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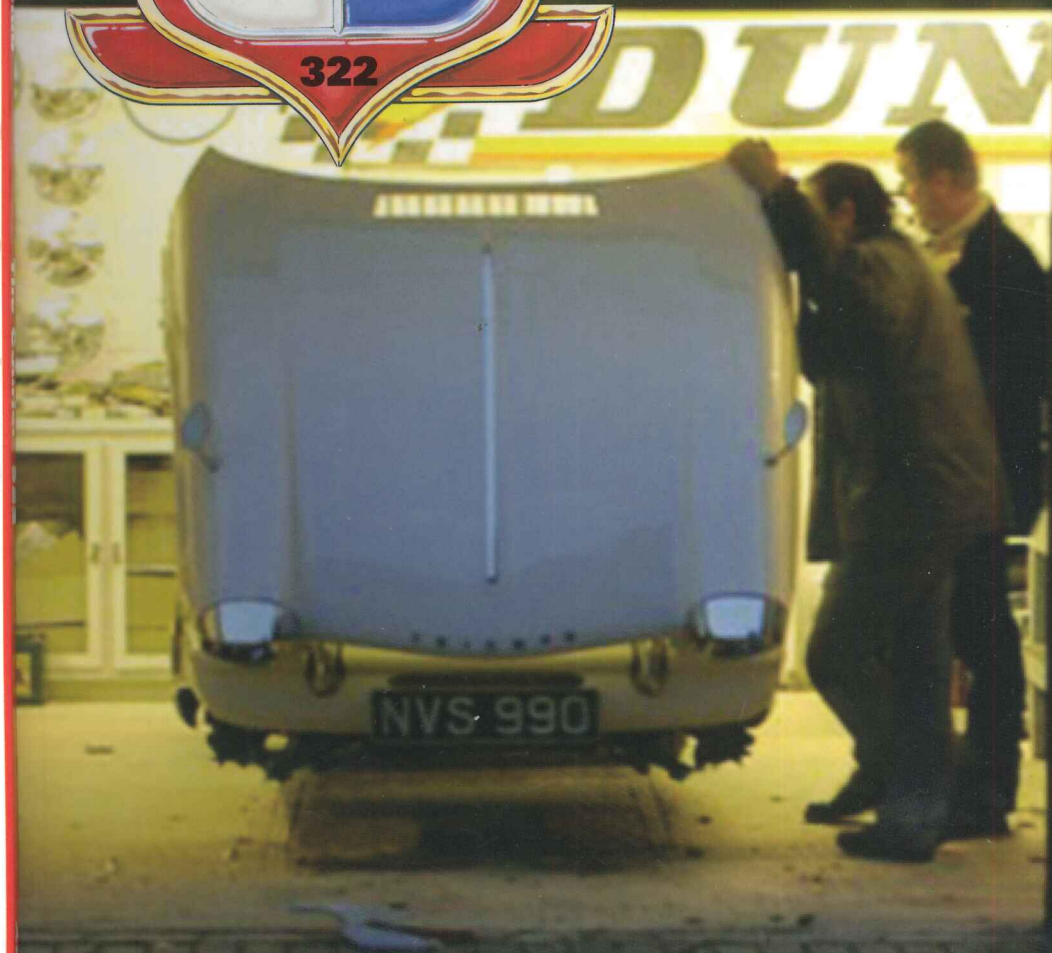
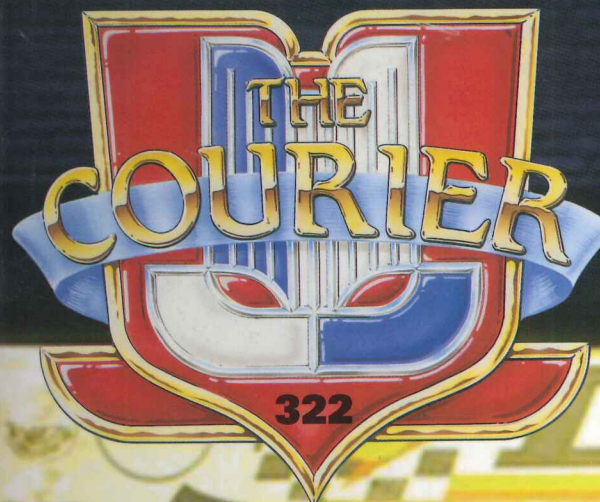
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Where to find us



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clubshop@tssc.org.uk

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

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We will only accept TXT files NO Attachments

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Bernard Robinson

COURIER ARTWORK

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COUNCIL MEMBERS 2007

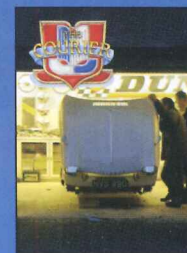
Mike Crewes, Nigel Gibbins, Craig Gingell,
Chris Gunby, Claire Hill, Derek Holman,
Garth Jupp, Trudi Prettyjohns,
Simon Roberts,
Victor Thompson, Vivien Thompson

For a full list of TSSC officials see page 82.

HONORARY MEMBERS

Dennis Barbet. Martin Cox. John Griffiths.
Pam Griffiths. John Macartney. Fred Nicklin.
Paul Richardson. Paul Swanson.

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.
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COVER PIC:
WORLDS' FIRST
HOVER HERALD
PIC BY CHRIS MILLS

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T.S.S.C. Events Calendar

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

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

HQ ATTENDED EVENTS 2007

April 2007

SUNDAY 22 APRIL 2007
STAB
STANDARD TRIUMPH AT BROOKLANDS

May 2007

FRIDAY TO MONDAY 4/5/6/7 MAY 2007
THE 18TH ISLE OF WIGHT CAMPING
WEEKEND APPULDERCOMBE
CONTACT ANGELA 01983 281427
OR 07884 006237 www.triumph-iv.co.uk

SATURDAY/SUNDAY 12/13 MAY 2007
SOUTH OF ENLAND MEET
LEATHERHEAD LEISURE CENTRE
LEATHERHEAD SURREY

July 2007

SATURDAY/SUNDAY 7/8 JULY 2007
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

September 2007

SUNDAY 30 SEPTEMBER 2007
ALL TRIUMPH DAY AT DUXFORD
COMBINED MOPAR (AMERICAN MUSCLE)
CONTACT LES 0785 229 9492

TSSC REGIONAL EVENTS

CONTACT LOCAL AREA FOR INFORMATION

April 2007

SUNDAY 22 APRIL 2007
WESSEX AND NEW FOREST
TRIUMPH RUN
CONTACT TREVOR 01425 475376

June 2007

FRIDAY/SATURDAY/SUNDAY 8/9/10 JUNE 2007
YORKSHIRE DALES RUN & CONCOURS
CONTACT RICHARD BRISCOE
07766 354449 OR dalesrun@yahoo.co.uk

FRIDAY/SATURDAY/SUNDAY 22/23/24 JUNE 07
DERWENT VALLEY'S PEAK RUN 2007
CONTACT JOHN 01332 881094

July 2007

SATURDAY/SUNDAY 21/22 JULY 2007
SOUTHERN AREA STAND
LL CLUB VINTAGE & CLASSIC
GATHERING AT HORNDEN
CONTACT GUY & SUZIE 01672 514241

August 2007

SUNDAY 5 AUGUST 2007
SPITFIRE DAY AT DUXFORD
CONTACT LES 0785 229 9492

SATURDAY/SUNDAY 4/5 AUGUST 2007
SOUTHERN AREA STAND
WROUGHTON CLASSIC 2007

CLASSIC CAR SHOWS (CLUB INVITED)

September 2007

SATURDAY SUNDAY 9/10 SEPTEMBER 2007
LE TOUQUET PARIS PLAGE HISTORIQUE
LE TOUQUET CLASSIC CAR WEEKEND
christophe.monti@wannadoo.fr

Race Calendar 2007

Round	Date	Circuit
2	19th May	Oulton Park
3	23rd June	Silverstone (International)
4	24th June	Silverstone (International)
5	14th July	Cadwell
6	15th September	Castle Combe
7	6th October	Snetterton
8	7th October	Snetterton

Comment

BY MIKE CREWES E-MAIL: gensec@tssc.org.uk

Sunderland Court

More exciting times! The Council of Management has recently been working on renaming the Club HQ. The registered name of the HQ was 'Sunny Court' and because it has no relevance to the Club we have never used it. The Council of Management thought that it was appropriate, firstly to give the HQ a relevant name and secondly, to name it after the people who built it on behalf of the Club. Without our President Bill Sunderland and his wife Jo we would probably not have such a successful Club; we would not have a magazine that is the envy of the Triumph community and we would not have our own fantastic premises. Bill and Jo have worked tirelessly for 30 years leading the Club to its current position, so it is appropriate that in our 30th Year we finally have a name for the HQ. From now on it will be called 'Sunderland Court', which should be added to the first line of the address. At the AGM I was delighted to present Bill and Jo with a plaque that will be fixed to the outside of the building, to commemorate their incredible achievements forever.

Whilst I am on the subject of the AGM, I am pleased to inform you all that the Member of the Year Award was presented to Mark and Jo Field, for over 20 years of TSSC campaigning, both around the UK and across Europe. Congratulations to you too.

More praise is due to Julie Hill, Thames Area, who won 'Best Car of the 1980s' when her beautiful Acclaim was on show on the Club Stand at the London Classic Car Show, Alexandra Palace last month. Well done Julie, it's a lovely car, maybe we will see it in the concours at the International Weekend.

The search for a new Club Manager is over! After some fantastic interviews the Club offered the job to Nigel Clark, long-term member and joint Area Organiser for Coventry Area. Nigel is currently working his notice with his current employer and



Bill & Jo Sunderland

hopes to be with us soon. Members who went to the AGM were able to meet Nigel, the rest of you will have the opportunity throughout the year at the many shows that he will be at.

It just leaves me to report that two of the Council of Management Members have felt it necessary, through home life and work pressures to resign. Carl Swanson and Chris Mills will both be badly missed and I would like to thank them both for their hard work over the years. Chris has served more years than most of us care to remember, was International Weekend Manager for several years and more recently very helpful to me in getting the Club Shop working more efficiently. Although Carl has been much more in the background, he grew up with the Club - his father started it! Thank you both, I look forward to seeing you at events throughout the year.

A busy end to a busy month. Dust the cars off, next month the event season starts.

101 New members join us this month, to each a warm welcome.



Julie Hill - Best 80's car



TSSC NEWS REVIEW

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

FOOTMAN JAMES ADVISES CLASSIC OWNERS TO JOIN THE DEBATE

While the nation is debating the controversial issue of road pricing, classic vehicle insurance broker Footman James is urging enthusiasts not to forget classics by signing up to a petition urging a rethink on taxing older vehicles.

While almost 2 million people signed a petition against a 'road pricing' system, which plans to charge motorists more the further they drive, less than 8,000 have so far signed a call to ease the tax burden on classic vehicles.

The petition is 'to change the tax exemption laws for historic motor cars' and calls on the Government to make more classics free from road tax.

Paul Matthews, managing director of Footman James, explained: "At the moment, vehicles built before January 1st 1973 are exempt from road tax. However, this cut off date has been static for several years and the petition is asking for this date to be moved forward making more classics exempt. "So far, less than 10,000 out of almost a million classic owners have signed the petition but it will require many more to make a difference.

"Hundreds of thousands signed the recent road pricing petition and Footman James wants to make sure the importance of this petition is not lost on classic owners – it would not only save enthusiasts and the industry thousands of pounds if the date was moved forward, but would be a vital step



towards protecting our heritage."

The deadline to sign up to the petition is May 31st and Mr Matthews is urging classic owners to visit the site - <http://petitions.pm.gov.uk/historiccartax/#detail> - and join the petition for this.

Footman James supports hundreds of enthusiasts' clubs and dozens of classic shows throughout the year, from major events like the Classic Motor Show and the International Historic Motorsport Show to grass-roots autojumbles.



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HQ OPENING TIMES

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SUNDAY 1ST APRIL - 10.00 AM TO 3.00 PM

HQ CLOSED EASTER BREAK 6TH & 9TH APRIL

SATURDAY 28TH APRIL - 9.00 AM TO 1.00 PM

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

HQ CLOSED MAY BANK HOLIDAYS

4TH TO 7TH MAY AND MON 28TH MAY

The Club Shop will be attending the forthcoming show

**The South of England Meet
Leatherhead - Surrey**

Sat/Sun 12th / 13th May 2007.

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

Council of Management Meetings

**APRIL 2007 TBA JUNE 2007 TBA SEPTEMBER 2007 TBA
NOVEMBER 2007 TBA**

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Mike Crewes**
TSSC General Secretary, 24 White Hill, Ecchinswell, Newbury RG20 4UF,
or email: gensec@tssc.org.uk



THE ROAD SAFETY ACT 2006

Mike Crewes COP SHOP

Following on from last month's article regarding changes to penalties for using mobile phones whilst driving, I wondered what other changes the Road Safety Act had brought in. I had a trawl through it and came up with the following points, which might be of interest.

Breach of requirements as to control of vehicle. Section 41D Road Vehicles (Construction and Use) Regulations 1986 A person who contravenes or fails to comply with a construction and use requirement-

(a) as to not driving a motor vehicle in a position which does not give proper control, or a full view of the road and traffic ahead, or not causing or permitting the driving of a motor vehicle by another person in such a position, or

(b) as to not driving or supervising the driving of a motor vehicle while using a hand-held mobile telephone or other hand-held interactive communication device, or not causing or permitting the driving of a motor vehicle by another person using such a telephone, or other device, is guilty of an offence.

Then I found the following offences that, although they are on the statute, they have not yet been enacted. This means that technically they exist, but they are not yet offences. No doubt they will be enacted later and shows the general concern and desire to reduce road death.

Causing death by careless, or inconsiderate driving This is a new offence under Section 2B Road Traffic Act 1988. A person who causes the death of another person by driving a mechanical-

ly propelled vehicle on a road, or other public place without due care and attention, or without reasonable consideration for other persons using the road or place, is guilty of an offence.

Meaning of careless, or inconsiderate, driving Section 3ZA Road Traffic Act 1988

(1) This section has effect for the purposes of sections 2B and 3 above and section 3A below.

(2) A person is to be regarded as driving without due care and attention if (and only if) the way he drives falls below what would be expected of a competent and careful driver.

(3) In determining for the purposes of subsection (2) above what would be expected of a careful and competent driver in a particular case, regard shall be had not only to the circumstances of which he could be expected to be aware, but also to any circumstances shown to have been within the knowledge of the accused.

(4) A person is to be regarded as driving without reasonable consideration for other persons only if those persons are inconvenienced by his driving
Causing death by driving: unlicensed, disqualified or uninsured drivers Section 3ZB Road Traffic Act 1988 A person is guilty of an offence under this section if he causes the death of another person by driving a motor vehicle on a road and, at the time when he is driving, the circumstances are such that he is committing an offence under-

(a) section 87(1) of this Act (driving otherwise than in accordance with a licence),

(b) section 103(1)(b) of this Act (driving while disqualified), or

(c) section 143 of this Act (using motor vehicle while uninsured or unsecured against third party risks).

As I said, although you cannot be prosecuted for the last three offences under the Road Traffic Act, it shows an intention to bring them in later. I'll try and let you know when that happens.

If you have a query, or topic on road traffic legislation why not write to: **Mike Crewes, 24 White Hill, Echinswell, Newbury RG20 4UF** (enclosing an SAE for a reply), or email; copshop@tssc.org.uk Old articles can be found at www.tssc.org.uk/copshop.



TSSC MEMBERS OF THE YEAR



Mark & Jo Field receiving the **Roger Thornton Memorial Trophy** as Members Of the Year 2007 at this years AGM.

The award is decided by the Committee Of Management for the member/s who have shown considerable commitment to the TSSC either for a particular activity or in this case, over a longer period of time. Mark & Jo have previously been TSSC Competition Secretaries and of course have raised the Spitfire's race profile internationally by campaigning their Le Mans Spitfire at Classic Le Mans.



Dave Rumens

**VITESSE
Register**

www.tssc.org.uk/vitesse

e-mail.

vitesse@tssc.org.uk

HELLO FOLKS, WELL
THE COLD WEATHER
SHOULD BE ON ITS
WAY OUT AND WARMER
DAYS OF SPRING WELL
ON ITS WAY BY NOW.

I should say I am typing this article when the Winter is still here. So I am saying this in anticipation, maybe this is a bit foolhardy, that we will be in for a good Spring this year. Even if you serviced your Vitesse at the end of last year's season there is always the annual event at the end of Winter of getting under the car and giving it the once over before using it.

A number of years ago when I was getting the Vitesse ready for the coming Summer after the Winter I took a long look at the layout of the rear suspension and how it could be replaced with a more conventional

FITTING A DIFFERENT SUSPENSION DESIGN

arrangement. Don't ask what prompted this as both standard set-ups work well, but I guess that's just the engineer in me.

When I was working under the Vitesse and looking at the rear suspension it took me back many years when I was working on my Toledo replacing the back axle. **Picture 1.**



Picture 1.

Now I know the Toledo/Dolomite cars very well and in the past I have spent many an happy hour working on them. The rear suspension is well located and though not independent, works very effectively. So my thoughts turned to how I could use the Toledo/Dolomite set-up on the rear of the Vitesse. The first positive point is that all RWD models, excluding the Sprint, use a differential developed from the type used in the Vitesse. As a result there will be a ratio that is the same as your current one which helps as the Speedo will not require recalibrating. In my experience it's these sort of minor niggles that generally cause greater problems than your main activity and in this case that's fitting a different design of suspension. The main difference between the two suspensions is the Toledo has a live axle fixed to the car with lower arms and upper links. The rear is sprung by a spring over shock absorber arrangement from the lower arms to the car body. From this description you can tell the Toledo/Dolomite rear suspension is completely different from the Vitesse and will require new brackets welded to the chassis and the body to take the arms/links.

But before we consider the fixing points there are a couple of areas on the Toledo/Dolomite suspension which could be

improved. The first is how the top links are fixed to the live axle. This is achieved using round rubber bushes plus plastic washers which fit over a shouldered end section of the link and are held in place with a large washer, a nut and an R clip. The shouldered section, see **Picture 2**, of the link has a habit of tearing through the bushes and

Picture 2



Picture 3.

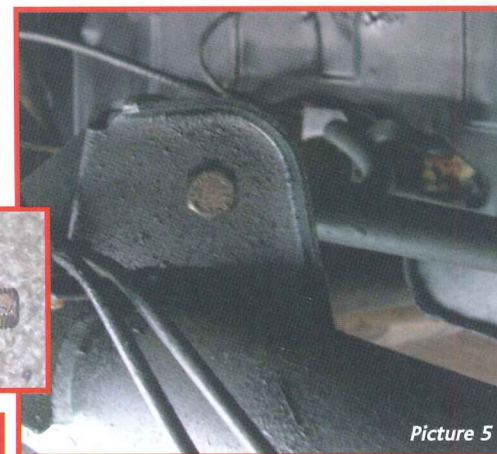
plastic washers, see **Picture 3.**

A far better way is to use normal round bush, as per the Vitesse radius arm. See **Picture 4.**

Picture 4.



The other area is the spring over shock absorber arrangement which makes the replacement of the shock absorber more involved job, than the Vitesse. To overcome this it is a simple matter of locating the spring and the shock absorber at different points. These improvements have been incorporated into the new suspension. **Picture 5** shows the new top link fixing point on the axle. **Pictures 6 & 7** show the spring fixed to the body and the separate mounted shock absorber. Unlike



Picture 5

the original Vitesse independent set-up the use of a live axle has meant that clearance is required between the body and the axles itself.



Picture 6

That in-turn has raised the height of the body. The problem with that increase in height of the body is that it will increase the roll on the corners, so to reduce this a rear anti-roll bar has been fitted. The other disadvantage with the live axle set-up is the need to have an exhaust that loops over the axle itself, which means you have to replace the Vitesse system with a parts from

Picture 7



a Dolomite 1850. See Picture 8.

I took the pictures earlier this year and if you look closely at them you will see the showroom condition of the parts used in the conversion. Well I was very lucky in finding some new old stock components



Picture 8

which helped no end. Even with the help of new parts I can hear you quite rightly ask if the results were worth all the hassle.

Hmm- Only time will tell if this is a good configuration. Have a happy Easter and get those Triumphs out on the road.

Safe Driving and keep them running on all Six

DAVID.

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A Few Specials Not To Be Missed!

			
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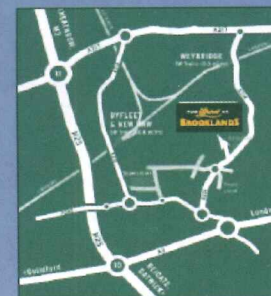
STANDARD TRIUMPH AT BROOKLANDS

Sunday 22nd April 2007

Open to All Standard and Triumph Clubs

Come and joins us for the annual marque gathering of Standard and Triumph Clubs to be held for the second year at Brooklands Motor Sport and Aviation Museum.

Visit the worlds first purpose built motor circuit constructed at Weybridge, Surrey by wealthy landowner Hugh Locke King in 1907. Visit the museum and see Brooklands related motoring and aviation exhibits from giant racing cars to a unique collection of aircraft: Wellington, Varsity, Viscount, Vanguard, VC10 and now Concord. Follow the Brooklands



There will be Standard Triumph club stands, auto jumble, a photo shoot on the banking (invited cars only), a limited opportunity to drive the Test Hill (£5 for three runs).

A special display to start this year's celebrations of the TSSC's 30th anniversary.

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in your diary
NOW!

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Adults £8, Seniors £6, Children aged
6-16 £5, (5 years and under - free)

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A Standard Triumph Forum event
courtesy of Brooklands

Lead club for the event
The Triumph Sports Six Club
In celebration of their 30th anniversary year



The home of motor sport and aviation



Colin Lindsay

**GT6
Mk I - II - III
Register**

www.tssc.org.uk/gt6
e-mail.

gt6@tssc.org.uk

**I WAS CHATTING AT THE
TSSC STAND AT
STONELEIGH WHEN
BERNARD HANDED ME A
PHOTOCOPY OF A BMIHT
TRACE CERTIFICATE.**

It was for an early MK1 GT6 with the handwritten addition: "Please find out how many Cactus Green GT6 were built!" This was my introduction to TSSC member Harald Hummel and his very unusual MK1 KC4811L; the additional L shows left hand drive. This is a 1967 model and started life in with the Standard Triumph Motor Company Inc. in San Francisco



A PRICKLY SUBJECT

before wending its' way to Harald in Germany.

While nearly all early USA models came with centre-lock wire wheels, larger indicators, whitewall tyres and other USA requirements including the fitting bracket at the rear for the American number plate I found the colour the most intriguing part - why Cactus? Code 15 Cactus Green is listed as available between 1963 and 1966 on Herald 1200, 12/50 and Vitesse 1600 models but I'm unable to find any reference to it as a factory supplied colour option for the GT6 or even the Spitfire in the official guides or charts.

A little bit of detective work has discovered that Harald's car is not unique - there are at least three other Mk1's in existence in this unusual colour, all in the USA, and since Harald's car hails from across the pond originally this leads me to suspect that this colour was an American option. I have no photos of Harald's own model however I was able to obtain e-mail addresses for the other three owners and consequently Harald sent me these photos of Paul Forte's USA-spec car. It's actually not a bad colour and very evocative of the period, I like the USA-style indicators with the clear lens which keeps the front of the car very clean looking - the coloured rear lights seem to clash and ruin the purity of chrome and Cactus.

One thing I am thankful for, though - the colour option

wasn't carried over to the interior trim which remains black; I'm not sure how it would have looked in some of the

to be able to report that the TR Shop has these in stock - telephone 02089956621 or go on-line at www.trshop.co.uk.



Herald interior combinations such as Matador Red or even Cactus itself! Thanks to Harald for bringing this



unusual colour to my attention. I'm not sure about one other I found on my travels - a MK2 in Slate grey??? I'm certainly used to primer grey, but Slate was always more of a Vitesse colour - unless, of course, you know different?

I have to regrettably admit to serious memory loss recently and grovel apologetically to whomever it was sent me a request for a source of GT6 ClearHooter master light switches - this was for an extremely original Mk3 GT6 and as the original ClearHooter light switch had failed, the Lucas replacements widely available are slightly wider and necessitate cutting the dash aperture which the proud owner does not want to do. I'm happy

I received an e-mail from Mike Rantell recently; I featured a photo of his blue Mk3 last year in the Register, and Mike has sent me a solution to a common problem on our cars - rust in the rear hatch aperture lip. I always keep this area thick with polish to ward off rust but Mike has an interesting solution:

Hi Colin,

Having read in the Courier that members are encouraged to send possible articles in, I thought I would send this through to you. Over my few years of ownership of my GT6 mark 3 I have noticed one specific area particularly prone to rot. That is the recess that the tailgate slots into. The problem is, at least on my GT6, water always holds up here and if not wiped away by hand will sit for days and days. That means the moisture can find any pinhole in the paint and start to attack the metal underneath. So I started to put a plan together of how I could drain this point



Flush fitting Drain

The problem was how to connect a drain to the recess in such a way that wouldn't still leave a puddle, i.e. the drain must be flush with the recess. Then looking at my fuel filter gave me the idea that it would make the perfect drain. By cutting the ends off the used simple plastic in-line fuel



The parts required

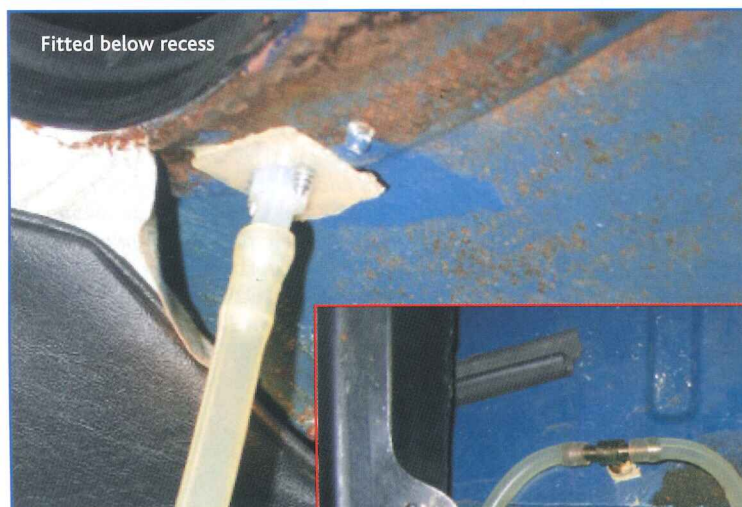
ensure no leaks. The 2 tubes then join together in a brass T piece to pass through the new drain hole in the floor. I now have a tailgate recess that won't hold water and so it should last much longer.

