my rebuild I have come across numerous so called 'reproduction to original standard' mechanical components of very dubious quality and it is refreshing to get the best from a British Company.

G Flinn

# Readers Wrote . . .





# GEORGE JONES "THE GEARBOX MAN"

**by Paul Richardson ©**

**IT WAS MY GREAT PLEASURE AS A TEENAGER TO HAVE MET MANY OF MY FATHER'S ASSOCIATES AT STANDARD TRIUMPH.**

**T**hese meetings were sometimes on Saturday mornings when Ken took me to work with him whilst checking progress on his competition cars. In later years I made a point of interviewing many of them. One interview that stands out in my mind was with the late George Jones who sadly passed away in 2002. George - ever known as "the gearbox man"

was an extremely gifted design engineer and his talents on the design of transmissions played a vital part in the success of Standard Triumph and its cars.

George started an engineering apprenticeship at the Austin Motor Company, Longbridge in 1936. His apprenticeship was interrupted by his national service in 1939 when he joined REME (Royal Electrical and Mechanical

Engineers) and served at home and abroad throughout the war.

In 1946 he returned to England from Italy and tried to rejoin Austin at Longbridge but they insisted that he should finish his apprenticeship before a position could be found for him! George remarked of this,

*"Really this was quite ridiculous, bearing in mind I'd already served three years of my apprenticeship at Austin and then five years in REME throughout the war, I was 26 at the time and I had a right ding dong with the people at Longbridge after which I decided to go elsewhere. I joined the Moss Gear Company in Erdington, Birmingham as a member of their design team and you'll remember that Moss Gear was very well known in the British motor industry."*

In 1948 he was head hunted by Lewis Dawtrely the deputy chief engineer of the Standard Motor Company. George said of this.

*"I joined Lew Dawtrely's Technical office at the age of 29, Lew made me responsible for gear engineering and the overall design of the company's gearboxes and axles including the transmission for the Ferguson Tractor. It was an extremely interesting job and I soon made friends with everyone."*

As well as gearbox design for all the production models, George was also responsible for the preparation of special gearboxes for the competition cars throughout the fifties.

He related,

*"I hit it off extremely well with your dad, Ken was always trying to get me to do the impossible with gear ratios but we managed it. We used a four speed version of the Vanguard gearbox for the TR's which served us very well. When Ken started his competition department, we spent a tremendous amount of time together discussing how we could improve performance through the gear train on the competition cars. I remember*

*Ken was very sensitive indeed to the relationship between gear ratios and torque curves. The Vanguard gearbox, being quite a wide centred and robust box, enabled us to develop a selection of gear ratios. Ken was never too interested on how well the synchromesh worked when we went on road test - he had the habit of changing gear without the clutch you know! Fortunately the gearbox proved very reliable. The closest Ken and I got was when we spent quite some time together at the Monza circuit in Italy. We spent several days and nights testing and developing the gearbox and axles for the Le Mans Triumphs. I can't remember the drivers, but we were interested in durability, not only that, but in previous test running the hypoid axles were running at an extraordinarily high temperature. We had to devise and try a whole host of things to keep the temperature down. We looked at the idea of coolers but quite honestly they added weight and carried inherent reliability problems. The differentials were very carefully developed with particular attention being paid to clearances. We decided to use ducting to increase airflow to the differential in conjunction with a special oil developed by Shell which allowed us to run at higher temperatures. You see, we had not run our hypoid axles at the speed achieved by the twin cam cars before, of course this problem would not have arisen with straight cut gears. The end result was very satisfactory and I can't recall any problems with rear axles or transmissions with any of Ken's Le Mans cars. The great thing about those days at Triumph Paul was the comradeship between everyone, we were a completely integrated team.*

*Actually, the Vanguard gearbox was too big really and we eventually reduced the size of transmissions. In fact we went to the stage of making them too small. This gave us problems with the Vanguard 111 differential. When the press got hold of our Vanguard test car they shed the diffs. We were flabbergasted because the test car had given no trouble for some 70 to 100,000 miles. You see, the press were letting the clutch out with a bang on full throttle from standing starts, and when we tried this we shed the diffs as well. This caused a major panic so we reverted to a larger differential which cured the problem."*

Throughout the fifties and sixties George was responsible for the design of all Triumph gearboxes and drive trains. This included the unique transmission units for the front wheel drive 1300 and 1500 range. When Leyland and BMC amalgamated he was seconded to Longbridge circa 1967 as Group Chief Transmissions Engineer for the whole corporation, which included BMC, Jaguar, Rover, Triumph and Leyland - a huge job.

George began his infectious impish giggle when he remembered with enthusiasm his first day at Longbridge - which highlighted his sense of humour. He related

*"The first thing I did after making myself comfortable at my new desk was to telephone the personnel department and have my work records sent to my office. As you will recall Paul, Austin refused to re-employ me in 1946. When I read the file, the section on my application to rejoin Austin after the war read, "Under no circumstances should this man be re-employed." George chuckled - "It was quite strange reading that when I'd actually come back to Longbridge over twenty years later as a Chief Engineer in charge of the place."*



George Jones pictured with his integrated hub bearing as used on Mario Andretti's Championship winning Lotus JPS Mk4 - a souvenir presented to him after Lotus' World Championship victory.



The British motor industry was bedevilled with unworkable take-overs from the early sixties onwards, which many people believe led to the downfall of the British Motor Industry. George said of this.

*"The industry got in a real mess, and at Longbridge we had constant changes of leaders and production policies to deal with. This led to confusion and constant design changes mid stream - and there's no doubt that because of this we produced some bad cars. There was too much make do and mend reverting to old ideas. When Michael Edwards took control of the group he split the consortium up into bits and pieces again and my job no longer existed. I then joined GKN as Engineering Consultant to the Chairman of the transmission group, a position I held for the next five years."*

This involved a six-month trip to Detroit where George was consultant to the President of GKN ASI on gear train engineering in its entirety. He remarked of this trip.

*"I met the chief transmissions engineer of the Chrysler organisation and he invited my wife and I to his home - where he was rebuilding his Triumph TR6. He'd got the gearbox in pieces so we spent most of that afternoon re-assembling it and talking about the whys and wherefores of the design."*

On his return to England George was also made head of research and development at GKN, which involved work for Hardy Spicer. George Retired at 65, but remained an engineering consultant to many large companies until he was 70 years old.

George made a point of telling me, with impish enthusiasm, that he was well known for what he called his 'boisterous moments'. Now George was a very convivial type with a keen sense of humour, but he did not tolerate fools lightly. This sometimes resulted in loud outbursts - which many found more amusing than threatening. His wife Patricia told me that on his retirement he was presented with a 'swear box' on which was inscribed 'From grateful colleagues and secretaries for his valuable contribution to the promotion of colourful language.'

As a footnote to George's career, his flair for innovative design came to the notice of Colin Chapman of Lotus. George designed an integrated hub bearing for the large front wheel drive Austin range in the mid seventies. This bearing housed an integral constant velocity universal joint through its central axis. Chapman was so impressed with this design that he asked George if he could use it on his Formula 1 Lotus in 1978. That year Mario Andretti's

Lotus JPS Mk4 - complete with integrated rear hub bearings derived from George's original design - won the F1 world championship.

George was duly presented with one of the bearings from Andretti's car suitably mounted and engraved.

George was a thoroughly brilliant man who was small in stature and huge in heart.

His mastery of gear engineering in all its forms will always remain a monument to him - and I will always remember George for his humility, impish sense of humour and his wide smile.



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# A GHOST EXORCISED PART 2

WITH THE HELP OF THE LE MANS CLASSIC

*by Graham Holt*



## IN THE SPRING WORK STARTED TO GET THE CAR SORTED FOR THE TRIP.

A new solenoid was fitted - A spare radiator was put on and, while access was better, a blade opposite the one Geoff broke off timing the engine was cut off for balance. Not ideal but it seemed to remove some engine vibration. (Second time: Beware this Vitesse plastic fan problem!) The master and slave cylinders then had new seals fitted and the system bled.

New door seals were fitted, necessitating some work on the near side tread plate.

I was apparently in a good position for the Mot, but then decided to fit a new rear half to the stainless exhaust. This is a Bugle spiral wound system. It's no longer made, but I had a spare. They are inclined to split if caught and this had near the diff. With some struggle, careful use of an angle grinder, (as the sections screw into one another), I finally managed to fit the new pieces. Fatal decision:- I reversed into the garage not realising that over the years the road had sunk so increasing the concrete lip at the entrance! I ripped the FRONT section to pieces! A lengthy struggle then ensued to replace the whole system involving grinding off the manifold nuts. Doing the job outside, I'd just got the system hung on wires when a thunderstorm arrived. You guessed it. Putting the car hastily back inside, off came the exhaust again- fortunately with no permanent damage as nothing was tight.

Eventually it was all done and MoTd, with only a comment about a dubious tyre. This led to some more drama. A spare was given to me, (thanks Paul) but on fitting and tubing the day before the trip, I found they'd nipped the tube on the day of

departure! (I had to go with a worn but legal tyre dug out of the back of the garage.)

As the Le Mans Classic was later in the year, we had a test run to the North Yorks Moors Railway classic weekend. No overheating but a misfire again! Oh no! Some changing of wires and replacing the fuel pump diaphragm seemed to cure this. However, in the process the thread holding the top on the pump stripped. This only became apparent next day when I made to drive into town, parked outside and suddenly petrol everywhere! The thread came out like a coil spring. A second hand one from Sports Car Supplies saved the day, (Too late to wait for postage!)

The day of the trip -nay, expedition - dawned, and once more I'd not done any body work refining. We decided to travel down the A167 before joining the motorway to keep speed and heating down. (It was a hot day.) Joining the A1M, we were close to the A68 junction when a stone smashed the windscreen! All my years of driving and this was the first time! Very traumatic! The car in front was well ahead also. With the starred glass creaking, we drove slowly up the hard shoulder to the A68 slip road. Fortunately the area at driver eye level wasn't quite so bad as the rest, giving just enough sight to do this. Lots of powder -like fragments on the dash top made me pleased I wear glasses. Three miles from Darlington was the run finished already?

I had Footman James insurance documents with me, so phoned National Windscreens. After going through 3 different switchboards, to my amazement the Middlesbrough office informed me that there was one in a depot at Darlington and they would come and fit it! Two hours later we were off again, stunned by events, and with a new laminated windscreen, (£50 excess and slightly damaged windscreen trim strip; after all it was 1969 vintage.) Apparently they only

make laminated now. Also rear screens are all now heated! (Pass me a hammer) The windscreen fitter was a Biker and ex-Vitesse owner, who told us someone had just smashed the only Alfa Spyder windscreen in the country when it was left out to be collected!

Could we make Portsmouth in time? It seemed our meet with Chris (Darlington/D-reg 1200) near his father's house at Northampton was doubtful. Then approaching Wetherby in the full heat of the day the overheating struck again. Pulling off the A1 into town, we cooled, refilled prayed and set off at reduced pace. No quitting this time! By mobile, Chris had warned of roadworks on the A1, so changing plans we went relatively slowly over the M18 and down the M1. The Vitesse went well over the cooler hills. Travelling down the M1, watching the clock (would we make the ferry?) and the temperature gauge, we pulled into Trowell Service area near Nottingham for coffee and sandwiches as the car was warming again. As we left an amazing thunderstorm broke, making rejoining the M1 a dice

with death. (Thanks to the guy who almost stopped to let us in off the hard shoulder, where we'd run out of slip road-!) Travelling down to the A43 (Northampton) turnoff was all in appalling conditions, and so was the driving of some lorries. Being tailgated and flashed in torrential rain is not clever, especially in heavy traffic! Sorry boys, but you've certainly got worse in recent years. At least the rain kept the car cool.

The weather had cleared along the Silverstone by-pass and the Vitesse loved it - humming along. However, the clock was flying. Could we stop to eat before the ferry? Urgently needing petrol we stopped near the M4 at Cherwell services, and, a bad mistake, ordered food. Fast food it wasn't!

As evening fell we set off for Portsmouth. Thinking that the cool of evening would help, perhaps we pushed too hard, because 10 miles from Portsmouth the Vitesse overheated badly. I almost wept, phoned

home for advice and moral support, but eventually we limped into the now empty ferry port. Here we were barred from our chosen ferry! Too late! Some fast talking got us a trip to Cherbourg instead of Le Havre, Although the young lady in the kiosk questioned whether the car could drive on. How do you think it got here, I snarled! We sat in the ferry's bar with some beer, and watched our intended ferry with Chris on board sail. What a bizarre day! Time to get weak and emotional As I said on my video of the car in the ship's hold, "It didn't want to go, but tomorrow it'll be in France!"

Would it run ok after the last overheating fit?

Perhaps even more of a shock was to be leaving the



About to set off. Son Jonathan Holding Plaque which blocked airflow!

ferry at 4.30 am BST (5.30 French time) in the dark! I'd forgotten that this is a shorter crossing. It was foggy near Cherbourg and we navigated carefully over and out over the hills past the D-Day famous St Mere Eglise, aiming to cut across to the Le Mans road, As it turned out it's about 100 miles longer this way, but we were travelling in the cool of the early day. No overheating and we took it steady on the quiet country roads with the trees emerging ghostlike from the mist as dawn broke.

More petrol from a just opened small town garage, and then we were on the main road travelling down to Le Mans! By this time the sun began to get really hot but we went slowly and didn't overheat. We noted a few sports cars parked at cafes, and a few miles out we were passed by a yellow Spit closely followed by a GT6. Much waving! Now that's more like it! Also got waves from an E-type and a Bentley! Arriving at Le Mans **MUCH ELLATION!!** we got lost due to road sign



changes, but eventually, after map consultation, and by following the Tours road signs, we found ourselves blasting down the Mulsanne straight!

This led easily to the campsite, where Phil greeted us, shrugging off our problem journey with, "What do you expect if you travel distance in a 35 year old car? Anyway you got here that's the main thing!" How true! Funny, but I'd never considered the Vitesse to be that old, having had it so long. We set up the tent amongst the trees. What a lot of interesting Triumphs!

Over the moon to be here, but no beer, so off to the hypermarket in convoy. After twists and turns, we lost the convoy at traffic lights. Fortunately, my son Jonathan had spotted a Super U, so we went there and stocked up with food and booze -some to take home. It was then we ran into trouble with petrol evaporation problems, rapidly followed by a split petrol hose. (It really was roasting hot and such problems kept cropping up.) There was also total confusion at the petrol pumps here, where cards were not acceptable in the machines. We made it back to the camp, cooked a large steak with

was it hot, and was the organisation/directions on the circuit poor! In traffic jams the car began to suffer badly from vapourisation problems- not the only one- but once cut out very hard to restart. Suddenly the starter failed to turn and we were stuck. We set out on foot to find Phil- we'd missed the laps!



But no, Phil suggested transferring our permit to another car. Step forward Julian and his H-reg Vitesse saloon, who after another traffic queue, put in 2 pulsating complete laps -probably the first Vitesse to go round Le Mans.

This provided some dramatic video with John Thomason and 'Quasi' and a Morgan in the "kitty litter" and a French TR3 in the Armco on Mulsanne. 100 mph down Mulsanne in a Vitesse; some of the best fun you can have legally! Then it was off to the stands -(beer and sandwich)- to see the proper Le Mans starts with drivers sprinting across the track, etc. Spotted a T-shirt with the legend "Wife's Rehabilitation Programme".



Campsite - Le Mans 2004

wine and bread, drank some beer and relaxed at last. Chris (1200) and his friends finally arrived, and got tents up. After all our problems it was weird to be there so long before them.

Friday night saw us at Indianapolis corner- a short walk from camp- to video the night trials and watch ADU buzz past. Then it was back to the tent for a couple of beers and sleep. Saturday we breakfasted quite late, then set off to the circuit and some laps. It wasn't long before we met trouble. Boy,



Classic Le Mans start

Great spectacle, so hot, more beer than round the pits to see all the old machinery. All the time the nag in mind about the car and how to get back to camp. As the sun set and cooled, we went back to sort it. Still no starter, but then our neighbours on the camp site pulled up in their Spitfire. With their assistance and moral support we shorted the solenoid (which was new remember!), and started the car. Much relief! They (2 German Swiss residents) described it as best Indian manufacture; BUT it didn't like heat fellers! They helped / escorted us back to the camp, where a bottle of wine changed hands. Thanks, guys, I Wonder why no Brits stopped?

We had another walk to Indianapolis, (interspersed with some arguments with stewards who called the Gendarmes/you must be behind fences-sometimes!?), watched some evening/night racing, but then retired to the club bar, where we stayed, keeping Graham company over some beers and retelling our travel tale. I believe it was past 3 am when we retired to bed

Sunday my thoughts had turned to getting home. I suppose this was always at the back of my mind after our journey down. Firstly I tried an old solenoid I'd found at the back of the garage and thrown in the boot at the last minute. It worked in spite of appearance! Although we were booked on Monday's ferry, I decided to set off early. We went back to Indianapolis to watch/video some more racing, then went back to camp at the 4pm finish.

Some joined the rush out, but we cooked our remaining meat and bread, while talking to our German neighbours. After tea we said our good byes and set off for the coast on the now quiet roads. We were once again alone as Chris had decided to stay and dine out in Le Mans.

We ran sedately towards Le Havre, passing a few sportscars with owners waving from roadside cafes. As the sun set about 20k from Le Havre, we began to look for accommodation and phoned Jasper Bacon (of GT6 sec. fame), who we'd met at Indianapolis that afternoon. He'd set off earlier seeking a room in the Harfleur area. We went there, but many places were fully booked and others rather pricey. We

thanked Jasper and his wife who'd found a hotel (and nice harbourside restaurant), and decided to go



Waiting for Return Ferry - early morn Le Havre

on to Le Havre in the blind hope of an overnight ferry. Moral: Check the timetable. The carpark/check-in was like the Marie Celeste!

So no choice; we slept there in the car front seats, as the back was full of tents, booze, etc. At least we were first in the morning queue, and didn't have hassle with the Le Havre rush hour traffic trying to catch the boat, which Chris missed! (We were at Wetherby when he phoned that he'd landed.)

On board we bought some more bargain boxed wine (4 seats better than 2!!) turned down a kind offer of a night's stay with Jasper and set off north at a steady slowish pace. (Except on the last 3 miles of deserted main road where we did a Mulsanne!)

**We arrived home at 9.45pm. Mission accomplished!!**

**1065 miles run in a 1969 car-** I think that's an achievement. The next morning a front tyre was flat due to a thorn from the campsite woods!



Crew on return from Le Mans - Note the Le Mans Dust.





# SOUTH YORKSHIRE CAMPING WEEKEND MAY 2005

*by Victor Thompson*



IT'S BEEN SOME TIME NOW SINCE SOUTH YORKSHIRE HELD A CAMPING WEEKEND.

However last year a number of South Yorkshire members suggested it would be a good idea to try and do something. Well from the start of an idea, the thing grew and grew as they tend to do and following a meeting of the 'organising committee' earlier this year and lots of discussions at Club meetings we set a date for South Yorkshire's camping weekend for the 27th to 29th May 2005.

Tony, brave chap that he is, ably abetted by Wendy took on board the responsibility of organising the venue and generally pulling the weekend together, Vivien and I offered to organise a run on one of the days and Mike and Jane Charlton said they'd do something the other day, easy when you say it like that. But as anyone will vouch who's organised an event like this, there's lots of planning, preparation and no small amount of perspiring in the process.

Finally the day had almost arrived and by lunchtime on Fri 27 May most of the principle conspirators, Tony, Wendy, Ron, Sue and Vivien and I with our daughter Louisa were assembled to sort the site out put up signs etc. The venue for our camping weekend was Orchard Park near Boston in Lincolnshire; this is a lovely site on the edge of the Lincolnshire Wolds and not too far from the coast. We had a number of people who'd committed to coming, but as ever you always worry about the weather and if people will actually come. By Friday evening most had assembled and we had a very respectable 13 Triumphs and a three euroboxes. I think we were trying for some sort of unusual record for the rally with the greatest number of loaned cars, as our Vitesse wasn't quite ready and Tony and Wendy's GT6 didn't manage to get through the MOT so we were in Ian Cottam's beautiful white Stag and Tony had driven down in Peter Chapman's GT6 convertible. It was obviously going to be one of those events, we threw our keys in the middle and see who's car we're going to drive!! (we do things a little differently here in South Yorkshire).

Friday evening was informal, involving a chat and of course the odd drink just to be sociable of course. Saturday morning started relatively bright and early and very windy, in fact we had to hurriedly take down our newly acquired area gazebo before it was blown down completely (we'll have to have a re-think about this), so thank you to everyone who helped. Then we had a brief drivers meeting to discuss the planned route for the run, which was to end up at East Kirkby aviation heritage museum. The route had a definite aviation theme as we passed RAF Coningsby (home of the Battle of Britain flight) and Woodahall Spa, made famous by the Dam Busters as the Officers were billeted there at the Golf Club. The route took us up into the Wolds passing through some very pretty scenery, thatched cottages and some interesting twisting unclassified roads. Other than a left turn that had miraculously transformed itself into a right turn in the directions everything went well, that is apart from poor Tony and Wendy in their loaned GT6 convertible when as they tried to get in front of the convoy to take photographs the offside front wheel fell off! thankfully whilst only driving at 5mph

The car was fitted with wire wheels and it appeared that the splined hub

was so worn that when braking it allowed the wheel to turn independently and it literally fell off. Unperturbed Tony telephoned me to let me know what had happened and that they would try to make it to the convoy's destination. In the middle of Horncastle someone kindly assisted Tony by directing traffic to allow him to be able to put the wheel back on and gingerly make their way to East Kirkby, almost there at a garage the wheel fell off once more, bravely they returned it to its rightful place and soldiered on until they arrived. In the true classic car club spirit it was all hands on deck and we set about trying to fit an ordinary road wheel to get them back on four wheels. Special thanks to Richard for loaning his spare wheel and Duncan and Phillip for their assistance. We managed to get three of the nuts off the splined hub, the third one stubbornly refused. In the end we asked the engineers at the museum if they had any tools we could loan, the sight of the overalls did the trick and the nut relented. So having removed the hub we managed to put the steel wheel on so they were at least mobile, it just left Tony the unenviable task of telling Peter what had happened to his car however at least the car hadn't been damaged in any other respect.

Whilst at East Kirkby we were privileged to see 'Just Jane' their magnificent Lancaster bomber being towed out of the hanger and a taxiing run, no mean feat especially as there was a very strong wind. The sight of the four engines one by one slowly turn, a puff of smoke then fire up, roaring into life was glorious.

To see the aircraft in the hanger was impressive enough, the sight





and nostalgia is incredible, but to see the aircraft come to life is something else, you get a real feel for what it must have been like as one by one these massive beasts took to the air and the role they played in achieving victory in Europe in 1945. It really was spectacular, we were especially privileged to be able to park our cars directly in front of the aircraft once it had parked and have photographs taken, a memory we will all remember. Then it was back to the camp site for a communal BBQ, impromptu music quiz, which I'm amazed to say we jointly won with Nigel and Claire, then it was off to the club house on the site for a drink and live music, I'll use the term advisedly, certainly the locals thought it was good!!

Sunday morning arrived, not quite as bright and early this time folk surfaced with another drive in prospect, this time to the coast. Mike assembled us and informed us of a few changes to the proposed route, avoiding some of the busier bits of Boston. The weather was once again very kind to us and bright sunshine set us off on our way. Despite one or two minor problems with folk getting lost, Tony led his bit of the convoy to Chapel St Leonards and Mike led the rest of us on the intended route again through lovely Lincolnshire countryside. By early afternoon we had

rienced. Never the less Peter was an absolute gentleman, his only concern was for Tony & Wendy's safety and was relieved no one was hurt, "it's only a car and I did say I wanted to know what's wrong with it!" he said.

After our paddle we all set off back to the campsite. Alistair had suggested he shoot off earlier and try to find some where for us to have dinner. True to his word he found a pub just a few miles away from Orchard Park, and no mean feat had negotiated a special deal for the 30 or so of us for dinner. Once back at the campsite we had an informal concours and raffle, with some excellent prizes very kindly donated by both Spitfire Grave Yard of Sheffield and Rimmer Bothers of Lincoln (results at the end of the report).

So our last night of the camping weekend was spent in convivial company as we all enjoyed a very nice meal. The children had

evening most were starting to feel the strain and decided to call it a night and so ended what was by everyone's assessment was a very enjoyable and successful camping weekend.

As a footnote to the report I have to say the weekend represented everything that I think is best about the TSSC, a group of like-minded people pulling together having a good time enjoying our cars enjoying each others company and all helping out. By the end of the weekend most had had an opportunity to drive another members car. Vivien and I had driven Duncan and Alistair's tastefully modified Spitfire 1500 and what a great fun car this is. Alistair and his wife had had a drive of our loaned Stag the consequence of which is that Alistair's wife has given him permission to "get one!"

I would like to give a big thank you to everyone who came and supported us, I'd also like to thank members of the organising committee for their enthusiasm and help finally to Wendy and Tony for whom this was their first event, thanks for your hard work. I think everyone thought it was a great success and plans are already underway for next year, watch out the roving South Yorkshire camping weekend may be coming to an area near you.

Results of the Concours were as follows:

Best Spitfire	Mike Charlton
Best Vitesse	Nigel & Claire
Best GT6	Richard Briscoe
Best Other	Ian Cottam (driven by us)
Best of the Show	Mike Charlton

Well done to everyone.

Finally, on a personal note Vivien and I would like to give a very big thank you to Ian for the very kind loan of his beautiful Stag, this really was a wonderful experience, the only problem is **WE WANT ONE !!!!!!!!!**



all arrived at the Point just to north of Chapel St Leonards where most had a bite to eat and spend a couple of hours on the beach.

Peter the owner of Tony's fated GT6 joined us here and Tony gave him the bad news. Peter had apparently asked Tony to test out the car and let him know if there were any problems, he obviously never expected the sort of problems Tony had expe-

the use of a bouncy castle so were kept entertained, some of the bigger kids enjoyed it as well (eh Alistair). By the end of the

Kind sponsors of the event were: Rimmer Brothers and Spitfire Graveyard  
**See you all at South Yorkshire TSSC's Spring Camping Weekend at the  
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# DARRACOTT A HILL TOO FAR!

*by Mike Crewes*



Night holding point in Devon

IT ALL STARTED REALLY, WHEN  
MIKE WAS A KID, BUT THE  
REST OF US DIDN'T KNOW  
HIM THEN.

**H**e used to get dragged along by his Father to watch the Lands End Trial at Blue Hills every Easter. He loved it so much that it became part of his life. In more mature years (if he ever had any) he marshalled on the event and always quipped with friends that 'next year I'll have a go.'

Well this year was **HIS** year and he dragged the rest of us along too.

The Lands End Trial is run by The Motorcycling Club, one of the oldest motor clubs in Britain. In 1908 they devised a motorcycle trial that ran on the roads of the day from London to Lands End and

classic cars (cars now form over 75% of the 350 entries). So we decided to have a go. Starting at North Petherton, Somerset (near Bridgwater) we had to make our way through thirteen Observed Sections and two Observed Tests, we being Mike Crewes driving his 2.5 PI with Jason Hawkins navigating and Ian Lee driving his Vitesse with Andy Boyd navigating. Ian and Andy's start time was 00:24 and Mike and Jason's was 00:25 on Easter Saturday.

We travelled through the night together keeping in touch using two way radios and with the navigators helping each other.

Away from the start, where Mike's front number plate fell off in scrutineering (a good start), we headed south towards Catsash. This was a narrow up hill lane which "is a bit slippery half way up" according to the marshal. The Vitesse made it without any problems, but the PI struggled with being too big and too heavy.

Both clean so far, but it's early days (or should that in fact be nights).

Ever onwards and getting even more excited we climbed the famous UpEwey and even more famous Grabhurst Hills one after the other. Very slippery and deeply rutted both cars cleaned them both, but the PI was making a horrible noise underneath. We rolled down Ewey making a real racket to find a Quiet Section at the



Jason prepares to sort out the exhaust, again

bearing in mind the roads and machinery it was quite a feat just to arrive at Lands End. As time passed the roads and machinery both improved immensely making the original concept a bit pathetic, so trial hills were devised throughout the south west to make the going a bit tougher. You have to navigate on normal roads between the Observed Sections and then try and 'clean' them. If you complete the Observed Section as instructed you 'clean' the section, if you do not you 'fail' the section. The idea is to clean as many sections as possible. It pits the entrant against the club.

In 2001 a new Class O was formed for novices and

bottom just outside Minehead. We **HAD** to stop and find the noise. Luckily Ian had thought of bringing his trolley jack and before long the problem was found and easily sorted, to become a recurrence throughout the rest of the trial. The exhaust had been pushed up onto the prop shaft. Pulled clear we were off again. Now just after 3 am we stopped at County Gate Control for hot dogs and coffee at a pub that had been persuaded to stay open all night for us. A wearier set of travellers has yet to be found!

Slightly refreshed we drove on into the rain (Ian had now put his roof up), following a very slow Citroen up Porlock Hill onto Exmoor and into the fog. The Vitesse



### The indignity of being towed out of Darracott



made a pass at rounding a wayward sheep, but luckily no contact was made as the skid marks demonstrated Ian's lightning reactions. Barton Steep, a tarmac surface with moderate bends was cleaned as was the forest track of Upper Molland. Here the underside of the PI took a real beating, with our usual exhaust problem, but it still didn't leak. At Torrington Check we had our unofficial breakfast and we can recommend Red Bull and Mars Bars very highly. Mike and Jason now led to give Andy a break, so we dropped into the valley to climb up the muddy and steep ramp that is Orange. This had a stop and restart half way up the steepest bit, with a real mud bath at the bottom; as if it wasn't interesting enough already. Neither of the cars got away on the restart and the PI had to drop to the bottom to get up at all. More banging and crashing from under the PI meant another exhaust sort out!

Then on to Darracott. Yes, Darracott, what memories we have of this little beauty. Very steep, very slippery, sharp, deeply rutted corners - the full monty! The PI started well and almost made it up to the restart, well OK, we made it about 100 yards up before the car stopped, wheels spinning like mad. After we rolled back to the bottom, the Vitesse had her go and made it easily to the restart, then let herself down by not being able to pull away. Now both cars were sat at the bottom. The only way

forward was up and the Vitesse went all the way up without stopping, much to the delight of the few spectators that had been there since first light. As for the PI, well the tractor was summoned and she was coupled up. All was going very well until the first corner, when she fell down the ruts and nearly lost her nearside on the hedge. The tractor driver was marvellous and stopped immediately with Jason's door about an inch from disaster. Six or seven goes later, we still hadn't cracked the problem, until Mike put her in gear, spun the wheels and slid her rear end wide. With a huge smile and a big thumbs up from the tractor driver we repeated this on the subsequent corners until we reached the top, where he pulled us through Laddon Farm Observed Test to failure and the waiting Vitesse. Luckily for us both sections were later dropped from the results of our class, because of the problems they caused.

Back on the A39 and heading for Bude the Vitesse started showing her age. Andy reported that the back end was all over the road and we should find somewhere to stop very soon. The rear nearside tyre had deflated, not too much of a problem, except that it wasn't the problem. The rear nearside outrigger had cracked allowing the wheel to self steer. It was all over for the Vitesse. Whilst we decided what to do, Andy came up with a cunning plan. He would go back to Gloucestershire with the recovered Vitesse and to a

party that night (that's how mad he is), whilst Ian became ballast in the PI (as if we needed more weight!). That settled and Footman James on way to collect the car, we set off in the PI for Widemouth Bay Control and Wilsey Down Hotel for breakfast. A compulsory hour rest meant time for a proper breakfast and since we had just entered Cornwall, Pasty, Chips and Beans seemed the order of the day.

timed the Morgan Plus 8 in front and he managed it in 20 seconds, so with both navigators shouting similar, but not identical instructions, the PI set off and cleaned the test in 18 seconds. A real boost after the last two sections.

When we got to Bishops Wood, the next section, the recovery team were pulling a 1920s car out badly damaged. This did not bode too well. The

### The final indignity of the Vitesse going home



Suitably refuelled (and carrying even more weight) the PI struggled on onto Bodmin Moor. We somehow cleaned Petherwin Old Hill an unsurfaced lane with a mild gradient and plenty of slippery mud and continued onto Ruses Mill. This was a very steep tarmac road with sharp bends, which looked much easier than the overweight PI took it. She struggled up, but was clean. Now into the forest!

As we entered the forest we saw some of the Cornwall Area's cars and looked out for them, apparently they saw us, but we didn't see them. Mays Hill was a deeply rutted soft forest track, which the PI made short work of. About a car's length in fact. She bottomed out and came to a complete stop - I suppose that's a fail then? We backed out and went onto Adrian's Way. A similar track, which the PI disposed of in only slightly longer time. 100 yards in, wheels spinning we had stopped. Backing out we drove through the forest to Bishops Path Observed Test. This was a drive forward around a cone to straddle a line, reverse around the cone and forward to straddle another line. Must be completed within 30 seconds on a loose uneven surface. Jason

Morgan also had to back out after getting badly stuck, but thankfully undamaged. Some of the professionals had a go and were having real problems, so not wishing to damage the car, the marshal showed the PI as a fail and on we went.

A nice drive through the Cornish sunshine through familiar territory for Mike took us to Perranporth, where we had a check point and several really interesting stories about Mike's childhood!!!

Having passed the finish in Newquay and still heading south Ian asked the question, "Why do we have to go all the way to St Agnes to do Blue Hills?" Mike's reply was, "You'll see when you get there." And he did!

On the way into Blue Hills we met some of the Cornish Area (again) and Colin Murrell down from Somerset. Blue Hills has three sections; Old Blue Hills Mine - up a steep road with a hairpin bend, Blue Hills 1 - through a mud trough and up a granite surfaced bank and Blue Hills 2 - up a steep, loose, badly rutted cliff side lane (the worst section on the trial) with a restart. We could either do Old Blue





Full throttle up Old Blue Hills - nearly there!

Hills Mine, or Blue Hills 2 which we couldn't fail. After our previous successes we decided to stick to Old Blue Hills Mine. As we queued we watched (along with several hundred spectators) whilst an MG blew its clutch up in Blue Hills 1 and several other cars had to be winched up Blue Hills 2.

Our decision was vindicated.

Now it was our turn. With spectators all over the bottom of the hill the PI had to pick her way slowly, then at the foot of the hill in first gear Mike gave her the gun. We took the hairpin flat out in first gear, rear tyres squealing with delight and smoking the spectators. When she stopped sliding about Mike grabbed a quick second and kept his foot down. When the PI reached the top there were three occupants with beaming smiles and the finish marshal with a big thumbs up.

Two comments came out; Ian said, *"That's the way to do it."* And Mike said, *"I want to do that again,"* but he always was a bit of a job behind the wheel! Another cleaned section, quite spectacularly too and we had made it. All we had to do now was arrive at The Bay Hotel in Newquay and hand our card in.

We had driven 251 miles in about 16 hours on and off road in the most unlikely car and survived. We were elated, it was just a pity that the Vitesse wasn't there too. At the finish we picked up our finishers certificates and hung around for a while drinking in the atmosphere. The Motorcycling Club President also

came over and congratulated us on our Blue Hills Climb, "Most spectacular, just what the spectators want. Better than the Morgan in front of you!" Praise indeed we felt, particularly on any other day it is quite an unremarkable hill that can be climbed without any drama at all, but then sometimes you have to, don't you!

The Vitesse? Well Andy had her repaired and back on the road two days later, oh and yes, he was the life and soul of the party - he even managed to stay awake for most of it! The rest of us headed back to our cottages for that well earned meal (thanks Jane and Tracy) and a good night's sleep. Will we do it next year? Ian and Andy have already started to build a car, but as for the PI she's retiring before she gets hurt. If you fancy a go, we could put a team together (three entrants), Jason and Mike would like to do it again and both can navigate (hint, hint). A really great low cost event that is tough on the car, hard work on the driver and navigator, but the greatest of fun.

So was Darracott a hill too far? Well, in many respects it was, but we and the cars are still here to tell the tale, so we have.

**Ian Lee & Andy Boyd - Car 524**

**Mike Crewes & Jason Hawkins - Car 525**

*With Many Thanks to Charlie Wooding of the The Motorcycling Club for supplying some of the photos in this and the last report.*

## HOW THE IVR SCHEME WORKS - FOR EVERYONE:

'International Vehicle Register' is more than a big list of Members' cars!  
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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](http://www.tssc.org.uk) New Members, one's in your Joining Pack. Copy carefully 3 spots under-bonnet, plus Dates etc off your VSC; 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: <b>Bond</b>	Feb: <b>GT6</b>	Mar: <b>948/1200</b>	Apr: <b>Spit IV/1500</b>
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MAY 2006

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# 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@hycottage17.freeserve.co.uk

## SCOTTISH AREAS

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

## 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	The Stamford Arms - Lymm Road (A56)	1st Tues. Eves.
	Pippa Flegel: 01524 791607	LITTLE BOLLINGTON	
NORTH EAST	Mark Astley: 0771 840 8159	Travellers Rest (A691)- Witton Gilbert	1st Sun. Eves.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	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	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
	Nigel Clark: 01788 891 153	The Old Smithy - CHURCH LAWFORD	3rd Sun Lunch
DERWENT VALLEY	Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. Eves.
	Stuart Charles: 01623 845961		
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Woodcocks - BURTON MARINA, SAXILBY	1st Wed. 8pm.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Ye Olde Bridge Inn - OXTON	1st Weds. 7pm.
NORTHANTS	Jonathan Ingram: 01604 820231	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
	Paul Lumsden: 01780 470358		
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, Pand-y - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDULAI 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 - ITCHIN	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	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
	Mary Rumens: 01635 868640		
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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BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Conrad: 0075 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmstraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
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SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.





## AREA LIAISON OFFICERS REPORT

Hope all Area Organisers have received the notes of the AO seminar last month. If you have any comments regarding the notes please get in touch.