Mike Rantell

Thanks Mike - as with the best solutions, simple but effective! You could also drain it through the fuel tank

drain thereby saving the cutting of another hole in the boot floor, but sadly holes in this area seem to come free with most cars anyway... comes with the climate! See you next month

COLIN



Fitted below recess

filter leaves plastic fittings that could be screwed to the underside of the recess leading to a flush fitting drain point.

I drilled a hole in the recess on both sides of the car as well as a drain point in the boot floor and hamerited the edges. Then I screwed the plastic drain points to the underside of the recess using a little silicone sealant to



Drain Through floor

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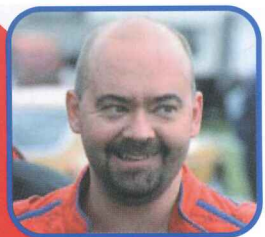
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Nigel Gibbins

RACE NEWS

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BY THE TIME YOU ARE
READING THIS THE FIRST
RACE OF THE JIGSAW
TR REGISTER / TSSC

CHAMPIONSHIP,
31ST MARCH AT
SILVERSTONE, WILL
HAVE BEEN RUN
AND WON - BUT
BY WHOM?

After the winter break where we should all of been beaver away in our garages, this first race of the season tends to be somewhat light on entries as we all suddenly realise that we missed few important jobs of the winter list. I, myself, have only just dropped in this years race engine (11th March) after



Pre Season Build up

ALL SYSTEMS Go?

struggling to locate the correct clutch and I'm hearing many of the usual stories about driver's that have entered the race yet still haven't quite finished the car.

This of course is all par-for-the-course as even the veteran racers can underestimate the amount of garage time required to get a car to circuit condition. Not forgetting of course we all have real jobs too. This is why I would always advise a potential racer to buy an ex-racing car as a starting point. It has many benefits, first of all being that you can actually get to the circuit while the enthusiasm is still bubbling rather than have to spend months in the garage fixing up a new machine. Secondly, you don't have to do it all at once, of course the racer is not likely to be to your tastes, but you can use it as it is and change things one at a time to dial-it-in to your own preference. After a years racing, you'll be up to speed with your driving and the car will be coming along with you. In your second season you should be flying!

Many drivers are already signed up for the season and it seems as if Jon Wolfe will be back in the TSSC series this year as he intends to race his GT6 in the invitation

class which has a Ford 5-speed gearbox. His TR7V8 is up for sale as a new project needs it's space in the workshop. It's good to see him back

there is one starter then 2 points are awarded if they finish. If two starters they are awarded 2 points for finishing second and 4 points for finishing first. Three starters are 2 pts, 4 pts and 6 pts. Four starters are 2 pts, 4 pts, 6 pts and 8 pts. If there

are more than four starters then the points are awarded 1 pt, 2 pts, 3 pts, 4 pts, 6 pts and 8 pts for the win.

So with a maximum of 11 points available to a racer and seven out of eight rounds counting toward the championship standings there a maximum possible score of 77 points up for grabs. Who's your money on?

Watch and see...

There has also been a last minute change to the race calendar, being that the Cadwell Park



Let's just be reliable this year OK?

and will be interesting to see if Dave Thompson and Andy Vowell can stay in front of him. Of course the invitational class doesn't score championship points so he won't be competing on that level but there will be pride at stake.

As always the points system for this year remains unchanged with drivers getting 1 point for pole position in class (if more than one car). 1 Point for coming under starters orders and 1 point for fastest lap (in class) during the race.

Finishing points are dependant on number of starters in each class. If

race has now moved to July 14th.

Race Calendar 2007

Round	Date	Circuit
1	31st March	Silverstone (National)
2	19th May	Oulton Park
3	23rd June	Silverstone (International)
4	24th June	Silverstone (International)
5	14th July	Cadwell
6	15th September	Castle Combe
7	6th October	Snetterton
8	7th October	Snetterton



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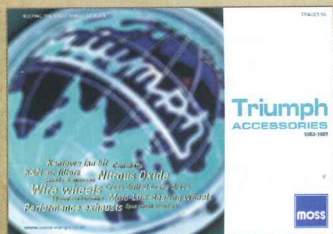
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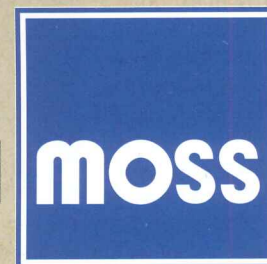


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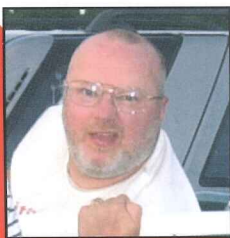


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DIY CAMBER GAUGE

Jonathan Binnington MODIFIEDS Register

**NEW IN POST HERE, QUICK
INTRODUCTION OF MYSELF AND THEN
DOWN TO BUSINESS.**

I am known by some in the Triumph world as a bit of an enthusiast for 2.5PI GT6/Spitfire hybrids. I am also one of the Spitfire Aces! (a renegade splinter group along with fellow Aces! Vin Poonwassie and John Davies).

Vin, John and myself share a common interest in making things happen – simultaneously and independently – we each built 2.5PI small chassised Triumphs. John's "Silverback" Vitesse Estate race/road car, my "SuperSix" – a spitfire bodied GT6 and Vin's bananamobile – a 2.5PI Spitfire. Each is a very individual vehicle, not to the taste of some, but all are expressions of our know-hows and imaginations.

Many builders of modified vehicles are either by choice or circumstance, individuals, working away in their own wee

world, with little or no opportunity of linking up with like-minded colleagues. This is something I want to try to change with this column. I am open to suggestions and contributions, I haven't yet sorted out what my contact details are going to be, but I can be emailed via the TSSC message-board or messages can be forwarded from TSSC HQ.

We do not appreciate how fortunate we are in the UK with the latitude our glorious Government allows us to build and modify vehicles. We grumble about SVA and the men from the ministry who want to come and poke around at the serial numbers on 40



The Super Six

year old chassis, but our friends just about everywhere else in the EU have dreaded annual "Technical Inspections" when their equivalent of MOT testers verify that your classic car is basically

the same as it was when it left the factory. Bigger engines, brakes, carburettors, wheels, tyres, the list goes on and on are strictly not allowed. Continental enthusiasts were gobs-macked when we took the Aces! cars to LeMans Classic last year and they saw what we are allowed to do.

Who knows? I might even persuade you of the value of my approach to classic cars...

By way of gentle introduction, Ace! John has prepared a short technical note on the construction and use of a camber gauge, drawing on his extensive circuit racing experience:



The Bananamobile

rubber down hard against a tabletop, and try to pull it towards you. You are now simulating the

outside wheel of a cornering car, and the centrifugal force trying to pull the car out from the centre of the corner.

Look at the under side of the rubber, as you pull, the edge towards you catches, and the side away lifts. This is what a tyre tries to do in a corner, lifting the inside edge of the tread. The more tread on the road, the more grip, so a tyre in this situation will probably skid.

But tilt the rubber away from you, towards the midline of your imaginary car like a tyre in

negative camber. Push down and pull towards you as before. The lower edge of the rubber now lies flat against the table surface. More of the tyre's tread will be on the road and the grip of the tyre will be as good as possible.



The Silverback

WHEEL CAMBER, AND AN EASY TO MAKE AND USE CAMBER GAUGE BY JOHN DAVIES

WHAT IS WHEEL CAMBER?

Camber is the lean-in, or out, of a wheel, in other words the distance that the top of the wheel is nearer to, or further away from the midline of the car. In general, a small amount of lean-in, with the top nearer to the midline, is desirable and this is called 'negative', camber. Negative camber is desirable to keep the tread of the tyre as flat as possible on the road while cornering. You can see why this is so with a pencil rubber or eraser.

SIMULATING NEGATIVE CAMBER

Hold a rectangular rubber with your right thumb and forefinger. The rubber is the wheel and tyre and your finger is now towards the midline of the car. Press the

SPITFIRE WHEEL CAMBER

All Triumph Herald based cars, including Spitfires, were built with a slightly positive camber, as this minimises tyre wear, but common modifications will change the camber.

Model	Front camber: Degrees
All Spitfires	+ 3.0 +/- 1
GT6 Mk1	+3.5 +/- 1
Mk 2 & 3	+2.75 +/- 1
Herald (laden)	+2.0 +/- 1
All Vitesse	+3.25 +/- 1

FRONT SPRINGS

The double wishbone (A-frame) is the suspension layout that gives the best compromise when all factors are involved. However it does not maintain the same camber all the time, as the wheel moves up and down. Many owners change to stronger, shorter front springs, for lower ride height. The lower ride height brings the front suspension into a different part of the arc of movement. In this part of the arc, the camber will be different, and may change more as the wheel moves up and down.

ADJUSTABLE SHOCK ABSORBERS

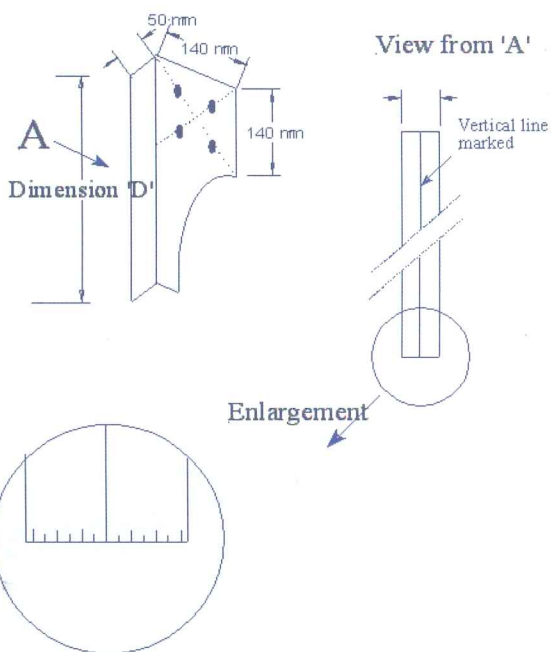
These allow the lower spring support to be adjusted up and down, altering the ride height and the balance of the car. They will also effect on the arc of movement of the suspension. Lower wishbone brackets

Triumph not only provided us with the best type of suspension, they also made it adjustable! The lower wishbone brackets have shims between the bracket and the chassis rail. Adding shims will push the lower wishbone bracket out, and the top of the wheel in, into negative camber. You can add more than 1/2" of shims if you really want to, without running out of thread on the bracket bolt! Always add the same front and back. Jonathan's edit: adding a different number of shims front to back will also alter the castor angle as well as the camber angle, another article needed perhaps. Also, altering the front camber angles will also require a readjustment of the front wheel tracking. Home made tracking gauges can also be constructed.

MAKING A CAMBER GAUGE

After modifications like this, you should measure what has happened to the camber. This gauge will make it easy to do so. Make it out of a

A simple camber gauge.



piece of folded metal sheet, drilled as shown to take the wheel studs. The curved edge below the holes leaves clearance for the jack, used to move the wheel up and down. A central hole is also needed, to clear the hubcap (not shown in diagram).

The dimensions of the gauge are not critical, but should be large enough to take the wheel stud holes. Dimension 'D', the height of face 'A', should be 350-400 mms, to allow you to measure very small angles.

Mark a line down the middle of face 'A', and a scale along the lower edge, either side of the midline. See the diagram. File a tiny 'V' in the edge at the top of the vertical line.

The scale needs to be calculated from dimension 'D', as follows:

Degrees 0.5 1 1.5 2 2.5 3 3.5 4

To find the distance of each scale mark from the midline multiply Dimension 'D' by:

0.009 0.018 0.026 0.035 0.044 0.053 0.061 0.07

(These numbers are the trigonometric function 'Tangent' of the angle in degrees)

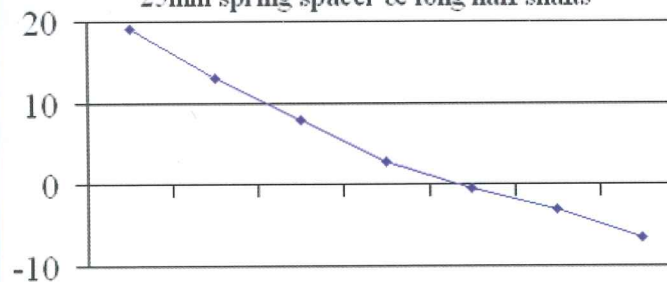
For example:

If D=370mm; then distance of each mark from midline, in mms, will be:

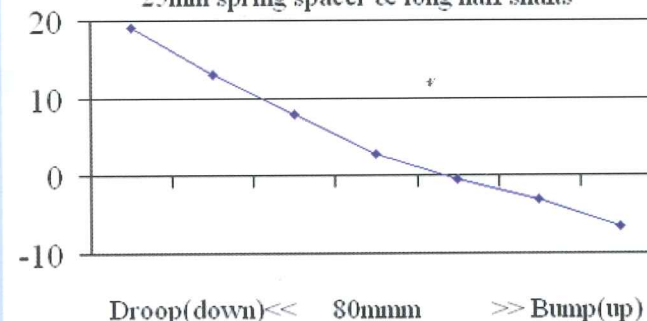
3 6.5 10 13 16 19.5 22.5 26

I have rounded the distances to the nearest 0.5mm, as I can't see

Rear camber change from bump to droop
Datum is horizontal half shaft
25mm spring spacer & long half shafts



Rear camber change from bump to droop
Datum is horizontal half shaft
25mm spring spacer & long half shafts



smaller than this! I recommend using millimetres – inch fractions in decimals are much more difficult.

HOW TO USE THE CAMBER GAUGE

Position the car on a level surface;
Secure the car with chocks at the rear wheels.

Put someone in the driver's seat, or a suitable weight.

Measure the height above the ground of the outer end of the lower wishbone.

Measure the height of the chassis rail at a suitable point.

Place a jack under the wishbone, and raise the wheel off the ground.

Place an axle stand under the chassis rail, with the car at the same height as before.

Remove the wheel.

Put the gauge onto the hub, over the wheel studs.

Adjust the hub so that face 'A' is vertical.

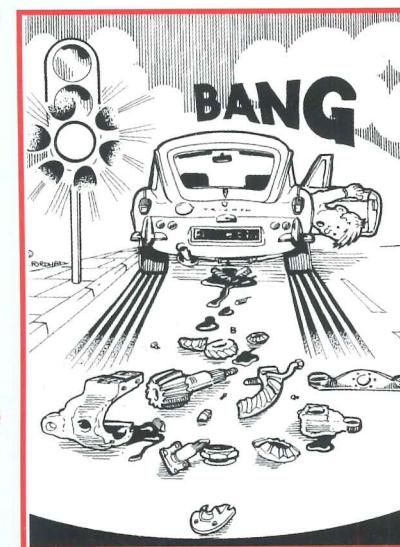
Using the jack, adjust the wishbone to the same height as before.

Hang a plumb bob over the edge of face 'A', from the 'V' at the top of the line.

Tape on the back of face 'A' will hold the line in place.

Read the camber angle at the lower edge.

This figure is the camber angle at rest. If you remove the spring and shocker, you can work the suspension from full droop to bump, reading the change in camber angle all the way. The ideal is for the camber to stay the same throughout the arc of movement, but this will not happen! Adjust the shock absorber spring seats, and the wishbone bracket shims to get the minimum change.



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H/T seal roof/ door glass 716183/4	£8.00
Front windscreen chrome insert kit	£32.00
Door hinges 607824	£16.00
Exterior door handle (black) YKC2837/8	£47.50
Window regulator 911271/2	£45.00
Window regulator glazing channel	£55.00
Front outriggers 209398/9	£25.00
S/steel tread plate finishers	£22.50 pair
Oil pump TKC 1974 (exchange)	£29.50
Water pump 216939/GWP128 (exchange)	£29.50
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£4.50
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£14.00
Front wishbone bushes 119451 (set of 8)	£10.00
Front shock absorber GSA364	£20.00
Front suspension vertical link/trunnion assy	£77.50
Front suspension top ball joint GSJ155	£10.00
Stub axle UKC697	£20.00
Recon steering rack exchange	£42.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£40.00
Gearbox exchange	£150.00
Rear wheel bearing kit GHK1029	£14.50
Early/late rear drive shaft	£65.00
Recon exchange drive shaft assembly	£147.50
Rear shock absorber GSA385	£17.50
Rear leaf spring 159640	£69.50
Recon exchange brake caliper type 14	£40.00
Brake disc 208715	£16.50
Clutch repair kit inc pistons type 14	£20.00
Girling brake master cylinder	£70.00
Handbrake front cable 121766	£4.00
Handbrake cable end fork 104749	£1.95
Rear wheel brake cylinder - 7 dia.	£12.50
Rear brake lever 123135	£5.50
Clutch slave cylinder GSY103	£35.00

Clutch kit GCK160 (original)	£77.50
New distributor 1500 (exchange)	£57.50
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£4.00
HT lead set	£7.00
Recon starter motor (exchange)	£25.00
Recon w/wiper motor (exchange)	£40.00
Universal joint with grease nipple	£8.50
Dash top cover 815281	£29.50
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.20
Wheel arch to bulkhead seal 613666	£2.75
Hoods original I.C.I. material inc zip window	£160.00
Hoods vinyl inc zip window	£115.00
Inertia seat belts less warning light wire	£50.00 pair
Inertia seat belts less sensor OE	£60.00 pair
Inertia seat belts less warning light wire Red	£45.00 pair
Radiator cradle TKC 1761	£15.00

GT6

Bonnet assembly Mk II	£650.00
Bonnet assembly Mk III 913766	£685.00
Front wings Mk II 908113/4	£92.50
Front wings Mk I 907154/5	£69.50
R/H front overrider Mk I 710717	£35.00
Petrol tank cover board Mk I/II 710703	£22.50
Boot floor carpet Mk I/II 810841	£32.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late Mk III new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Dash veneer set Mk III 820073	£120.00
Steering lock 216449/UKC2719	£40.00
Seat belts	£50.00 pair
New crankshaft 308034 (exchange)	£115.00
Recon (exchange) water pump GWP201	£29.50
Gearbox (exchange)	£170.00
Clutch kit Q/H	£75.00
Front suspension vertical link	£67.50
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£22.50
Rotoflex 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

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

Recon power steering rack (exchange)	£125.00
Recon manual steering rack (exchange)	£42.00
Gearbox (exchange)	£175.00
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

Dolomite h/lamp mount panel 724263/4	£27.50
Front overrider XKC 83/84	£22.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£30.00
Dolomite Rear lamp assembly R/H TKC938	£50.00
Head lamp assembly 1300/1500 Dolo	£52.50
Headlamp bowl 1300/1500 Dolo	£22.50
Rear screen rubber 913937	£32.00
Boot floor carpet 1300 F.W.D. 617831	£15.00
Recon windscreen wiper motor (exchange)	£40.00
Dolomite 1300/1500 new exchange distributor	£52.50
Dolo 1300/1500 recon exch distributor	£47.50
Set of HT leads 1300/1500	£7.00
Set of Sprint H.T. leads	£37.50
Sprint Lucas distributor cap GDC134	£22.50
Set of HT leads 18.50	£9.50
Distributor cap 1300/1500 GDC136	£4.00
Oil filter 1300/1500 GFE119/150	£4.50
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Sprint wheel cylinder GWC1121	£12.50
Tank sender 1500HL/1850HL/Sprint 215652	£22.50



SPITFIRE SECURITY

John Thomason

**SPITFIRE
Mk IV/1500
Register**

www.tssc.org.uk/spitfire

For the first time in over 20 years of Triumph motoring I recently had my Spitfire broken into, in this instance, not to steal the car, but for a map on the passenger seat! It did make me wonder though about the security of our cars.

From the heady days of the 70s' and 80s' when the Spitfire was a common sight on the roads, to today when the Spitfire is a rare sight, seen only on sunny days and shows, I suspect that the requirements for security have changed. This is borne out by the low insurance premiums available for the Spitfire, obviously considering the car to be a lower risk than a more modern car. Naturally if the cars are not on the road so often, then not only are the chances of them being involved in accident reduced, but also their availability to a would be thief. In addition most Spitfires today are garaged as opposed to being left outside or on the street as an every day car.

But who would steal a Spitfire?

They are not a high value car such as a Porsche etc. that would be targeted by a professional thief. In addition the Spitfire



Broken Door Glass entry!

world is fairly small, with concours, higher value cars etc well known to clubs and valuation schemes etc. Spitfires also very rarely appear for sale in the local paper any more, E-bay, the Internet, club or classic car magazines being the norm today - all very visible.

So this leads onto to cars that are stolen to be broken up to sell the parts. But again the parts are not really high value, and selling them, again usually on the web is very visible. Are the returns worth the risk and effort of breaking the car? I wonder also how attractive the Spitfire is to the joy rider or opportunist thief? It would be quite a conspicuous car on the road for a potential young joy driver and quite different to drive compared to a modern car, after having first discovered that the keys are a different style, a choke is needed to start the car and the brake pedal has to be pushed very hard without a servo fitted! Most Spitfire owners treat their car as their pride and joy and are careful how and where they leave it. How many Spitfires do you see left with the top down or with a tonneau cover fitted now a days? Besides, lap tops, fitted mobile phones and sat nav systems don't really go with the image of a classic car!

It would be interesting to know what percentage of Spitfire insurance claims are made for theft compared to accident damage??

Triumph made a few notional concessions towards vehicle security, but only as options! The very first, made available on the Spitfire Mk1 was a pair of

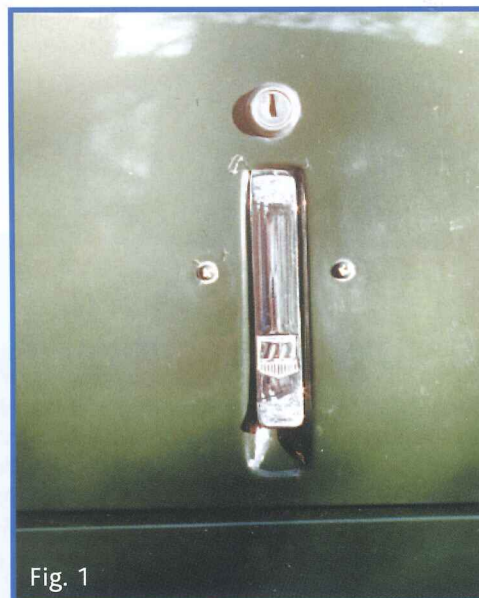


Fig. 1

bonnet locks. Fig1. Easy to fit they turned a cam to prevent the bonnet catches being opened Fig 2 and hence access to the engine bay. A very useful

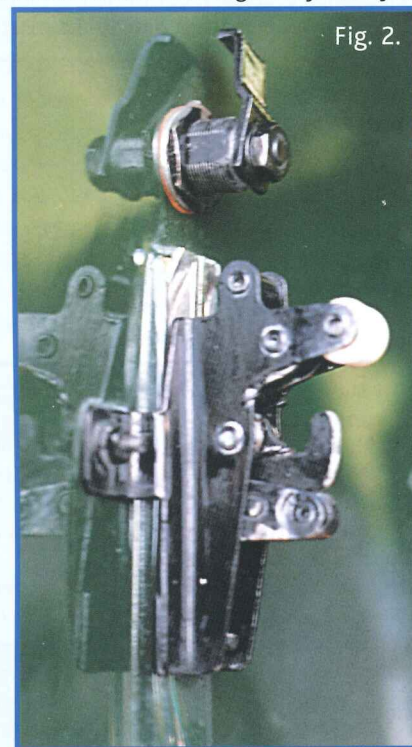


Fig. 2.

and worthwhile addition, since let's face it with its simple ignition system the Spitfire is very easy to 'hot wire'. The locks also perform a very useful secondary function of preventing the bonnet locks coming open when going over bumpy roads!! However be under no illusion they will not stop a determined thief with a hefty screwdriver or crow bar.

Next up from Triumph on the 'security options list' was the optional locking petrol cap on the Spitfire Mk2 - something we take for granted on



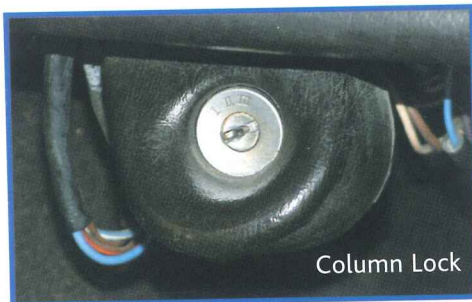
today's cars. Interestingly for the Spitfire MKIV and 1500 of the 70's; and the days of petrol rationing; the option was dropped! It wasn't until 1979/1980 and the last Spitfire 1500s, that a simple anti-siphon device was fitted to



Anti-siphon Tank cone

the fuel tank.

The Spitfire Mk2 also saw the introduction of the steering column lock as an option, which as we all know became standard on the MKIV and 1500, and at last a step towards some real



Column Lock

security. But there, as far as Triumph was concerned, security measures ceased.

Fortunately, the 70s' and 80s' was a peak period for after market options and accessories for the car, and one of the most popular was the rise of the car alarm. I can remember once fitting a Selmar pendulum alarm to a car that had to be armed by an external key switch mounted in the body - how things have changed with remote key fob arming, immobilisers, proximity sensors, etc. I am not going enter into the debate here as to how effective car alarms are though!

Another period security accessory was the Krook Lock - how many of those do you see today?

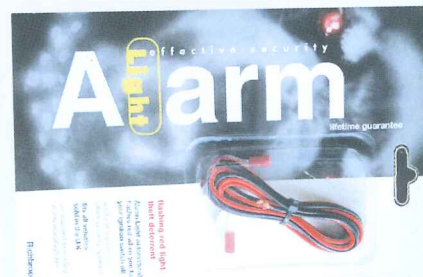
Of course owners can be very ingenious and many have come up with their own devices for immobilising their cars. One of the most popular is a 'secret' switch that either breaks the 12v supply to the ignition coil (most popular) or the lead between the coil and distributor. These can delay the opportunist thief or joy rider sufficiently long enough for him to give up and try another car. One point here though is to remember the off position of the switch - otherwise you could be sitting there not knowing if your car won't start because the immobiliser is on or because 'it's a temperamen-



Dis-Carnect battery isolator

tal old classic car! To guard against this, a small warning light to show if the switch is on or off can be added to the circuit. A modern variation

is to use a flashing red LED instead of the warning light, which also acts as an added deterrent



implying that a sophisticated alarm is also fitted!