As you will see we are still looking for Areas to complete area profiles for The Courier. We have a couple of volunteers for later in the year, but could do with some for the next few months. It is a great opportunity to sell your Area to members who do not get actively involved at Area level as well as for sharing what you do locally to give other Areas an idea of activities and fund raising ideas etc.

Please let us know if you would like to write a profile for the Courier.

You should all have received a letter from HQ asking if you would like an Area banner and flag or any other equipment to help make your area noticeable at events. As it says in the letter no orders will be placed until they have had a response from all areas so please can you respond to that as soon as possible.

The lucky Area for April's area draw is Nottingham, so if you would like to contact HQ they will send you your regalia vouchers.

*Victor & Vivien*

## ANDOVER

e-mail: [guy.singleton@virgin.net](mailto:guy.singleton@virgin.net)

We had a joint lunch meeting with Southern Area at Stockbridge - Anthony and Rachel in the heaterless TR6 and ourselves from Andover and Mark and Jackie and Mike and Helen from Southern. It was a good day for an all convertible turnout. This month don't forget SEM on **6th & 7th May** at Leatherhead Leisure Centre and the next monthly meet on **Thursday 11th May**. Looking forward to seeing Graham's Spitfire at both!

*Guy*

## AVON

Reminder - May's meet is still the **first Monday** of the month - i.e. Bank Holiday! New just in ... We are back up to 2 Portafolds in the area again.

Well done Angie!

March's meet - too early to say, due to deadlines!! No doubt another good 'un! And yes, it was!! We welcomed Tony along for his first time. In his lovely Vitesse conv., and a little later Clive and his daughter Emma walked in, again new people which is always great to see! Clive has TRs including a TR2, and Emma races karts!!! They are also involved with the car dis-

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

plays at the Fairford Air Day **15th July**! April's meet - We've had our first Brea booking already! Good to see that the early Herald's continue to be in safe hands - this time in Rob's very capable hands - well done mate! Good to see another new British sports car parked outside (a new, limited edition Lotus, and yes it was one of us!!). Les and June promoted the Avon Area run up to the Cotswold Motor Museum, which by the time you read this, will have been a great day out (i.e. already happened) thank you to you both for sorting the day out Les and June!!

Went along to the MGCC racing at Silverstone - I know what you're thinking - where's the Triumph link?? Well, there's also Triumph racing as part of the day. Got a taster of what to expect at Castle Combe in September - it'll be a great day out! Great to bump into, and have a good catch up with Bernie! The standard of some of those race cars ... some of them are almost too well turned out to race! Events Coming Up (a few suggestions for you!):

2006 is shaping up into a good 'un already!!!

**6-7th May** - S.E.M. Costa Del Leatherhead!

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

**14th May** - how I wish I was free to go to this one! Move over Caravandalism (i.e. bangers with caravans) - we're talking Banger Buses!!! 2.00 pm United Downs Raceway, St. Day, Redruth Cornwall. All aboard, plenty of room up top - Tickets Please!

**21st May** - invite to the SAAB Lazy Day - noon start at Sally Pusseyes Inn, Wootton Bassett, then onto Atwell Wilson Car Museum.

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

**28th May** - Pecorama Vintage Rally at Beer (we like beer, but it's normally from a bottle!!)

**29th May** - Mendips Raceway, Shipham, Nr Cheddar, includes Unlimited Bangers (the bigger the better!)

**3rd June** - Happy Birthday Dr Paul!

**9-11th June** - Our 9th Brean Beach Party!

**17th June** - Clubstand at Classic & Sportscar Action Day - Castle Combe.

Passes 1st come 1st served!!!!

**18th June** - The SW Motor Show - Newton Abbot Racecourse. Might be all Boy Racers 'n' Rice though!

**25-26th 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 TR's, and a good eve out!

**7-8-9 July** - Classic Le Mans - passports already raring to go! Ferries booked, passes via Phil Wilcox, and hopefully by now we would of had Bertrand's prices for camping on Indy Corner, same as 2004!

Tres Bon - bring it on!!!

**7-8-9 July** - for anyone left this side of the English Channel - Stafford!!!!

**15-16th July** - Fairford Air Day - Club Display? See me at club meet for forms.

**28th - 30th July** - Silverstone Classic Weekend

**30th July** - Brooklands British Sports cars from our Area info about E Berks cars day - sounds like a good excuse for a area Triumph/TVR/MG convoy there to me!

**5th Aug** - Classic Race Day - Castle Combe.

**10th - 14th ish - August** - A long long if you are a new member within the East chilled-out weekend at Hay-on-Wye, Berks Area, a visitor or existing member incorporating the Vintage Rally on the who either hasn't been to a meeting before **Sunday (13/8)** - go on, you owe yourself for a while, please do feel free to come self a good chilled-out weekend! down to one of our meetings - next meeting **Tuesday May 9th** the Shire Horse Pub, A4 Maidenhead from 8.00 pm.

**12-14th Aug** - Northants Camping weekend - that's a hard one - what a clash!

**27th Aug** Mendips Raceway - include Banger Vans! White Van anyone?

**28th Aug** - as above Caravandalism - its 6th year here!

**16th Sept** Castle Combe racing includes Triumphs!!

What would really top 2006 off would be a STER like weekend like we had in to the jumble at Great Mongeham. Rain, Holland back in '99 - or is that asking too much??

Party On People!

*Helen*

## CANTERBURY

Well it looks as if the warmer weather is there at last, a bit better than when I drove to the jumble at Great Mongeham. Rain, sleet and no idea where the venue was. Still I fared better than Dennis and co and turned up on the correct day. Must read the small print mate. If you didn't make it there wasn't much there of interest for us, mainly stuff for older cars. Still it was worth a look just for the experience.

The next day was the AO's seminar at HQ, which I was early to and still it was trying to The Courier, I will be carrying on for another year as AO! Sorry all...! Our April meeting was well supported. We had a posh who is organising Stafford for the last ble new member called Ron turn up. Time, and asked if any members from our hasn't got a car and is thinking of moving Area would be able to come up early on to South Africa towards the end of the Friday morning and help set-up. Tony year, but may join us at some future event and Eddie never seem to sleep-in and it to learn more about Triumphs, with looks as if I will be dragged out of my pit, view of getting a Triumph in S Africa. So if you fancy an early start and working Dave Y is desperate to get his Herald up an appetite, get in touch.

The road after its recent respray. We are One of the problems with writing the keen to meet the car, which he bought newsletter a month ahead is that the situation can change before it is published. A

Unfortunately the rain stopped some case in point is Phil's Vitesse, last seen the cars coming to the meeting, although blowing blue smoke. No sooner than I had Colin and Jess did brave the weather! sent the newsletter off than he rung telling

Talk is underway for the forthcoming season. One of our first events cylinders with Redex and gone tearing off the Chiltern Hills Vintage Vehicle Rally around Dover causing a smog Los Angeles

**21st May** I will be attending the event which would have been proud of. When the however will be coming down from Redex had burnt off no blue smoke and Buckingham, hence meeting people there happy Phil. Luvvly jubbly.

It will be possible to set up a convoy to The visit to Club HQ seemed to be a success if people require - please let me know, with thanks to Graham for organising we are planning to attend. It is a greing cheap transport and being chauffeur. As event, with plenty to entertain all members we set off the joke was what if the Sat Nav bers of the family!

I believe South Bucks will be having we had reached our destination and Club stand, therefore it will be possible was nowhere to be seen we started to E Berks members to park with them. doubt the technology. Luckily Mike had his

Also, we have SEM on the **6th and 7th** down with him and this managed to direct May, which again we can convey down there, all be it down lanes and through if you let me know which day you are please. Those who had not been to Club ning to go I will arrange convenient meeting before seemed impressed especially ing point(s).

I will be in touch with Mickey (Thames A Macau Spitfire and the barbecue was well to arrange a **Sunday** lunch and mini motorcade by all as was the visit to the local run. Any suggestions on the pub and watering hole on the way home. A long haul, but worth the effort. While I was there

Trevor will be giving me details of the A called in our £ 25 winnings that was Cafe evenings, so to take a trip up soonowing us from many years ago. As every- if you came to the April meeting you body contributes to Area funds each now have a copy of the Events Listing month I thought we would hold a free raf- however should you wish a copy to file for the next few months as a thank you, emailed, please do not hesitate So Charles will probably win the polish (someone will need to show him how to

I will be creating a Members Book for Eause it) and Mike the unleaded additive that Berks too, which will provide other members will clog up his injection. Still, it adds to

## CANTERBURY . . . CHESHIRE COVENTRY

the excitement.

Hopefully by the time this is published I should have the Club forms for Detling and will be pestering those of you who want to go. You have been warned! Latest new show is Autorama at Tonbridge. Forms available.

Oh look, the weatherman is giving snow for tomorrow, ah well, maybe next week! Cheers

*Dell*

## CHESHIRE

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

Last report I suggested shirtsleeves for the April meeting, but the 'weather controller' must have heard me and delivered heavy rain instead. Nevertheless we had a good turnout and everyone survived the pictorial quiz that Mike and I organised between us. I must say that Mike's pictures were a little more colourful than mine (but that's because mine originated in the Vitesse Workshop Manual). Despite several attempts to give the prize away before the results were all in, we had a new winner in Steve Tomkinson. Steve equalled Paul's result but I think Paul felt he had won enough of our quizzes in the past. Well done also to Dave Gambling who lost out by half a point.

I have once again enquired about our rebuilds and there seems to be little progress. Perhaps I should really run a book on who will be first in the car park with a rebuilt GT6, and add a repainted Vitesse to the equation. Yes, after a fair delay a compressor has been transported from Leek to Macclesfield. Said compressor is currently taking up station in the middle of the smaller garage. Paul said he needed the two-ton jack to get the compressor into his car, and having just tried to move it a little out of the way I understand why. This device contains the biggest single phase motor I have seen in my entire life, and looks likely to cause all lights in Macclesfield to dim when it starts. The tank also deserves a mention, being somewhat larger (and a lot heavier) than any tank I have seen before.

Mike has revised his view of the daylight available on the **4th of May**, so runs out this year should happen this year in **June, July and August**, as in previous years. The usual arrangements will apply, namely 7.30 for 8.00 at the Cock and Doodah, and involve 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. So make sure you have enough petrol for 30 miles mostly in second and third gear. If your Triumph is being rebuilt, or similar, just turn up and a spare passenger seat is almost certain.

Another reminder of the Tatton shows on the **3rd and 4th of June**, and the **19th and 20th of August**. I have some requests from the April meeting, and the May meeting will be the last chance before the June show, due to your Organiser's domestic arrangements (I use the term Organiser advisedly!!).

Our next meeting is on **Thursday 4 May** at the Cock and Thing in Bollington. See



you there. The weather is not pre-booked this time.

*Henry*

## COVENTRY

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or: [nclark1955@aol.com](mailto:nclark1955@aol.com)

### CORLEY MOOR GROUP.

April has certainly lived up to its reputation with all 4 seasons in a day! The sleet and snow showers were often interrupted by sunny spells. However, what a difference these longer evenings have on our lives. It was great to arrive at our April meeting at The Bull & Butcher in daylight, which was well supported as usual with around 10 of us, although only a trio of Triumphs in the car park. There was a new face in the corner of the bar, Chris Geary, who had travelled from Hinckley in his recently restored red Spitfire. Chris recommended a spectacular meeting of all classic vehicles, which takes place at The Carrington Arms, Ashby Folville, Leicestershire, on the **2nd Tuesday** of the month. Apparently, there are typically over a hundred of cars, bikes and other forms of vehicles which turn up each month. The one pound entrance fee is donated to charity. It sounds like a good event for a summer evening run-out.

Andy Smith is selling his light blue Triumph 2.5 P.I. MK II, which has successfully completed the 'Round Britain' tour on a number of occasions. I have his details if anyone is interested.

Nigel Clarke has restarted the Church Lawford **Sunday** meetings; please support this one as and when you can. Look out for Nigel's News article in next month's Courier. There does not seem to be many Triumphs being used on the roads these days, and this is having a direct effect on the supply trade, as many cars are hardly covering enough miles to warrant an annual service. I must remove the hard top from my Stag, but it's a daunting, two-man task, as it is so awkward and heavy! Let's hope we have a good summer for all those convertibles out there.

We were unable to get enough people to organise a trip over to visit our West Midlands group for **May**, as a number of folk are on holiday over this May Day period. However, I have contacted their Area Organiser, Roger Haywood, and we intend to get together later in the season.

Our next meeting is at The Bull and Butcher, **Tuesday 2nd May**, at 7.30 pm. I will try and arrange to have the field at the rear of the overflow car park made available to us, as it's good to have all our cars assembled together. I want to see your there Triumph in **May**! It's a short season between Spring and Autumn, so let's make the most of it. Future events to consider





## COVENTRY . . . CUMBRIA . . . DERWENT VALLEY DEVON . . . ESSEX . . . GATWICK

### COVENTRY cont

are the Derwent Valley Peak Run **24th-25th June**, and the local Birdingbury Festival **8th-9th July**. Please let me know of any other events/shows which you are interested in attending. Regards,

Kevin

### CUMBRIA

The Cumbria Area has now been re-registered for those of you that get your Courier at the end of the month there will be a Club stand at the Heathersgill Vintage Club annual rally Carlisle Airport **30th April 06** it will be sign posted from the A689 Airport Road Carlisle to Brampton all will be welcome. Get-togethers will be on a round robin basis, so I need to know the name of pubs that are near you, if you wish to meet somewhere near your patch or even your favourite pub elsewhere North South East or West Cumbria it does not matter, it does not have to be for dinner, it could be for afternoon tea and sticky buns or even in the evening whatever suits.

At the moment I do not have any information on members in Cumbria I know you are all out there and it has all been said before. To start with we will be meeting at the Stonybeck Pub Penrith **21st May 1200 - 1500 approx**. How to get there: M6 J41 roundabout turn left then follow brown sign for Stonybeck pub and we will be taking it from there.

After this, get togethers will be on the **last Sunday** in the month or at other times if anyone wishes. For the more eagle-eyed amongst you, you will notice that South Yorkshire are advertising a Lake District Weekend **25th - 28th August** page 101 April Courier. My Phone No is 01946 830663 E-Mail h.p.h@ic24.net for the technical minded. Who are you speaking to on the other end of the phone? Tony or Helen Holiday.

Tony

### DERWENT VALLEY

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

Apologies for a brief report this month but Gary and I have been busy planning the Peak Run so a lot of time has been spent driving through the beautiful Derbyshire and Staffordshire countryside.

There was a splendid turn out of Triumphs on the 4th April including a new comer, a Stag, owned by Stuart. It appears that everyone else knew about Stuart's purchase except me ... if you lot want to play sheep then fine by me ... pass the mint sauce! Just a word of warning Stuart is a

automatic virgin so give him a wide berth for a few weeks. Foot on the brake when you shift gear, Stuart and reverse is in there somewhere.

April's monthly meet was a Triumph Drive and by now I am sure you all know what it is. Well it was just as exciting as ever and the heat winners were Mark, Sarah and Kim twice. The overall winner with 292 points was a very embarrassed Kim who tried to save her blushes by sharing the prize with everyone.

Keith was very keen to find out who had won the wooden spoon (which I had forgot to buy) and much to his surprise he was nowhere in the running. Mike Mayfield was Triumphant with a meagre 85 points. I will bring a wooden spoon for you Mike to the next meet.

It was great to see Chris and Kirsty Guy once again and Sarah looked swell (I think she has been eating all the pies).

A few dates for your diary:-

**2nd May** monthly meet at the Smalley Common Ex-serviceman's club from 8.00 pm - It's one of Richard's touchy feely bags. **14th May** - club attending the Newark and Notts Show. **4th June** - Club stand at the A7 show at Wollaton Park. **24th and 25th June** is the PEAK Run weekend.

Hope to see you soon

Colin

### DEVON

[www.tssc.org.uk/devon](http://www.tssc.org.uk/devon)  
e-mail: [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)

Bob and Di returned to the fold at The Star in March, looking fit and refreshed after four months travelling the world. They reported that New Zealand appears to be a haven for 2000s and older cars in general! Jim Goodwin from Exeter came along for the first time - another Spitfire in the process of being restored. Ian succeeded in cranking his up at the beginning of April - party on! At the beginning of April, at long last more of our cars came out of their winter hibernation, and 8 Triumphs met up at Exeter for the run to North Devon. Richard made a valiant effort to be there, changing the fuel pump on the GT6 in the morning and making it to the start for 9.30 ish. After a leisurely drive to Umberleigh we met up with John and Joan who had organised the day, Peter (with the 4-legged Elliott) and his lovely Roadster, and friends Dave and family. A visit then to the Cobbaton Combat Collection, a privately owned collection of military vehicles and wartime memorabilia, followed by an excellent carvery at the Northgate Inn at Aller Cross. 21 in all for lunch, after which we split up for the journey home, with most of us travelling via Witheridge and Tiverton - again a lovely run.

Shows in **July** - if you want to join us at Powderham (**8/9 July**) or Branscombe (**30 July**) please contact us asap as the deadlines are looming. We had around 20 cars at each show last year - can we better that? In between we have the Historic Transport Club Devon Coastal Run from Exeter Services on **16 July** (contact the organiser John Corah direct 01626 832912 as closing date is **1 June**) and the Torbay Old Wheels Paignton Green Show on **24 July** (01803 853711).

Both these were over-subscribed last year.

We return from the Isle of Wight on **1 May** and have decided to meet for an extra run and fun day on **Sunday 14 May** - meeting at 10.30 am at Exeter Services, heading to Dawlish Warren where we can have a paddle etc. - all children welcome always. Close on the heels of that will be our regular Club Night at The Star Liverton on **Wednesday 17th**.

Congratulations to Dan on his 17th birthday (**1 May**) and to Mum Karen on a special one with naughts at the end - share with Gail in June! Talking of June, we have had a slight hitch with the proposed skates match on **3rd June**, and we will instead be doing something on **SUNDAY 11TH JUNE** - not quite sure what yet, where as we write this, but contact us the beginning of **May** when you receive the magazine and we will know what we have planned - also check out the website which will be updated by Rob.

Looking forward to meeting up with most of our members in the coming months and remember to drive those cars.

Sue and John

### ESSEX

This month was a good meeting with eight cars which was nice to see. All of us driving down our cars and getting them ready for the summer. There was a nice GT6 at the meeting this month plus all of the normal crowd. As the land lord of the pub said we always seem to be very lucky with our meetings as the sun is always out for us. Well if that hasn't blown it (the weather there is) as you read this we are very close to stand at Battles Bridge so if you have not been there I sit once again at the keyboard and another month has passed by. The good news is that the lighter nights are here and that gives us the opportunity to get more done, although a little less rain would also help too. The Area meeting was busy and we had a visit from Heather, John and Peter in their 2500cc Saloon. I hope I've got your names right if not you will have to come back to make sure next time. I enjoyed chatting to you and hope you had a good evening with us. I won't mention the raffle though but did you need the insulation tape on the way home? It was my turn to drive so I made sure I'd put my clock forward and picked Paul up for the Restoration show. We bumped into Jane, Karen and Dave there and we all managed to get a few spares too. If you are inclined to repair your own vehicle and have the need to use an engine hoist the Area are now the proud owners of one so contact Brooklands will have been and gone with quite a few people from this Area showing an interest. Hopefully, all will have gone cars ready for Prescott in **May**. Jane has well for Adam and Karen of the Surrey Area who bravely volunteered to put on the stand for the TSSC.

I will keep you posted of any other show I know of so watch this space. Have fun and keep it on the road.

Russell

### GATWICK

Hi folks! By the time you read this the Brooklands will have been and gone with quite a few people from this Area showing an interest. Hopefully, all will have gone cars ready for Prescott in **May**. Jane has well for Adam and Karen of the Surrey Area who bravely volunteered to put on the stand for the TSSC.

Sorry for missing our last roving mekows NAX may make it yet. That's all for (which hasn't 'roved' very far yet!). Dave and I couldn't make it but we understand the evening went well with most of the regulars turning up. The first Wednesday meeting at The White Hart was well attended with 18 people and quite a few cars.

The car park. Paul and Sue managed to find a brighter spot in the car park next to Tony and Frances' beast and Martin Morrison's 2.5 Spitfire. Graham and Jenny came with their GT6 Mkl which is looking forward

## GLOUCESTER . . . HANTS & BERKS HERTS & BEDS . . . ISLE OF WIGHT

### HANTS & BERKS

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

It felt like ages since I'd been to an Area Meeting following my enforced no-show last month. Apart from an annual holiday I can't remember missing a Club night. This month's meeting was rather more vibrant than usual following my brush with the Club's General Secretary and his idea of what can and can't be discussed on the TSSC message board. If you're interested then check out the message board itself, I think he will leave most of it up there for members to read although the original posts have been taken down. They are on my personal Blog at <http://chinn.blogspot.com/> for you to make your own minds up. If you feel you would like to contribute on the board please do so. A couple of you have sent me messages of support or even phoned the Club HQ to find out what's happening, thank you for your concern. My access was eventually reinstated and I am, at the time of writing, posting freely.

I've had a couple of emails suggesting there are other things that need to be raised and that these might be discussed and presented to the Club management - there are some pretty good ideas in there. I won't spend the rest of the Area News writing about it but just say that we can talk about this at the next meeting. We also have the Isle of Wight weekend to chat but in the meantime if you want to have your say now, use the message board or send me an email. Our own Area discussion group remains free of any censorship.

Back to Tuesday's meeting - Russell Two Buckets, where were you? Sorry for the confusion last month, you'll be very welcome should you venture out again. Mark's reborn GT6 reminded him of the joys of Triumph motoring by having a little wheezing fit and almost breaking down - hope you get to the bottom of that Mark. Still on the GT6 theme, Andy Cook's nappy cack yellow GT6 is in Moonface Classics having a new bonnet, door and sill - work is well underway and going at a good pace by the look of the photos. Some parts supply hiccups seem to have slowed things down but it's hopeful he'll be at the Isle of Wight with it at the end of the month.

I was out in the Vitesse and had I not had the fun with the message board I would have taken the time to remove the hard top and go topless. Suffice to say I didn't and the hardtop remains in situ. The car is so much better on it's new rubber, really sticking to the road and giving it a much more confident feeling in the twisty bits. That top will be off soon though. Paul Bodium was out in his Spit, roof down to and from the pub, well done Paul. We're all still nagging Keith to get the Herald finished, do it before you need to fit the baby seat mate! There are quite a few shows to attend now the season has started but I can see my diary is already filling up with things non-Triumph as well. I can sense the annual diary management fun approaching - when can we have a 4 day weekend?

Never mind - see you all soon

Jason

### HERTS & BEDS

In March we went as an area to Stondon car museum, 12 of us went we all met at the service station on the A1, we even saw another Vitesse on a trailer hopefully going to be restored. There was a lot more vehicles there than I remembered. Everybody seemed to have a good time, even Jasmine who is only 2. March meeting was quiet possibly because the twins were not there. A new member turned up but sorry I have forgotten your name but he did have a 1500 Spitfire. Barry turned up in his new Stag so most of us went out to have a look, seems to be a very nice car. 9th April we went to Club HQ. Sam could not go because his wife was poorly, Pete could not attend as he has pneumonia, I feel for you as I know how that feels as I have had it myself. Hope you both get well soon. I drove up to HQ with Richard in his green Herald, we were supposed to be meeting Kevin on the way, but we were rather late as we were looking around Richards' Spitfire restoration. Looking really good should be finished in a year or so. When we got there Kevin and Dave were already there so at least there were 4 from Herts and Beds. Kevin was in his newly acquired Acclaim, which he has bought to do the round Britain reliability run. Looked in very good condition apart from a little rust on the passenger door. Dave was in his TR6. We met Ron and his wife from Nottingham area, last time I met them was at the Duxford show when they were waiting for there Bond Equipe to have some accident damage finished off, which they had with them today and looked very nice. A few other cars turned up during the day and we left about 3.00 pm. Everybody is more than welcome to come to the meeting no matter what car you have got, you will all be made more than welcome the landlord has let us have the car park at the back all to ourselves so I am sure come **May** there will be a lot of car there. April's meeting we have decided to go to another Area meeting in **May**. So if you were not there give me a call and I will let you know where we will be going. Next meeting The three Moorhens **Monday 22nd May**. Cheers for now

Les

### ISLE OF WIGHT

e-mail: [isleofwight@tssc.org.uk](mailto:isleofwight@tssc.org.uk)  
[www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)

Hi Folks. Sorry about the lack of Area news recently - we have been working hard on the organisation of the 17th camping weekend at Appuldurcombe which will be underway by the time you read this, now that is a scary thought!

### EVENTS

**Saturday & Sunday 6th & 7th May**  
SEM Leatherhead. **Monday 15th May**  
Area meeting at the Kings head, Norton.  
**Saturday 17th June** Avon club stand at the classic and sports car action day at Castle Coombe

Andy





## ISLE OF WIGHT . . . WEST KENT . . . LANCASHIRE LEICESTER & RUTLAND . . . LINCOLNSHIRE

### ● ISLE OF WIGHT Contd.

For our Island members if you would like to pop along you need to be on site each day at Appuldurcombe Gardens Holiday Park for 10.00 am from Saturday and the cost is only £3 each including a very smart souvenir mug!

Also as well as our usual monthly meetings at the Woodman Arms, Wootton we have some spaces reserved for the classic car display at the Yarmouth Old Gaffers Festival **2nd - 4th June** and the IW International Charity Classic Car Show **16th** (Newport Quay) and **17th September** (Ryde Front) so if you would like to attend please let us know by return. See you all soon!

Angela

### ● WEST KENT

WestKent@tssc.org.uk

By the time you read this I will have completed my second London Marathon and third Marathon in total. Having suffered another heel stress fracture, training hasn't gone as well as I would have liked but I wouldn't miss it for the world.

It was nice to see some familiar faces back for the April meeting, namely Francis and Caroline, Rob and Heather and Alan. We must have created a good impression because Steve and Malcolm were back as well.

Francis and Caroline are preparing for another Rally in France and have promised to give us a report of their exploits.

If you haven't already done so, you need to get your show entries off soon. I have acquired quite a large selection for the shows held locally so we can go through them at the next meet on **2nd May**.

Also we have had invites from Jonathon (Northants), Dell (Canterbury) and Russell (Essex) to events they are hosting.

Hope to see a good contingent at Leatherhead for the SEM. As usual we shall be camping at the top end of the strip beside the leisure centre.

Cheers

Hanny

### ● LANCASHIRE

Hello Everyone. I do hope you all enjoyed our first meeting at the new venue last month, judging by the turnout it seems it was a success especially with the weather not being so good. It was nice to see a couple of the old faces again!! Hopefully over the next couple of months we will see an end to this eternal winter and we can all bring the club cars to the meetings and sit outside in the beer garden. I do apologise

for not bringing the events board with me but it wouldn't fit in the MX5! Tracie suggested I take her Punto but as I'm not a masochist I chose to leave the board at home!! Didn't want to bring the Spitfire due to floorpan problems; I'm going to have to buy a new panel now as I have run out of bits of fridge to weld to it!! Also the Dolomite has a leaky water pump..!

Our next event by the time you read this will be the camping weekend at Hawes on **19th/20th/21st May**. At present around 10 people will be attending judging by the responses I have had via email. For those of you going on the **Friday** we plan to meet at Gisburn Market at around 5.30 pm for a 5.45 pm/6.00 pm convoy to Hawes. Fingers crossed that the weather improves. I will hopefully be organising a walk for the Saturday for those interested or maybe a visit to the Black Sheep and Theakston breweries although I know many of us have done this before. If we see a vast improvement in the weather i.e. 'cracking the flags' then maybe have a barbecue on **Saturday** tea time followed by evening refreshments in Hawes..!!!!

Following onto **June**, Paul (Dookie) is arranging a classic car event at the village of Blacko on **Sunday 18th**. As this is being organised by ourselves numbers really depend on us so please try to support it if you can. We have contacted the Stag club and are going to contact the 2000 owners and Club Triumph as well to try to make the event as successful as possible for the people of Blacko. If any of you are members of other classic car clubs then please ask around, the more the merrier!! By the way I have a number of Spitfire parts catalogues and repair manuals if anyone is interested in them, they were donated by a member who has now left the Club.

That's it for now everyone, see you soon,

Geordie

### ● LEICESTER & RUTLAND

Another successful day out with the Area and our Triumphs (details later) and as I gaze out of the window and watch the snow settle on the top of the car, I have to keep reminding myself that it is April and Easter is next week. But am I depressed, well now you ask. Yes.

Slot car took place in March and a good turnout of members enjoyed the evening. This time it was pairs racing, for the trophies, but first the individual winners (joint first) were Alex and Jeff. Alex is at last racing to win instead of seeing if he could have the most spectacular crash and Jeff was new to slot car (or so we were led to believe). Did not go to plan as I organise these events and I win. I do not come fourth. Congrats to Jeff and Sarah for winning, to Terry and Liz for second and Bernard and Lauren for third place. Back to singles next time in **October**. I attended the Area Organisers seminar and the club AGM and gave a summary of both to the Area at our last monthly meeting, in front of 30 members on a cold and wet evening. I can't wait for summer, club cars in the carpark and even more of you attending the meetings. A number of topics raised by area members were dis-

cussed at the meeting and a positive response was received from the club, I hope to see some progress this summer. When last seen, Graham was poring over the literature that I had obtained for him.

Just thawed out after our attendance at the Abbey Pumping Stations 'Little Large Steam Day'. 16 club cars from our area and Northants area filed up a space amongst the exhibits, and although I do not think any of them are steam driven, I had quite a bit of interest shown in our cars, despite the cold, wet and windy weather. Did I say cold, it was b..... freezing. Sorry Northants, for the weather of the day but I hope you enjoyed the warmth in the pumping station with all that steam. How such large and powerful engines can be so quiet is amazing.

Planning for the Area Treasure Hunt to be on **Sunday 21 May** but final details for next month's meeting. As an Area we could have, on the weekend of **30 June** either attended the Oakham Show or show at Mablethorpe on sea, but it seems like Oakham won, so will organise for you.

Several members have now visited the site at Brooksby to view where we will be holding our 'Sunshine Rally' on **Sunday August 13th**. Large flat field with a good surfaced car park at one end and easy access to the main Leicester/Milton Road. Traders and Autojumblers are most welcome and you will only be charged the gate admission.

Dave

### ● LINCOLNSHIRE

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garth@lincolntssc.co.uk

IMPORTANT NEWS THE DATE FOR THE MEETINGS IS CHANGING. IT IS NOW THE **FIRST WEDNESDAY OF THE MONTH**. Technically there is no meeting in April, we have just had March's meeting the first Wednesday in April would have been the week after the last meeting, so the first meeting on a **Wednesday** will be on **May 3rd**. The time and venue remain the same.

Hope you are getting your cars fixed up and shiny for this year's events. Garth is trying to get the PI started up for SEM. **May** as it is off the road at the moment. Boo Hoo... He needs to sort out a sill and polish up all of the stag alloys we had sorted out as it needs a full set of new tyres for the MOT. (ouch, more money needed). Well he is never happy unless he is doing stuff to annoy the neighbours!!

Garth has his shot-blasting cabinet up and running now (so to speak) and is a bit cheaper than some professionals charge so let him know if he can sort some stuff out for you - the biggest stuff it can cope with is wheels. He likes the practice and way ... And it keeps him out from under my feet!!

Events we are going/looking forward to for your diary.....

**1st May** (the ice cream on the downs - worth going for alone!)

**South of England Meet (SEM) - 6th - 7th May** A nice chance to get together, show off and natter...

**Waddington Air Show - 1st and 2nd July**. If you haven't got your application

by now you can't display your car or camp and will have to spend a lot of money like everyone else to get in. Sorry.

**Stafford International Weekend - 8th and 9th July** Be there or be square .... We are trying to get a Lincolnshire camping area sorted out and Garth and I usually stay in the same bit in the quiet area so please let us know if you are coming so you can join us...

**Nottingham Area camping weekend 4 - 6 August** We can't make Northants as well as Nottingham - sorry Jonathon, and we didn't make it to Nottingham last year so we are expecting a good time if last years reports were anything to go by....

**Lincolnshire Area camping weekend - 25 - 28 August**. You have to be there to support our 4th camping weekend - we are really looking forward to it, especially as it is over the Bank Holiday weekend and a day longer than usual... more beer anyone...? Garth is first in the queue of course!

That's enough to drain anyone's piggy bank... looking forward to seeing you there and hearing about the ones we didn't get to when we see you!

Take Care

Ellie

### ● MANCHESTER

www.tssc.org.uk/manchester

The first run of the season was the Tour-De-Trough on the 19th March starting from the Spencer Residence, Dolphinholme, for the obligatory brew and bacon buttie the weather was very cold but dry. We set off through the beautiful Trough Of Bowland, with 8 Triumphs and 4 not so Triumph, as members are busy getting ready for the new season.

Jenny, Les and Ler, John and Joy, Ian, Martin, Chris, Jane, Sophie and Alex Paul, Kerry and Corey Dave and Lynda, Pauline and Hugh, Pat and Colin. Dave Harding came on his first run with us and it was great to see him and his smart Spitfire, and Gary was busy car hopping between the E6es, as Yellow (Spitfire) is just a tiny bit not well at the mo.

We Headed towards Settle, where we had Sunday lunch (most of us had fish and chips) a walk round the town and a run in polish up all of the stag alloys we had sorted out as it needs a full set of new tyres for the MOT. (ouch, more money needed). Well he is never happy unless he is doing stuff to annoy the neighbours!!

Garth has his shot-blasting cabinet up and running now (so to speak) and is a bit cheaper than some professionals charge so let him know if he can sort some stuff out for you - the biggest stuff it can cope with is wheels. He likes the practice and way ... And it keeps him out from under my feet!!

Events we are going/looking forward to for your diary.....

**1st May** (the ice cream on the downs - worth going for alone!)

want to we can put our own area name on. International Weekend, after approx 15 years Chris Mills, Allison and Simon have finally retired from the organiser's position, May I say on behalf of the Manchester Area. Thanks, you have always done a successful and professional job. Chris is still looking for volunteers to take over but as we go to press volunteers are a bit thin on the ground.

Public Relations Officer is Julie Sewell who is also organiser of Women in Triumphs (W.I.T.S) at Stafford this year as it was so successful last year; I informed Julie that up North we are known as Tarts in Triumphs (T.I.T.S)

There are heaps of other views and ideas we can and already have discussed at our Area meetings.

Members of the year Frank and me were voted TSSC members of the year why I don't know but it was fantastic.

We accept the accolade on behalf of all the Manchester Area, you get out of a club exactly what you put in, and it's you lot with your commitment, enthusiasm and friendliness that help make things happen. You are a fantastic Area Thank you.

We had our first meeting at the new venue The Stamford Arms 26 members present welcome to new member Bill Philpott (MKI GT6) it was good to see you. I hope you found the meeting both friendly and informative and we hope to see you again at the next meeting. Several of us had a meal, which was yummy, and Jay the manager lit a log fire to keep us warm on a cold and wet evening. Ashley and Vikram from Coronation Street strolled in for a drink (that Ashley has no taste in cars).

There were several items discussed at the meeting, plans for the coming year, events calendar, and items from the AGM and A/Os' meeting.

Jenny is organising some new T-shirts with the TSSC Manchester Area Logo.

Le Mans we have called an extraordinary meeting to discuss all things Le Mans on **Saturday 20th May 17.00 hours (5.00 pm)** at Gary's office in Denton coffee and sandwiches will be served, Gary will hand out maps at the next area meeting. Don't forget to bring your delegated input to the meeting. Les, Gary, Jenny and Graham to provide routes from Knutsford - Newhaven - Dieppe - Le Mans and Frank and I will inform the police and supply a list of what we will need to drive in Europe (rules and regs) if any one wants to discuss anything Le Mans please feel free as this will be the perfect opportunity.

We have our Lakes Weekend and Cheadle Charity run later in April - a full report will be in next month's Courier.

Congratulations to Steve Bowden as he reaches the grand old age of 40 in May **HAPPY BIRTHDAY**

Dates to remember in **May**  
**Sunday, Monday 28/29th May**  
Capesthorpe Hall

**Sunday 7th May** Cholmondeley  
**Tuesday 2nd May** 8ish Stamford Arms  
(A56) Area meeting

See you soon

Dip/Frank

### IMPORTANT NOTE

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



### NEWBURY

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The feely competition got everyone guessing, and most people were very accurate with the car bits. Ian N took to drawing what he felt, and then took ages to work out what the tea light was even though he had done a good drawing. He and Andy were the eventual winners.

A few cars in the car park, but hopefully more as the weather improves. Remember though, that if you have not been to a club meeting because you haven't got a Triumph on the road, it really doesn't matter. Being enthusiastic about classic cars is what counts! If you come for the first time, we are in the restaurant straight ahead of you as you come in the main door and you will be most welcome. One date to remember if you do have a Triumph on the road is **28th June** when we will be having our look at the cars in the park and making our annual award. It doesn't matter what state it is in. Having said that, 2 inches of mud in the wheel arches will not be acceptable even though there is a hose pipe ban!

The Vitesse is now back with us, and may be on the road again by the time you read this if the weather improves and Dave has made one or two final adjustments. Haven't seen Malcolm or Josie driving around in the Spit but here's hoping!!! He has booked it in for the Newbury Classic car show on **13th August**

Camping is now booked for 9-11 June. You should have let me know by now if you are coming as Sunday lunch for large numbers can be difficult to organise. I am devising a relatively easy quiz. It's not the questions that are the problem it's determining what an acceptable answer is!!!

Ian's skittle evening against the Badminton club is on **20th May**. However numbers have to be very limited so we have probably got as many as can by now.

Sean is thinking of arranging a Slot Car Racing evening again with members of other clubs. By the time you read this a date may have been set, so do ask if you are interested.

Saturday lunchtimes at the Bull at Stanford Dingley have started. They are the **3rd Saturday** in every month at lunchtime, 12-3.00 pm.