Another ingenious device is to fit a fuel tap in the fuel line. The old Jag XJs with twin fuel tanks used to use an electrically operated in line fuel tap to switch between tanks and is ideal for such a security device. As above though, remember when the fuel tap is closed!

The modern day accessories market also provides a number of visible deterrent devices such as the hand brake lock, the steering wheel beam and the wheel clamp. Wheel nut locks are also a common accessory, but the market for 13-inch alloy wheels must have diminished substan-



tially over the years as wheel size has crept up, even for today's small city cars!

At the end of the day if a thief is determined, then he will usually succeed and all you can do is slow him down. However as mentioned at the beginning, how attractive the Spitfire is to a car thief in the first place I am not sure.

Guard against the opportunist thief by being careful where you park, and as with any other car, don't leave valuables on display. If I have to leave the car in a less than ideal place or for any length of time, then I usually remove the distributor rotor arm. Don't loose it though otherwise it could be a long walk home.!

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Suspension

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Koni Shock Absorber GT6/SPIT	£84.60
Uprated Coil Spring GT6 MK1-3	£16.45
Trunnion GT6/SPIT	£16.45
Hub Seal GT6/SPIT	£2.65
ARB Link GT6/SPIT	£7.65
ARB Clamp Bracket GT6	£1.75
Wheel Bearing Kit GT6	£11.75
Grease Cap GT6	£3.75

Rear

Shock Absorber GT6/SPIT	£11.75
Spax Shock Absorber GT6/SPIT	£52.90
Spring Bush GT6/SPIT	£3.55
Wheel Bearing Kit GT6/SPIT	£13.75
Hub Seal GT6 MK2-3	£2.95
Spring Pad GT6	£2.35
Spring SPIT MK4-1500/GT6 MK1-3	£64.65
Spring Rotoflex GT6 MK2-3	£82.25
Vertical Link GT6	£56.10

Cooling

Spitfire

Water Pump MK1-3	£27.00
Thermostat 74c	£2.95
Temperature Transmitter	£5.75
Fan Belt MK1-3	£2.95
Full Length Rad	£111.65
Overflow Bottle Cap	£2.00
Top Hose MK1-1500	£3.50
Hose Kit MK2-4	£19.95
Kenlowe Fan Kit	£89.95

GT6

Water Pump	£27.00
Fan Belt	£4.50
Fan Belt MK3	£4.50
Thermostat 82 Std	£2.95
Thermostat 88 Winter	£2.95
Fan Blades	£21.15
Top Hose	£3.50
Bottom Hose	£5.82

Braking

Spitfire

Brake Drum MK1-1500	£16.45
Brake Disc	£8.22
Brake Shoes MK1-1500	£11.75
H/Brake Lever	£7.05
H/Brake Cable MK3	£5.50
Brake Pad Set	£11.50
Greenstuff Pad Set MK3-1500	£25.20
Brake Hose (COPY)	£2.35
Braided Brake Hose (UPDATED)	£23.50

GT6

Brake Caliper	£39.99
Brake Master Cylinder	£66.99
Brake Disc	£11.75
Brake Shoes MK1-2	£9.95
H/Brake Cable	£5.88
Brake Pad Set	£8.25
Greenstuff Pad Set	£29.40
Brake Hose	£9.99
Braided Brake Hose (UPDATED)	£11.75

Steering Rack

NEW



Spitfire
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GT6
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Spitfire/Herald/Vitesse
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Rear also available 201246KIT - £70.50

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SPITFIRE UPDATES

Suzie Singleton

**SPITFIRE
Mk I - II - III
Register**

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e-mail.

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OOPS, AFTER RATHER A HECTIC WEEK WITH AN UNEXPECTED TRIP TO SCOTLAND AND SEVERAL DAYS TEMPING I HAVE MANAGED TO YET AGAIN LEAVE THE JOB OF PUTTING TOGETHER A FEW WORDS TO THE LAST MINUTE — BUT THEN IS THAT ANY DIFFERENT TO ANY OTHER MONTH...?

GT6 owner Adrian from Bucks sent me a snippet he found in a catalogue of 'all those things you can't possibly do without'. Ok, so perhaps this one is a very loose tie-in with our 4 wheeled Spitfires, as the advert is referring to the winged variety but as always I love to see anything Spitfire or Triumph related, no matter how loosely, so please keep them coming.

SPITFIRE FIGHTER KNIFE & WATCH SET

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Both the pocket watch and the pocket knife come with action shots of a Spitfire in flight. On one side of the knife is a small passage about the history of the Spitfire & both sides have an RAF insignia. Both are presented in a splendid window presentation wooden box. Watch measures 5.1 x 6.8cm (including bale). Knife measures 14 x 5 x 1.4cm.

#51020 Spitfire Fighter Knife & Watch Set £19.99



While trawling through old files on the computer I came across an email I received a few years ago from Joe Curry in the USA, with a photo of his Spitfire Sofa which I don't



think I've yet given an airing in these pages. For those of you who don't know the name, Joe runs the International Triumph Spitfire Database at <http://members.cox.net/spitlist/>. If your car isn't on this database yet then please do send him the details.

I think the sofa is great fun but luckily Sybil hasn't been earmarked for that sort of treatment. I'm very pleased to be able to report that she has finally reached the next stage in her rebuild and has now been delivered, in style on the back of Guy's



Landrover, to the paint-shop.

For those of you who are new to this saga, we found the poor old girl at Easter 2002 and brought her home thinking that a bodge or two would see her back on the road. Yes, a very naïve thought, and we should definitely have known better.



Over the next couple of years 'Plan A' fell by the wayside, and, after removing several bucketfuls of rust, so did 'Plan B', which had been to just replace the worst panels, so we had to move onto 'Plan C', which was to find a donor rear tub as so little was still intact of Sybil's.

A short holiday in Wales followed as 'Uncle Larry' performed some major feats of surgery before she came home



ready for Guy to start on her bodywork. A good start to this was made as her chassis and suspension were repaired and painted last winter then another hiatus as the show season came round again using up most of our weekends.

All good intentions of Guy getting out the paint sprayer were abandoned when we found someone nearby prepared to do the deed for a vaguely reasonable sum - in other words, somewhat more than our original entire budget for the rebuild! So, with

luck, by next month I'll actually have a picture of her in paint.

At the Triumph Day at Stoneleigh in February we kept an eye out as usual for 'our cars' but achieved a rather low tally of early Spitfires this year, only this Mk3 spotted in the sheds. A check

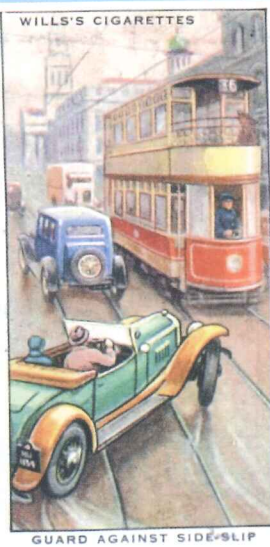


of the IVR database shows that when it was added in 2004 it was, (and of course may still be) owned by David Marriot. On looking it up I was reminded of the unusual commission number reported for this car, in that it had a DL suffix, denoting Saloon. I think someone in the manufacturing line must have been having a bad day when he stamped that one up, and this was then transferred onto the logbook. I'd love to hear from David again, or any current owner of the car if it has changed hands, to see if the BMiHT certificate has shed any light on this anomaly.

And finally this month, some hints which would probably have been very useful for the readers of the day in the 1930s, but less useful these days in most towns and cities.

25. Guard against side-slip.

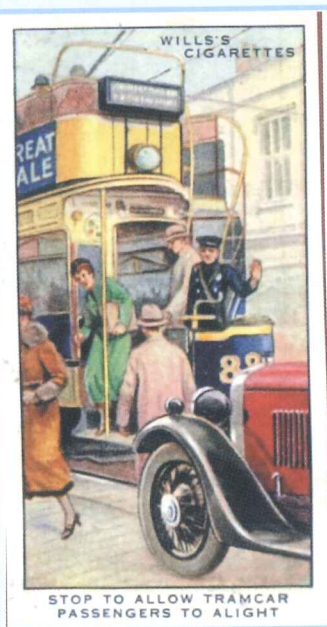
When on wet polished asphalt, granite sets or tramlines, proceed with caution, always leaving sufficient room to meet



an emergency. Our picture shows a bad skid due to tramlines. Sudden change of speed or direction of motion should be avoided. Do not lock the steering wheel over quickly, or accelerate rapidly. Above all, avoid sudden braking. See that the tyres are inflated to correct pressure, shock absorbers should be at equal tension, and brakes properly adjusted. Driving a car which is fitted with faulty tyres or inefficient brakes is a punishable offence.

26. Stop to allow tramcar passengers to alight.

Some towns have by-laws that compel all traffic to stop when a tram stops, so as to avoid danger to any pedestrians who may be entering or alighting from it. In other districts the procedures is left to the discretion of the motorist who may stop, proceed cautiously or pass the tram on the off side. Of these three alternatives the first is the safest, for among the tram's passengers there may be an old person or an irresponsible child. Passing round the off side



of the tram has its dangers as one may meet another tram proceeding rapidly in the opposite direction.



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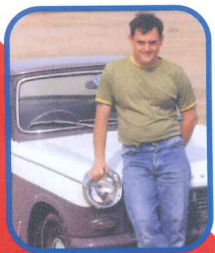
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2 PACK OR NOT 2 PACK

Rob Newton-Allen

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**No! I'M NOT GOING ON
HOLIDAY, JUST DECIDING
ON HOW TO PAINT MY
948 CONVERTIBLE.**

With cellulose now supposedly banned from use, I seem to be now staring down the barrel of having to have the car painted in 2 Pack paint. I wanted to restore the car back to its fresh factory look and I feel that 2 pack is just too glossy.

I have bought cellulose recently to paint the chassis and I can still buy it from my local paint factors and my intention was to paint the car myself, but with spare time at a real premium at the moment I am biting the bullet and paying for it to be done by a local, highly recommended body shop. They will only paint, either 2 pack or water based and as I have no experience of water based paints on classic cars I guess its 2 pack. It was explained to me that if I rub 2 pack down with a 2000 grade wet and dry, then polish it back up again I can get rid of that glossy lacquered look, so we will have to just wait and see. If any of you have

any experiences of water-based paints then please let me know. I won't be having it painted for a few weeks yet, owing to their current work load, so I should have time to change my mind.

I am not totally against 2 pack paint ...we had our 13/60 professionally restored 6 years ago and the 2 pack on that still looks great.

All it needs is a wash and wipe over with a chamois and 'Hey Presto' instant shine.



While we are on the subject, this car may be for sale soon, sorry for the blatant plug Bernie!

With the bonnet, bulkhead and body tub now



ready for paint, hopefully it will only be a matter



of time before I can start putting it all back together again.

You may remember a few months ago I posted a picture of a fairly well used white courier van, well, during my normal daytime job I went to Swindon and as I pulled onto my customers drive ...what was parked there?

That very same Courier van, suddenly the penny dropped. It was one of ex Swindon AO, Shaun Ogbournes fleet of Couriers. I should have known but I just did not recognise the number plate at the time the photo was sent into me.

Another Courier photo sent to me was of a van in

Preston, Lancashire. The owner e-mailed the club to try and find someone to take it on and hopefully restore it. Having been vandalised and in a lock up that had been burnt out this one needed someone with a very brave heart to take it on.

But after I had posted the pictures on the club website and other Herald forums no one was prepared to take the old girl on. So I can only assume that she has now been removed and scrapped! shame..

Next month I will have news from around the globe on all things Herald and if you keep the IVR's coming in I will have some members cars as well.



Here's hoping

ROB





STAG - TR2-8 - SPITFIRE
GT6 - HERALD/VITESSE
DOLOMITE - 2000/2500



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	From	From	From	Each	Pair	Each	Each	Each	Pair	Each	Each	From	From	From	From
Stag	£35.19	£9.99	£18.80	£34.66	£56.34	£187.53	£96.76	£20.56	£127.08	£148.26	£117.44	£20.56	N/A	£20.56	N/A
TR4/5	£12.93	£11.69	£17.57	£17.57	£126.84	£138.06	£99.88	£22.91	£146.88	£158.63	£146.88	£18.21	£26.97	£19.39	£26.97
TR6	£12.93	£11.69	£17.57	£17.57	£126.84	£138.06	£99.88	£23.50	£146.88	£158.63	£146.88	£18.21	£26.97	£19.39	£26.97
TR7	£16.39	£6.70	£10.58	£26.97	£52.88	£182.13	£186.83	£20.56	£127.08	£148.26	£117.44	£19.39	£21.74	£19.39	£21.74
TR8	£47.00	£9.99	£17.63	£26.97	£56.34	£182.13	£186.83	£20.56	£127.08	£148.26	£117.44	£19.39	£21.74	£19.39	£21.74
Spit/Herald	£17.50	£11.69	£15.00	£17.50	£123.38	£161.56	£117.44	£17.50	£113.39	£129.99	£114.56	£22.33	£22.33	£82.19	N/A
GT6/Vitesse	£18.74	£11.69	£17.50	£17.50	£123.38	£161.56	£117.44	£17.50	£113.39	£129.99	£114.56	£22.27	£23.24	£82.19	N/A
Dolomite	£34.66	£10.52	£17.57	£23.50	£135.13	N/A	£117.44	£19.94	£126.31	N/A	£117.44	£23.50	£30.49	£23.50	£30.49
2000/2500	£49.94	£9.99	£17.63	£34.66	£56.34	£187.53	£96.76	£20.56	£127.08	£148.26	£117.44	£28.79	N/A	£26.97	N/A
SD1	£17.63	£9.99	£23.50	£29.38	£193.64	£181.48	£196.67	£26.61	£151.28	£193.58	£148.26	£29.66	£36.25	£28.44	£36.25
Range Rover	£17.57	£14.04	£21.73	£20.56	n/a	£163.33	£157.27	£20.56	n/a	£163.33	£157.27	£17.57	N/A	£17.57	N/A

STAINLESS STEEL EXHAUST SYSTEMS

	FULL SYSTEMS		SPITFIRE 1500		2000 - Standard		Discovery	
	Standard	Sports (Full)	Standard	Sports (Part)	Standard	Sports (Full)	Standard	Sports (Full)
Stag	£234.94	£586.33	£170.00	£200.00	£210.33	£245.58	from £189.00	from £189.00
TR4	£141.00	£117.44	£175.00	£428.88	£468.83	£528.75	£294.01	£495.00
TR5/6	£187.94	£187.94	£135.13	£207.39	£270.00	£469.00	£284.00	£495.00
TR7	£205.63	£457.08	£146.88	£207.39	£270.00	£469.00	£284.00	£495.00
TR8	£182.98	£164.50	£222.08	£327.83	£270.00	£469.00	£284.00	£495.00
SD1	£269.08	£202.69	£198.58	£198.58	£270.00	£469.00	£284.00	£495.00
Range Rover	£269.08	£202.69	£198.58	£198.58	£270.00	£469.00	£284.00	£495.00

BODY PANELS & BUMPERS

	F/Wing	R/Wing	D/Skin	Sill	Bonnet	Boot Lid	F/Bumper	R/Bumper
	From	From	From	From	From	From	From	From
Stag	£182.99	£616.88	£61.26	£89.38	Enquire	£151.00	£358.38	£515.83
TR4/5	£513.42	£469.94	£80.35	£36.25	Enquire	£446.50	£88.13	£234.94
TR6	£255.48	£225.48	£80.35	£36.25	£372.60	£254.39	£211.44	£215.61
TR7/8	£164.44	£323.13	£55.81	£41.07	£175.37	£235.00	£104.58	£102.81
Spitfire	£47.11	£93.94	£46.94	£36.31	£745.20	£123.00	£290.46	£244.25
GT6 (MK3)	£47.11	£93.94	£46.94	£36.31	£786.60	Enquire	£290.46	£244.25
Herald	£90.01	£105.00	£80.01	£33.19	N/A	Enquire	£146.88	£146.88
Vitesse	£125.00	£105.00	£80.01	£33.19	N/A	Enquire	£146.88	£146.88
Laminite	£76.38	£223.25	£85.19	£26.44	£135.71	£111.63	£223.90	£139.83
Dolomite	£468.92	Enquire	£82.00	£28.95	£206.38	Enquire	£264.38	£188.35
2000/2500	£52.88	£111.63	£76.32	£52.88	£111.63	£146.88	£88.13	£88.13
SD1	£52.88	£111.63	£76.32	£52.88	£111.63	£146.88	£88.13	£88.13

HOODS

Prices shown are for Black, other colours available.

	PVC Economy	PVC Lux	PVC Orig	Canvas	Mohair
Stag	£236.00	£325.56	£236.00	£325.56	£236.00
TR4	£170.38	£228.74	£296.51	£296.51	£296.51
TR4a	£187.59	£228.74	£296.51	£296.51	£296.51
TR5/6	£146.88	£193.88	£229.13	£296.51	£296.51
TR7/8	£146.88	£229.13	£211.44	£293.75	£293.75
Spitfire	£129.25	£151.28	£194.99	£205.74	£278.30
Herald/Vite	£136.16	£189.00	£160.36	£206.68	£303.13

ALLOY WHEELS

(Factory)	Stag	TR7/TR8	2500	SD1	SD1 Vitesse	Range Rover (From)
	£102.81	£93.94	£102.81	£120.97	£154.63	

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WIRE WHEELS

(Conversion Kits)	Chrome	Painted
Stag	£1086.88	£851.88
TR4/4a	£969.38	£703.83
TR5/6	£1086.88	£769.63
TR7/8	£999.93	-
Spitfire/GT6/Herald & Vitesse from	£938.83	£734.38

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GT6	£135.13
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SD1	£174.63
Range Rover (From)	£182.00

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SEAT BELTS (Inertia)

Stag	Pair	£88.07
TR4/5/6	Each	£44.06
TR7/8 Coupe	Each	£29.38
TR7/8 Convertible	Each	£39.95
Spitfire/GT6	Each	£44.06
Herald/Vitesse	Each	£46.94
Dolomite	Each	£44.06
2000/2500/2.5	Each	£44.06
SD1	Each	£44.06
Range Rover	Each	£44.06

STAINLESS STEEL TUBULAR MANIFOLDS

Stag (Pair)	£500.00
TR4/4a	£234.94
TR5/6	£182.13
TR7 - 8 valve	£158.63
TR7 - 16 valve	£187.94
TR8 (Pair)	£317.25
Spitfire	£172.48
GT6	£234.95
2000/2500/2.5	Enquire
SD1 V8 (Pair)	£193.58

RUBBER SEALS

	W/screen	Door	Boot
	from	from	Lid
Stag	£23.44	£19.39	£14.69
TR4/5/6	£26.44	£17.57	£14.69
TR7/8	£35.25	£26.01	£14.69
Spitfire	£22.50	£17.57	£14.69
GT6	£22.50	£17.57	£16.52
Herald/Vite	£26.25	£22.49	£14.69
Dolomite	£35.26	£25.37	£19.01
2000/2500	£29.38	£22.83	£20.28
SD1	£35.25	£35.25	£29.38
Range Rover	£46.94	£25.50	£31.00

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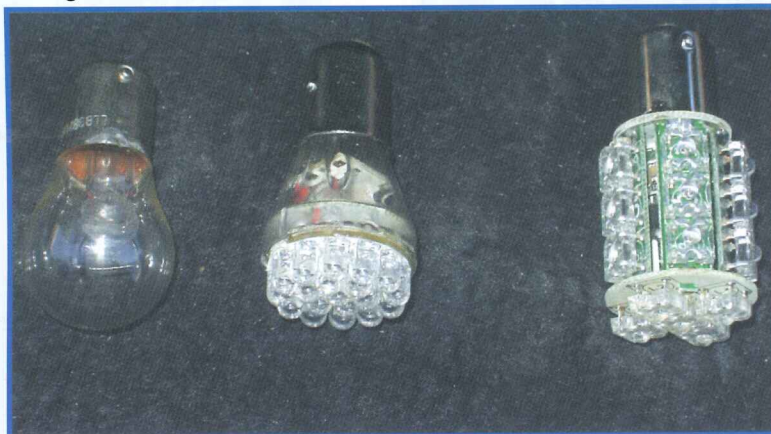
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e-mail. stag@tssc.org.uk

IT'S BEEN A BUSY MONTH SORTING OUT THE SMALL BITS ON MY DAD'S STAG AND DOING WHAT I CAN ON MY STAG.

After the electronic relay idea from Martin Stevenson last month, I thought - 'what else can be done to increase the brightness of the indicators?' A lot of talk has been made about LED lights in automotive applications, and whilst I've seen some on cars I have seen of the opinion that they are no better than normal bulbs. The main problem with LEDs is that they have a relatively narrow degree of visibility. i.e. if you stand directly in front of the LED you can see it really well, but move to one side and the light can become invisible when looking at it from 30 degrees.

This is obviously a problem when using them on a car on today's roads where cars can come at you from all directions. After investigating the Interweb, I discovered a site specialising in LED bulbs for cars. They list bulbs for most automotive applications. More importantly they list



the brightness of these bulbs and the viewing angle. They also offer different priced alternatives of varying brightness. The bulbs themselves vary in their construction. The better ones have wide angled LEDs positioned at all angles and make use of the light units reflector. Obviously the better the bulb, the more expensive it becomes.

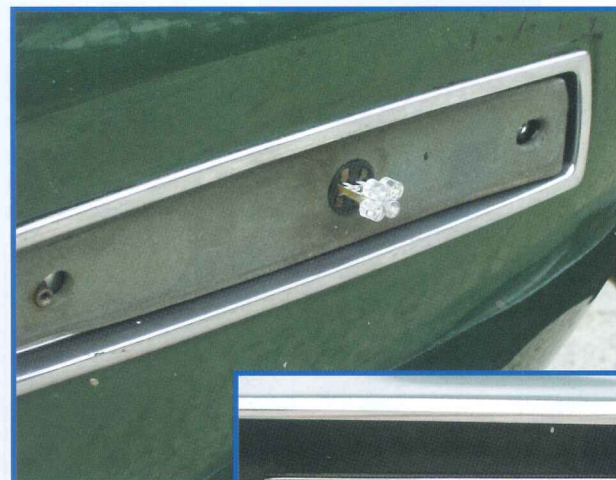
The next problem with LEDs is the fact they draw a very low current when in use. Why is this a problem? I hear you ask. Whilst the lower current means that the battery is being drained slower, the flasher relay works via a bi-metal strip which heats up and cools down to give the flashing you see outside. (It is also this action that makes the clicking noise you hear). This basically means that the flasher unit won't work if LED bulbs are installed. There are two solutions to this problem. The first is to install a resistor behind each indicator bulb. This mimics the load a bulb places on the relay and allows the flasher relay to work correctly. Unfortunately you do get a

large lump of resistor next to the bulb

The second option is to replace the flasher relay with a LED flasher unit, which is an electronic unit. The relay is wired up using the two existing wires as well as a third wire which goes to earth.

(Via an extra sound buzzer as the LED flasher unit is silent!) It has the added benefit that the traditional slow indicator problem is cured!

The actual bulbs are fitted in the same way as normal ones, you do need to be careful you don't damage the bulb when twisting it into the bayonet fitting.



pattern design is a newer type giving a better light pattern from the headlamp as well as being a few pounds cheaper. The Cibie lights also have the benefit of the outer pair being the H4 halogen bulb which gives the option (with a minor wiring addition) of having a high beam setting on the outside lamps as well as the inner lamps. Super bright motoring on country lanes!

The slight flaw in fitting Cibie lights is that you will need to order some

Next area to improve was the headlamps. My dad's car still has the original Lucas halogen headlamps on it. Unfortunately the reflectors had become dim and the bulb holders at the rear had started to corrode. This time there were 3 options

to consider. Replace the lights with sealed beam units. This is the cheapest option, but from experience with my GT6, the bulbs aren't that good and cast a yellow beam of light. Replace with the original type bulbs or with the newer Cibie headlamp bulbs. We chose the Cibie route as the beam



H4 bulb wiring connectors or at minimum change the blade connectors on the wiring terminals inside the head lamp bowls. This is due to the terminals being larger than standard.

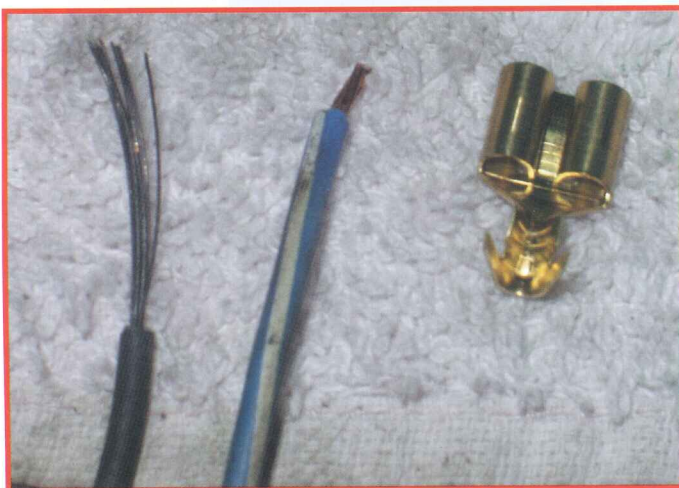


terminals and trim around 5 mm of cable from the end of the wire. The cable should be a bright shiny copper colour. If the wire is a black / grey or has a green staining running through it, you should replace the cable as it has either burnt out or has started to corrode. If your lights were giving you problems before this will be one of the reasons. (My TR7 was like it almost all the way from the front lights to the front bulkhead and took around a week to replace all the damaged wires!) The new

To change the headlamp units, you will need to remove the front grille sections from the car, and if altering the wiring, remove the headlamp bowls also. There are three screws on each which go into the white plastic screw inserts on the front lighting panel. Be careful not to adjust the adjusting screws by mistake and mark the position of each bowl on the front of the car. This will preserve the beam alignment and a trip to the local MOT station to get the bulbs aligned. Don't worry too much though, the local garage charged me £3 to have my GT6 lights adjusted last year - alright there are 4 lights on a Stag but this would probably work out at £6 for fully adjusted headlamps.