Next meetings: **Wednesdays 10th and 24th May** at the Spotted Dog starting about 7.30pm.

Events:  
**6th/7th May** SEM at Leatherhead  
**14th May** Basingstoke Festival of Transport  
**20th May** Classic Car Luncheon meet at the Bull, Stanford Dingley  
**28th/29th May** Andrew Greenwood's Car Show at Beale Park.

See you all at the next meeting. Keep 'em flying.

Many and Dave R.





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

### NORFOLK

Hi All! Well April brought us a very good turnout of members, plus a lot of Triumphs in the car park too.

Last month we decided we were going to spend our Club funds on a new couple of new flags. However, after the AO seminar and the news that we are going to be issued with one, we decided to wait and order a further one from the Club.

We have also decided to go with the club logo and our own wording for our clothing, so I will get on with sorting this out.

Last month nearly twenty of us met for a meal at our club venue. We all had a wonderful time with excellent food and brilliant service. Next month we will make a decision as to whether we are going to have our Christmas meal there.

As it is Easter we had a Chocolate Quiz, which was won by Jason and Theresa, followed closely by Joe and Sue. Well done to all of you!!

Our next meeting will be a week later, due to the bank holiday weekend so will fall on the 8th of May.

Many thanks to Sue for organising this months raffle.

May the 6th & 7th brings us the South of England meet in Leatherhead. Go along and support them, it is a really good event and a great kick off to the season.

See you all on 8th May at Caistor Hall

Julie

### NORTH EAST

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Hi all. Another busy (27 people) meeting in April, it's absolutely great to see so many enthusiasts out. Not quite as many cars as usual. We were slightly inconvenienced by the pub not putting out the reserved signs in the conservatory but we all got in at 9:30. Lot of banter and quips passed round and some good suggestions aired. Any more with regard to the area funds, then bring them along in May for discussion. The trailer suggestion was good but raises a LOT of liability issues that it would be unwise for the area to take on. However, we do have access to at least one car trailer, the owner of which will assist a member to move a car with as long as costs (fuel and bacon butty) are covered. As regards A-frames and dollies for transporting cars, if any of the vehicles wheels are in contact with the road then they should have all documentation, tax, MOT and insurance (we checked with Mike Crewes).

Our new members this month are Chris and Eileen Macey, lately of North Yorks Area but now living up here in Rothbury.

Owners of an Indigo blue 13/60 convertible which we hope to see out soon.

My car was missing as it was being MOT'd and having the last upgrade fitted, see if you can spot what. Not the wind deflector that may be on next month though. Steve O went to get his car only to find his aunts garage blocked by a VI members car. Geoff's and Ian Worthingtons cars also stuck behind other cars, a few under restoration. Lets have more at the next meeting.

Mark Ramsey has his eye on a GT6 now to complement his Vitesse and Lotus Excel that is almost ready to come out. Sounded lovely in the garage, not so lovely that it took Mark (our resident professional mechanic) over two hours to extricate the leaky radiator, there's a lot to be said for a flip front! Martin has got his Vitesse 2 feet in the air while he fits his overdrive and is also stripping and recoating all the underside, in lamp-post paint from one of his many contacts.

Our next events are as follows:- Supper Run **Saturday 13th May**, Washington services Northbound at 6.30 pm. You must let Steve and Lisa know you're attending in advance.

Beamish Regional Store tour and buffet **Saturday 20th May** from 5pm. Ticket only, ask Steve and Lisa at the May meet if any more can be obtained. £13.00 per head.

Go-karting, **Saturday 24th June**, Warden Law circuit, race time planned to be 11.00 am so arrival probably 10-10.30 for kitting-up and briefing. Andy D will have details at the next meeting.

Holy Island Run, will be either **16th or 30th July**, both days have the necessary tide windows, we'll have a vote next month but my preference is for the **16th** (good gaps from the adjacent meetings. BVVR **Sunday 20th August**.

At the time of writing I have got no details of the NECPWA Tyndeside branch season tickets and shows, but like last year they are probably still finalising the calendar at the moment. I'll pass on the info when I get it.

Many thanks to Ian Longmire for organising the 4x4 day out, all the feedback I have had was good. If our informal camping comes off it looks most likely to be the weekend of **11-13 August**. Depending on where we go depends on what we can do, definitely a BBQ and a quiz and beer on **Saturday**, maybe a run as well (before the beer).

Aaron and Catherine might be new parents by now. Fingers crossed! Over the word limit again! See you next meeting **1st May** for Geoff's quiz. All the best,

Mark

### NORTHANTS

Well, what a busy month we have all had, getting them cars ready for the beginning of the season, hopefully the sun will be shining when some of us travel down to the Isle of Wight's 17th annual camping weekend on **April 28th**.

Some of us have booked the midday crossing to the isle from Southampton, but in hindsight, due to traffic and Grace

this means that we will have to leave quite early to avoid traffic and nappy stops. Having just changed the head gasket on my car is should be a good test pulling out small tent down there!!!

The weekend on 08/04/06 several of us took a small convoy up to leister space centre and pump house, as Leicester Area was holding a day out there with lots of the Area cars on display and we joined in with them in what turned out to be a brilliant albeit very cold and wet day out.

It amazed me at the workmanship and pride the engineers put into building a machine that basically pumps effluent.

Yet all these years on a soon as you buy something new they try to sell you insurance in case it breaks down after a year!!! Some say progress and time go hand in hand, but after looking at that pump house I'm not so sure ... Anyway, a big thank you to Dave and his crew for accommodating us, even those in their euro boxes (you know who you are).

So time to wrap things up, forthcoming events. Get your cars out for St. George's Day on the **23rd**, Isle of Wight on **28th**, SEM in **May**. Battle Bridge in **May** and maybe some more that I can't think of at the moment ... and then were in to **June**.

So, the Northants Area Camping Weekend!!!! Two more couples spoke to Elaine and confirmed their interest in our camp and their booking deposits are winging their way to me now; numbers confirmed already into double figures! So need ideas of how to keep our guests entertained, as I think come **AUGUST 12, 13**, we will have a lot of people to keep happy. Graham is working on some acknowledgement slips for people who have paid their deposit. So see you next month at the meeting ... no more night shift!

Jonathan

### NORTHERN IRELAND

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Hi folks! It's time to wake your time from slumbers if you have not already having a few problems at the moment with done so. Eleven Triumphs and even more! Josie's Spitfire but hopefully these can members turned up for our spring waken soon be resolved. Josie and Ron have also up event on the 1st of April - yes at least 2 recently acquired a Vitesse which Josie Trunions were oiled whether they need a few months too. All in all, the wide ed them or not plus various other things a few months too. All in all, the wide ailments discussed, sorted or at least range of cars that as an Area we can now stare at! Josie's Spitfire but hopefully these can members turned up for our spring waken soon be resolved. Josie and Ron have also up event on the 1st of April - yes at least 2 recently acquired a Vitesse which Josie Trunions were oiled whether they need a few months too. All in all, the wide ed them or not plus various other things a few months too. All in all, the wide ailments discussed, sorted or at least range of cars that as an Area we can now stare at! Josie's Spitfire but hopefully these can members turned up for our spring waken soon be resolved. Josie and Ron have also up event on the 1st of April - yes at least 2 recently acquired a Vitesse which Josie Trunions were oiled whether they need a few months too. All in all, the wide ed them or not plus various other things a few months too. All in all, the wide ailments discussed, sorted or at least range of cars that as an Area we can now stare at!

Ben Jolly brought along his recent for a fantastic sight on some of these acquired GT6, a very attractive dark blue planned summer evening runs. Talking of late MkIII with a blue interior. A really fantastic sight (no, Nigel, it's not time for example of its kind and I hope Ben gets shorts yet) at the recent March Area meet-lot of pleasure from it. It seems to be thing it was great to see all the varieties of season for GT6s - just the week before EnArea clothing being worn. If there is any-Williams and I flew over to London to take one still wanting to order, Steve is still able a look at another GT6 MkIII. Eric liked it so obtain items. Please either see him at much that he bought it and we prompt an Area meeting or order via the website ([www.notts-tssc.org.uk](http://www.notts-tssc.org.uk)). The March meeting was again well attended (32 present, The Eglinton and District Old Vehicle Club the sweet and chocolate quiz went down Show was on at campsite, Londonderry treat, with Mike winning the huge Galaxy the next day. I was hoping to go but I waag. Now we know who has got a sweet behind schedule rebuilding the Clarentooth! April saw the beginning of our rove-Herald and opted for a day in the garaging meetings - we are visiting nearby instead. Two members did go, Alan AnAreas on their meeting nights. Nine of us Colin, and said it was an excellent event made the journey to Sth Yorks. It was a lit-

Our April Area meeting also had a gottle bit hectic but we all managed to chat to turn out including three Triumphs in thmost of the SY members at some stage of

## NOTTINGHAM . . . PETERBOROUGH SCOTLAND CENTRAL WEST



ar park. Discussions mostly ranged between who will be going to the Argory on the **29th of April** (forms were available for those who had not entered already) the forthcoming Run To Kerry and, of course, our very own static event at the end of **June** generously supported by Chic Doig and Rimmer Bros. Although Rimmers will not be at this years show they have donated £100 in vouchers as prizes and vouchers for every entrant entiling them to 10% off and free postage. That's easily worth more than the cost of entering the show!

Our next event will be at static display in Lisburn on the **13th of May** as part of the Lord Mayors Show. Please let me know if you are interested. Email is the most reliable way to reach me - [northernireland@tssc.org.uk](mailto:northernireland@tssc.org.uk)

Paul

### NOTTINGHAM

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



Thanks everyone! In February 2006 Nottingham TSSC Area celebrated one year as an area with a buffet, huge attendance and a celebration cake specially designed for us! Slice anyone?

Well Spring seems to have sprung at present and we are all frantically trying to get those winter projects finished in time for the coming season of events. Bambi (our new Stag) is residing on the driveway sans interior, engine, bonnet or boot lid. Sue and Rons' new arrival (Chilli) also a Stag and Rons' new residing in their garage. Andy is

the night. Thanks to Mike and all at SYorks for making us so welcome. In May we are planning to visit Derwent Valley (**2nd May** at 8pm), if anyone needs directions can you let us know. Depending on the date you receive your mag this month we may or not have already done the Notts Classic Car Show at Thoresby (**1st May**). This has a huge attendance and many different variations of vehicles. Make sure you come over and say hello if you attend. Nigel and I are also planning to attend SEM at Leatherhead on **6-7th May**. This is a great weekend with autojumble, displays and a good social side to it. It is also at a Leisure Centre so is ideal for families etc. (make sure you pack a swimming coslee). We are planning quite a few events and trips out over the coming months so lease keep in touch - either at the meetings or via the website. Believe it or not, I am already scouting out places for the Xmas do so if anyone has any suggestions please let me know. See you all soon

Claire

### PETERBOROUGH

Spring is definitely in the air and as a result Triumphs were in evidence in good numbers for our April meeting at The Bertie Arms. It was great to see the return of some regulars after a month or two's absence (Fred and Steve) and even better to see some new faces! So welcome to Phoenix and Chris - we hope you enjoyed the evening and hopefully you will come and join us again next month. I didn't see Phoenix's car but I caught Chris and his wife bravely setting off for home 'open-topped' in a very nice looking Stag. As the nights get shorter and the temperature (hopefully) rises, I'm really looking forward to being able to view some of the new cars in daylight at future meets.

The past weekend was our Area 'Cotswolds Run'. Those of us who took part owe Colin a huge vote of thanks for a very enjoyable weekend, masterfully organised. Although we planned to meet for lunch at a pub in Princethorpe on the Fosse Way, three of our group actually made an impromptu stop and met by chance at the Club HQ at Lubenham as it just so happened to be the Club Open Day. From there we headed off to the planned rendezvous and met up with Alex and Paul. After a spot of lunch all five cars set off down the Fosse Way to Bourton on the Water where we spent an enjoyable couple of hours going around the Cotswold Motor Museum. Then it was off to the Museum of Mechanical Music and finally to Cirencester for our overnight stopover. We managed to find an excellent pub/restaurant that could seat all 11 of us and after a good meal and a few drinks it was off to bed.

Sunday dawned sunny and bright and we took in the Roman Amphitheatre in Cirencester and then Bibury, a charming Cotswold village with lots of tea rooms, knick-knack shops etc. and then finally we moved north a few miles to a very impressive Roman Villa. At this point we all went our separate ways and eventually headed home. The weather had by this time dete-

riorated significantly and by the time I reached Lutterworth we were driving in a full white-out snow blizzard. Thankfully it wasn't settling on the roads but I have to say it might have become interesting had it been a degree or two colder. Full marks to my little Vitesse though; she never missed a beat the whole trip and in fact all five Triumphs made the journey there and back without any incident.

We can now all look forward to the Coast to Coast run in **June**. Let's hope by then that the snow is long gone - even on the Pennines!! If anyone is interested Colin can still provide full details but please contact either Doug or myself in the first instance - our numbers are at the front of the Area News.

We did also discuss our programme of mainly local summer shows that we might like to attend as an area. Hopefully by the **May** meeting we will have this finalised and we can start to allot responsibility to individuals for organising our group. The club has promised some flags and bunting for a more professional 'club' presence and Doug has been costing roach poles (flag poles to you and me), whilst Steve has offered to try and find some scap tubing we can weld onto a base to use as the flag-pole supports.

One event I did mention but forgot the name of is the Edith Weston Steam Fayre. This is organised by the same team that put on the very successful VE Day event at Spanoe airfield last year. It will be taking place over the weekend of **10th and 11th June** so for anyone that cannot make the Coast to Coast run, here is a more local alternative. There will be a 1940s theme and a big band playing on the Saturday evening. If anyone is interested in more details please let me (Paul) know as the organisers have promised me entry forms and further info very shortly.

I think that about covers our news for another month. Please try to get along to our next meeting on **May 8th**. It will be the first opportunity for an outdoor matter with the cars (we hope!). As always the venue is The Bertie Arms, Uffington, near Stamford and we meet from around 8.00 pm. We look forward to seeing you!! All the best

Paul

### SCOT CENT WEST

[centralandwestscotland@tssc.org.uk](mailto:centralandwestscotland@tssc.org.uk)

Well you've got me again for a second month, my writing skills were so good that here I am for another report. OK. Seriously, Jim was really away in Edinburgh on business, and asked for a stand in. The weather was a little kinder at the meeting at Lochinch and what a difference now the clocks have changed too. Much more time





## SCOT CENT WEST . . . SCOT NORTH EAST SOUTHERN

### SCOT NORTH EAST

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www.tssc.org.uk/northeastscotland.asp

Last month's meeting was held at Dizzy's, Carden Place. Around ten of us were there to enjoy a chat and a pint in a smoke-free environment. We discussed some of our forthcoming outings and events. Local Area outings scheduled for this month are as follows: The Spring Run on Sunday 14th May will set off at 10.00 am from the Kingswells Park & Ride and will be a tour of Aberdeenshire with a stop for lunch. Alan Smith of the Stag Owners Club who has organised the run has asked me to mention that your car should be all fuelled up and ready to go when you arrive at Kingswells. The Pub Run for this month on Thursday 25th May will see us taking to the roads and heading for the Redgarth Hotel, Oldmeldrum. Some of our group will be taking their partners along and having a bar supper/meal, the standard of food at the Redgarth in the past has been very good. As usual we will be meeting around 8.00 pm. Events organised for this month as published in the SVVF yearbook are as follows: The Crathes Motor Rally held at Crathes Castle on Sunday 28th May. This is the first classic car rally of the year in our area, usually a few of the Triumph group members manage to make it. Events for the beginning of June are: 3rd-4th June '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. 4th June Fraserburgh Rally, Les Cruickshank organiser of the Triumph 2000 register and member of the TSSC is organising a stand so if you want to join in please let me know and I will pass on your details to Les. 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. Any additions or changes to our calendar will be posted on the club websites which are TSSC Northeast Scotland web page

[www.tssc.org.uk/northeastscotland.asp](http://www.tssc.org.uk/northeastscotland.asp) and also on our local area Grampian Triumph site  
[www.brmmbrrm.com/grampiantrb.bb](http://www.brmmbrrm.com/grampiantrb.bb)  
That is all the news I have for you this month I hope you are managing to get your Triumphs on the road.

Danny

### SOUTHERN

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

This week saw the end of another short era, our last meeting at The Thomas Lord. Don't forget that from next month we move to the West Meon Hut, at the

A32/A272 crossroads, for the regular meets on the first Tuesday of the month. It was a nice clear night though rather cold but we were pleased to see new faces as well as one much missed one.

Welcome to Steve and Jenny who brought their GT6 out to play - very good of them to remind Gerry what one looks like out and about! Welcome also to Duncan who came along with Robert who we haven't seen for some time. Good to see you again and we hope your enthusiasm was given a bit of a kick start and that we'll see you both again soon.

The sun's out today reminding me that we really are getting into Spring and the show season will soon be starting in earnest. In fact Guy even got me outside polishing my Dolly - a rather unusual occurrence!

It was also bright and sunny, though rather chilly, for last month's trip to the White Hart at Stockbridge for our annual lunch get-together with Andover Area. Although some of the Southern contingent were otherwise occupied with other trees we did have representatives from both areas, and even better, twenty-four cylinders nicely lined up in the car park. Guy's 2-litre convertible, Mark and Jackie in the Vitesse and not one but two TR6s. Anthony and Rachel (must get that heated fixed, Anthony!) and Mike and Helen joining us again, but showing off the car for the first time.

As I write this we're just a week away from Easter and the Wyke Down show so look out for a few notes on that next month. Popham comes just two weeks later so let's hope for a nice, dry, sunny day for the one - and even more so for SEM the following week.

Regardless of any hosepipe bans - NO rain dances for the next month, please!!

I know we'll be seeing a lot of you at Leatherhead for SEM, and hope more than a few will join us in camping there over the weekend. The Saturday evening's entertainment will be well worth staying over for (even if only as it may well be warmer indoors than out then!) I don't know for sure how many are planning to drive up on Sunday morning just for the main day but I imagine there may well be a few. The usual start point for the trip is the lay-by next to the West Meon Hut at the junction of the A32 and A272, leaving there about 9.00 am. However, I haven't had any definite confirmation that this will be happening this year, so if you've not been before and would like to tag along with others please contact me beforehand so that I can try to confirm that there will be someone there at that time.

- 1st May - Auto/Aero Jumble at Popham Airfield
- 2nd May - Regular Meet at 'The West Meon Hut', A32/A272
- 6th 7th May - SEM at Leatherhead
- 18th May - Roaming meet at 'The Bat and Ball', Hambledon
- 20th - 21st May - Beaulieu Autojumble
- 4th June - SHVPS Show at Queen Elizabeth Park

Suzi

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

### STAFFORDSHIRE

Hi folks, long time no speak. I bet you thought the Staffs lot had all been kidnapped by aliens (you wish!). No, we are still here! Every time I think of doing a write-up the deadline has already passed me by so then I wait for the next month and miss that as well. Still no offers from my colleagues to lend a hand.

Well what's been going on in Staffordshire in the last 14 months I hear you ask? Well I'll tell you. As reported in my last write-up in March 2005 Jackie and I did get married in April on a beautiful sunny day. The day would not have been complete without a picture of the bride and groom in Stuart's Moss. Everyone had a grand time with plenty of food and drink, well what do you expect from a Staffs member? We left everyone with dropped jaws when Jackie and I proceeded to do a choreographed first dance to Shania Twain. In July the event was repeated when Mason and Julia (the matchmakers) were married on another gloriously sunny day and the Triumph photo was again inevitable, this time with Roy Boy's GT6. The weather is always good when Bev is in attendance! Mason cleans up well out of overalls as well.

We had some great Triumph weekends, especially the first Notts rally. Patch won dog of the show at this event as all the cars were in too good of a condition to be classed as dogs and there were so many canine participants the category was changed. Jackie, Patch and I missed the dramatics at Weston Park as we left just before the micro light tried to crash land in the Staffs campsite. However, one of the trusty police officers in our group was there to lend a hand with the follow-up accident investigation - much to the annoyance of the lady officer he is happily married to. We thought at one stage it must have been Stuart with his remote control planes again. The Peak Run was up to the usual high standard; Stuart won an award for his hospitality tent, which claimed more victims (well it wouldn't be the same if someone didn't experience the effects of excess!). Boston was boston. We can recommend travelling on the sunniest and hottest Bank Holiday Friday, not only do you try but so does the Triumph. At the International one of our new members, Tony 2 (also affectionately known as Disco Duck) felt the effects of the Sangria and proceeded to chat up anything with boobs (including the guys in fancy dress). Mike from Derby also suffered from the Sangria effect or was it the real ale and proceeded to knock himself out in the hospitality tent. We brought him round and carried him back to his Dandy only to realise the next morning that he also tried to gas himself - luckily no one lit up near by. Sadly we did not enter into the traditional International fancy dress last year and most of us will be attending other events this July so we apologise for our absence in advance. Most of the crowd will however be attending the first camping weekend at Weston Park over Easter although Jackie, Patch and I will not be camping but hope to attend at least one day. I may be slow in doing my write-ups but I am a fast worker at home as the reason we won't be attending many events at the start of the season is that we are expecting our first baby in

## STAFFORDSHIRE SUFFOLK . . . THAMES

June and Jackie would require a crane to get in and out of Bob the Spitfire at the moment (supposing the Spitty could take the weight anyway!). I think after those comments I'll be hiding this issue from her as her hormones are playing up so I don't know what her reaction will be if she reads it (most of you guys out there with kids will know what I mean!).

The Christmas meal at Pecks of Congleton was outstanding. All eight courses were well worth the wait, although Richard missed the first 3 courses due to his sat nav diverting him via Blackpool. This event was organised by Bev, Amanda and Jackie on the way back from Manchester after having a great time with Julia and other guests for her hen night excursion. We all enjoyed it so much it could be repeated this year (the meal not the hen night).

Anyway that's enough from me for now. I'll try to get a second write-up done this year but may require some input from the other guys on the goings on at the events we cannot attend.

Ade

### SUFFOLK

[Suffolk@tssc.org.uk](mailto:Suffolk@tssc.org.uk)

A shortish Suffolk news this month - I'm running out of time. Chris has got his restored GT6 on the road and ventured out with it to The Magpie - here the gremlins struck and it conked out in the car park. Eventually it re-started, although reluctantly and later that evening got him and Lindsey safely home to Felixstowe. There is now another project - a Herald 13/60 Saloon, at least it would be if it had a roof! The previous owner sold it! So this Herald may become a Convertible or may stay a Saloon but with a sunroof; only time will tell. And yes, Chris also bought this car in bits. Mike has been doing a little work to the inner wings and bonnet on his rebuild but reckons it's just too cold to spend long in the garage. Lyall is going to fit a new hood to his Hervit Bonfire and is investigating which hoods seem to fit best, something I am interested in as I ought to replace mine as it has several splits. Bekki showed some photos of her Herald. Still a lot of work to go before it gets an MOT but it will be another car saved. For those going to Le Mans it is good news that there are now enough people going (about 165 cars) to cover the campsite cost. A few more people are needed to cover some of the extras like the fridges to keep the beer in! And now the news of the month - Colin has ordered a flag and banner for the Area. Entering into the spirit of this venture, Dave reckoned he could supply something that could be used as a mast! (No, not what you're thinking but a long whippy aerial). All Colin needs now is a base to fix it to - any offers to Colin. Finally, early notice of our summer fill-up of The Magpie's car park. Last year this was to be in July but was then changed to be in August and which month Colin decreed would henceforth be known as July. Unlike last year, this year's summer fill-up will be in July AND August or in Colin's case July and July. The next meeting dates are:

Tuesday 2nd May Tuesday 6th June  
Tuesday 4th July  
See you at The Magpie, 8.00 pm on



Tuesday 2nd May.

Peter

### THAMES

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www.tssc.org.uk/thames

Hello All. 12th March AO's meeting and the AGM went very well, I was late getting there due to my Vitesse breaking another Roto-flex bolt (on the other side this time), but mainly due to me leaving a bit late. It was fairly well attended and it gave me the chance to meet up with people and get an insight on all that's happening locally.

16th March At the Fox and Castle, all warm and cosy on this wet and cold evening are Nina J, George B, Andy D, MikeH, George and Rose N, Allan H and Julie and myself. In the car park keeping my 1300 fwd company is Andy K's Spitfire 1500 with replaced seats and refurbished quarter valance. Good to see someones been busy. Congratulations and good luck to go to Allan H on getting his new job. It was good to see Mike H back from all his hard work for his local amateur dramatic group. Nina J is off travelling again so good luck Nina, see you soon.

30th March tonight's meeting at the Fox and Castle was one of those good meetings (maybe because we were off to Spain for our hols in the morning). We had George B, Dick and Dawn C, Andy K, George and Rose N, Allan H, Ray G 77 and a visitor from E Berks area, Dave. Triumphs in the car park tonight were Andy K's Spitfire 1500 and my 1300 fwd. No doubt with the lighter evenings more Triumphs will be filling up the spaces. Dave was down to pick up a steering wheel from me, hope that it fitted ok! Allan H has got a new job and so will be visiting a new area soon (you lucky people). He has been a great help and has organised a lot of quiz for the IoW camping weekends, the S.Bucks Area bowling and many others. Look forward to seeing you and Jan at the shows throughout the year. We all wish you both the best of luck. Sorry that this is a short one (but I have a plane to catch) chow for now, best wishes

Mickey

Our next meetings at the FOX & CASTLE are on **May 11th & 25th**, and **June 8th & 22nd**. Call me for further details on 0773623807

Up Coming dates

28th-1st May IoW Camping Weekend  
6/7th May SEM Leatherhead  
21st May The Chiltern Hills Rally  
(Aston Clinton)

3rd June Aldershot Festival of Transport at the town centre  
4th June Festival of Transport run from Frimley Park Hospital (fund raising)  
4th June Woking Hospice Classic Car show





## NORTH WALES

www.triumphwales.co.uk

The Season's getting underway with the Weston Park Show on 16th April. We should have a good turnout but I will miss it as I am away to the Channel Islands for a change of scenery! I note that HQ is offering a TSSC flag and banner to ever Area, with the idea of promoting the Club image. Glad to say we have been using these items for over a year. Our flag is mounted on a super, three-piece, alloy pole made up for us by Roger - one of our members. It has worked very well and takes up little room in the back of our cars. I liked the idea of the windscreen sunstrip with the TSSC on it but understand it no longer complies with the law! A pity as it carries the Club name wherever your car is! If any of our members have any ideas for display let me know and I will forward them to Charlie at HQ. We have a club mascot who travels to our events - maybe other Areas could follow.

Our meeting on 4th April was well attended and we have good entries so far for Chomondeley, Kelsall and Prestatyn but still have time for late entries, so let me know if you are interested. Looking ahead, we have Coventry Festival of Motoring on 2nd/3rd September. This is an excellent event which I have attended for several years, so once again ring me for details. Next meeting **May 2nd** at 8.00 pm. Safe motoring.

Michael

## STH WEST WALES

southwestwales@tssc.org.uk

The March Sunday meet on the 19th commenced from the M4 Services, Penllergaer with eight cars travelling to Craig y Nos Castle where we met a further two cars totalling 22 of us. Steve had arranged a walk following a new trail around the Country Park, thus far, totally untried. We acted as the guinea pigs. The walk was based around a simple quiz on recycling. The actual walk was very pleasant taking in the lake and riverside combined with a trail around a hay meadow. Everybody tried to complete the quiz but unfortunately we could not identify the answers from all the clues to give us the anagram of recycling.

Steve said that he would liaise with the Ranger who had set out the walk and hopefully get it right before the Country Park opens the walk to the general public.

From there we travelled to Coelbren to the Price's Arms where Steve and Christine had arranged lunch. This coincided with Marryl's birthday and after a very enjoyable main course the traditional birthday cake was presented and Nathan blew out all the candles. After everybody had digested their meal we moved onto

## NORTH WALES SOUTH WEST WALES . . . WEST MIDLANDS

Henrhyd waterfalls. To view the falls meant quite a lengthy very steep walk down into the gorge, but once there it proved that it was well worth the effort. These falls being the highest in Wales. Several of the members went the extra few yards to the viewing platform behind the falls.

Thanks were given to Steve and Christine for organising a very enjoyable day and making sure we again had good weather. Club night brought Mark and Alison, Marryl and Ken, Jim and Liz, Joy and Keith, Steve and Christine, Dave, Bryan and Jeff. As it was Steve's birthday the obligatory cake with candles miraculously appeared to Steve's total surprise. He duly did the honours and then business commenced.

The April Sunday run which by the time you read this will have taken place as we brought the event forward to avoid the clash with Easter is being organised by Rex and Gerry up into the Brechfa forest area with lunch being served in the National Trust's Cwmdu Inn. We have eight cars booked in on the run.

The proposed weekend at the West Somerset Railway will not now take place as it was felt that trying to find accommodation for twenty people and their cars would be very difficult within a holiday area at the beginning of August. We are, therefore, looking at potential alternatives.

Alison gave a reminder regarding the Tredegar Park Show weekend and as we only have four couples having booked she will now book the accommodation and evening meal. If you still wish to go to the show on the **Sunday** please make your booking direct with the show organiser.

Mark and Alison have volunteered to arrange the **May Sunday** meet which will take the form of a run with lunch in Kidwelly.

The **June Sunday** meet coincides with the Swansea Bus and Coach Show which takes the form of a run on the **Saturday** to Laugharne which we have agreed to extend to Pendine, final details to the advised, with the show itself being on the **Sunday**.

**July's Sunday** meet will be to the Brecon Mountain Railway to be organised by Steve and Christine. Details will be confirmed.

**August** is the Annual BBQ, which will be held this year at Dave and Vera's garden. Again details to be advised.

Seven cars met up at Cross Hands namely Mark and Alison in their 1200 Herald Saloon, Jeff and Celia in their Vitesse Convertible, Richard and Caroline plus children Isobel and Nathan also in a Vitesse Convertible, Ken and Marryl in their 13/60 Estate plus Joy and Christine, Rex and Gerry, Jim and Elizabeth, Bryan and Barbara. Rex led the way and we stopped for coffee adjacent to Dryslwyn Castle and the fit amongst us climbed to the top for the view across the Toway Valley. From here we then set off for Cwmdu, which is a small village with an even smaller pub, which is located in a row of small cottages run by the National Trust. We had threaded our way along the Toway Valley again with very pleasant scenery before crossing the river to climb up to Cwmdu. We enjoyed a very pleasant meal before taking to the road again heading for the village of Brechfa, which has a microbrewery. Rex took us on a circular drive just prior to Brechfa up around Mynydd

Llanllwni and Mynydd Llanybyther before descending back down through Brechfa forest to the brewery for light refreshments. Rex advised that Cwmdu Village has a Village Fete planned for **June 24th**. We asked him to obtain the details as our club diary is vacant on that date and it was agreed that we try and present a small display. Thanks were expressed to Rex and Gerry for arranging the run and lunch in mainly fine weather with the occasional hailstorm. The raffle was drawn by Nathan and, to his delight, managed to draw out his own number!

### Events Diary

#### May

**Mon 1st Show** - Singleton Park, Contact: Robin Jones, 01792 419780

**Tues 2nd Club Night** -

The Conservative Club, 8.00 pm

**Sun 7th South Wales Classic Car Club**, Pencoed College, Contact Dave Newman 01446 773868

**Sun 21st Sunday Meet** - Run with lunch at Kidwelly - contact Alison Francis - 01554 772485

#### June

**Sun 4th Pembrokeshire Classic Car Club** Annual Show at Scolton Manor, Contact: Mrs M Griffiths 01646 698233

**Tues 6th Club Night** -

The Conservative Club, 8.00 pm  
**Sat 17th Under Milk Wood Road Run**, Swansea to Laugharne

**Sun 18th Transport of Wales Show** Recreation Ground, Brynmill, Swansea. Contact Ashley Lovering 07814 958379

**Sat 24th Cwmdu Village Fete** - Contact Ken 01269 594578

#### July

**Tues 4th Club Night** - The Conservative Club, 8.00 pm  
**Sat 15th Ammanford Carnival** - contact Ken 01269 594578

**Sun 16th Sunday meet** - Brecon Mountain Railway - Contact Steve Davies - 01639 701508

**Sat 29th Bwlchgyroes Community Hall** Vintage Display and Fun Day, Contact Catrin Evans 01239 841 318

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

Ken 01269 594578

## WEST MIDLANDS

At last Spring is in the air and we can start washing off the winter dust from our classics and getting them ready for the summer season. There is nothing better than a good wash, a polish and a full service to get them into shape. I am happy to report that the West Midlands area seems to be going from strength to strength. At our April meeting at the Drakes Drum in Great Barr, Birmingham, we had 22 persons present and 11 classics parked outside. They consisted of 1 - GT6, 1 - TR.7, 1 - Toledo (my new project), 4 - Herald Convertibles, 1 Vitesse Convertible, 1 Herald Estate, 1 Mark 4 Spitfire and 1 - 1500 Spitfire. You have got to admit that is a very good turnout for the fourth month of the year. This month we seemed a little cramped sitting in the lounge, it may be better if we take up the lady licensee's kind offer and move up into the function room upstairs. However, with the weather getting better month by month, I have no doubt that when it is a little warmer and lighter the

majority of our meeting will be conducted outside on the forecourt of the pub amongst the cars. Amongst those attending was a new member Brad Stanton (welcome Brad!), and four old members we have not seen for a long while. John Barrett and his son Steve, owners of a Vitesse MkII and a 13/60 Convertible, and Roy Ward and Brian Randles, owners of a Vitesse MkII Convertible and a Spitfire Mark 4 fitted with a 6 cylinder engine. (Keep up the good work, let's see you again in **May**). We are looking forward to welcoming a visit by the Coventry section to the Drakes Drum but as the **May** meeting (**Tuesday 2nd May**) is only the day after the May Bank Holiday, after liaising with Kevin Murray at Coventry it will probably be better to leave it until the **June** meeting (**Tuesday 6th June**). Those members who stayed to the end struck it lucky again. Our very generous lady licensee produced a couple of plates of goodies which had been left over from a buffet in another part of the pub. We will never turn down the chance of consuming surplus sausage rolls and scotch eggs. I mentioned in the March issue that Terry who suffered a bad accident at work was up and about on crutches. It's nice to report that even though still using a walking stick he is back at work. I still think it looks like a bad case of gout. That's all for now. Don't forget I if you have got a Triumph Classic or even if you would like a Triumph Classic and you are in our area on **Tuesday 2nd May 2006**, pop into the Drakes Drum in Aldridge Road, Great Barr, Birmingham and have a drink with us. Cheers,

Roger

## WIRRAL

Yes, it's that time of the month yet again to put pen to paper, not a lot of people do that these days, and see what news we have from the Wirral.

I must say from the outset that this report will not be jam packed with news and views as once again not a lot is happening. We did have a joint meeting with the Wirral Triumph Appreciation Club last Tuesday the 4th April when fifteen bodies showed up and Dave actually arrived in his TR5 which looked as though he had spent the last month polishing it. It truly looked in fine fettle, mind you, it was getting dark then. The only other Triumph in the car park was John's 2000 saloon which keeps plodding along as does John and the rest of us of mature years.

I must say, apologies from Andy for the grave omission of a report in the April Courier from the Wirral Area. His excuse, and I believe him, is that he was very busy assisting Alison in a spot of domicile relocation from Rochdale (of biggest aspidastrea in the world fame) to the Wirral. In fairness, Andy did offer to do this months write up, but I declined the offer on the grounds that it would upset my body clock if I changed the months I did the report. Welcome to 'Jock' at our recent meetings. He has a Californian import TR6 which has been converted to right hand drive and from the photographs, it appears to be in pristine condition. We hope to see him out and about in it in the near future now that the weather is improving.

Not a lot more to report, by the time you read this we will have done the Midland

## WIRRAL WORCESTER . . . WYEDEAN

Festival of Transport at Weston Park on Easter Monday. Cholimondely Castle is on **Sunday 7th May**, from which I will excuse myself and Bettine as we are away that weekend at a get together of 'Old Salts' from my seafaring days. On **Sunday 14th May**, the Wirral Classic Car Club is hosting an event at Wirral Country Park, Thurston, and then it's onward, ever onward to Tatton Park on **3rd/4th June**. Well that about chews it up for this month folks. Andy hopefully will be back in print in June. Meanwhile, we shall wear our woollies to Weston where the weather can be wintry. It snowed there once at Easter when some of us were foolhardy enough to camp! Cheers

Ray

## WORCESTER

www.tssc.org.uk/worcester

Well finally Spring has sprung and the soft-tops are coming down - well mine has for a brief period now that the clutch problem has been sorted, until Sylvia told me it was too cold to drive home after the meeting with the top down. It was nice to see numerous other club cars also attending including the other half of the Tango Twins - well done Mel! and a good turnout of 30 members listening intently to Mike's deliberations (most of the time anyway!).

Apologies were received from Eddie, Shirley and Bob and unfortunately, Richard Dredge !!! A warm welcome to a new member Peter Briggs from Wychbold who has had a RMB Gentry for 20 years and is going to be most unhappy when it is finished! Welcome back to Kevin Bryant, Bryan and Phil, Jane and Malcolm and Richard Atkins all whom we haven't seen for a while.

The Annual Dinner was a great success with good food and a pleasant ambience with agreement from all present. Awards were presented to Richard and Di Caddick for Members of the Year, and Certificates of Special Thanks were presented to Maggie and Richard Stowe and also Cherry and Cliff Hicks.

Events mentioned: Wythall Green Car Meet - 9 April (11 am till 3 pm) - this is the last **Sunday** meeting until **October**. (**May** through **September** meetings will be held on the **2nd Tuesday** evening of the month from 7 pm.)

Evesham Steam Rally over the Easter weekend - tickets from Mike Blossom Trail - 22 April - starting at Triumph Spares Open Day Event from 12.30 pm, setting off on The Trail at about 2.30 pm and returning to the Berkley Arms, where anyone wanting a meal will find a good choice.