It is easiest to work on the cables when they are removed from the headlamp bowl. To remove them you must carefully release the rubber bung with the wires passing through it. The best way is to use a blunted screwdriver to push gently from the outside and push the bung to the inside of the bowl. Be gentle as the rubber will damage easily. With the cables removed, cut off the original

terminals should be crimped and soldered onto the wires to give a long lasting joint. The terminals push into the rear of the bulb connector so it is



worth leaving them off now and checking that the wires are on the correct terminal in the car.

The outer headlamps as mentioned can be made to work on dipped and main beam settings. The easiest way to accomplish this is to use a pair of switch relays to control the power between the two elements in the H4 bulb. To wire this up you need to add a wire from the blue/white wire that powers the inner bulb to the 86 terminal on the

relay. An earth wire needs to be added to terminal 85. The blue/red wire that powers the outer light needs to be wired to the 30 terminal on the relay. The blue / red wire and the blue / white leading to the headlamp now need to be connected to the relay, ensuring that the low beam light operates as a normal headlamp. The relay means that when you select main (or high) beam the outer headlamp will also become brighter.

As you may recall, my Dad's car has been off the road for a month or so whilst the minor rust on the arches was sorted. Just after the car arrived back from the paint shop it was noticed that the near side rear wheel nuts were loose. Thinking nothing more than they had been slackened off by the paint shop, we tightened them and thought nothing more about it. After installing the lights we set off to the South Yorkshire meet. Not long after we set off a vibration could be felt. To be honest it just felt like a vibration from a tyre that has gone square at the bottom with being stood for a while. It got worse, however, so after a couple of miles we pulled over to check out the problem. On investigation, the wheel nuts had become extremely slack

again. We decided to tighten them up and return home as the problem was an unusual one.

On investigation the factory nuts for alloy wheels are also an aluminium alloy. It appears that over time the alloy becomes weak from been tightened to the 80 - 100 ft/lbs required in the workshop manual. The threads are then able to bend slightly and can jump on the wheel stud and become loose. The solution - fit new steel replacements! I mention the wheel nuts because although quite a few people I have spoken to have known that they are a problem area, I can't recall seeing the suggestion that you should use steel nuts instead of alloy ones in print - **You have been warned!**

Next month - the woes of Stag fuel tanks and how to cure some of those wonderful smells the fuel system can give you in the rear of the car.

Finally this month I would like to thank Nigel from the Club Shop for all of the hard work he has put in for the club and wish him well for the future.

Keep running on eight

RICHARD

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THIS MONTH I CAN GIVE YOU AN
UPDATE ON THE 4S MENTIONED IN MY
LAST ARTICLE.

The car was bought by Andy Lambeth who has had a

soft spot for Bonds as he could recall his father having both a 2+2 and a 4s. he can remember sitting in the back of a 2+2 – with his head touching the rear window! This is something I can recall – my father once looked at a 2+2 when I was about 12. I can remember the test drive with two of my brothers and I sitting in the back. When asked if we were comfortable we all nodded – hitting our heads! Dad decided not to buy the 2+2 and bought a 12/50 Herald instead.

Anyway, back to the 4s, apparently it was a one owner car, used by the original owner until around twenty years ago when he did some work to it and let his son have it. He used it for a year then brought it home needing work on the brakes. The car was put away in the garage and left until it was put on ebay this year.



Andy has met the original owner and has received all the original paperwork for the car, a nice history to have.

The car does need quite a bit of work to get it back on the road, outriggers and some floor repairs, and Andy has arranged for a friend of mine in Wales to do the work for him so I hope to see the car 'in the flesh' before too long. I think a trip to Wales is in order.

I have also heard of a 2+2 for sale, which was subsequently put on ebay but did not meet its reserve.



This car also has an interesting history. Its current owner Bernard Griffin bought it together with a lot of Mini Cooper spares from a garage which was closing down. Apparently the car went in for an engine rebuild about 20 years ago. The work was done but the car was never collected and remained there ever since.

It is missing the front seats and



steering wheel but otherwise is fairly complete, though needing quite a bit of work to put it back together.

The bonnet in particular will need some repair.

If you are interested please contact Bernard on 01204 883091. He may

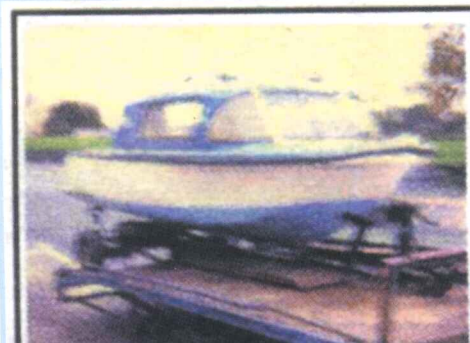
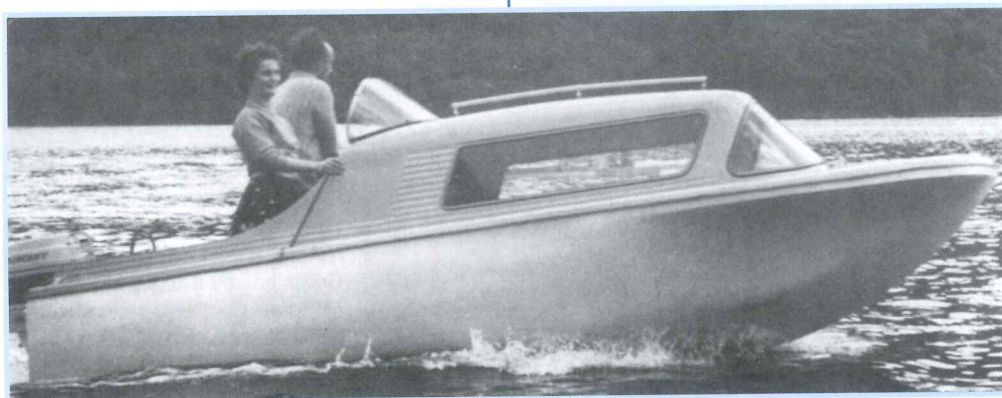
well have sold it by the time this article is published but I hope to hear of it going back on the road sometime.

Dick Weller pointed out to me that the car has the later intake manifold from a Mk II Spitfire – the last 3 2+2's had these, in this case the car is earlier so these must have been retro fitted.

I had a call the other day suggesting I look in the Classic Car Weekly classifieds. Well spotted – there's a Bond boat for sale in Lancashire, a Sea Ranger, built in the early 1960s at the Sharp's

twin Perkins outboards. The seller is asking for offers so I have no idea what range of figures he's thinking of but you can call for more details on 0161 654 9943. Hopefully one of you other mad B***ers will take this on as our pond isn't quite large enough for one of these!

Lastly, but by no means least, **THE BOND EQUIPE CAMPING WEEKEND at SEM** at Leatherhead Leisure Centre (more details can be found opposite) – **BE THERE!**

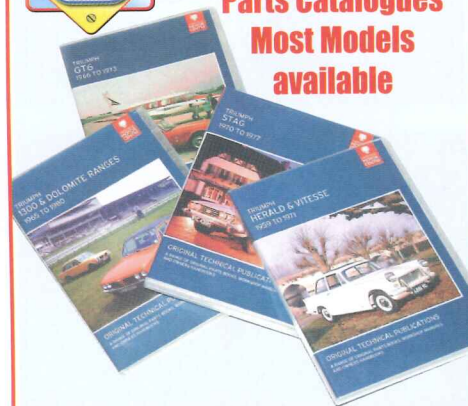


BOND SEA RANGER 1961, fishing boat, the only one known to have survived, made by the Bond Motor Co of Preston on a Bond trailer with Perkins twin outboard, will look good behind classic car, easy restoration, best offer. Tel: 0161 6549943, Lancs.

Commercial factory, one of Laurie Bond's diversification projects. It comes with a Bond Trailer and



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SOUTH OF ENGLAND MEET

MAY 12 & 13 2007

by Suzie & Guy Singleton

**THE PERMIT HAS BEEN GRANTED, THE FIELD,
MARQUEE AND BEER ARE BOOKED, A POLITE
REQUEST HAS GONE IN FOR GOOD
WEATHER, AND WE'RE ALL SET FOR ANOTHER
GREAT WEEKEND AT THE SOUTH OF
ENGLAND MEET, 2007.**

All we need now is **YOU** and **YOUR CARS!** If you haven't already got it marked in large letters on your calendar for the 12th and 13th May, then please do that now. If you're not sure where it is then check out Leatherhead Leisure

If you're feeling particularly brave, hardy, or you're just looking forward to Saturday night in the bar, then dig out your tent now to make sure that you have all the poles and the tent pegs. And, if you're not sure which car to bring, then just see which one starts on the day.

For the 8th year running we have managed to hold the entry price at £5 per person which covers entry for the whole weekend, the Saturday night entertain-



Centre, Guildford Road, Leatherhead, **KT22 9BL** on the Internet or at least make sure that your SatNav – or navigator – can find it.

ment and access to the Leisure Centre for the

...To This!



weekend. Various sporting activities including swimming are available at their day entry rates.

Camping will be available on Friday at Saturday nights at a cost of £6 per tent per night and there will be the usual the usual attractions during the weekend and of course autojumble stalls. For those of you with a few bits – or more – in the garage that you'd like to clear out, autojumble pitches are free so, much as we're fans ourselves, please give eBay a miss for once and bring some of your goodies along for the best customers you could have – Triumph owners!

Last year we saw a very good turnout of people and cars and our judges at times had a difficult job in choosing their favourites but in the end did manage to do so and these included very original as well as fully restored cars. This year you car could join this line-up, or at least give you some impetus to complete the restoration still languishing in your own garage for a future event.

SOUTH OF ENGLAND MEET CONCOURS WINNERS 2006

Best Herald

FMM 714J – 13/60 Conv – John Hill

Runner-up Herald

RSS 514J – 13/60 Conv – Darren Humpheson

Best Vitesse

443 VKO – 1600 – Brian Chapman

Runner-up Vitesse

BFM 49G – Mk2 – Steve Padley

Best Spitfire

OCT 557H – Mk3 – Lewis Jones

Runner-up Spitfire

UGR 949K – MkIV – Steve Gamage



AND THE WINNER WAS...

Best GT6

CYL 882H – Mk2 – Simon Adamson

Runner-up GT6

SKO 55H – Mk2 – Len Keen

Best Bond

EDZ 2300 – 2L Conv – Martin Cook

Runner-up Bond

MAB 405D – 4s – Derek Revell

Best Special

OLD 787L – Burlington Berretta – Ray Peet

Runner-up Special

SDH 350F – Gentry – Terry Johnson

Best Saloon

HNR 108N – Toledo – Andrew Burford

Runner-up Saloon

BRD 254B – 2000 – Oliver Howard

Best Sports

TFM 533K – TR6 – Phillip Payne

Runner-up Sports

964 STG – Stag – Steve Morris

And now for the practical bit. Although our hopes are for standard SEM weather, ie warm enough for copious quantities of beer and an ice-cream or two, the wet spring we've had so far means that we perhaps ought to temper our enthusiasm a little until we see just exactly how it is at the time.

Due to the high water table on the field prolonged rain in the weeks and days leading up to the event could cause a few problems so in the very unlikely event of having to cancel the event completely we would hope to have a few days notice of this and publicise it through the TSSC website.

Otherwise, if it has been reasonably wet in the lead up, and particularly if you have a long distance to travel and would like to make sure that you'll find someone waiting there for you, then please call us on **01672 514241** up to Thursday 11th may or **07775 562053** or **07818 451360** during the weekend for the latest on the situation.



www.tssc.org.uk



by Claire Hill

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

THE PRE BOOKING
FORMS ARE STARTING
TO COME IN THICK
AND FAST NOW.

Obviously many of you can see what a great bargain the International Weekend is. For those of you not already booked in - there are forms in this mag, online or ring HQ direct. The theme this year is to be "Competition Triumphs" either race cars, hill climb vehicles or any of the many types of cars that fit into this category.

If you would like to reserve your space in the hall please can you email me on this address international@tssc.org.uk and we will get back to you with all the details and information required. Also as it is the 30th anniversary of the TSSC expect to see lots of reminders about how our great club grew into the magnificent organisation it is today.

The bar hours have been extended on Friday night. Final orders will now be at 11.30pm not 10.30pm, with all out by midnight. Hopefully for those late arrivals it should not be such a rush to catch up with old friends. There should hopefully also be bar meals available both nights - so no need to leave the site looking for a chippy or restaurant. We are still looking for demonstra-



tions over the weekend.

If there is something you would like to be shown how to do (or if you or someone you know can provide a demonstration yourself) please contact us at the above email address and we will do our very best.

AS always any offers of help are gratefully received, either before hand or on the weekend itself (even if it is just to carry me off to the local asylum!!!)



International Weekend 2007

STAFFORD County Showground

July 2007 6th to 8th

Pre-Booking Discount Tickets Order Form

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Number of Tickets required

NAME (MR. MRS. MISS. MS.)

ADDRESS

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Main Steet, Lubenham, Market Harborough. LE16 9TF

or Telephone 01858 434424



THE ARROW STRAIGHT

Trevor Collett SPECIALS Register

www.tssc.org.uk/specials
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IT'S BEEN A WHILE SINCE
I'VE TALKED ABOUT THE
BURLINGTON ARROW.

One of the early kits made available for the Herald/Vitesse chassis. Rather than me giving you my understanding of how the marque came into existence I can bring you some words written, in 1997, by Haydn Davies, the man behind the marque:

The Burlington Motor Company came into existence in 1980, a year or so before the Eighties boom in kitcar manufacturing. Our first product was The Burlington SS, a two-seater 1940s-style sports car, based on Triumph running gear and using a plywood and aluminium body. In all about 100 SS kits were supplied by us.

As the SS settled down to a steady production, time was found to develop the Burlington Arrow, a totally new concept in the kit car world, a car built entirely from a set of plans. This idea proved so successful that it was decided to sell off the original SS project and concentrate entirely on the new

Arrow. (It also prompted several other companies to copy the idea!). The Arrow is a 1930s-style 2-seater sports car, fitted with cycle wings.

Next a Jeep type vehicle, The Chieftain, was developed to fit onto a Spitfire chassis, again built from a set of plans. (I spell it with a 'G' because I can be sued if I use 'J'). To date about 600 Arrows have been built, along with about 100 Chieftains.

In 1985 a set of flowing wings were developed to fit onto the Arrow and the body lines were made to flow better to improve the looks with the new wings. The updated version of the Arrow was called the Burlington Berretta.

All the above development was carried out in a back street railway arch in Leamington Spa. It was the sort of place that most motoring journalists criticise. However as the majority of our customers were happy with the low cost of our products we decided to stay put and keep our costs down.

All that had to change though when, in 1987, some madman threw a petrol bomb into the factory late one night and burnt the whole place down. Everything was destroyed including the demonstrator car that appeared in all the original publicity photos. It is a strange fact that many a kit car company has ended its days in a ball of fire - quite often started by the person who owned the company! In our case it was a devastating blow, as we had a full order book and everything was going well up until then.

We managed to get back to normal within a couple of months and we are proud to say that not one customer lost a penny in deposits because of the disaster.

We decided to move to Northampton (less mad men with petrol bombs here) and we now work out of a double garage at the back of our house where we can keep an eye on things.

Concise summary there from Haydn; here's a few more words from him about the build process of the Arrow:

In brief the construction consists of modifying the chassis, and getting it mechanically OK. Five simple steel frames are then bolted to the top of the



chassis and these are covered with half-inch thick ply (exterior grade is good enough - you do not need to go to the expense of marine ply). The ply is then skinned with aluminium sheet, which is glued on, and the tub is complete. The scuffle top and nose are then bolted on, along with trailer wings and you are finished.

Needless to say it takes a bit longer to do in reality than the few seconds that it takes to read those sentences.

However there is nothing really difficult about the construction and the main trouble that people seem to have is that the enthusiasm wears off and you get bad tempered when things don't go quite right. This will happen, no matter what car you are going to build. The only thing to do

is to have a rest for a week or two and forget all about it. When you go back the enthusiasm will return and you can carry on.

Far too many kit cars never get finished because the builder has got fed up with it and they end up spending every weekend in the garage but only doing a couple of hours work. Far better to tackle it

in stages and break the whole job down into small individual projects that you can feel satisfaction for each time one part is completed, rather than treating the whole building process as a single project that sometimes seems never ending.

Back to me again: some wise words there. More recently Haydn has said that he sold six thousand sets of Arrow plans and he estimates 500 cars were built (I don't now why this number is less than the 600 he said in 1997; in the world of



kit car manufacture production figures never have been an exact science).

I haven't seen quite 500 different Burlington Arrows but over the years I have seen many excellent examples at car shows up and down the country. Some have appeared here in the Courier, and I have a few pictured here for you now.

The really good news is that the Burlington Arrow phenomenon is not over. There is not an active owners club as such at the moment but if



you've got access to the World Wide Web go to this address <http://autos.groups.yahoo.com/group/burlingtoncars> and you will be able to communicate with Burlington people, including the very eminent Haydn Davies himself.

What's more, if you can also go to this address: www.burlingtondesign.btinternet.co.uk you will see that the plans you need to build your own Burlington may still be available. I say may because I haven't actually contacted them recently myself. If your not web-enabled try this telephone number: 01454 238899.



TUNING THE 1147cc ENGINE

Tony Lindsey-Dean Talking Tuning 1147cc

e-mail. tr@tssc.org.uk

GREETINGS ALL

WITH THE NEW RACING SEASON
NEARLY UPON US, I HAVE BEEN
EXTREMELY BUSY WITH VARIOUS
PROJECTS.

It seems that who ever I talk to from owners to machine shops to suppliers, nothing runs as smoothly as one would hope. Much of this, I'm sure is the result of modern practice to order in goods at the last moment. This always results in delays if there is any hic up down the line of supply. Recent experiences include no material from the stock holder for some items I ordered well in advance, so the machine shop is delayed. Special design camshafts delayed due to a shortage of blanks. Another engine builder was chasing me on 6 cylinder oil pumps as the main supplier had failed to re order and had not taken into account the 6 to 8 +

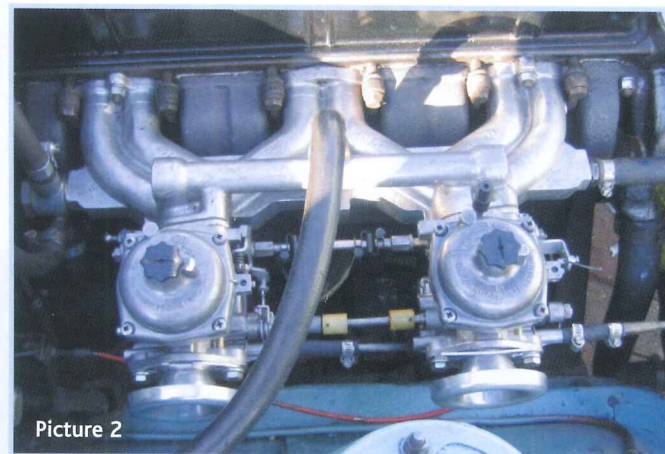
weeks lead time. It also seems that whether a machine shop is ISO 2000 rated or not very few actually meet their specified production dates. I am clearly not alone with these problems.

The end result is that workloads build up unnecessarily wrecking ones sensible planned schedules. One current project is an Historic Racing Triumph 2000 Group 2 touring car **pic MK I 2000**.

I was supposed to have this car before Christmas. This was running a stock engine fitted with triple Webber Carburettors. The owner was waiting to have the car inspected at another Garage for its Historic Vehicle Passport. This paper work is mandatory in some race championships and race series, but after further consultation with the MSA it seems the copy of the Homologation forms supplied by them were fake as triple Webbers are not in fact permissible. So it was back to the original carburetion which had to be hastily fitted along with the stock exhaust



manifold to make the Goodwood track day where the HVP inspection would take place.



Pic 2 shows the reconditioned Stromberg carbs on the blueprinted standard inlet manifold with converted SU bell mouths. The Owner stated that the car drove and performed better with this set up than the triple Webbers supplied by the other garage. It turned out that the triple Webbers were a pair with one odd one, two being type 150's and the other a 152. These have different progression holes so would never make a good even pick up.

The car is having its new engine fitted with a lightened and balanced bottom end and Specially developed cam to make the best of the restrictive cast iron stock exhaust manifold. Interestingly the inlet manifold is poor in flow terms when compared to the Vitesse/GT6 one flowing some 9 CFM less. A future exercise will be to carry out additional work on the manifold to see if this can be improved

The regulations do allow for larger carburettors of the same type to be fitted. I will be fitting 175 Strombergs on adaptor plates as I am not permitted to modify the inlet manifold to fit them. It will be very interesting to see the eventual performance that can be achieved. This will be a torque orientated improvement as I am expecting only around 130BHP but with a higher torque level the car can pull a high final drive ratio giving it good top end speed. In previous tests I have found that the performance capabilities of the twin 175 Stromberg/1 3/4" SU's on a

balanced inlet manifold more than match that of triple Webber 40 DCOE's

Another project is a race engine for a Dutch owned TR6. This is an American car which I am converting to fuel injection with ram pipes. Just prior to assembling the engine, I was offered a short boss cross drilled crank, quite a rarity these days. So I delivered the crank to one of my trusted machine shops. The owner was away so left the crank and flywheel to be fitted with 4 dowels with his assistant. I

prefer doweling to the 8 bolt arrangement that others use as they can give greater torsional strength. Upon collection I found 7 cap bolts fitted with a single dowel that was loose in the flywheel. Even more irritating was the fact that the cap bolts had no shoulders with thread up to the head. This resulted in no part of the bolts having any degree of fit to the flywheel bolt holes. Net result another delay while the flywheel was welded, re machined to fit special ARP bolts designed for the job with close fit shoulders. Still I can now get to grips with the building of the engine.

In the background to these projects the restoration of the ex works 70X engine is coming along. The head has had special copper bronze guides



made to replace the worn original iron ones. This material is considered to be the best for valve guides. **Pic 3**

Picture 4



The head has also been lightly refaced. I have decided to have fully floating gudgeon pins in the new piston forgings instead of the original press fit design. To this end the rods have been

Picture 5



machined to take very thin wall little end bushes. **Pics 4 & 5**

This will enable the engine to be striped if necessary without damage to the piston as was often the case with the press fit design.

Pictured is an original factory race slipper design piston **Pic 6** note the lack of circlip groove. Next job will be to restore the original front damper pulley and make some copies. I already have a couple of stock crankshafts modified to the factory spec, so all that is needed is the flywheel to be replicated.



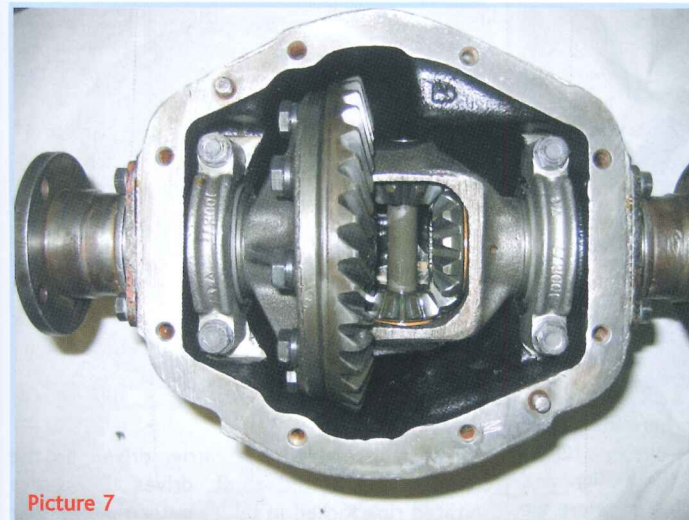
Picture 6

LIMITED SLIP DIFFERENTIALS

Over the years many people have asked me the significance of having a Limited Slip Differential unit in their competition or fast road car. In basic terms such a unit fitted to a well set up car will improve the traction and subsequently the handling of the car.

There are three main principles of design incorporated in a limited slip diff unit.

The most common design for 50's to 70's classic cars is the plate type pioneered by Salisbury but



Picture 7

there was another design of the period known as the ratchet and pawl also referred to as the Detroit Locker. Later designs were known as ATB's or Automatic Torque bias limited slip diff.

So to understand what is a limited slip diff and the effect its operation has on a car we must first understand the basic principles of a standard diff unit. Here in **picture (7)** we see a rebuilt TR6 diff unit. The main driving gear, the crown wheel can be seen in the centre of the unit bolted to the carrier.

The carrier has two sets of gears set in a square formation with one set, the smaller, located by a pin to the outer walls of the carrier. The other pair of gears are connected by splines to the flanged out put shafts.

This arrangement allows the two out put shafts to rotate in opposite directions. When the car goes round a sharp corner the outer wheel has a greater distance to travel than the inner wheel. So the effect of the planet gears in the carrier is to allow the inner wheel to rotate backwards thus giving a smooth drive round the corner. In competition use the car is driven at much greater speed round the corner which can and often does result in the inside wheel spinning. This in turn loses traction and cornering stability. In the early days of track racing and competitive rallying on loose surfaces it was the practice to lock up or weld the planet gears. This made both rear wheels drive at the same speed preventing the opposite rotation of the inner wheel. So no loss of forward motion, but the car would have an increased tendency to

under steer into the corner and tend to swing out from the rear on the exit.

This was usually reasonably controllable so full traction in terms of forward motion was achieved.