Camping weekend - **23 /25 June** - confirmed as Lickhill Caravan Park, Stourport. Good rates for pitches - confirmation of numbers, etc at **May** meeting. Bromyard Gala - **1st/2nd July** - Mike may have 10 tickets with free camping - usually a good event. More details later. Malvern Event - **21/22 October** - new organisers, new date and new rates - £2.50 per car per day.

Mike mentioned the Club H/Q feedback. Groups need to let HQ know if they require items such as banners, flags or bunting when putting on shows. There also appears to be a lack of knowledge of the



availability of tools in other areas. Areas wishing to put on a display at the International at Stafford - anyone interested? Article for the Courier from each area: This raised the issue of the storage of club tools which Peter is no longer able to do and Richard Caddick offered to store these in the future much to the amazement of Di. The WAC hat and scarf were shown which will be available for the WAC event in September (an order form will be appearing on the Website shortly). These are priced at £7.25 for the hat and £6.75 for the scarf with an additional 50p for the emblem.

Finally a reminder that the next meeting is on **Tuesday 2nd May** as Monday is a Bank Holiday. Whoops, sorry that wasn't finally, Mike forgot the Raffle and had to be reminded! PS I keep forgetting to mention it at the meetings - If anyone wants pictures of their car/s on the website along with a brief write-up of history, etc., please either email it to me or see me at the area meeting.

Dates for your Diary

**2 May (Tuesday)** Monthly meeting,

Berkley Arms - 7.30 pm

**6/7 May** - South of England Meet,

Leatherhead Leisure Centre

**9 May (Tuesday)** Wythall Green Car

Meet, Birmingham - 7.00 pm

**14 May** - Sandwell Classic Car Show

**28/29 May** - Ragley Hall

Classic Car Show

**5 June** - Monthly meeting,

Berkley Arms - 7.30 pm

**11 June** - Churchill Classic Car show

**13 June (Tuesday)** - Wythall Green Car

Meet, Birmingham - 7.00 pm

**18 June** - Sandon Hall Classic Car Show,

Nr Stafford

**23 - 25 June** - Camping Weekend,

Stourport-on-Severn

\* Don't forget - talking about Wychbold -

Webbs Garden Centre Classic Car Event -

**28 August**. See Mike if interested

in attending.

Stef

## WYEDEAN

Shorter report this month as at time of writing, April's events have yet to occur. But March's were great and a big thanks goes to the Watsonian group for making us so welcome at the Royal Enfield factory. Certainly didn't expect free run of the factory and 4 bikes to play with as well. All topped off by an excellent pint and a lovely if late in the day, pub lunch in Broadway. However we do have a couple more dates for the calendar;

Calendar:

**May 18th** Pub meet at the Greyhound, Popeshill 8:00pm onwards

**June 4th Sunday** pub lunch run

**June 15th** Pub meet at the Yew Tree,

Preston-on-Wye 8:00pm onwards





## WYDEAN Cont

**July 20th** Pub meet at the Greyhound, Popeshill 8:00pm onwards  
**August 13th** the Penallt (Monmouth) Car Show 1pm  
**August 17th** Pub meet at the Yew Tree, Preston-on-Wye 8:00pm 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 Kytes, great mix of cars and some of the most exhilarating mountain roads in the UK. Starting prompt 10.30 from the East Bound Ross Spur, second pickup from the cafe/garage at Crossgates at 11:30 approx. As always, if you wish to attend anything or just have a chat, please let me know on 01531 650035 evenings or 07810 135279 during the day.

Clive

## NORTH YORKS

Well we had a turnout of 8 Triumphs for our April meeting and we managed to pack the pub out again. It seemed ages since I'd been to a Club meeting, but I think I only missed last month's. There were lots of new people to meet and a chance to greet some old friends too. Paul and Lynne turned up, so guess what we have seen. Yes, a one off special return of 'what's in Lynne's handbag this month'.

Now for the serious stuff. Mike and Jude have been busy planning our 'Silver Wedding Event'. Yes, I am being serious in this paragraph. The North Yorkshire Area is planning it's 25th Annual camping and concours weekend on the 1st - 3rd September. Those of you lucky enough to remember our 18th you will know this is going to be a good one. Anyway we have booked the lovely Akebar Park campsite in Wensleydale and Jude has already planned the run and some of the other things to keep everyone entertained. Hopefully, there should be a poster advertising the event somewhere in The Courier. If you can't find it, please send a large stamped addressed envelope for details to: Judy Teesdale, 30 Maple Grove, York, North Yorkshire YO10 4EH. If you fancy having a peak at the campsite have a look at [www.akebarpark.com](http://www.akebarpark.com). Anyone wishing to go along to the Veteran and Vintage Day Spectacular (which includes aircraft as well as cars) at the Sherburn Aero Club, please call 01977 682674 for a form, unless you picked one up from Mike at the last meeting. The forms have to be returned by the 20th May.

Ok the section you been waiting for; what in Lynne's handbag this month. I knew there might be something special in it,

## WYDEAN . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

because she had to think before letting me have a rummage. Anyway we had the usual Lynne things; screwdriver kit, mag lite, spare mag lite, emergency survival kit, 27 credit cards - yes 27 all in a big plastic wallet, jar of Vaseline (for the chrome!!), a Harley Davidson sunglasses case with some very nice HD sunglasses, a working penis developer - I know I tried it on my thumb! (a magnifying glass to you and me) and £550 in used notes. Actually there was a lot more, because it was a typical Lynne style huge bag but I can't go on for ever. It did have a have the usual Lynne style mammoth bunch of keys in it too (More of these in the next paragraph.) Surprisingly, no knife, fork and spoon set and no spare thong - so no embarrassment there. However, Paul and Lynne brought some photos along from the trip to Beamish in 2000 which managed to embarrass my 18 year old.

Gosh how he's changed in the 6 years since they were taken, at least he buys his own Guinness now.

It's always interesting meeting new faces, and to protect the guilty I won't use their real names. Anyway Julia and Richard were obviously not your typical Mr and Mrs Triumph. For one thing they didn't have a wedding ring between them and the other they couldn't keep their hands off one another. It was a bit difficult at first trying to talk to them as mid sentence Julia kept pouncing on Richard and trying to eat him. It was only when Julia said: "Oh look there's another of those funny little cars", that I began to figure out they were not with the TSSC! Anyway it transpires that they both live with other partners at the moment, but plan to move in together ASAP. However, to avoid any embarrassment they decided to cross the state line into North Yorkshire and go to the swingers club meeting. It all starts to fall into place now doesn't it. It also explains why they left their car keys on the table and got so excited when I got Lynne's keys out! Anyway they enjoyed themselves so much they plan to come back next month. Maybe they'll get a Triumph too. (Just in case anyone wants to know which pub, they should have been at, I forgot to ask - so you will have ask them next month!).

Remember most of what you read here has some grain of truth in it - I'm not that clever to make it all up. See you in May. No Mike, so I'm in charge - oh heck!!

Nigel

## SOUTH YORKS

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

I know I keep going on about club meeting attendance, but it just gets better and better.

I arrived at the pub and after thirty minutes I thought I was on a downer. Only three club Triumph cars were in the car park. A lovely night it was so where are they all? Suddenly it was like a sudden down pour, raining cars and dogs! Cars arrived in droves.

Dave and Richard arrived in a newly acquired Stag whilst Alastair and Corrine arrived in their new pristine TR7, bought on e.Bay last week. Sam and Garth came in their new Spitfire and Isabelle and Andrew in new GT6.

What a site this month, and it is only the

first of the light night syndrome. First of all the South Yorkshire contingent filled the pub with forty plus members which, once again included more new members and visitors from another Doncaster car club and one TSSC member from Geordie land. Once the meeting was under way we were then advised by the land lord that the Nott group had arrived for a visit. We were not fifty plus and crammed into the room like fitting the full contents of a Stag boot into a Spitfire!

By now I had to retreat behind the bar (droll) and the landlord produced a microphone for me to be able speak over the hustle and bustle of general chit chat.

We had a lot to say this month relating to the finalisation of the May camping weekend which has unfortunately had little advertising (so the more the merrier) but also when originally advertised on the web, stated that Pickering was in Australia! I quick change to the weekend runs? I think not, however a quick change of the web was done. Whilst trying to chair the meeting, Jane was busy selling the new club clothing with S. Yks. livery. We sold £450.00 worth of shirts and sweaters on the night with more on order. We can now identify who is who when attending shows and meetings. After the May camping there will be lots of things on the agenda which we will then formalise into an official calendar and all will be advised. The next major event will be Le Mans classic. On April 23rd, St Georges day, National event will take place, whereby everyone is being urged to use their classics. South Yorkshire will be meeting other clubs in the centre of Doncaster and a run off finishing at Elsecar, will take place.

The night's agenda continued with the raffle and the quiz was arranged by Mark and Michelle (thanks) and was won by Andrew and Isabelle. A hand was raised in volunteering for next month! It was a hectic night and we were all late leaving. However it was said there was not much room and no seats left. I would sooner be like that than sitting staring into an empty wilderness. On driving home I also discovered (after passing a Police car known to Jane I may add) I only had one rear light working on the Spitfire. This may have been due to the fact I had been cleaning the lens earlier and refitted it without putting the bulb back in!! The work appears to be spreading about such as active group, as ourselves, as more and more attend. That may be down to also leaving printed calling cards on every Triumph we see whilst out on the road. The landlord had a busy night so I rewarded him with a bright red South Yorks embroidered woolly hat! Oh elve!!

Please, members, keep on coming even if we have to erect the club marquee to get you all in.

Mike

## WEST YORKS

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

Nothing much for me to report this month as I did not go to the club meet due to the fact I went of to warmer places to visit my wife and son over in Cyprus.

The Dales Run is getting even better as we speak. I must say a big thanks to the organizers and the time they have spent going to and from locations organizing every

thing. I'm looking forward to the cheese factory on the Sunday as I am a big lover of the stuff and will enjoy finding more out about it.

I have had no time whatsoever in using any of the advice I got on last month's meet to do with sorting my overdrive out. As even though my family has been abroad for a time visiting their family, with work and being ill I have not even considered looking more into it. So maybe this month there will be time.

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), [dalesrun@yahoo.co.uk](mailto:dalesrun@yahoo.co.uk). Even though it is a totally new venue this year I'm sure it will be as successful as past years. Let's 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 York's TSSC and see the beautiful Yorkshire Dales and enjoy the use of your car. There for driving as well as looking at.

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

PS. As Andrew is in Cyprus now, I'm adding a few titbits from the April meeting which was rather light on attendance due to various commitments of some of our regulars.

It seems that we may have some visitors

## WEST YORKS

from Scotland and the Netherlands at the Dales Run although most of the potential attendees haven't sent their forms in yet (I can be smug now as I did mine tonight!). I'm looking forward to the new location and apparently excellent scenic runs. Richard Briscoe seems to have it all well in hand and it's nice for me to be virtually a bystander this year.

The Briscoe family now has a fleet of Stags as Dave has just acquired one via e-bay. It also seems that Richard may be doing something on Stags for The Courier despite his lips never moving when a volunteer was requested (nice one Dave.)

Look out for a brace of Daihatsu Midget vans in our Area bearing adverts for the Rapide brothers, aka Ian and Gavin who are professional clowns (unlike most of us who are just amateurs). They look very impressive in all their makeup and costumes as I discovered recently when I bumped into them performing at Ikea. I guess driving an old Triumph is a bit of a doddle when you have mastered stilts and a unicycle.

Colin will be holding the fort again in May (he doesn't know yet) so I'll see you folks in June. Get out there in those cars especially on St. Georges Day (April 23rd) which is a sort of Day of Action to make the authorities aware of how many people are into classics and hopefully they will think a bit harder about any proposed restrictions to our hobby.

Bob

Club Nights  
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 Yorks  
camping weekend

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.

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](http://www.tssc.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 Sandesend or a bit further afield to Scarborough. There are many lovely little villages to visit on the moors including the Heartbeat village of Aidsensfield (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.nytw.org.uk](http://www.nytw.org.uk) for more details or contact Graeme Cook on 01642 559236 until 9:00 PM.

## 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](mailto:miketitchen@aol.com).



# 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**

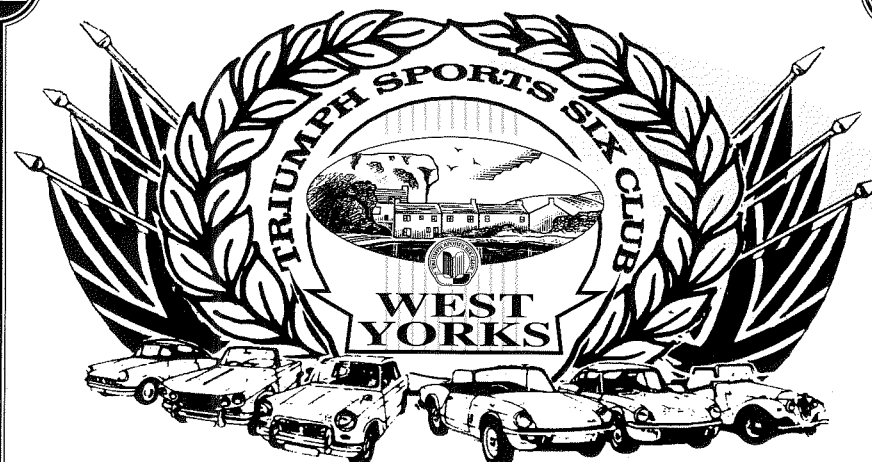
**[www.triumph-iw.co.uk](http://www.triumph-iw.co.uk) or**

**email: [events@triumph-iw.co.uk](mailto:events@triumph-iw.co.uk)**

**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**



**16th WEST YORKS DALES RUN, CAMPING WEEKEND & BBQ  
9th, 10th & 11th June 2006**

Starting at 10.30 from Westholme Park Campsite 1.5 m E of Aysgarth North Yorkshire, our Saturday run will take you through some wild scenery on the northern fringes of the Dales.

There will be a lunchtime stop en route and a barbecue will be held at the site about 5.30pm (food not supplied). Evening entertainment has been organised and there is a bar on site.

On Sunday, we leave the campsite at 10.30 for another tour of the Dales returning after a lunchtime stop in Hawes, where we will hold an informal Concours.

Weekend price per car is £10, single day is £6, with profits going to the British Heart Foundation. These prices do not include the campsite fees. The site accepts tents and caravans. We have negotiated discounted rates and a separate field with the campsite.

Bookings must be made through the club to receive these rates.

Site prices per night are £10.00 per pitch (2 people), £1 per night for additional children over 4.

Electric hook-ups are available but limited.

There is no charge for cars just attending for the days' events. There is a site shop for essentials.

Access to the site will be sign posted. Please arrive with a full tank of fuel.

For non-campers, there are a number of bed and breakfasts near by.

Dogs are welcome on the campsite but must be kept on a lead at all times.

To attend the 16th Dales Run please send the slip below to Richard Briscoe, 1 College Farm Close, Whitley, Nr Goole, N.Yorks DN14 0UY, with remittance made out to R. Briscoe, not TSSC.

Queries to: [dalesrun@yahoo.co.uk](mailto:dalesrun@yahoo.co.uk)

Name:..... Address:.....

..... Tel: ..... e-mail .....

Club Area: ..... Car:..... Reg:.....

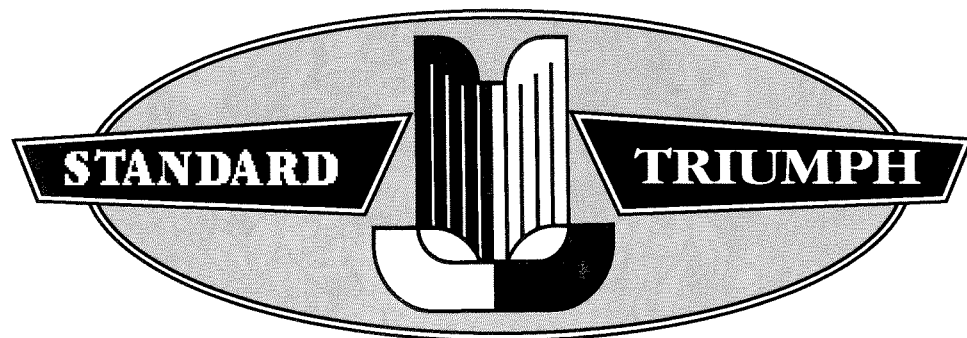
Nights Camping Friday ..... Saturday .....

No. of Adults: ..... No.Children + ages: .....

I will be attending the Saturday event ..... Sunday event ..... Total Enclosed £.....

Eg. 2 adults with 1 child over 4 taking part in both runs is £11 per night camping plus the entrance fee of £10.





# 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.*

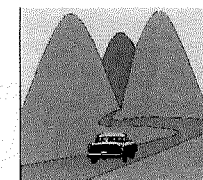
*Details from:  
northernireland@tssc.org.uk*

*or  
Tel: 028 9029 2722*



**Derwent Valley  
Triumph Sports Six Club**

## Peak Run 2006



**The 24<sup>th</sup> and 25<sup>th</sup> 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.

0000000

### 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:

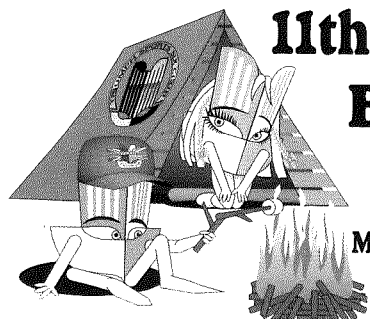
**Don Heathcote, 14 Paxton Road, Tapton, Chesterfield. S41 0TN.**

**Telephone enquiries: Colin or Angie on 01773 531580**

You may photocopy this form.



# Northamptonshire Area Camping Weekend



**11th - 12th & 13th August 2006**

## Billing Aquadrome Leisure Park

M1 Junction 15, A45 signposted Billing Aquadrome

### Events (tbc)

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 park's 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.  
**Tel 01604 820231 or 07971 170004**

# The Robin Hood Run

Archery, Barbecues, and a Visit to The Caves  
Ye Olde Bridge Inn, Oxten on 4th to 6th August 2006  
Bookings with Nigel or Claire Hill 07971017012  
Or visit our web site  
[www.netts-tssc.org.uk](http://www.netts-tssc.org.uk)  
£15 per car

## Lincolnshire Area Camping Weekend & Bomber County Run 2006

26-28 August  
Woodland Waters  
Nr Grantham

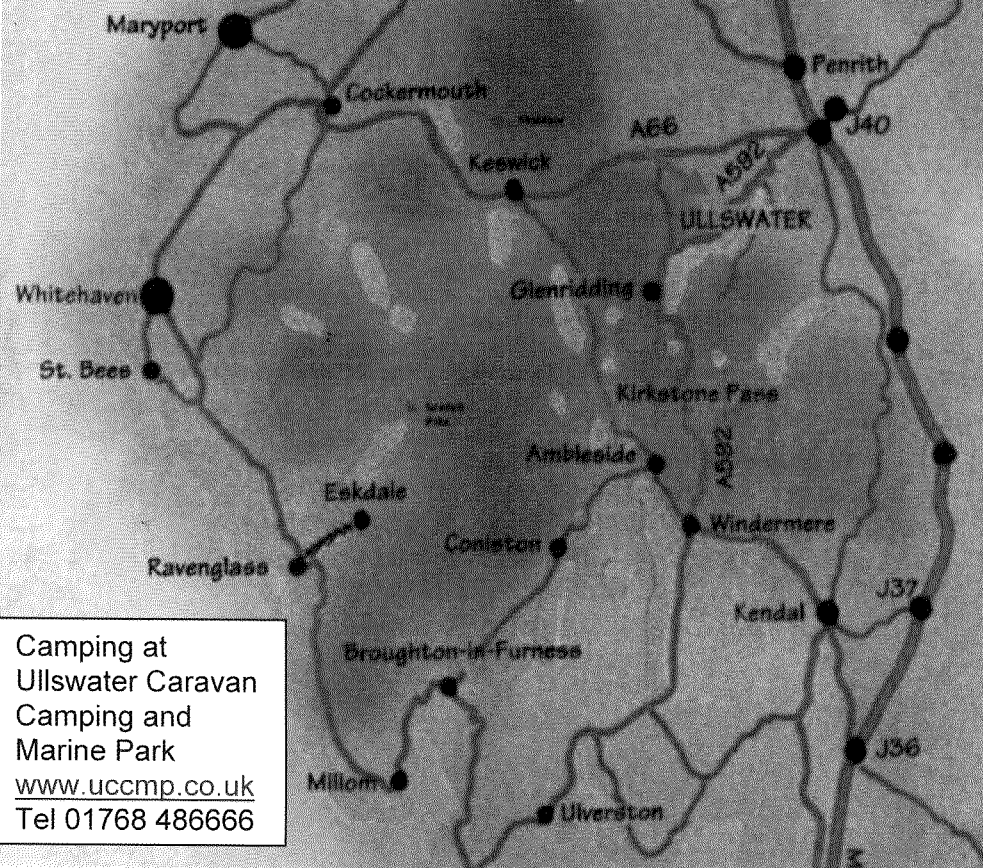
Lincolnshire Area  
Triumph Sports Six Club

Only £20 per person for 3 nights camping.  
To reserve your pitch contact Garth on 01529 307302,  
or visit our website at [www.lincstssc.co.uk](http://www.lincstssc.co.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](http://www.uccmp.co.uk)  
Tel 01768 486666

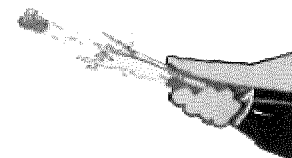
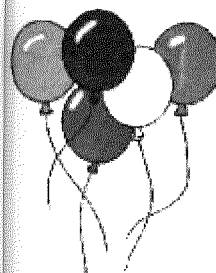
The weekend will include runs around the scenic lakes and various other events, which will be advertised nearer the time. We will also be having a communal BBQ on Saturday night.

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 static's 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](http://www.southyorks-tssc.org.uk) or Tel Mike 01302 537290

# 25th North Yorks Concours & Convoy

1st - 3rd Sept 2006



**Noggin & Natter  
Convoy Run  
Wedsleydale Creamery Tour  
BBQ  
Best Handbag  
Concours  
and much more!!**

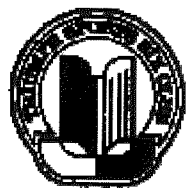
**The best yet!**



For campsite brochure & all details, please send large  
S.A.E. to:-

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**W.A.C.**



**WORCESTER AREA CLASSIC'S**

**AT THE HANBURY STEAM RALLY REAR OF THE NAVIGATION INN  
HANBURY ROAD - B4091 STOKE PRIOR - WORCS**

**16 & 17 Sept 2006**

The organisers of Hanbury Steam Rally (Shakespeare's Rally Promotions) reserve the right to refuse any application. Please note that the Road Traffic Act will apply to the site at all times, therefore all vehicles must be covered by the relevant class of insurance and road licence. Any exhibitor acting in an irresponsible manner will be asked to leave: the organiser's decision is final.

**PLEASE COMPLETE AND RETURN THE FORM ENCLOSING A LARGE  
STAMPED ADDRESSED ENVELOPE (A5+) BY 30<sup>th</sup> JUNE TO**

**Mike Carter, 1 Bennetts Cottages, Church Street, Birlingham, Pershore WR10 3AQ. Tel.  
01386 751058 - Mobile 07970 207123**

SAT 16th - Road Run - 12 noon followed by ring parade SUN 17<sup>th</sup> Judging, Prize Giving and Ring Parade.  
Fun Fair, Side Shows, Craft Stalls, Market Stalls, Working Exhibits, Beer Tent (Free entertainment on Sat evening).  
Parade Ring Displays, Tractors, Stationary Engines, Classic Motorbikes, Military Vehicles and Commercial Vehicles, etc.

**FREE CAMPING: CLASSIC CAMPERS ON DISPLAY, MODERN CAMPERS IN CAMPING FIELD.**  
Portable toilets, chemical disposal point and water on site. Note NO electric hook-ups.

ONE ENTRY FEE OF £5.00 PER CAR COVERS EITHER OR BOTH DAYS.  
WAC 2006 FLEECE HAT (Navy) £7.25 WAC FLEECE SCARF (Navy) £6.75  
CARS MUST BE PARKED UP BY 10.00 am EACH DAY  
CHEQUES PAYABLE TO W.A.C. TSSC WORCESTER.

Name: \_\_\_\_\_ Tel: \_\_\_\_\_  
Address: \_\_\_\_\_  
Post Code: \_\_\_\_\_ Car: \_\_\_\_\_ Model: \_\_\_\_\_  
Year: \_\_\_\_\_ Reg. No.: \_\_\_\_\_

Delete as required: Camping Yes/No \_\_\_\_\_ Classic/Modern: Approx Size: \_\_\_\_\_

I will be attending Sat / Sun / Both Days \_\_\_\_\_ I will be taking part in Road Run: Yes / No \_\_\_\_\_

I Have read the above terms of booking which I accept as printed

SIGNED: \_\_\_\_\_

# CLASSIC CAR AND MOTORCYCLE SHOW

Incorporating  
**The 9th MILE OF TRIUMPHS**  
Supporting

**East Anglia's Children's Hospices**



**22<sup>nd</sup> 24<sup>th</sup> September 2006** at Broad Farm Caravan  
Park, Fleggburgh - on the A1064 Acle to Caister Road

**Friday 22<sup>nd</sup>** - Meet in the Club House for an informal get-together and disco

**Saturday 23<sup>rd</sup> - Classic Car and Motorcycle Show from 10 a.m.**  
Vote for your favourite car and motorcycle. Sideshows. Lots of trophies to be won.  
Display ring with various attractions.

**Evening** - Disco, Restaurant & Bar, Teddy Bear Auction, Grand Raffle.

## **Sunday 24<sup>th</sup> - THE MILE OF TRIUMPHS**

Arrive at Broad Farm by 9.15 am. Police escorted convoy to Great Yarmouth to  
measure the MILE. Followed by a scenic run through Norfolk countryside  
Followed by Auto Funkhana at 1.30 p.m. approx

Caravans and Camping available

Participants: pre booked - £4 per person per day or weekend (up to 2 per car)  
on the gate - £5 per person per day or weekend (up to 2 per car)

Additional passengers and spectators - £1.50 per person  
Under 16's free

**For Further Details - Call Joe on 01493 728764**

email: [joe@norfolk-tssc.co.uk](mailto:joe@norfolk-tssc.co.uk)

website: [www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)



Norfolk Area





# CLASSIFIED

## HERALD

**13/60 CONVERTIBLE** 1970. Signal red. Unleaded head. New MOT. £1,600. Dave (Somerset) 01278 453576 or mobile 07946801720.

**13/60 CONVERTIBLE** 1968. White. Black interior. Good solid condition. Lovely drive. Paint ok but tired. MOT August. Tax exempt. £1,995 o.n.o. John (Monmouthshire) 01291 689404.

**13/60 ESTATE** 1970. White. 45,000 miles. Good condition. Many new parts: brakes, clutch, radiator, tyres, carpets, S/S exhaust.

MOT October 2006. £1,500 o.n.o. Brian (Leominster) 01544 388915.

**COUPE 1200.** V.g.c. Grey/white. Prime example. Used daily. Rare car valued by Triumph Club. £4,500 o.n.o. Julie (Somerset) 07742 862898.

**13/60 SALOON** with Overdrive. Tax free. Lead free. Overdrive. 32000 miles. Valencia blue. Body-off restored 5yrs ago. Epoxied chassis. Solid body excellent paintwork. Sensible engine mods, Alternator, halogens. Lyndon (S.Staffs) 01922 414651

### Cars for Sale Cars for Sale Cars for Sale

**13/60 AND HERALD SALOON.** Both for restoration. 13/60 1968, Saloon 1970 unfinished project. Spares also for sale. Any reasonable offers considered. Mr S Calabrese 01952 433038

**13/60 ESTATE** 1971 Unfinished restoration project. Owned 24 years! Dry stored last 15 years. Modified engine, 1500 mls since full rebuild. fitted overdrive box. sprint alloys. Email rustcutter@ntlworld.com for full details. Offers. Steve Golding (Watford) 01923-446792

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**1500.** 79,000 Miles. Current ownership 17 years. Taxed and MOT. Reliable. Much loved car. Looking for good home. Spares and extras. £1,950. Cooper (Sussex) 01903 742927.

**1500** 1980. 73,000 miles. White. Overdrive. New S/T hardtop, S/S exhaust, sports silencer, Kenlowe, oil cooler, Goodridge brakes. Original, reliable car. Good condition. £3,150. Mike (Wiltshire) 01794390554 eves.

**MKIV** 1971. Red. Rebuilt 1500cc engine. Good condition. Tax exempt. MOT May 2007. Hard top, soft top and tonneau. £2,000. Nigel (Bristol) 01454 613321.

**1500.** Totally original. 18,000 miles. Onelady owner from new. Pageant Blue. C/w all original equipment & history. Unleaded/electric fan. Taxed MOT. Unique immaculate. £5250. P Bowler (Worcs) 01527 544580

**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. £2000 ono.

Chris (Carmathenshire) 07753 613232

**1500** 1977. Abandoned restoration. Complete car, chassis repaired, body mounted on full turnover stand, bonnet good condition. Stand included. Quick sale wanted, sensible offers considered. Jeremy (Derby) 07968 041490

**MKIV SPECIAL 2L.** 1972 Green, 99% restored A1+ over 8yrs, Photo album, Many extras, £9,700 spent, all receipts, Club valuation £12,000, Arthritis forces sale, Offers around £6,500. Jack (Cumbria) 01229 772779

**MKIV.** 1973 Sapphire Blue, 92k, one owner, tax exempt, MOT January 07, regularly used and maintained, bills, major rebuild 1997, £1250 ono. H. Matthews (London) 020 8883 6940

**BUYING A SPITFIRE?** Pre-purchase inspections nationwide. Full condition report with valuation. Call Johnny Spitfire at JY Classics (Bucks) 01494 866087 or 07798 855150 mobile or e-mail sales@jyclassics.co.uk www.jyclassics.co.uk

**1500.** Vermillion Red. Black interior. Overdrive. Hardtop. Spax shocks. New spring, driveshafts, diff, carpets. Super car. Lovely drive. New MOT. £4,000 o.v.n.o. Martin (West Wales) 01437 766988.

### Cars for Sale Cars for Sale Cars for Sale

**1500** 1977. Blue. Overdrive. Recent restoration. All new panels, interior, S/S exhaust, suspension, radiator, tyres, diff etc. Ring for details. TSSC valuation £6,600. £4,500 o.n.o. Marcus Carter 02392 570928 or email mcarter@emea.att.com

**1500** Inca Yellow with Overdrive V-Reg. FREE. Was hobby rebuild from runner. Suitable for rebuild or spares, not a current runner. All parts available but will require trailer to move. Scott (Wiltshire) 01793 778076

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### Cars for Sale Cars for Sale Cars for Sale

Peter (Cambs) 01480 472661.

**MKII 2L CONVERTIBLE.** 1969, Royal Blue. White soft top, good condition, MOT May 07, many extras, SS exhaust, wire wheels. Divorce forces sale. £3200 ovno. Sean (Surrey) 01252 323932

**MKII 2LTR CONVERTIBLE.** 1970 Brooklands Green, Body off restoration,

Recon engine. Duck Hood. Loads history, Stainless steel exhaust, Receipts, MOT'S, Spares etc. Valued at £5000 Sale £4300 Jason 07753 475031 (Leics) Eve 01455 250952

**Mark II CONVERTIBLE.** 2.5 Litre, Laurel Green. Gorgeous restored, uprated 1970 Vitesse 2.5 Litre, triple webbers, stainless sports exhaust, wire wheels, hardtop, very quick car, would race, call for further modification details. £4500 Mike (Abergavenny) 07973 635723, 01873 840377

**MKII CONVERTIBLE** 1969 H. Overdrive. Blue. Recon. chassis, engine, bulkhead, diff. V.g.c. 5.5Js. Lots of history. MOT Oct. '06. Previous owner 19 years. S/S exhaust. £3,295. Mike (S. Bucks) 01628 521084.

**MKII SALOON.** white, red interior. A2+. Tax and MOT. Excellent condition. Collector's

registration, negotiable. Present owner 18 years. Club valuation £4,000. Offers. Mr Oakes (Birmingham) 0121 747 0412.

**MKII CONVERTIBLE.** Triumph Vitesse Mk2 convertible, 1969/H, overdrive, blue, recon. chassis, engine, bulkhead, diff, VGC, 51/2J's, lots of history, previous owner 19 years, MOT Oct 06, S/S Exhaust, £3295. Mike (S.Bucks) 01628 521084

## GT6

**MKIII** Mimosa Yellow, MOT September 2006, reconditioned engine, interior and bodywork in sound condition, tax exempt, overdrive, new tyres, £2995 o.n.o. Tom (Surrey) 01252 722882

**MKI COMPLETE.** Was running prior to being put off road. Ideal for spares or possible restoration. White. Less paperwork and gearbox. Ring for details. £450 o.n.o. Michael (Guildford) 01483 272151.

**MKIII.** Reg. WTH 347M. Enthusiast wanted to take on a family heirloom for spares or repair. Offers? Stratford on Avon area. Terry 07850 577371 or Susan 07779 556691

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**ACCLAIM HL**, trimatic, cream, 1335cc. 31,000 miles, 1982, FSH, bodywork good condition. Requires battery and MOT. Offers invited. Ken Loughborough (Bexhill) 01424 212048.

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**BOND GT4S** 1968. Valencia Blue. Recent partial rebuild. Owned since '85. Needs new headlining. Garaged 13 years. Original seats and fittings. £1,200. Chaz (Dorset) 01258 820540.

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**1500 TC** 1976 Brown. MOT. Tax. 54,000 miles. Good Runner. 2 Owners. VGC. LUT 433P. £995 O.N.O. John (Leicester) 01162 785975.

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**VINCENT HURRICANE.** GT6 Mk3 based Vincent Hurricane. 1973 Tax exempt, 10 months MOT, Overdrive, S/S sports exhaust, alloys, leather interior. Built to high standard, excellent condition. £5000. John (Cumbria) 01946 832080

## CARS WANTED

**HERALD 1200/1250 or 13/60** one owner car wanted. **VITESSE MKII CONVERTIBLE** one owner car wanted. B Chapman (Surrey/Sussex) 01306 888382.

**STAG** wanted for rebuild or donor car. Anything considered. David or Richard 01977 661969.

**HERALD 13/60 CONVERTIBLE.** Must be good condition - not a restoration project. D Ward (West Yorkshire) 01484 714939.

## PARTS

### Parts For Sale Parts For Sale Parts For Sale

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ments, Vitesse twin Strombergs etc., or trailer all away. £100. John (Suffolk) 01449 713365.

**GT6 MKII** bare bodyshell with good rotoflex chassis. Body very rotten but has good roof with webasto. Has commission plate. £75 o.n.o. Chris (Suffolk) 01394 282866.

**VIT/HERALD** pair Recaro reclining seats, good back support, headrests, modified seat rails for Vitesse £125. Vitesse MkII dashboard c/w switch recess, glovebox cover £25. Paul (Hatfield) 01707 284083.

**VITESSE MK2 SALOON**, rebuilt engine less 5K with new carbs, see running £600. STD g/box in same condition £170. Mint bonnet £300. Roof with sunroof £125. Bare chassis with new outriggers and side rails £275. Alloy bumper set £150. St/st exhaust little use £100. Front brake assy. £125. Rear roto shafts £150. Steel wheels £50 set (4).

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**MKII 2L CONVERTIBLE** 1971. Red with tan interior and black hood. Restored Mid '90s. Last MOT 03/04. Sorn decoration. Garaged. Needs work. £1,500. Andy (Not's) 0115 9284078.

**MKII CONVERTIBLE.** 72,000 miles. O/D (brand new). Damson. Good condition for year. £2,100. Stephen King (Stevenage) 01438 217560.

**MKII SALOON.** Sports S/S exhaust. Two-tone green. Rebuilt 1985. Resprayed 1998. Luxury carpets, spares available. Garaged. Owned since 1986. £2,200 o.n.o. Charles (Surrey) 01932 347026.

**MKII SALOON** 1969. Valencia. Mechanically rebuilt by previous engineer owner. S/Steel exhaust. Reluctantly must sell due to changed circumstances. £1,900 o.n.o.

### Cars for Sale Cars for Sale Cars for Sale



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**HERALD 13/60** ESTATE. Rearbody in good condition (small repairs reqd.). £200. Roof some rust in pillars £75. Bulkhead (fits Vitesse S) small repairs only £125. Rear seat assy. (black) fair condition £40. Engine and g/box good when laid up £25. Diff £50. Mike 07768 775 170 or 02476 644499 mike.papworth1@btopenworld.com (TRADE)

**BREAKING 13/60**, excellent beige interior £50, good eng/box £100, S/S front pipe £20. Body/chassis V5 £150 or £250 tow away all (does drive). To good to break but front wing edges need repair. Aldon ign. £45. John (Northants) 01933 388434, 07748 113792 or mythos650@hotmail.com.

**DUNLOP 5 1/2J STEEL WHEELS** set of 4 £250. GT65 1/2J type steel wheels legal tyres £175. Steel GT6/Vitesse 4 1/2J rims set of 4 £50. Spitfire 1500 4 1/2J steel rims 4 off £40. Herald rims set of 4 £20. Herald 948 early rims set of 4 £25. Stag rims good condition set of 4 £80. Mike 07768 775 170 or 02476 644499 mike.papworth1@btopenworld.com (TRADE)

**GT6 Mk III**. FREE: Standard exhaust. 6x5.5J wheels, 1x4.5J + tyre - £15 each. Burr Walnut Dash (£100), Oil Gauge & Sender (£40), Air Box, Bonnet Stay - £5 each. Offers? Chris 01638 577226

**VITESSE/GT6 Mk2/3**. Brand new tufted

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