The other negative aspect was a high tyre wear. The concept was then developed with the idea of locking the larger planet gears with friction discs which would drive both wheels until a pre determined level of loading was reached and then the planet gears would work in a normal way. So the term 'limited Slip' was coined. By

increasing or decreasing the grip of the friction



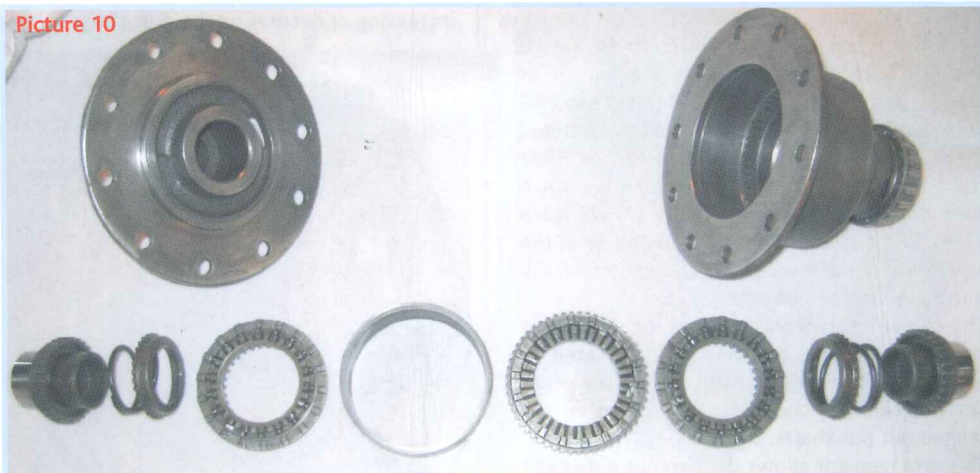
Picture 8

or clutch plates one could adjust the point at which the planet gears would start to operate round the corner. (**pic 8**) shows a plate type Limited slip carrier in a GT6/Vitesse diff unit, planet gear cross pin can clearly be seen. These diffs still give added under steer into the corner but do deliver a greater amount of drive and traction round corners.

The next type to consider is the ratchet and pawl type or Detroit Locker. This at first glance looks to be a very complex piece of kit when compared to a Salisbury plate type. It has no planet gears but when analysed works in much



the same way. (Pic 9) no clues here looking at this carrier, just 4 vent holes at one end. Once opened up the complexity of the design and operation can be understood (pic 10) Here we



have two sprung loaded splined units that fit over the output shafts and located at either end of the carrier. These in turn put pressure on the next pair of serrated rings towards the centre they in turn each locate against either side of the central serrated ring. This centre ring has gear teeth on the out side which locates in the teeth set inside the main carrier

Picture 12



body.(pic11)

So once assembled the carrier driven by the crown wheel bolted to it, drives the centre serrated ring locked in by its outer teeth. Either

Picture 11

to the output shafts. On entering a corner full drive will be experienced as the loading from the outer to inner wheel increases it will reach a point at which the spring load is exceeded. At this point the outer serrated rings will ratchet round giving the 'limited slip' until the load drops and the serrations re engage fully, giving full drive through the unit.

(pic12) shows the outer sprung loaded unit with the pressure ring to load the outer serrated ring.



Picture 13

(pic 13) shows the centre serrated ring with outer locating teeth and the outer pair of serrated ratchet rings. Simple really! Must have given some a bit of a head ache dreaming that one up. Never the less the principle looks sound enough. I expect the driving experience will be similar to the Salisbury. For some classes of historic racing only period designs of limited slip diff are permitted so original period units are

often highly valued.

So now modern technology give us the ATB, The automatic torque biasing limited slip diff unit patented by Quaife engineering. This unit is a real innovation and I must say took some time for me to totally understand how this ingenious design works. I have talked with many people over the years and many simply accept that it works but genuinely do not understand how. It is by far my favoured unit of choice as it has none

of the disadvantages of the other types of design and some distinct advantages. It is also very suitable for hot road cars. So how does it work?

(pic14) shows

installed Quaife unit in a GT6/Vitesse diff, (pic 15 overpage) this shows the end face of the carrier with the six housings for the spiral gears. Once apart the 6 spiral gears are exposed (pic 16 overpage) together with the central splined gear for the output shaft. Each output gear is surrounded by 6 spiral log type gears each about 4cm/1 3/4" long which are independent to each other. Between the two output gears is a pack of hardened cup washers.

When assembled the cup washers are compressed to provide a strong preload between these two output gears. If the carrier is held the output shafts can turn in opposite directions if enough turning force is applied. When this occurs the output gear turns along with the 6 satellite spiral log gears. As the torque load increases the output gears move



Picture 14

Picture 15



outside wheel. So effectively the two rear wheels are driving at different speeds but with no loss of forward traction. This give really great handling with the diff being able to power steer the car round tight corners. So for track and especially road cars this is a truly great design, with no under steer characteristics, variable drive from the rear wheels dependant only on road conditions giving a power steer effect and also great on tyres. The only complaint I have heard from some drivers was that this design is ineffective if the inner wheel lifts in a corner. The diff relies totally on feedback from the wheels in contact with the driving surface. Besides if the suspension set up is such that the inside wheel lifts on cornering it not much good

along the spiral log gears forcing them outwards into the outer wall of their individual housings in the carrier. When this happens the spiral gears grip against the housings and lock preventing the output gear from moving at a slower speed than the carrier.

So in operation this diff design works in an opposite way to the plate and ratchet systems. As the output gears lock only under increased levels of torque there is not the under steer characteristics experienced under deceleration entering the corner. Only when power is applied will the grip level increase within the diff unit. Even better, on a tight corner where there will be a greater disparity between the two rear driving wheels in terms of speed and distance to travel, the outer wheel will deliver a greater torque load to the diff centre than the inside wheel. The lower torque level delivered from the inside wheel will allow the output gear to turn more slowly than the outer one from the

anyway. The other advantage of this gear type of arrangement is that it requires no special oil in the diff. The friction plate type units require special LS grade oil with lower friction reducing properties which in turn gives greater wear to the bearings. When driving a Quaife type of diff it is as if its not there. The car just handles so much better where as one is always conscious when a Salisbury type is being driven with the car often fish tailing on the exit of a tight but fast corner.

Picture 16



SIR JOHN BLACK

PART 1

by Paul Richardson ©

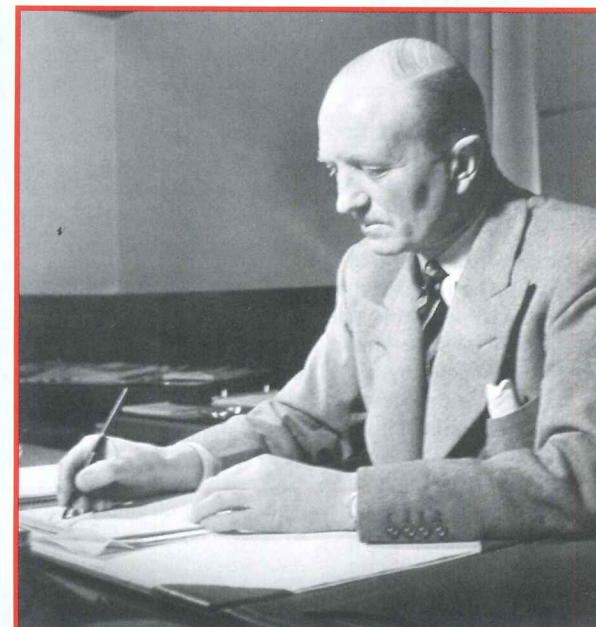
memories, including the loss of three of his brothers who were killed in action.

There have been several articles written about Sir John Black, head of The Standard Motor Company, some of which tend more towards character assassination than painting a true all round picture of the man. My research is based on taped interviews with his sons Hugo and Nick about ten years ago, and employees from the company who knew him well including John Warren (Export sales director) who also became Sir John's close confident and godfather to his sons.

John Paul Black was born in 1895 as one of a family of seven brothers and sisters raised in Kings road, Kingston Surrey. Educated at St. Paul's School, London, he later studied law in preparation for a career as a solicitor. To all accounts his career in law ended when he joined the Royal Navy Volunteer Reserves before the First World

War. It is known that he fought in Gallipoli and at some stage transferred to the army and The 1st Royal Tank Regiment. He was a natural born leader and was reputed to have been the youngest Captain to serve in the British army in the 1st world war. During that war he was once severely gassed and on another occasion escaped from capture. Having survived some of the most terrible battles in the history of warfare, including Gallipoli, and the Battle of the Somme (on the first day of the battle some 57,000 British soldiers were killed or wounded), the horrors of warfare were to lie heavily on him.

At war's end in 1918 Captain Black was 23 years old, and on his return to England he was obviously troubled with terrible



Sir John Black - Managing Director, Standard Motor Company 1934 to 1954.

Initially, he took to a solitary existence in the Welsh hills where he lived alone in a caravan for about six months. His son Hugo told me, *"I believe that my father suffered from a form of shell shock which developed in him highs and lows that became part of his character for the rest of his life."*



Sir John in Royal Naval Volunteer Reserve Uniform

The career of Captain John Black started when he realised that the motor industry was the industry of the future and he joined the Hillman Company. By the late 20's he was virtually running it and had also married William Hillman's daughter 'Daisy'.

Due to the severe economic depression of the late twenties, Hillman was taken over by Humber in 1928 and Black moved to the Standard Motor Company in 1929. Although in severe financial trouble like the rest of the industry, Standard was believed to be well led under Sir Reginald Maudslay, and had the reputation of producing very good cars. So good in fact that King George V and

Queen Mary used a 20 hp landaulette (with a fold down hood over the rear seats) model and 70 Standard cars had been sold to the Indian government as early as 1911.

Maudslay's 'recession policy' of producing small, economical cars led to the production of the Standard Little Nine designed by Standard's Chief Engineer, Alfred Herbert Wilde, who joined the company in January 1927. The Little Nine with an 1157cc inclined side valve engine sold in great numbers after its announcement at the 1927 October Motor Show.

To all accounts Black was a natural born leader who constantly planned for the future. To this end he spent days walking round the factory inspecting and studying manufacture and assembly procedures to see where improvements could be made. By 1931, only two years after he'd joined the company, his proven management skills and leadership qualities ensured his meteoric rise to the top, and Sir Reginald Maudslay made him General Manager and he was also elected to the Board of Directors. It is also generally accepted that by this time Black was in sole

administrative charge of the company.

On the engineering side of things, Alfred Wilde decided to leave the company to become Chief Engineer of Roots in Autumn 1930 because of a problem with his working contract with Standard, and the fact that his solicitors had not disclosed the impropriety that they were also the acting solicitors for the Standard Motor Company. Wilde, a brilliant and dedicated engineer, contracted influenza three months after joining Roots, and with his resistance low after years of hard work his illness developed into Pneumonia and he sadly passed away on Christmas day 1930.

It appears that Black had some influence in his successor



Sir John seated on Ferguson Tractor with Harry Ferguson



Sir John at London motor show talking to Sir Anthony Eden with Alick Dick on right and Lady Black next to Sir John

because two senior engineers from Humber, who Black knew from the Hillman/Humber connection, joined the company. The first was E.G. 'Ted' Grinham who succeeded Wilde in 1930 as Chief engineer after serving the previous ten years as Chief Designer at Humber. The following year Lewis Dawtrey, who'd spent the previous 7 years as Senior Technical Designer at Humber, also joined Standard as head of technical design under Grinham. The engineering die at Standard had now been cast for many years to come.

When Sir Reginald Maudslay died in 1934 Black, now 39 years of age, was elected Managing Director of the company - a position he was to hold for the next twenty years. Black's policy of producing smaller, economical cars as the mainstay continued throughout the thirties with the gradual introduction of larger cars as demand increased. He also encouraged the supply of chassis and engines to specialised coachbuilders like Avon and SS (later to become Jaguar).

Standard cars were also being exported in increasing numbers and Black was constantly instigating improved futuristic design. 1936 marked the production of the new 'Flying Standard' range, which had cleaner more streamlined body styling - rather than the distinctly boxy, square styling of the previous era - a new age was dawning. The 'Flyers' ranged from the 12 with a four cylinder 1608cc engine to the 20 with a 2664cc six cylinder engine. It was also decided to produce a side valve V8 engine of 2686 cc for the 20 from 1936 to 1938, and in October 1939 the Flying 9 was introduced with a 1021cc engine.

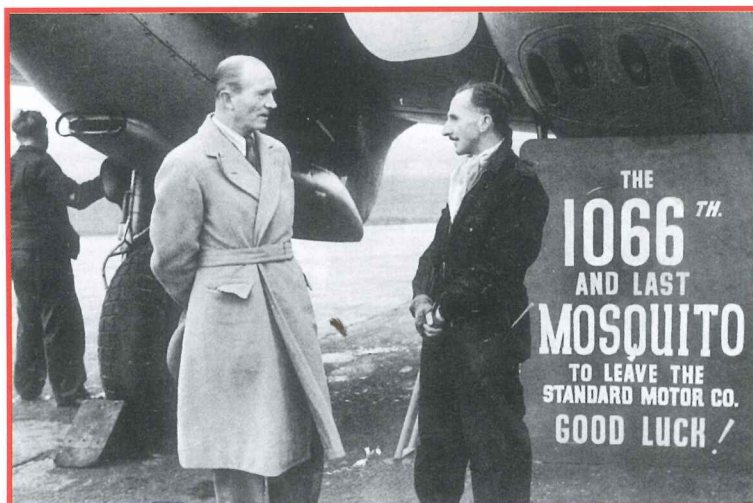
When Black joined the company it was producing a mere 34 cars a week but under his leadership the annual production of cars had risen to 50,000 by 1939 and from a position of near bankruptcy to a turnover of £6 million. A percentage of this success was achieved by

Black's flair for streamlining production and final assembly methods, which was an enormous boost to production capability. Black's genius also centred on his realisation that the workforce had to be a happy one to be efficient and he made regular trips round the factory to break down historical management barriers by talking to the workers, improving working conditions and helping with personal problems.

At the outbreak of WW2 all UK car production stopped for all but essential vehicles as the country turned to producing the machinery for war, and I highlighted the Standard Shadow factory system in the December 2006 issue. Essentially, Black proved his mastery of production methods by turning the Standard Shadow factories at Banner Lane and Canley into the most efficient in Coventry (the first shadow factory was built at Canley in 1936). Black, who was elected Chairman of the National joint aero engine committee, was knighted for his war work in 1943. He also purchased the bankrupt Triumph company just for the name, and production of the Triumph Roadster and Renown after the war at Standard marked the rebirth of the Triumph marque albeit in small numbers.

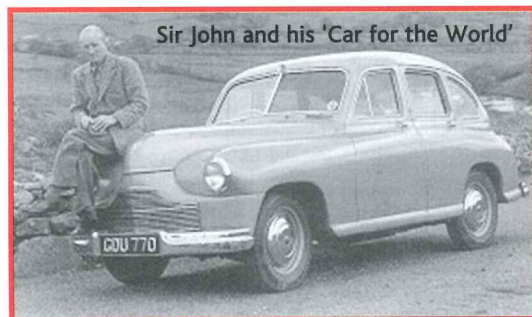
The war concluded and car production resumed with the production of the small 8, 12 and 14 models. Sir John had pre-planned, however, that post war production had to be rationalised to a single car that would sell to a world market. An export or die policy was also in place whereby, due to steel shortages, exporting companies took president in steel supplies in order to earn much needed foreign currency. The Vanguard 'world car' was produced from 1947 and was an enormous success with its new 2 litre wet liner engine.

Prior to this, the entrepreneurial genius of Sir John had ensured the financial future of his company. Whilst still heavily involved with organising all matters Vanguard, it came to his notice just after the war that Harry Ferguson wanted facilities to produce his Ferguson Tractor in England. The rest of the manufacturing industry in England showed no interest. Sir John, however, immediately recognised the huge potential of the Ferguson, with its revolutionary three point, fully adjustable all hydraulic ploughing mechanism. He also foresaw that such a tractor would play the major part in the post war need for



Sir John talking to test pilot of the Last Mosquito to leave the factory at Ansty

extra food production - which had world wide implications. He duly signed a long term contract with Ferguson in 1945 to produce the tractor in the now vacant shadow factory at Banner Lane - in the knowledge that it could eventually be powered with a modified



version of the new wet liner engine designed for the Vanguard. The Ferguson was produced from 1946 and, together with the Vanguard, swelled the coffers of the Standard Motor Company to new highs. By 1949 (including six years of war) the company

turnover was £36 million (a six fold increase from 1939). During 1955 98,000 cars had been produced and 70,909 Fergusons.

By the end of 1956 the grand total of Fergus produced was a staggering 517,651, which had been exported to all four corners of the globe like the Vanguard.

In the post WW2 period Sir John revolutionised the company pay scales by reducing their number from about 90 to 10. He also introduced bonus schemes that were geared to production and became a benchmark for industry in general. He also instituted annual holiday camps and sporting and social facilities for the workers. He once said. *"The biggest assets of our company never appear on its balance sheet - the human element."*

In part 2 in the next issue. The growth of the company into the sports car era and a deeper insight into Sir John's full character, and his exit from the company in 1954 after a Board Room Coup.

HOW THE IVR SCHEME WORKS - FOR EVERYONE:

'International Vehicle Register' is more than a big list of Members' cars! It provides a lot of information to help Owners:

Car History: The one real appreciating asset unique to your car, that may become impossible to get if you put-off even starting, now! Whatever the car's present condition, do your IVR now and set this moving. Secure its past and you help secure its future.

Only IVRs put your car in context: to show earliest- or latest-known survivors; popular vs. rarest colours, or Options; cars built or sold together. **But confidentially:** ie, your Register specialist publishes collated results - not the sensitive raw data on your individual car! But even with thousands of cars now IVR'd, no-one else can do your vital bit of the jigsaw - **your own IVR!**

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

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

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

SPITFIRE IV/1500 INTERNATIONAL VEHICLE REGISTER

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

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

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

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

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

TSSC Services & Officers CLUB HEADQUARTERS

The following services are available
from the Club headquarters.

TSSC MEMBERSHIP

£40.00 UK £42.00 EUROPE £46.00 OVERSEAS

RENEWALS

£38.00 UK £42.00 EUROPE £46.00 OVERSEAS
Members renewing by Direct Debit can expect their fee
to be collected by the TSSC on the nearest working
day to the 13th of the month prior to their
membership expiring

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK
TSSC - Sunderland Court
Main Street, Lubenham,
Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

TSSC INSURANCE

FOOTMAN JAMES & CO LTD
Tel: 0845 458 6760 Fax: 0121 559 0814
FJ Breakdown Recovery - 0800 132 278

VALUATION SERVICE - CHARLIE SMITH

TSSC, Sunderland Court,
Main Street Lubenham, Leics. LE16 9TF
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MAGAZINE COPY DATE

All magazine material must be received
BEFORE 10th of each month prior to the
month of publication.

DEFINITION OF DEADLINE - Last date by which
copy can be included in the publication,
assuming space is still available. Always try
and work well in advance of the deadline.
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TSSC ACCOUNTS e-mail: accounts@tssc.org.uk

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

SHOW CAR REGISTER e-mail: showcar@tssc.org.uk

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

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

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2000/2500/2.5PI

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David Chapman, e-mail: amphicar@tssc.org.uk
Tel: 01684 592985

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Tel: 01858 434424 Fax: 01858 431936

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INTERNATIONAL CONCOURS ORGANISER

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Tel: 0529 307302 e-mail: concours@tssc.org.uk

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Nigel Gibbins Tel: 01932 765577
Claire Hill Tel: 07971 017012



WESSEX
AREA PRESENTS

WESSEX AND
NEW FOREST RUN

Sunday 22nd April 2007

Starting from Avon Heath Country Park at 10 am, a Convoy
Run of about 60 miles winding its way through the New
Forest and surrounding countryside with a half way halt at
the Compasses Inn. This years run finishes back at Avon
Heath Country Park where the cars will be on display to the
public with an informal self judging concours and a prize
for the best car in each of the classes.

Open to all Triumph Owners and Enthusiasts
For further details/ entry form contact

Trevor on:

01425 475376

APRIL 2007

Plus

CLASSIFIED
CARS & PARTS
CONTENTS

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



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@ivycottage17.freemove.co.uk

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. Eves.
CUMBRIA	Anthony Holliday: 01946 830663	Advertised in News monthly	1st Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607	Home (Nee 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	Kevin Ollerton: 01772 469354	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Mike Hardwick: 01723 500385	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Sue Hare: 01909 501714	The Coach & Horses, Barnbrough - DONCASTER	1st & 3rd Tues. Eves.
	Vivien Thompson: 01302 850740		
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCOLNSHIRE	Garth & Ellie Jupp: 01529 307302	The Woodcocks - BURTON MARINA, SAXILBY	1st Wed. Eves.
NOTTINGHAM	Claire & Nigel Hill	Ye Olde Bridge Inn - OXTON	Last MON. 7pm.
	07971 017012		
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. 8pm.
	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. 8pm.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDULLAIS CONSERVATIVE CLUB	1st Tues. 8pm
			3rd Sunday Run
SOUTH WALES	Howard Jayne: 01633 411210	Tredegar Arms, Baselegg - NEWPORT	Last Mon. 7.30pm

EASTERN AREAS

ESSEX	Russell Timms: 01708 400082	The Eagle - KELVIDON HATCH A128 Onger Rd	3rd Sun. Lunch
NORFOLK	Joe Craske: 01493 728764	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - LITTLE STONHAM	1st Tues. Eves.

NORTHERN IRELAND

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

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	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.
		The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	Potters Bar - MYCHETT	2nd Mon. Eves.
HANTS & SURREY	Mark Bland: 01252 687988	The Three Moorhens - HITCHIN	4th Mon. 8pm
HERTS & BEDS	Les Read: 01582 862176	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
WEST HERTS	Patrick Kierce: 01442 831 539	Woodmans Arms - WOOTTON	3rd Mon. Eves.
ISLE OF WIGHT	Angela Cotton: 01983 281427	The Windmill - WEALD, SEVENOAKS	1st Tues. Eves.
WEST KENT	Harry Abraham: 077477 83567	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NORTH LONDON	Philip Willcocks: 07973 333303	The Spotted dog - COLD ASH	2nd & 4th
NEWBURY	Dave Rumens: 01635 868640		Wed. Eves.
	Mary Rumens: 01635 868640		
SOUTHERN	Suzie Singleton: 01672 514241	The George & Falcon - WARMFORD, A32	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last 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	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
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	Jane Rowley: 01452 790126	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SALISBURY	Adam Fiander: 01722 421427	The Greyhound Inn - Wilton SALISBURY	3rd Tues. Eves.
	Nick Vass: 01722 790173		
SOMERSET	Phil Kinsella: 01275 340336	The Bridge Inn - YATTON	2nd Mon 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Contact only	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 01531 650035	Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
	or 01981 500407	The Malt Shovel - RUADEAN - Odd Months	3rd Thurs. Eves.

OVERSEAS Contacts

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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
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TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.



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

AREA LIAISON OFFICERS REPORT

We hope those of you who made it to the AO seminar found it useful. For those who were not able to be there, we will circulate some notes soon, so you too can benefit from the discussion that took place. The next seminar will be at the International on the **Saturday. The only change to this will be the time, instead of four pm it will be at two pm.** This is as a result of requests from AOs who said it didn't give a great deal of time to relax and eat before going to the evening entertainment.

Can we remind you that if your area is not re-registered it will cease to be an official area of the TSSC and as such will not be covered by the Club's liability insurance for events and activities. If any areas have not registered for 2007 can you do so as soon as possible please. If an AO does not wish to continue and anyone else in the area is considering taking over and wants to know what is expected of an AO please phone or email us and have a chat. The time commitment is not as great as you might think.

The lucky area in March's area draw is Avon, if you contact HQ they will send you your regalia vouchers.

Can we remind you that the TSSC is the lead club for organising the Standard Triumph event at Brooklands aviation museum on **22nd April 2007.**

So please encourage everyone in your areas to attend.

Victor and Vivien

ANDOVER

e-mail: guy.singleton@virgin.net

We were wondering if Southampton Bob should now apply for his pilot's licence - he's bought a Spitfire! Seriously though, he brought his new toy out to play having bought it earlier that day from JY Classics.

Ernie and Carol also brought their Triumph 2000 and we arrived a little late in the TR7 - something, I think the gearbox, is making nasty screeching noises, so I took it gently there and back. Now I must try to find out the cause.

We had a good evening with a very good turnout of regulars and it was good to see Chris again as he had managed to fit us into his busy schedule - an evening at the Clatford Arms being much more fun than decorating!

Next month's meet will probably be the last time we see 'Mein Hosts' as they are moving on to pastures new. There will be a surprise for those arriving in a club car that evening...

Forthcoming Events
April 9th, Easter Monday - Wyke Down Show Nr Andover

- 12 April** - Monthly Meeting at The Clatford Arms
- 22 April** - Standard Triumph at Brooklands Meeting
- 10 May** - Monthly Meeting at The Clatford Arms
- 7 May** - Popham Aero-Auto Jumble
- 12 & 13 May** - South of England Meet at Leatherhead

Guy

AVON

The first show of the year has been and gone - Shepton Mallett. We had Adrian's TR4a (special) and my Herald panda car on display and it was busy all weekend with 20,000 visitors to the show. We are featured in 3 publications so far, but the panda may have to go into therapy to find its identity. When is a Herald 1200 not a saloon car? When the concours judges at Bristol Classic Car Show give it "Best commercial". (I calm down dear, it's only a commercial). Then the 3 publications between them make it a sports six and an Avonmouth police car (should be Monmouth). Still, it was close to being accurate! Anyway, next year by popular vote we are doing the Spitfire Scramble again. This will need 3 spiffers and some help on the stand, so put your name forward if you are keen to be part of one of the busiest shows on the calendar. The good news is you can wear a flying jacket, so we keep warm as well.

The meeting in March was well attended considering it was one of the wettest and windiest nights this year. Who has deep pockets? Karl's insurers as he has damaged his Lotus. The bill? Elots of noughts!!!!

We will be having a raffle at April's meeting to help raise some much needed club funds, so bring along some prizes.

The next event will be the visit to Haynes museum on 22 April. As I write this, we will hopefully be joined by some Devon members and some from Somerset as well. Should be a cracking turnout.

Looking ahead to June, we are still planning a camping weekend but it will not be at Unity Farm as they will not give us any prices. We are looking at alternative locations in a similar area and will hopefully confirm this next month.

Events coming up:-

April 9 Coleford festival of transport
April 22 Avon area visit to Haynes museum (with Devon/Somerset areas).
May 7 Abergavenny Toy and train Fair - a smaller version of Coleford.

May 27-28 Abergavenny steam rally
June 9 Castle Coombe Action Day - Hopefully double the passes this year, so let's make it a good turnout.

June 15-17??? Brean???

July 7-8 Stafford
July 14-15 Fairford I.A.T.

August 4-5 Bishops Lydeard steam fayre and vintage vehicle rally (with Somerset area)

August 10-12 Hay on wye - chill out time!!!

Get those shorts and sunglasses out, summer is nearly here!

June

EAST BERKS

e-mail: eastberks@tssc.org.uk

Dear All. The weather has been improving and that has encouraged my dad to start work on my Herald! Many thanks must go to Peter Game who kindly gave up a couple of hours to give dad some advice before an MOT is booked. Peter has said the car is ready for the MOT stage, so I am now getting interested about going to the Isle of Wight at the beginning of May - hoping to have Francesca with me!

Please let me know if you are interesting in going over for the weekend (**4th May**) to the Isle of Wight and if my plans come off a group booking will be cheaper if there is interest within the group.

There are numerous shows coming up and circuit racing. I am looking forward to going to Silverstone at the end of March to watch the TSSC Championship start. Also, we have the Aston Clinton Show on the **20th May**. There is a small charge for this show this year, however it has always proved very popular and entertaining in previous years. There is a road run before the event, if you can get to Princes Risborough/Stoke Mandeville. I will have entry forms for the show, so please give me a call or drop me an email if you wish to attend. email: eastberks@tssc.org.uk
Hope to see you at the next meeting at the Shire Horse Pub on the A4 Maidenhead **Tuesday 10th April** from 20.00hrs. With kind regards

Helen

SOUTH BUCKS

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

Unfortunately I have been ill and so was unable to attend the monthly meeting, or the traditional 'start of the season', the London classic car show, so it's a short roundup this week (don't all cheer to loudly!) The big event for April is the Standard Triumph at Brooklands day, on the **22nd**. I'm also hoping to look round the Mercedes Benz museum, and maybe take a test drive in an AMG Merc (I've heard this is costing Mercedes Benz a fortune, and may not last much longer!). Our next meeting will be **April 18th**, Squirrel pub in Penn from 8pm.

Regards

Daniel

CANTERBURY

Beware the ides of March they say, or at least Vitesse that break down on the exit slip of the Thanet Way at Whitstable. Tony's did just that, meaning a round trip of me of 15 miles to assist (it's a dual car riageway), finding no spark no spare rotor arm and therefore no hope, so a tow to my house to dump it overnight and a lift home for Tony was arranged. He returned next day by rail clutching a few spare distributors which he had found, one containing the offending article. Ignition is restored. He then rummaged in a large box in the boot producing a coil, points, condenser, plugs, oh and a brand new rotor arm.

CHESHIRE . . . COVENTRY CUMBRIA . . . DERWENT VALLEY



bury him tomorrow! The point of the exercise is keep spares in your boot, be aware of what you have and the fact that they are brand new means nowt. This is the second new rotor arm failure a member of our area has had at speed. Something the club is aware of and is looking at the possibility of providing quality assured items.

When at the AO's seminar I highlighted the fact that some had mentioned their dissatisfaction with Footman James, Mike Crewes is on the case with the brokers and if you have any problems with the club insurance contact HQ and they will deal with it on your behalf. Also I picked up our gift vouchers that we had won in the area raffle, so unless a good idea for their use comes forward I will do a free raffle the next two meets.

Many have asked about new area T shirts and the like and with this in mind I designed a new logo which seemed to meet approval at the last meet, so I have had a couple run off for evaluation and should have them in time for April's gathering.

Those who were organised and applied early (not me) should have got their entries back for both days at the Dockyard, it seemed oversubscribed this year and therefore those not so organised (me) can only go Monday, so we will discuss convoys, if any, along with the Triumph Day at Brooklands next meet. The season starts here. Detling has also resurfaced by way of a phone call from the clubs organiser asking why we had not entered the Kent County Show and offering the area one of only four club stands going. No strings attached, we will see. Many of you seem interested in attending and giving it a go. It won't be anything like the Detling of old, but if we don't try we will never know and it was nice to be asked, we must have made an impression. And they asked us back??

My Statement about August being quiet has turned around and bit me and is now full, leaving either the bank holiday or the first weekend in September for our bowls meet. Cliff is keeping an eye on things and hopefully something can be sorted soon. Watch this space.

If anyone wants a list of all the shows available please contact me and I will ensure you get a copy. Roll on summer

Dell

CHESHIRE

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

As ever it was a pleasure to drive into the car park of the Cock and Doodah and find three Triumphs there (joined later by Paul's Vitesse?). One of them was a GT6 with de-seamed back wings, which Adrian had apparently spinned in Macclesfield. This belonged to Glynn, who was a first time visitor along with Malcolm and a friend. Malcolm has a MkII Spitfire (I think). And quite a few faces that hadn't been seen in Bollington for a while. Next time I come, it will be spring and all the **** will have been moved out of my garage and Heap the Vitesse will be there to greet you. I've just looked at the calendar and my

next holiday in Oman is scheduled to include the April meeting, so that gives me quite a while to sort the garage out.

Upcoming events are the two Tatton shows (**June 2/3 and August 18/19**) if Mr Holmes uses his usual date algorithms) and our runs out at the **June, July and August** meetings. We are hoping Mike will lead us round the surrounding countryside (and a hostelry or three) in an honorary Triumph. There was also talk of a Herald saloon joining Mike's car collection. I'll email the year plan to those people who admit to having email addresses, and there should be some more paper copies by the next meeting.

We held our quiz, and Dave managed a good score and came away with the magnificent prize of the box of chocolates.

Mike did an extra non-scoring round of famous car company people's initials and their car companies, which was interesting and different.

Adrian keeps indicating that his GT6 will be ready this year, but when asked questions like 'does it have a windscreen' and 'has the engine been run yet' the answer appears to be negative. Paul may be threatening to take his GT6 to a man with a paint sprayer.

So, our next meeting is on **Thursday 5 April** at the usual place in Bollington. I will be elsewhere at the time, it seems, but my representative will bring an updated year planner and take orders for Tatton tickets.

Henry

COVENTRY

tssc_coventry@hotmail.com
or: nclark1955@aol.com

Stoneleigh proved to be well worth the short journey from Coventry, as there is always plenty of interest and abundant supplies of Spares for sale. All the various Triumph clubs were represented, with a fine range of cars on display. This has to be the most useful new / used / auto jumble event of the year, and it's on our own doorstep. However, I did not see any of our Group at the event.

There was a good turn-out at The Bull and Butcher for our March meeting at Corley, with around 9 of us in the bar, alongside the open log fire. This is the place to come to for help and advice on almost any item! Paul and Joan Mondeo has recently had 'gremlins' in a diesel injector, and their son's concrete floor is not level, ad has moon-craters in the corners. Nigel and Steve, our resident mechanical and building expert were on-hand to resolve these matters! It was good to see Paul Jones and his Dad Clive in their immaculate yellow Spitfire, the only Triumph in the car park. I intend to put my Stag back on the road for April, now that the road-salt season is coming to an end.

I recently met-up with a friend of mine, a TR4 owner / driver, who has suggested that their local TR group may join us at one of our meetings - possibly in May. Details to follow when they have confirmation at their next meeting. This should prove an interesting get-together, as we should be able to use the meadow at the Bull and Butcher by then. One other date for your diary is the Birdingbury Festival, near

Marton. This is on **Sat 14th and Sun 15 July**, and is a superb event with historic transport, craftwork, falconry, rare breeds, traditional mini fun fair, music, and much more. Further details on their web-site: <http://www.birdingburyfestival.co.uk/>.

Our next meeting is **Tuesday 3rd April**, Bull and Butcher, Corley Moor, 7:30 onwards. Hope you can get along. Regards,

Kevin

CUMBRIA

We had a good meeting last month Roger, Roy and Anne, Helen and Tony (even though he missed lunch). The meal was very good we all enjoyed it especially the sweet Anne and Helen had "Rummary" they can recommend it. The next meeting will be at Carlisle Airport on the **6th May. NO meeting at the end of April.** Not much to tell, hope to see more of you at Carlisle, Hope the weather is good.

Tony.

DERWENT VALLEY

e-mail: derwentvalley@tssc.org.uk

March meeting was a little different, we had a T.V music theme night for a quiz - Kim with the score of 19 was just beaten by Richard with a score of 20 out of 23. Well done. I do find it hard though to believe him being in the fire service and not knowing the theme tune to London burning.

We had two new faces at the meeting one being Bill Tops hope to see him again as a new member and the other being a very standard Herald 13/60 belonging to Brian (black Vitesse) who everybody knows he has to modify everything on a car he just can't leave things alone. Raffle went well as usual, there just seems to be better prizes in each month.

Stuart gave us a list of events and dates for the coming summer, including a oil run and picnic on the **27th May** good day out, not to be missed. We will want numbers by the next meeting who can make it.

April is the deadline to decide on if we are going to change our club logo - bring all your ideas and we will vote on which is the best. Last but no means least we have a brand new rather large trophy cabinet up on the wall were we sit, but it is looking rather empty. So come on everyone let's try and fill it with our well deserved winning trophies.

Dates for your diary
3rd April - Monthly Meet 8pm at the Smalley Common Ex-Serviceman's Club.
22nd April its DRIVE IT DAY we will be doing something at Derwent Valley so come along to the next meet to find out.
1st May - Monthly Meet 8pm at the Smalley Common Ex-Serviceman's Club. See you soon

Roger



DEVON

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John's 'feely bag' got a mixed reception at February Club night! A boys' night - well Sue was late - and Katie came with Dad Steve (and William) on their way back from Bristol. Dan and Steve together identified more than most, including Stromberg carburettor adjuster, voltage regulator adjuster, plus various Stag and Herald bits. Just to confound everyone, John threw in two parts from a Standard Vanguard diesel!

A very wet night but there were some Triumphs in the car park. Not as wet 'though as our day out at the beginning of March. Torrential rain followed four brave Triumphs (not a day for ragtops) and a couple of moderns from Exeter to Axminster where we were met by the Axminster three. Adrian had arranged lunch at The Ridgeway, Smallridge which was much enjoyed. We welcomed Tess (from Exeter and London) in her smart 1966 12/50 which she has had for 27 years. Hope to see you again soon Tess - it does not always rain when we go out! An even wetter drive back but all the Triumphs made it OK.

We have entry forms and dates for loads of shows this summer. Contact us for more details. We need entries for Powderham (7/8 July), Torbay Old Wheels (22 July) and Branscombe (29 July) in by 5 MAY at the latest. If you entered Old Wheels or Branscombe last year, you should have had a form direct.

SUNDAY 1ST APRIL - Meet at 11.30am at Pear Tree Cross, Ashburton. We are lunching at the American Diner - Route 38 - at Trerulefoot Roundabout, on the A38 (of course). A drive after lunch using the Torpoint Ferry. Just into Cornwall this one, hope some of our Cornish members can join us. Mark B should have numbers - 01626 365086.

Club Night - Wednesday 18 - back at the Star again for a noggin and natter.

SUNDAY 22 APRIL - DRIVE IT DAY. We are going to HAYNES MOTOR MUSEUM at Sparkford. Meeting up at 11am (an early start for some) at the Little Chef at Monkton on the A30. We hope that members from all over Devon will join us for this. Drive to Haynes will be about an hour or so, and there is a restaurant there. That should give us plenty of time to look around. Paul has organised this one and we will be joining the Avon Area who are also going to Haynes on that day. We should be there by 12 - 12.30, so we can look at all OUR cars before taking on the museum. We will get a discounted entry, and lunch will be available from £5 - £7. However we need to know definite num-

DEVON . . . ESSEX . . . GATWICK GLOUCESTER

bers for this NOW so please let us know as soon as you get the Courier if you are coming - 01548 821348.

As some members may be going to the Isle of Wight, our **May Sunday** meeting will be on **Sunday 13** when we will meet at Exeter Moto Services for a drive to Dawlish Warren when we intend to picnic. If it hasn't stopped raining, we will have an alternative plan! When it stops raining, it will be tops off but keep driving!

Sunday 1st April Route 38 Trerulefoot
Wednesday 18 Club Night at the Star
Sunday 22 April Drive It Day -
Visit to Haynes Motor Museum

Sue & John

ESSEX

www.tssc.org.uk/essex

Hello all hope you are all enjoying the rain and wind. By the time you read this it should start warming up and we only have a month until the S.E.M. Mike is going ahead with a stand at Battles Bridge on the same weekend. But I know I will be at the S.E.M. and I think some of the others are going as well so we can all go together as we did last year in the rain.

This month we had a good turn out of cars and some more new faces. Our first Acclaim was at the meeting that was owned by a guy named Mark who is from Colchester. He put it at the back of the car park close to the bins. I don't know why but he said it looked at home there. Also at the meeting was a Very nice 1250 Herald. I think he was a Club Triumph man. He did say we would see more of him. It was also nice to see for the first time in about eighteen months. Eddie and his very nice 1360. There was about twelve cars at the meeting. I spent most of my time in the car park chatting with people so I have no idea what was said in the pub. So there is nothing different there then.

It seems our area is growing and I hope that one day it will be as strong as it was in the late 80's. Also this month I went with John Hill to Ally Pally as he had his car on a show stand there. With some other classic cars. I think he was on the Classic Car Weekly and Triumph World stand. His car was the only 1360 at the show and I think one of the best cars there but Ally Pally being the place that it is, it seems if your car isn't worth more than ten K you don't get a prize, but we were not there for that. It was a good day, we bumped into some of our members, Gary being one of them. I think he got some seat belts from the Club stand. I also had a chat with the people on the Club stand and they are getting some other bits for us to take to car shows for our stand. A pop up banner is one of them? Not one of the people I chatted to! They were nice, the pop up banner is what we might be getting. Any way that's it for this month, see you on the **15th**. I see it's Pam's car this month, Pam is the pin up for April and I was last month!

See you all at the Eagle.

Russell

IMPORTANT NOTE

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

GATWICK

Hello everyone, last month we had the curry night which was kindly organised by Tony and Frances. Eleven of us met in The Cage in Lingfield for a quick drink before moving on to the Lingfield Tandoori for a great evening, the food as usual was very good, I am just judging by us all being reduced to silence as the food arrived, the chatting did resume but not until we had all tried our choice of meal. Vic, Paul and David finished off their meals with what looked like a plate of fish from the chip shop but turned out to be banana and pineapple fritters! I don't know where they found the room!

The first wed meet in March saw eleven of us at the White Hart with 3 spitfires in the car park. Tricky and Laura were first there as usual in the Spitfire which is going well and sounding loud! We were joined by Cliff who has just returned from a holiday in Kenya with Frances, he took the Herald down to a do at Goodwood which unfortunately was spoilt by heavy rain.

I must say good luck to Lin who is off to Crufts with her lovely dogs, but I suppose by the time you read this it will all be over. It looks as though the stand at Ardingly is nearly full so get in touch asap if you would like to join us. Glen has broken the diff on his Vitesse so we're hoping it all goes well for fitting the new one.

We will probably be going up to Brooklands in convoy from Pease Pottage Services so give us a call to find out what time we will be setting off.

Suggestions are requested for a show of outing in June as we have nothing in the calendar at the moment. Paul and Sue are investigating a fish and chip run and also a weekend away. We will be attending the Cranleigh classic car show again this year as lots of people are keen to go. I think that's all for now.

Forward dates are **Wed April 4th** The White Hart...**Wed April 18** roving...**Wed May 2** White Hart...**Sat/Sun May 13-14** SEM Leatherhead...**Wed May 16** roving...**Sat/Sun July 7-8** Ardingly.

See you all soon.

Lynn and David

GLOUCESTER

www.tssc.org.uk/glooucester

Hi everyone, for those of you that read this monthly news I apologise for the lack of last months edition, time and tide overcame me and it didn't get done. Sorry. This month too came round far too quickly, thought life was supposed to be coasting as you get older, is it just me?

A big thank you to Barry for doing all the legwork and making the area dinner go very smoothly, how many Barry 40, 41, 42? A great evening, the Rising Sun did us proud yet again and the evening was great fun.

Paul and I cruised the Triumph show and spares day and had an enjoyable wander round spending on bits for the coming weeks, the show seemed quite busy and there was plenty to peruse. The area meeting saw us in the back room for the first

HANTS & BERKS ISLE OF WIGHT . . . WEST KENT

time in ages, hopefully the evenings will soon allow us to get more cars in the car park and I for one am looking forward to some al-fresco time at the pub.

The plans for the Laon trip are currently in full swing and May can't come round quickly enough with Prescott in the middle and France at the end that should kick the summer off very nicely.

I took a run to the spring restoration show, not to enjoy myself but to make sure Paul didn't have too much fun. He seemed far too happy when I said I had to go to Heathrow in the morning so a quick blast up the M40 made sure I caught up with him by midday and just as I thought he'd already gone back to the car once because all the bags were weighing him down.

That's all for this one hopefully we will see you out and about soon.

EVENTS.

Monday 9th April

The Coleford festival of transport.

Monday 16th April area meeting at the Kings head, Norton.

Sunday 22nd April STAB. Standard Triumph day at Brooklands

Andy

HANTS & BERKS

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March was another good meeting for the Area, I'm now feeling bad that I'm one of the few who doesn't turn up in a Triumph as often as I should but I'm kind of willing myself on to get the Vitesse back together and running again - more on that later.

Good to see Carl out and about again after being absent due to work commitments, still the overtime comes in handy I guess. GT6s were out in force again with Tony, Gren and Andy flying the flag. Only Paul kept the Spit flag flying but did manage to buzz Gren in the way in with a dastardly speedy overtaking manoeuvre just for effect. Unfortunately the landlord has turned the bar into his living room with widescreen TV and seems keen to make sure no conversation is possible by turning it up as loud as possible. It wasn't the easiest of places to have a conversation!

The Vitesse is now about 90% back together with everything mechanical fitted up and full of fluids etc. I've left the tunnel out until I can test drive it and the exhaust isn't fitted yet as a) I want to hear it without a silencer and b) I need to get it out on the drive and up on the ramps to fit it properly.

There are a few other niggly bits I want to sort out but I was ready to start it today, trouble was I made a schoolboy error and didn't make sure the battery was charged. The result was that after I'd spun it up to get oil pressure, bled through the injectors etc the battery went flat - it's all on charge now so we should be OK for another attempt in the morning. I'm hoping to get it running and test driven this weekend but bathroom materials have arrived at the plumbers and some serious DIY is calling! Tonight Carl Andy and I are all off to the Club Triumph Annual Dinner, should be a good laugh.

See you next month and who knows, I

may even be in a Triumph although I've just taken delivery of a new Company car and the novelty may not have worn off on that (unlikely, it's bland as a box of beige buttons!)

Fason

ISLE OF WIGHT

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Greetings all, well it's been a while but I'm hoping to provide as regular Area News as time (and work!) will allow. We had a good turnout for the February meeting at the Woodmans with a good number of the 2000 Register proportion of our membership in attendance. It was good to see you folks and made for a very productive evening. It also provided a good opportunity to introduce the 2000 folks to our regular attendees.

Please keep it up as it's a thankless task running a meeting, or a club for that matter if apathy rules.

Here are some dates for your diaries.

MARCH

VHVC Summer Tea Run - **Sunday 25th March** Meeting at Butterfly World for a 2.30pm departure.

VHVC Easter Bonnet Run - **Sunday 8th March** Meeting at Butterfly World at 2pm for a 2.30pm departure.

APRIL

St George's Day Classic Car Show, Northwood Park, Cowes - **Sunday 22nd April** Our club have been invited to attend so we will be once again meeting up in Newport at the Priory for a convoy through to Cowes. Time to be confirmed shortly.

Also on the same day... Standard Triumph Day at Brooklands. Matt of the IOW 2000 Register is organising a run up if any of you can make it, please get in touch 565819.

Mega Wheels and Classic and Custom Car and Bike Show. It's a "show and shine" event at the Garlic Festival Site in Arreton on the **28th and 29th April**. Its being organised by Isle of Wight Radio.

Should have more details by the next meeting.

MAY

THE 18th TRIUMPH CAMPING WEEKEND, APPULURCOMBE - **4th to 7th MAY** INCLUSIVE.

This is our most important event of the year, all hands to the pump please! If you're coming, get your booking in to avoid disappointment!



A previous Camping Weekend.

JUNE

Gaffers Festival, Yarmouth - **Fri 1st - Sun 3rd June**. Let me know early if you would like to take part in our club display as a space will need to be reserved for you. Rotary Club of Ventnor Classic Car Show - **Sunday 17th June** Spaces



limited as all clubs have been invited. It would be great to have all models represented from all of the Triumph Clubs.

Matt also has spaces for 2000 register members.

AUGUST

County Show - **Sat 11th and Sun 12th August** Club tickets will be available however space limited. Island Steam Show - Bank Holiday Weekend **Friday 24th - Sunday 27th August** Matt has booking forms which must be completed by May, 565819.

SEPTEMBER

Charity Classic Car Show - **Sat 15th and Sun 16th September**. Club tickets will be available however space limited.

More events to follow and don't forget the regular monthly meetings at the Woodmans Arms in Wootton on the **3rd Monday** of every month. Hope to see you all soon.

Paul

WEST KENT

WestKent@tssc.org.uk

The first meeting at the new venue was well attended, with several new faces that I will mention later. But the biggest problem with the new venue will be the question of parking, especially when we have a good turnout of Triumphs in the summer. There is some room in the road opposite the village green. There is also the car park for the village hall just across the Green. Safest might be, if you wish, for Triumph parking to be in my drive, but then we can't go out to inspect new vehicles easily!!

Several members made it to Ally Pally, but 2.5 hours by public transport each way is a stupid waste of my time. It's quicker to get to Lubenham, Stoneleigh or Stafford on a good day. Came away with a trailer jockey wheel and got some very peculiar looks on the return tube. With no shows in the time to this April 3rd meeting, discussion in March seemed to centre on lots of technical problems - well it did at my end of the room! Must be getting ready for the summer.

Welcome to Terry and Jan, new members who have a Spit Mk4 that overheats when the thermostat (and a new one at that) is in place but doesn't when it isn't. Standard practice would be to check the 'stat in a saucepan of boiling water to see that it does open fully (7-10mm); thoroughly back-flush the rad till the water runs clean, and when refilled, look into the rad filler hole to see how well the water is circulating when hot (it should be quite turbulent at say 3-4000 rpm); and check with John Thomason (Spit Mk4 / 1500 guru) the part numbers for the gauge and sender. Hope it goes well Terry.

Adam and Jill have another Spit Mk4 and



WEST KENT . . . LANCASHIRE LINCOLNSHIRE . . . MANCHESTER

● WEST KENT Cont.

didn't admit to any problems. Hope it stays that way.

Last month's exciting car was the 2.5 PI Spitfire that belongs to Debra and Matthew. I heard this arrive at the Windmill and it sure sounds good.

Finally, Garry has a very smart looking GT6 in black, first registered in February '73 (M). My first thought was when was it built? If before 1st January '73, it should be road tax free and taxes paid should be refundable. Another job for Dick Plumridge and Gaydon? Garry also has a rotten steel channel that has parted company from the bottom of his window glass. Fitting a new channel to the glass is a difficult one that is rarely successful at home if you try to use the solid rubber strip provided. Del's method works for glass in rebuilt quarterlights too.

Make sure metal and glass are spotlessly clean, and fill the metal channel with black, good quality silicone rubber bath sealant. Put the glass in, in the correct position and leave the silicone to cure for a day or two. Excess cured silicone can be left on the wind-up glass, but should be trimmed off a quarter-light with care and a new Stanley knife blade.

Finally, to Harry, we all hope Sally is better soon and can make it here next month.

Del

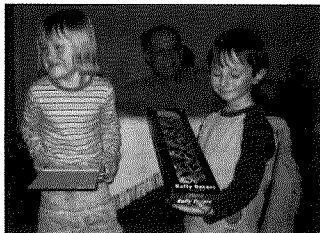
● LANCASHIRE

kollerton@hotmail.co.uk

The March meeting was a little quiet with only 13 members turning up, but again we had two new faces Ian and Linda who are renovating a 1969 MK3 Spitfire good luck with that, I hope you found everyone to be friendly and helpful and that you will join us again. Chris Manville has now sold his Triumph 1300 to David Ivins who I believe is delighted with his purchase, and as always it's good to keep the car within the club. By now anyone on my email list will have received calendar of events electronically, anyone wanting to organise runs out or with any suggestions for runs out, please contact me and I will do my utmost to make it happen. If anyone has details of car shows in reach of our area, which I don't have details for please contact me and I will add them to our calendar. Below is a brief account of our trip to Coniston. Kevin

Saturday Morning arrived, and as usual Bill had ordered the good weather for our annual trip to the Waterhead Hotel Coniston, the sun was shining, the birds were singing as our convoy of four Triumphs and selection of Euroboxes left

the Phantom Winger for a gentle drive (75mph) towards Coniston. The journey was uneventful although a little faster than anticipated and we arrived at approximately 12 noon where we met other members who had made their own way to the hotel, 26 of us in total and a few who came just for the ride and the day out. Once rooms were allocated it was then up to the individual to choose what they wanted to do, go on the organised walk, out for a drive, or as the least energetic of us did (me) straight to the pub, where a few hours later the members (walkers) who really did deserve a drink, met up with us for a good few drinks and a natter before walking a little wobbly back for our evening meal. Entertainment in the pub was largely based around Bill and Ruth's excellent bird quiz which as the beer flowed the answers became more obvious (what type of bird is a carrotcock anyway). After the evening meal we retired to the lounge for the annual spot prize giving and answers to the quiz and general get together.



Our two youngest members receive their spot prizes while "Uncle Bill" watches! The prizes as usual were excellent, I received a pot gnome (honestly) for the most exotic paint job on my GT6 and the one remaining prize, a hammer for being the new AO which was kind of fitting really, a prize that no one wanted for a job that no one wanted, ah the irony of it all. Sunday Morning arrived and after an excellent breakfast and a little packing it was time for some of us to leave while others went on the boat trip to Torver and an organised walk, while others had a gentle wander around the village before setting off home and back to reality.

All in all an excellent weekend. Pictures and a more detailed report you hopefully will have had by now on our Lancashire Herald Newsletter. To receive a copy or add anything to it email me on: kollerton@hotmail.co.uk

Kevin

● LINCOLNSHIRE

www.lincstssc.co.uk e-mail: garth@lincstssc.co.uk

Hi All. Garth reminded me about writing this! We are getting ready for the IOW weekend (aka our annual pilgrimage) - Garth is cracking on with the Herald now and has done one side of the chassis, sill and floor pan with the outer sill cover still needed then the other side and brakes are next.

Tony has now joined the Sleaford home scrap dealers club with acquiring a £200

"spitty" (to quote Tony himself) on the drive for spares. Problem was - he didn't tell Debbie much about what he was doing first! Oops! I was there when it arrived on the car transporter - and she was a bit gob-smacked and could not wait to get it covered up!!!! It is rather rough! - Even by Garth's standards!

Alan has still got some teething problems with his 'new' Spitfire (I'm sure a lot of us do when we get a car for the first few months) and a drive shaft is now causing concern. Apparently it should be back on the road in the next couple of days.

Tony has come home for a brief holiday this week and returns to Iraq at the weekend. I'm sure you will all join me in wishing him a safe trip and it will be 5 weeks or so when he is back for good.

Look out for our Triumph bobble hat - Phil provided the pattern (genuine 1960's) and my Nana knitted it as an experiment for us! Garth has taken great delight modelling it while I laugh at him but I'm sure it will get airings at events.

The campsite is probably changing for our camping weekend- watch this space... The pub where we have our meetings has had a re-vamp and is now non smoking and Garth gives it a big thumbs up - come and join us over the summer (in your Triumph preferably!!!!).

Well - no other news yet, take care and drive safely

Ellie

● MANCHESTER

www.tssc.org.uk/manchester

We are back!! We have had a Brill holiday and we are back refreshed and ready to start another year of Area Organising a fantastic club. I would like to say a big thanks to Les for taking the meetings while we were away as usual you did a fantastic job and to Gary for taking the minutes. A big thank you to Janet for organising what sounded like an excellent Xmas Doo.

Welcome to two new members, Mark with his Vermillion red Spitfire 1500 and Keith who is hoping to get his Triumph very soon. I hope you enjoy the new welcome packs and find them packed with ideas, tips and one or two little freebies, we would value your opinion as this is a new idea that was dreamed up by the by the Manchester Area.

With a little help from Les and Pete, P.I. Janet has finally got Oscar on the road I can't wait to see it, which should be soon, as Pete has now got his Spitfire off the road for interior restoration.

We have a very busy calendar this year (no change there then) plenty to keep a Triumph mind occupied here are a few events the Manchester Area will be attending. Any one requiring passes for the following events please call me on the usual number or via the Manchester Area Tssc website.

April 20/22nd Warwick Run with a trip to Warwick Castle and Museum.

June 2/3 Tatton Park.

June 8/10 West & North Yorks weekend.

June 22/24 Peak Run.

July 6/8 STAFFORD INTERNATIONAL.

July 22/28 Devon Camping B/B.

Aug 4/5 Woodvale.

NEWBURY . . . NORFOLK NORTH EAST . . . NORTHANTS

Aug 5th A6 charity Run with TVVCCC.

Aug 18/19 Tatton Park.

Sept Area BBQ weekend TBA.

Oct 26/28 Motor Show NEC

We are off to the A/O seminar and AGM this weekend and a full report will appear in next month's area news.

We will be ordering black baseball caps complete with club logo and Manchester Area to match our very smart polo shirts if you require any of our area tops or caps please get in touch.

Don't forget Stafford!!!! Manchester Area will be doing Manchester at Le Mans this year and we need loads of help Pete and Janet have volunteered to make a Dunlop Bridge and Ler is making a Le Mans Entrance we could do with a race track maker, help to transport all our stand stuff and members to erect it when we get there. Let's give Claire Notts A/O, our help and support and help

Save Our Stafford!

The Area meeting was well attended with 25 members present with plenty to discuss it was good to see you all. Steve Johnson won one of our fantastic prizes on the raffle I know you will put it to good use?

The next area meeting will be at the Rope & Anchor Tuesday 3rd April Paddock Lane, Dunham Massey, Cheshire at 8ish (our old venue) it is under new management. Anybody who requires directions please let me know I will be only to happy to help!!!!

Happy Motoring

Dip / Frank

● NEWBURY

dave.rumens@btinternet.com
mary.rumens@btinternet.com

Season of car shows getting underway now, beginning with the Spring Vehicle meet at Andover on Easter Monday, 9th April. Don't forget Triumph Day at Brooklands on Sunday April 22nd - there is no prebooking, just turn up and pay normal entrance fees. Let's hope for better weather this year. Well worth a visit if you want to see every kind of Triumph under the sun and more.

Wroughton Car Show is on the weekend of 4th and 5th August. Suzie Singleton from Southern area will be organising the stand and camping. The organisers want the name of entrants plus vehicle model and registration number. If you give them to us, we will forward them to Suzie.

Our mystery picnic will now be on Saturday 18th August at !!!! whoops nearly ruined the 'mystery', element!!! This is due to the Newbury Show being on 12th August.

Skittles will have been and gone - report next time.

Have just returned from the TSSC AO seminar. By the time you read this we will have had a feedback meeting, but do get in touch if you want to know anything. Or come to a meeting!

There will definitely be no Triumph World picnic this year. The new publishing company gave no reason. They were talking about a Triumph London to Brighton run. Just the job down the A23 (not renowned for its scenic qualities) and the fact it couldn't start in London due to congestion

charges. Think that one has a lead balloon element! However, reviving the Picnic event would be worth their investigating.

Dave and I have seen a Red and Black 1.6 Vitesse around Thatcham/Newbury on more than one occasion. If you are reading this, please come and join us at the Spotted Dog - you will be very welcome.

Next meetings:

Wednesday 11th April and
Wednesday 25th April at the Spotted Dog starting about 7.30pm

Events

9th April (Easter Monday) Wyke Down
Spring Vehicle Meet

22nd April Triumph Day at Brooklands
Keep 'em flying.

Mary and Dave R.

● NORFOLK

First of all let me thank David and Laurie for looking after things whilst Sue and I were on holiday. We had a fantastic time, the weather hot and the beer cold, a perfect combination.

A good turn out for our March meeting, nothing had been arranged so it was a noggin and natter night which everyone seemed to enjoy. There was little to report, David was kept busy organising future outings and once again there are plenty to choose from, in fact, by the time you read this our first outing of the year will have taken place.

I advised everyone that the organising of this years Mile of Triumphs has already begun; the biggest change is that the police have told us that the escorted convoy will be for Triumphs only. Non-Triumphs will be able to make their own way to the sea front. If you have friends who are not members of the T.S.S.C. but attend the event in a non-Triumph please let them know.

I also welcomed Martyn and Paula King who attended the meeting for the first time. They own a couple of TR4s but their main vehicle appears to be a Jowett Jupiter which happens to be my favourite classic car.

Many thanks to Bill and Maureen for undertaking the club raffle. Sue agreed to do the raffle for the next meeting.

Well folks, I said there was not much news. Look forward to seeing you at our outings. Take care,

Joe

● NORTH EAST

e-mail: northeast@tssc.org.uk

Hi all. Good turn out last meeting again, a few club cars in the car park on a wet and miserable night, many more being worked on in various ways.

Here's a summary

Ian L, busy replacing sills and floors. Brian A, replacing core plugs and other bits and bobs before fitting his MkIII Spit engine and O/D into the Herald. Geoff D, rear chassis corner being repaired. Gavin B, repaired heelboard following some 'interesting' handling. Ken F, Herald bonnet being welded. Mine, new rear drums causing a slight vibration under braking, need to get them checked out. Andrew



Plews is busy building a V8 Herald convertible as well.

Andy Boyes has his TR7 up for sale, he has just arranged to buy a nice yellow Spit 1500. We had a bit of chat about the coming years events as well. Firstly, it looks like the Holy Island run is moving seeing as it was inadvertently planned for the same Sunday as Stafford. Date to be re-advised as soon as possible. We have located a campsite that will give us exclusive use for our camping weekend in August, just need to check out the standard of the facilities before committing.

Bit closer than last time, in Barrisford, just up the A68 from Corbridge.

Our first super run of the year is going to be Saturday 19th May. Start time/location and venue for the scoff are yet to be decided.

We are looking into the possibility of a combined quiz and curry night at the Travellers with the company of the NE Mini owners, one of the pub owners is busy restoring an old Mini himself.

Many thanks to Michael for his liaison efforts with the pub management, the speakers are sorted and we didn't get any intrusion from the pubs quiz at all.

I also must thank Ian Longmire for his tiling theory and best practice masterclass seeing as I am busy doing DIY at the moment.

Next big event is the Treasure Hunt, Sunday April 22nd. Staggered starts between 10 and 11 am from The QEII country park car park, (same as Woodhorn pub) just off the A189, easiest way is to follow the Northumberland coastal route signs. Please someone arrive before 10. There's a couple of hours worth of driving round and getting lost. Good prize as well.

Many thanks to Brian Harrison for organising this.

Light nights are coming, better weather as well, let's get those Triumphs out there. All the best

Mark

TTOM

A quarter inch drive extension bar fits onto rear brake adjusters a treat.

● NORTHANTS

Here we go again another month and another write up, if any one wants anything mentioning don't tell me as I will forget, no seriously, if you want some thing mentioning I will endeavour to include it in a write up.

Few events coming up, for all those that got frozen last year at Leicester despite the promise of glorious sunshine, we have been invited to Abbey pumping station again on Sunday 15th of April, would go good to get a convoy of us to go up the M1, so will let you know where to meet.



NORTHANTS Cont

Following on from there, we have the Isle of Wight camping weekend on the **4th till the 7th of May**, still not had details of ferry discount but hopefully will soon, but am aiming for a 11 am ferry sailing so all those who want to join in convoy contact me on 01604 820231.

Then the following weekend we will setting off to South of England Meet, at Leatherhead, should be a good one again. Look forward to seeing a few familiar faces again, sober or otherwise.

On another note, I am hoping you will all dig deep in your pockets and sponsor me. I am running a 26 mile sea bank marathon this year from Skegness to Boston, so hopefully I will see a few supporters there and along the way bearing gifts of high energy sweets, all sponsorship will be divided between cancer research and another charity....have yet to find out who looked after my uncle (hospice).sorry Avon it's on the **10th june** so no party for j.f.p.

So if you think that your money is a safe bet on a 33 year old ex-smoker who hasn't run for over twelve years I will be bringing the forms in at our April meeting. Oh yes, ex-smoker bit, only one cigar since new years!!!

No one noticed, apart from Pat!!.

Serviced the Herald the other day, but didn't get the parts from any of my usual suppliers, oh no.... shock horror.

The spotty youth in Halfords, yes Halfords, managed to produce plugs, dizzy cap, rotor arm, oil filter all cheaper than getting them posted to me, so in next months write up will list Halfords part number...

Am still waiting to see Footman James Breakdown Recovery number appear in the courier as a standard feature, will keep badgering them till it appears...maybe the cop shop article could be shrunk a bit so we could squeeze it in eh Bern????????? He-he.

(You may have more luck looking under TSSC INSURANCE heading on page 66 Jonathan. - Bern, Ed.)

Well, enough rambling for this month, may ask john to include something after this months meet if it can get squeezed in.

See you at the ferry port, look out Isle of Wight, here comes the bbq champions, minted lamb chops ahoi, tickets not included.

Jonathan

Congratulations to Jonathan, 3 months off the wicked weed! Our Third Camping Weekend will be **15, 16, 17 June**, to be held at Emberton Country Park with, by popular demand minted lamb chops etc prepared and served by our own BBQ

NORTHANTS . . . NORTHERN IRELAND NOTTINGHAM

Queens (and Kings). 35 pitches have been booked so please confirm ASAP. All food provided . . . remember 2005 and 2006!

Isle of Wight Camping Week, already 16 of our area are going, aiming at 11 o'clock Friday ferry from Southampton. Details from Jonathan or John Fairey (01933 388434). Information will have been sent to other areas when you read this (I hope). Our first meeting of the year was lightly attended by 'The Regulars' and an enjoyable evening had by all.

John

NORTHERN IRELAND

northernireland@tssc.org.uk

Well Folks, another day - another dollar, another month - another report, as they say. Well the Annual Dinner is now over and what a wonderful time was had by all who attended the evening. Alan and Pam pulled out at the last minute, due to an illness that they had had all week, so we are glad to hear that they are both better now. We thought that Maeve and Dessie weren't going to arrive as they waited for the final whistle of the England/Ireland rugby match - quite right as well - it was too good an occasion to miss live - and what a margin to win by. Of course if you weren't there you missed the big announcement of the evening - Ernie and Valerie are getting married. As Ernie said "We've known each other for "A NUMBER OF YEARS" and the time has now come ". We wish them both all the best for the future. A big thank you to Alan H for all the arrangements that he made for the evening - clearly the man to call upon for next years dinner arrangements. Paul Robinson won the "Member of the Year" award for all his efforts, over a number of years, as A.O. for Northern Ireland but without the award. At least he had a momentum to remind him of the evening that I thought was very fitting for a man who is known as "Mr Triumph Herald" in Northern Ireland. His wife Jacqui received a bunch of flowers for all her support throughout the years in her own right. Let's see if we can hit the forty mark next year at the dinner.

An extra bit of encouragement here and there should do the trick.

Further details have now been received for the **2nd May Bank holiday weekend** that is being held in County Donegal with a number of members having already booked with another three or four to book within the next few days. Remember to use the booking reference number provided by Stephan to get the reduced rate from the hotel - trust a "blow in Ballymena man" to remember that. It would be nice if we had to use more that the ten rooms that have been set aside for us by the booking staff. Please ensure that Stephan is made aware that you have booked so that he can take the numbers attending into consideration when he is making his final plans for the weekend.

Our next event is the truncheon oiling at the old George Logan garage Carrickfergus on Saturday 24th March from 10 am to 1.30 pm and then there is an open invite to Franks house for the afternoon. Although by the time you read

this in the Courier the event will be over. Let's hope that the Belfast Giants are doing well at the time so that Edward can keep us up to date about their progress in the cup and league events.

Stephens' Spitfire flew through the MOT so clearly the covert driving around Ballymena last month served him well. In view of this result he has already booked his stay for the weekend event in Donegal adding another car crew to the total going. Last minute information before going to press was that Stephens' Spitfire also made it through the test without any last minute problems.

Colin is selling his beautiful GT6 MkII for the princely sum of £3,800.00 with the club valuation far in excess of that. A really lovely car for anyone who has the space, finance and, most of all, the permission to bring the car into their fold.

Two events that we will be attending in April for your diary - **Sunday 15th** - to the Eglinton Classic Car Show. We meet at the Elk Inn Toome at 10 am and then drive to the event. There is a £5 entry fee (pay at the gate) that entitles you to some refreshments, although other food stands will be there for all attending.

I understand that you can also book it on the net within the club web site as per last months report.

The other event is at the Argyry Dugannon on **Saturday 28th** meeting outside "the exit gate" at 10 am. We have attended this event before as a club and it has been enjoyed by all who came.

Early notice of a possible change to the Triumph Classic Car Show in Lisburn. Consideration is being made to see if we can add on the Lord Mayors Show to the event and if so we will have the event on 9th June - two weeks earlier than previously planned. Full details whenever they become available.

Our event on **28th July**, organised by Frank, will now commence in Carrickfergus - meeting at the Castle at 10 am - with a run along the Antrim coast to Glenariff Forest for a "light" lunch break before returning to the coastal route again for a BBQ at Browns Bay, Islandmagee. Further details at a later date.

Cheers for now see you at Eglinton or, to be precise, the Elk Inn Toome at 10 am **Sunday 15th April**.

Douglas

NOTTINGHAM

www.notts-tssc.org.uk

Where do the months go? We seem to be racing now towards the start of the season and all those projects we all thought we got all winter to do are still sat there waiting for us. The events are starting to come in thick and fast and the calendar is starting to look pretty full.

We have an open weekend at Club HQ to look forward to on the weekend of **May 31st and April 1st**. Are any of you brave enough to take on the HQ staff on April Fools Day?

I will probably be there both days so should catch up with some of you then.

Don't forget Thoresby show either on **May 7th**. With a large number of us attending this show it is always a good

PETERBOROUGH SALISBURY . . . SCOTLAND CENTRAL WEST

place to come and check us out if you haven't already attended one of the meetings. February's meeting was a bit of a mess as the pub had forgot to get the gas in for the heaters in the barn. We all had to try and fit into a tiny room. The Landlord has apologised and assured us it won't happen again.

My new car is gradually starting to fit together and hopefully by summer I can start attending events in it. (well, if Nigel and I ever stop arguing over the colour it is going to be and what paint we are going to use on it). Sorry its a bit of a rush this month but forgot the deadline and got to sweet talk Bernard into fitting me in - again!!! See you soon

Claire

PETERBOROUGH

Sunday the 18th of February saw the Area first Sunday meet of the year. The weather was good and a fine array of Spitfires, a GT6 and some Stags arrived at the Royal Oak at Duddington. Seventeen people sat down to eat a superb lunch. What a good start to the Sunday Scenic Scenario. It was good to see Phil again, together with his personal laptop production of his 'photo' shots from his trip to London, John O Groats, Lands End and then back to London run, and then of course back home to Nottinghamshire somewhere. Thanks to all who came and gave their support. Unfortunately Alex's over-revving problem on the GT6 has raised its ugly head again and he only got halfway to Duddington to meet us.

We now have a 'better' list of special tool availability for those in need. See me for the 'Tool Pool' list. We also have Triumph workshop Manuals for the GT6 and Vitesse, Herald 1200, 12/50 and Spitfire and the TR4. Most of these tools and manuals will have a deposit and a small rental charge. Brian Lawson is anxious for his rear hub puller to be returned. Somebody out there remembers borrowing it!

Brian Watson has forwarded us some information on a Cherished Car Underwriting Policy. If you are coming up to that renewal period and you feel you may be paying a 'touch too much' then give me a ring for the Insurance Brokers Tel. No.. It may be, and there again it may not be, for you.

Both Paul and myself attended the Area/Organisers meeting at Lubenham on Sunday the 11th of March and also stayed on for the TSSC AGM in the afternoon. There were some good ideas flowing from the AO's meeting so hopefully we can use some of these to improve our Peterborough Area meets. The Club used to have a register for cars which members are willing to be used as 'Show Cars' for events and we are trying to get this up to date again. So if you have that very nice car, please give us a ring for us to forward on. The TSSC 'Member of the Year' award went to Mark and Jo Fields of Jigsaw Racing for their services to the Triumph Marque and their promotion of the TSSC. A very popular decision. The new address for the HQ will now be 'Sunderland Court' in recognition of the work Bill Sunderland, and his wife Josephine, have done for the

Club over the last 30 years. A plaque was presented to them and it will be mounted outside on the wall. It was pointed out that should you require Club Regalia from the shop then it can be personalised. For those of you who are attending Stafford, there is a discount for those who book early. See contact me for a form.

The new Club Manager, Nigel Clark, was at both of the meetings. He seems a nice guy and a wise choice. Here's wishing you all the best for the future in your new role, Nigel. We'll try not to cause you too much agro in the first few weeks.

How many of you guys, or even gals, have received their 'Gold' membership cards. A Gold card is issued for ten continued years of membership. Even if you do not like the Monday evening venue please let us know who and where you all are.

Brian Lawson was due to go under the knife on Wednesday the 14th of March. Here's hoping the surgeon had a steady hand Brian and you are well on the road to recovery.

Paul was distributing the Peterborough Area Calendar again this evening. If you haven't got yours, please ring Paul Lumsdon. 'Twas good to see a Vitesse, some Spitfires and Stags at the meeting on the 12th. It was good to meet up with Andrew. New you've bought the Stag, Andrew you must join 'THE' Club.

NOTICE. Please be aware that at a quick glance in the HQ Opening Times in the March Courier that they have an HQ Easter Open Weekend. BE AWARE its NOT at Easter, its the PREVIOUS WEEKEND. They are CLOSED ALL EASTER WEEKEND. It is a Spring Weekend Opening.

It's unusual, but we do have the April meeting falling on the **Bank Holiday Easter Monday the 9th**. No doubt you will all be 'eggshattered' from the week-ends activities but we look forward to seeing you all at The Bertie Arms, at Uffington, Nr. Stamford, PE9 4SZ at around 8.00pm for a noggin, natter n'roll.

Here's hoping the good weather holds and we are able to get the wind in our hair in the next few weeks. See you soon.

Doug

SALISBURY

e-mail: adam@broadreachcomms.co.uk

Hi all, my name is Adam Fiander and I am taking over the AO responsibilities for the Salisbury area, following Neil Cooper's decision to step down. Thanks go to Neil and Nick Vass for starting off the Salisbury area in the first place and I am sure we can revive interest in the area meetings etc in time, following a bit of a dip.

So, looking positively ahead, I'm currently Triumph-less at present, due to recently starting my own business, followed by the arrival of a new son, Louis, and moving house, all in the space of the last few years. However, now that things are getting back on to a level keel, so to speak, I am currently looking for a GT6, probably a Mk1, after having had some great times with Jasper Bacon, a good friend from the Salisbury area and the AO of the Dorset section, in his superb Mk1 GT6. Both Jasper and I had a cracking trip to the Le



Mans Classic last year. Such was the success of the Triumph gathering and the famous 'Parc de Triumph' camping area at that event that I certainly do not want to be without my own car for the next one in 2008.

I previously owned a 1970 TR6 for several years and thoroughly enjoyed the experience. My wife Michelle and I went to quite a few classic car events with it in that time and I sold it just before starting my own marine PR business in 2003, and have thoroughly missed owning the car ever since..!

We meet on the **3rd Tues of every month** at the Greyhound pub in Wilton, Nr. Salisbury, which has a convenient parking area out the front, and although Wilton has a nice village atmosphere, we may consider changing the pub venue to a better one. If you are in the area why not come along to the next meeting and give me your opinion! - if the majority agree, we will change the pub venue to a better one. There's always a friendly welcome from the Salisbury members and the group chat is generally never too 'technical', so don't let that put you off, just in case.

There's normally a few Salisbury members that like to go to various Triumph and non Triumph car events in the course of the year, so if that's your thing too, there's usually a few of us who would join you and keep you company. (Goodwood, Silverstone classic weekend etc etc) Any other events can be suggested and maybe we can get some convoy runs sorted and some joint visits, runs etc with one or two of the other nearby groups ie Dorset, Wessex, Andover etc etc

Hope to see all of our old friends back again and plenty of new ones soon.

Cheers for now then,

Adam

SCOT CENT WEST

centralandwestscotland@tssc.org.uk

Hi All. I start this report with a very big Thank You to the person who found my mobile phone, which I dropped at the Stoneleigh Show, and put it beside the cash machine. We managed to ring it and homed in on it, just before heading back up the M6. If by any chance you read this or know who it was, Thank you again. The show was excellent. I managed to get some of the missing bits for my Mk1 Spit, quite a find after 3 years! The traders and stallholders were very helpful. We will be back next year.

Well the weather has been slightly better and due to my modern cars being off the road. My Spitfire Mk2 was pressed into action after a long hibernation. It promptly broke down on the M8 the next week. A core plug at the manifold side of the engine decided to make a bid for freedom, leaving me with no water. Thanks to the



SCOT CENTRAL WEST . . . SCOT NORTH EAST SOMERSET . . . SOUTHERN

● SCOT NORTH EAST

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www.tssc.org.uk/northeastscotland.asp

Hi. February's meeting was held at the Holiday Inn, Westhill, there was about 12 of us managed to make it and the topic for discussion was the West Coast Run. Mike Hedges is organising the event this year. Here is what Mike has to say.

"Base for the weekend: Fort William Dates: **Fri 1st June to Mon 4th June** incl (the alternative weekend (15th June) has been blocked out by the Caledonian Challenge) Principal Accommodation: Alexandra Hotel, Fort William (more details below) Main area of activity (Saturday): Drive to/on the Ardnamurchan Peninsula, with lunch probably at Salen or Strontian, wide choice of sights / activities / routes thereafter incl possible trip to Tobermory Main area of activity (Sunday): spoilt for choice - the Glencoe / Tyndrum / Connel loop from Fort William is one obvious option but might be too much driving at ~123 miles; let me know your proposals / preferences Group run back towards Aberdeen on Monday morning for those who want it."

Now a correction to our events sheet, please remove the "Rally in the Park", this is not on the 1st June and was entered in error. BTW the event is now passed.

We have a new member in our area who many of you will know already, Graham Robertson has bought a 1978 Speak built TR7 (FHC) in Red, finally after a lot of trying Graham has got the blessing of his wife for the purchase. Graham used to sometimes drive my TR7 to some of our local area events.

This month sees the first of our runs, Drive it Day will this year be held on **22nd April**, we are meeting at the Beach Boulevard, from there we will have a run out west. This month's end of month meeting is on the **26th April** and is a Pub Run to the Redgarth, Oldmeldrum.

The **1st April** sees the start of the organised classic events with the Alford Autojumble being an old favourite. I guess there will be a few of us there hoping to get some bargains. Look out for Alan Gibbs stand, usually plenty of Triumph stuff.

That is all the news I have for you this month, I hope to see you at some of the events. All the best for now and keep those Triumphs on the road.

Danny

● SOMERSET

Well our first meeting has been and gone and the feedback I have had seems to suggest that everyone had some fun and may even consider coming along again!! I was impressed by the true die hards amongst the group, who despite horrendous weather brought along their Triumphs, so we had two Spitfires and a Herald floating in the car park. I was well and truly shamed by them for using modern technology to get there.

There were about 12 of us at the pub, with the majority of us owning Heralds and Spitfires including an 1850 powered Herald that I am looking forward to seeing. A Vitesse, Sprint and a Stag completed off

those that were there. During the evening, various ideas were kicked about, but the main one was to move the entire meeting on every third meeting to a guest pub further afield, so that those further away may be able to join us.

If you wish to nominate a particular spot then let me know as I would like to put together a 12 month schedule.

Things are beginning to happen now and the former AO for the Somerset group has been in touch and I am due to visit Peter to collect some bits and pieces from him, including the Somerset area Banner for Club stands.

June from Avon area has also been in touch to see if any of us wish to go along to Haynes Motor Museum on **22 April** for lunch and tour of the museum. Members from Avon and Devon areas are going so it potentially could be a really good meet. If you wish to go please let me know numbers of people for lunch and if your taking your Triumph or not as they are providing a specific parking area. Need to know numbers before the end of **March** please.

The other thing that has happened since the last meet is that the Bishops Lydeard show is on **4th and 5th August** and I have expressed an interest to the organisers, so please let me know if you are interested in putting a car on the stand so that I have a very rough idea of numbers. Contact me for info if interested.

Finally, due to our next meet falling on the Bank Holiday Monday, our next meeting will be **MONDAY 2nd APRIL** at 1930hrs. The location is our first guest pub and is at the **RED COW PUB, BRENT KNOLL**. (Jn22 M5) See you there I hope.

Phil

● SOUTHERN

e-mail: M.Dunsford@sky.com
<http://triumphsouth.20m.com>

As usual the International Triumph Show and Spares Day at Stoneleigh, was well attended, with several Southern members attending, although I know doubt, like many I spent more than I should have on bits and pieces.

The Bristol Classic Car Show at the Royal Bath and West Showground was well represented in Triumphs, ranging from a Triumph Roadster, TSSC members 1964 Herald Police Car and a TR4A, (with a TR5 2.5L engine fitted) and several other Triumphs also present.

February's roaming Sunday Lunch meet at The Seven Stars at Stroud went well and was well attended by members. Jackie brought her Spitfire out to play, (actually permitted to drive it herself as Mark and son Luke were playing away at The Bristol Classic Car Show), and brought Lyn with her for company. Neil brought his Spitfire too with Shona bringing the rest of the family in the people carrier while Paul and Carolyn arrived in their TR5. Neil's daughter had a special treat afterwards, with a trip in Daddy's car for being a good girl throughout lunch.

March regular meet at The George and Falcon was our first regular meet there, and was also well attended. Mark brought his Vitesse Convertible; Dave arrived in his Vitesse 6, Guy and Suzie in their Dolomite 1500, while I arrived with Graham in his hood-down Spitfire, (back on the road

after many hours of body work attention, and prior to a re-spray). At this meeting Alan announced he has given up smoking. Beccy was giving Herald bits away and was trampled in the rush by Mark and Alan.

A particularly appealing event for Southern Triumph enthusiasts is the forthcoming STAB at Brooklands, (near Weybridge in Surrey) on 22nd April.

The TSSC will be the leading car club there in recognition of the Club's 30th anniversary, and you get a discount for arriving in your Triumph car.

We always welcome new members/enthusiasts at any meet, or perhaps some who haven't been able to attend for a while, with or without their Triumph. Any member wishing to find out more can visit our Yahoo group at the link (<http://groups.yahoo.com/group/TriumphSouth/>), or contact me at the above E-Mail address or mobile: 07981843939.

April Events:

3rd April: Regular meet, The George and Falcon at Warnford on the A32:

8th/9th April: Classic Car Show-Gosport Hovercraft Museum;

9th April: Wyke Down show near Andover;

14th/15th April: Malvern Classic Car Show, 3 Counties Show ground;

15th April: Southern Classic Spring Car Show and Autojumble- Ricardo's, Shoreham;

19th April: Thursday roaming meet at Millbury's at Beauworth, near Alresford, (4 miles West of Warnford);

22nd April: TSSC Wessex New Forest run;

22nd April: STAB-Standard Triumph Day at Brooklands, Weybridge Surrey;

1st May: Regular meet at the 'George and Falcon', Warnford on the A32

Mark

● SUFFOLK

Suffolk@tssc.org.uk

As this is being written AFTER the last minute rather than at it, then just a short one this month. It was the Annual meet and quiz night at the Magpie on the 6th. I think we can all confirm that the food was excellent, and that the quiz was almost as good. Many thanks to an absent Peter for putting it together just before he flew off to sunnier climes. There were lots of complaints that multiple choice was just too easy, as most people managed to get almost 50% right, so it may be a return to the 60 question monster quizzes of old next year. It was won this year by Mike Hodgkinson (again?) so a unilateral decision has been made to impose a 'Market Value Reduction' on the scores of all ex-school teachers from next year. There was also a request for a 'Market Value Increase' on the scores of ex-forces personnel as they only ever get the first question right.

I have been told of 2 free Triumph 1500fwd's if anyone is interested, and also possibly a free but incomplete 1500 spitfire. Get in contact if you are interested. Dates for the next meets are **3rd April, 1st May and 5th June**.

Hope to see you all next month. Cheers Colin

SUFFOLK . . . SURREY THAMES

SURREY

We had quite a busy meeting at the end of February with visits from a number of members we haven't seen for a while. Tom Longley came down along with Dave Poynter and Dave Stacey. Dave Stacey was the only one to bring his Triumph with him (Mk2 Vitesse Saloon) as Dave Poynter no longer owns any Triumphs and Tom is still working on his Mk2 Vitesse Convertible to hopefully get it back on the road this summer. Dominic also paid us a visit at the meeting after he bumped into Adam at Enginuity that week. He has brought his Mk3 GT6 in to have some bodywork done to it after someone went up the back. It sounds like quite considerable damage but luckily the car is well insured and will all be taken care of. Very glad to hear as it is a gorgeous car.

The reason Adam was at Enginuity was not because we were taking one of our cars in for work, but that Adam now has a job there. It was his first week when Dominic brought his car in and his is loving it. He is doing what he loves doing, in the warm with all the tool available and the cars up on ramps. This means he doesn't come home every day complaining about his back or having spent the day lying in a puddle. For those of you who have used Mobile Triumph Repairs (Adams Triumph repair business) in the past, he is still undertaking such work at weekends so don't fret.

During February we had a visit from Paul and Michelle who now live down in Bournemouth and apart from catching up on many things we talked about the camping weekend we tried to organise last year down to Bournemouth. It looks like **June** may be a good month to prevent any clashes with other major events in the South East. The plan is to convoy down to Bournemouth on the country roads on a **Saturday**, hopefully have a barbeque on the beach (weather permitting) and camp in the campsite that Paul tells us is just down the road. I will give you more details when I have them together with a date.

This month is the Standard Triumph at Brooklands on **Sunday 22nd April**. We have offered our help to the TSSC but the organiser of the event has changed and the message did not get to them regarding our offer of help. I still hope to be there at the TSSC stand if you want to talk to me about the Surrey area, but at the moment I can't guarantee that, but make sure you go to the stand anyway.

Meeting this month: **Wednesday 28th April** from 8pm at the Well House Inn, Chipstead Lane, just off the A217 in Mogador.

Karen

● THAMES

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

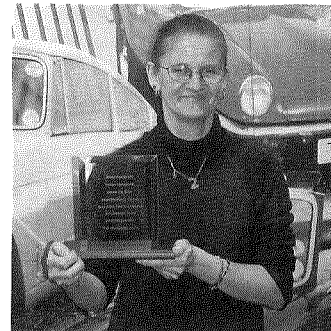
Hello All. Show time has started with some big shows already past us by. Julie and I were at Ally Pally show * read below for a surprise! My Vitesse is now back on the road (terrifying our neighbourhood). Still needs a bit of sorting out, as it's still waiting at the national speed limits.

15th Feb Julie and I are once again off to



collect Nina J, in the every ready Acclaim (now named Daisy). Its a chilly night, but inside Daisy its toasty warm. At the Fox and Castle we had a great turn out, those present were Andy K, George B, Tony H, George & Rose N, Peter C, Martin & Cynthia B, Mike H, Nina J, Julie and Myself. I was trying my hardest to get some support for Ally Pally, but to no avail oh well!! Andy K was replacing the brake Master Cylinder on his GT6. Tony H has fitted new carpets to his Spitfire 1500. A very pleasant meeting with lots going on. It was so good to see you all.

23rd Feb "After a hard days work all you need is a drive through London in the pouring rain (especially on a Friday evening). But this is what Julie and I said we would do to get our cars to Alexandra Palace before 9pm. It was a stressful trip there but we got there with 25 minutes to spare. We were shown to the club stand and we parked up our cars along with a 2.5pi saloon, a TR6, Mk3 Spitfire, the Clubs Courier Van. The next fun part was getting home on the train! (well it was fun of sorts). We could not make it to the show on Saturday due to work commitments, but we made the trip up on Sunday again by train (a lot easier this time). We still had not received our passes in the post so we had to join the queue to get in, when one of the security staff remembered us from Friday night (see they're not all nasty people) and guided both of us into the main hall. We made our way to the TSSC stand to say hello. After a chat we wandered around the cars on display and the traders stands, we nearly missed the auto-jumble as it was in another hall. We also had a good rummage through their wares and I even parted with some cash, OK so it was not for the cars but instead something for work. There was a lot to see and a lot of the displays were very well thought out and interesting. When the awards for the show where being awarded Julie got the biggest shock



of the day when her Acclaim WON the best 80's saloon She got a goody bag of car polishing equipment and a polished glass

IMPORTANT NOTE

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



THAMES . . . NORTH WALES . . . SOUTH WALES WEST MIDLANDS . . . WIRRAL . . . WORCESTER . . . NORTH YORKS

THAMES Cont

plaque. Well worth the Friday's nightmare trip. After the show finished we helped pack up the club stand, before starting the trip through London and home.

1st March Just for a change Julie and I are in the Vitesse (yes with the hood down) on this clear but chilly evening. We make it the the Fox & Castle without any frost bite and thaw out in the pub. There we met up with George B, Dave L (TVN), & Andy K. Dave's in a borrowed 2000 MK1 Saloon & Andy's in his GT6 still getting carburettor problems. Other than that it was a quiet night thoroughly enjoyed amongst ourselves.

Our next meeting's at the Fox & Castle are in **April on the 12th & 26th** & then in **May on the 10th & 24th**. Come and join us for a warm welcome. Call me for further details on 07773623807 please.

Up coming events are:

15th April (new) Farnham Classic & Vintage show & auto-jumble

22nd April S.T.A.B

4th / 7th May IoW camping weekend

12th / 13th May S.E.M. Leatherhead

20th May Chiltern Hills rally

(Aston Clinton)

Best Wishes

Mickey

NORTH WALES

www.triumphwales.co.uk

Looking ahead to future events we already have good entry for Weston Park on **April 8th** and taking entries for Prestatyn Show on **27th/28th May**. This popular event will be held over 2 days this year with on 27th a 75 mile classic car run with start & finish at the Beaches Hotel, Prestatyn and on the Bank Holiday Monday the usual static Car show and Complimentary 'Free' lunch for two for first 100 vehicles entered, so let me know soon!

Derrick, with his award winning Silver bullet (Spitfire) will be featured in the next issue of Triumph World, so make sure you buy a copy and support his efforts to win more prizes this year. I am sure he would welcome help in polishing his car ahead of the next show, any volunteers?

Have booked for Jersey Festival of Transport in early June. This event features 2 hillclimbs plus sprint along a straight road from St Helier to first Tower and a touring event around the island which has in spite of its small size over 500 miles of roads, easy to get lost in which has happened to me in times past! All this and a speed limit of 40 mph! Closing date for entries around middle of May so let me know if you want to join in.

Hope you have your classics on the road by now, Safe Motoring and see you at the next meeting.

Michael

SOUTH WALES

Hi, well it is all change in the section as Neil after many years has decided to step down as AO. This was not a sudden decision as he has been for some time looking for a successor. That lucky person is me, Howard Jayne. On behalf of our section members, I would like to take this opportunity to thank Neil for all the work he has done for the section through out his reign.

We still meet at the Tredegar Arms in Bassalegg, Newport and all are welcome. Spring is here so let's make the time to attend club and use our cars. I intend to organise a number of events through out the summer and would appreciate your support. Just let me know what you like doing (car wise) and I will do my best to arrange something suitable.

This is my first update and as such I will keep it short. More detail of events will be made at our monthly meetings and potentially mid month runs.

Planned events (which by the time you read this have been and gone) were a Sunday lunch run in March and an evening fish and chip run on the **2nd of April**.

Howard

WEST MIDLANDS

Our meeting at the Drakes Drum on Tuesday 6th March was disappointing for a couple of reasons. Firstly, I was feeling like death warmed up as I had been suffering from the dreaded lurgy for three weeks. Secondly, although I had booked the conference room, on arrival we found the out had yet another new licensee and the conference room was being used for a Brewery management meeting. Consequently this monthly report may be a little shorter than normal.

We had a good turnout with a total of 33 persons attending bringing with them 12 classic Triumphs. It was nice to welcome two new members, Elliot Ward and Nick Ravenhall, two young men both with Triumph Spitfires. Nick's Spitfire, a Mark 3 looked in good condition, but Elliot informed us that he had bought his Mark 4 only recently and it needed quite a bit of work before it would be ready for the road. I am sure he will find other members very helpful with advice and help.

Steve and Liz Hudson brought with them their 8 year old grandson Ben. I know we are trying to recruit younger members but I still think he is a little too young, but congratulations you are obviously bringing him up the correct way - instilling in him a love of Triumphs.

On Sunday 11th March I attended the Area Organisers conference held in Luvbenham Village Hall. Congratulation to Vivienne and Victor the Area Liaison Officers, a cracking venue and a first class meeting. I will have quite a few items to pass onto West Midlands members at our next meeting at the Drakes Drum on **Tuesday 3rd April** so why not pop in and have a pint and a chat with us. Best regards

Roger

IMPORTANT NOTE
Reports can be e mailed before the 10th
to: courier@tssc.org.uk

WIRRAL

Hi everyone. I have very little to write about this month, as there hasn't been anything happening really. However, this should all change soon as the show season is about to start. The first show for this year will be the Midlands Festival of Transport at Weston Park, on **April 9/10th**.

Hopefully I will be attending this show, but at the time of writing I don't know whether I will be working that weekend.

I have also had the application form for the Woodvale Rally on **August 4/5th**. I will be taking bookings for this show over the next couple of club meetings. Unfortunately I have missed the last couple of meeting due to working nights. That's about it for this month. Take care.

Andy

WORCESTER

www.tssc.org.uk/worcester

Well despite the torrential downpours during the day and the floods which were evident in the region it was nice to see such a good turnout with 25 members attending and several even bringing their club cars along - well done! Mine, I must admit stayed firmly locked up in the garage. Apologies were received from Richard Dredge, Pete Williams, Bob and Shirley, Barry and Mel. Welcome again to Rick over from South Africa who brought along Roy from whom he purchased his Spitfire. It was also good to see Tim & Debbie, James & Sue and Cliff & Cherrie - all members whom we hadn't seen for a while.

A reminder from Mike about the Area Dinner - 23rd March at the Berkeley Arms, 7.15pm prompt and it appears there will be a good turnout. The rest of the evening was just general chatter about events which had taken place during the last month, including the Severn Valley Railway 1960s Nostalgia event and the Gloucester Area Dinner - both of which were well attended and most enjoyable.

It was suggested that we try to participate more with other groups in the area and possibly more members attending the Gloucester and West Midlands area meetings, similarly to their members joining us on a regular basis and perhaps even running joint events. Keeping it brief as it was a relatively short meeting this month.

Dates for your diary:

1st April

Wythall Green Classic Car Meet

2nd April Monthly meeting,

Berkeley Arms

8th & 9th April Weston Park Car Event

Malvern Motoring Event

14th April Droitwich Spa

Classic Car Event

22nd April Standard Triumph at

Brooklands

Stef

NORTH YORKS

Hi all, you've got a new reporter this month, both Mike and Nigel had excuses as to why they couldn't make the deadline

SOUTH YORKS . . . WEST YORKS

WEST YORKS

www.tssc.org.uk/westyorks

Hi all, for the March club night we had 26 members along for the noggin and natter. The raffle was won by yours truly! No it wasn't a fix! The quiz was one by Bob Yeoman's team with top marks of 15. The quizzes still seem a bit hard, so yet again I was on the receiving end of some barracking - but I can take it!

Our trip to the Bradford Industrial Museum on Sunday 18th February was a great success. 14 members met for coffee at the Black Bull before heading off on the trip. We met 2 more members at the wacky inventions exhibit which is well worth seeing. We all went off to see different things as there is so much to see in different parts of the building. Bob and I went off to see the steam and belt powered section, winding our way to the transport section.

The main part of the exhibition is one about textiles. A lot of the original machin-

ery is still being used to produce everything, starting with the raw wool and ending in the finished cloth.

Bob had his own personal guide as I spent most of my working life in the textile mills. From the museum we set off for fish and chips in Baildon, via a scenic route over the moors. We finally made our way home via Shipley Glen.

We have had our first recce run for the Dales run. Please check out the web site as it has an up to date report on the event. See - www.westyorks-tssc.org.uk/ Keep the Triumph wheels turning

Alan



www.nytw.org.uk

22nd Annual North Yorkshire Triumph Weekend

18 - 20 May 2007

This year sees the 22nd Annual North Yorkshire Triumph Weekend taking place in May at Runswick Bay on the beautiful North Yorkshire coast.

The event is open to all Triumph owners and takes place on the Runswick Bay Caravan and Camping site but there are several Hotels and B&B's 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. Friday this year will see a change as there will be entertainment and food available in the Marquee on site (for those who can't face the climb from the Royal). The licensed beer tent will also be open for business.

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 which over the years has become the unofficial home of NYTW

The afternoon is free for everybody to explore the moors and there is plenty to see. There are several spots to visit on the coast including Whitby, Staithes and Sandsend or a bit further afield to Scarborough. There are many lovely little villages to visit on the moors including the Heartbeat village of Aidsensfield (Goatland) 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. The licensed beer tent will be open for business again.

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 for more details or contact Graeme Cook on 01642 559236, before 9.00pm thanks.

Sue & Vivien

Isle of Wight Area

18th Camping Weekend



**Friday 4th - Monday 7th
May 2007 inclusive - at
Appuldurcombe Gardens
Holiday Park - Wroxall**

**Fantastic fun for all the family, Organised
convoys, raffle, treasure hunt, quiz
and much more!**

**Camping (Fri/Sat/Sun) only £15 per adult
+ Entertainment ticket (includes a limited
edition event souvenir) £4**

**2007 Booking forms available now via
www.triumph-iw.co.uk
or by sending a STAMPED
Self Addressed Envelope to:**

**Angela & Graham, 23 Vectis Road,
East Cowes, Isle of Wight, PO32 6HG**

**To assist with the running of the event, if
possible, please Book in Advance**

THE TRIUMPH SPORTS SIX CLUB PRESENTS

SOUTH OF ENGLAND MEET 2007

**Including The Bond Equipe Camping Weekend
Leatherhead Leisure Centre**

Saturday 12th and Sunday 13th May

Events include:

**Saturday Night Party - Live Music
CONCOURS (Sun only) - TRADE STANDS
CAMPING - AUTOJUMBLE
AREA GAMES - ALL DAY BAR & BARBECUE
CLUB SHOP - GUEST TRIUMPH CLUBS
ENGINE TUNING**

Free entry to Leatherhead Leisure Centre. Centre also provides
full sports facilities including: tennis, squash,
gym, swimming, sauna and many other attractions.

ADMISSION £5.00 PER PERSON

**Traders requiring Trade Stand space or members
requiring Autojumble space, should
contact Guy & Suzie now!!!**

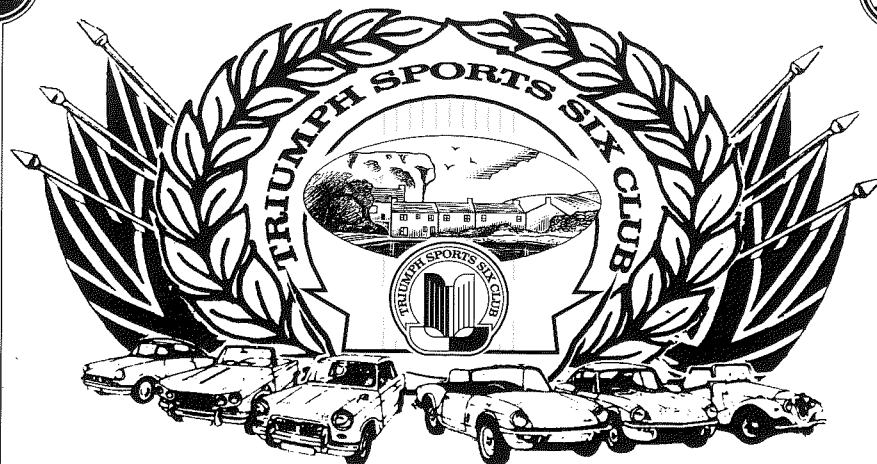
**THIS IS THE SOUTH OF ENGLAND'S BIGGEST MEET
NOISY CAMPERS NOT WELCOME**

For further details contact

**Guy & Suzie Singleton
AT**

**31, Cadley,
Marlborough, Wiltshire. SN8 4NE
E-mail: suzie.singleton@virgin.net**





17th YORKSHIRE DALES RUN, CAMPING WEEKEND, BBQ & CONCOURS 8th, 9th & 10th June 2007

17th YORKSHIRE DALES RUN, CAMPING WEEKEND, BBQ AND CONCOURS 8th, 9th & 10th June 2007

Starting at 10.30 from High Laning Camping & Caravan Park at Dent, near Sedbergh, Cumbria.

Our Saturday run will take you through some wild scenery on the northern fringes of the Yorkshire 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.

West, North and South Yorkshire are all going to be organising something, so come along and enjoy yourself. On Sunday, we leave the campsite at 10.00 for another tour of the Dales returning after a lunchtime stop to the campsite where we will hold an informal Concours, with the villagers of Dent in attendance.

Weekend price per car is £10, single day is £6, with profits going to Yorkshire Sight Savers. 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 £12.50 per pitch. 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 cabins on site available for hire.

Well behaved dogs are welcome on the campsite but must be kept on a lead at all times.

To attend the 17th 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.

Name:..... Address:.....

..... Tel: e-mail

Club Area: Car:..... Reg:.....

Nights Camping Friday Saturday

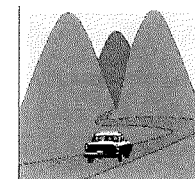
No. of Adults: No. Children + ages:

I will be attending the Saturday event Sunday event Total Enclosed £.....



Derwent Valley
Triumph Sports Six Club's

Peak Run 2007



The 22nd 23rd and 24th June are the dates for the
**Premier Classic Car Run and Peoples Choice Concours
in Derbyshire.**

Friday night will be the welcome 'get together' at the campsite where we can catch up on the gossip, enjoy a drink and a bite to eat.

On the Saturday we will spend the day at Midland Railway Centre Butterley near Ripley, where you can ride the trains at a discounted rate or just sit and watch them go by, plus lots more to see and do. In the late afternoon we will embark on a Mini Run.

We return to the Bear Inn at Alderwasley for the Saturday night **'Party Night'**
Once again we will be playing silly games and activities for all the family, and a beer raffle.
(Meals available at extra cost).

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 Peak District - The Pavilion gardens in Buxton for the presentation of the **'Car of the Peak Run'** and **'Peoples Choice'** awards plus the bumper raffle.

Booking form for Peak Run 2007

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 16th June 2007.
(Cost on day £12.00 per car).

Please send application form together with your cheque made payable to
Derwent Valley Area TSSC to:

**Peak Run 2007, c/o John Eade, 16 Sitwell Drive,
Kilburn, Derbyshire. DE56 0JP.**

Telephone enquiries: John Eade 01332 881094.

CLASSIFIED

HERALD

13/60 1968 Damson Red. Tax exempt. 2 Owners. Unleaded Head. Good Running order. Body needs touch up. S/S Exhaust. MOT End of Feb. Last valuation £1200. Offers. David (Gloucester) 01452 529210.

COUPE 948cc. 1960. Rare smooth sided roof. Twin Cabs. MoT. Serviced. History. New tyres. Lovely car. Great runner. £1795. Chris (Bicester) 01296 770450.

13/60 CONVERTIBLE. 1971. Light Blue. Good original condition. Runner. Some

minor bodywork required. £1000 O.N.O. Malcolm (Surrey) 01737 212896.

COUPE 948. Rare smooth sided model. 1960 white/green Taxed & MOT One owner from new. Garaged. 56,000 miles. Requires some cosmetic work but fundamentally sound. £1750. Nigel (Weybridge) 07702 480199

13/60 CONVERTIBLE 1970, dark blue, unleaded head, very good running order, club valuation £2,500, 12 months MOT,

Cars for Sale Cars for Sale Cars for Sale

£1,900 ono Mark (Surrey) 01293 772680

1200 SALOON. 1962. One Owner. Rebuilt engine. Differential, Steering rack and clutch replaced. Garaged 17 years. Brakes need attention. Trailer away. £150. R. Salmon (North Wales) 01492 545462.

13/60 SALOON 1969. MOT 02/08. White. Dolomite engine. Ideal runabout or use to rebuild that rotten convertible. Good floorpans. £325. Stuart (Nr Leeds) 01943 465457.

SPITFIRE

Cars for Sale Cars for Sale Cars for Sale

MKII Signal Red. Originally built by Triumph 'Works' Mechanic. Fitted with ultra rare 'Works' aluminium 4 Pod Rally Bonnet. As featured in Courier Magazine 313 July 2006. Condition A1+. History. Rare opportunity. Ring for details. Offers around £5,000. M. McDowell (Leics) 0116 2386100.

1500 O/D 1977. Red. 67,000 miles. Tax/MOT Sept. Many new parts. Good Condition. Run Daily. Owner too old. Private Sale. £1150. Eagle. (Northants) 01933 222795.

MARK IV, 2 litre straight 6 1971. Laidup 14 years in East Sussex. IMMACULATE IMPORTED BODY TUB in BRG, hardtop, GT6 recon engine, running gear and suspension. Please email for details. Iain (London) e-mail: iain@tses.co.uk

MKIII overdrive. 1969 red v.g.c. hard top new soft top 50k gen mileage drives very well fast car £2,800 Chris (Pontypridd) 07825 177971

MKIII Curvaceous, forty something, red classic desperately seeks new owner for topless fun, TLC, minor surgery. MOT May 07. £1400 ono. Brian (Buckingham) 07913 906387

MKIII 1967. Red with overdrive. Wire wheels. Stainless steel exhaust. Mohair hood. Extensive history file. MOT. Lovely condition throughout. Reluctant sale. £3750. Tony (Surrey) 07906944371/(0208)9404147

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or, Maple dash. 10 months MOT. TSSC Val £8500, accept £6750 O.N.O. Dennis (Berks) 01635 865088

MKIII Blue 1973. Extensive Body-Off Rebuild. Floorpans, W/Screen Frame. Engine, Gearbox, Overdrive rebuilt. S/S Exhaust. Off Road since '02. £1500. Malcolm (Cumbria) 01228 535311.

MKIII 1973. Owned 26 years. Full Mech/Body rebuild. New crank, suspension, stainless exhaust, tyres, brakes, panels (steel). Needs respray, cosmetics. £2700 ONO. John (Telford) 01952 461092.

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MKII CONVERTIBLE 1971. Damson. 12

months MOT. Factory Overdrive. Towbar. Alternator. Owned 15 years. £3300. Tim (Leeds) 0113 2674672.

MKII SALOON. Damson Saloon with o'drive, sunroof s/steel exhaust KN filters, current owner 11 years no current MOT but complete running car offers? space needed. Mr Taylor (St Albans) 01727 825046

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