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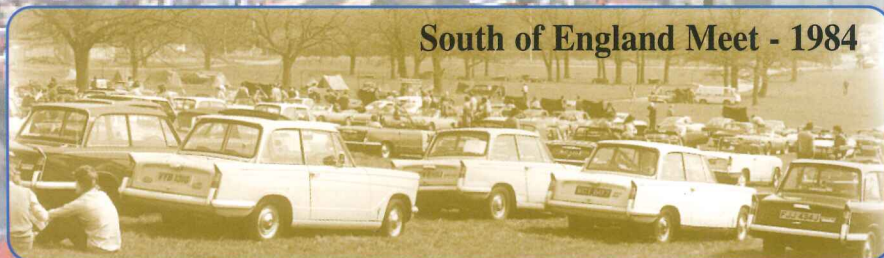


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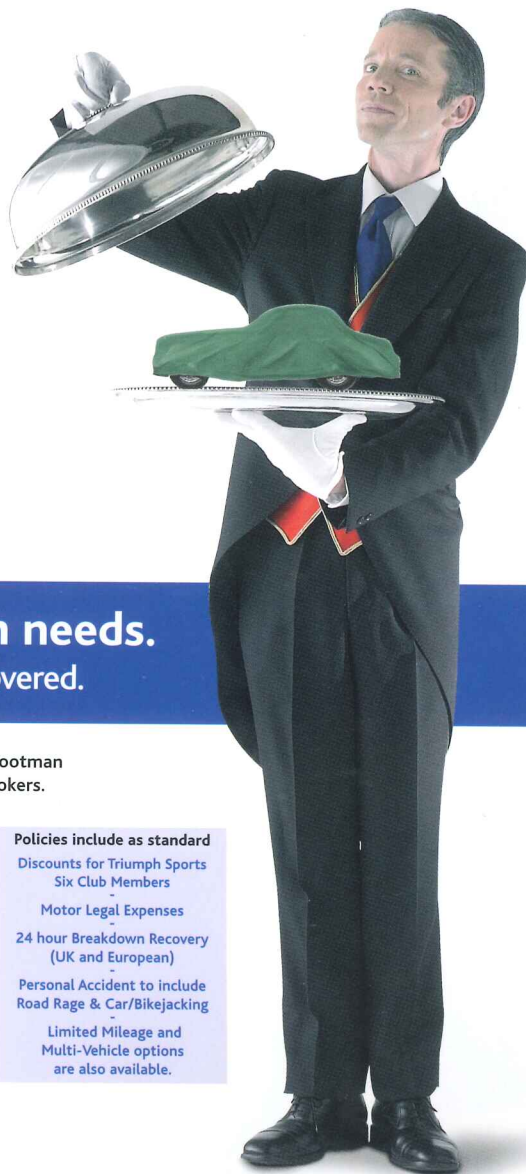
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# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.323 Vol 27. MAY 2007  
Price £3.00 Free to Club Members.

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Bernard Robinson

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Bernard Robinson

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## COUNCIL MEMBERS 2007

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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

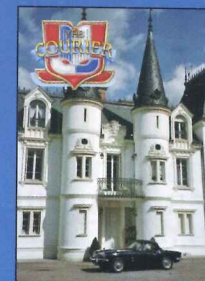
Dennis Barbet. Martin Cox. John & Pam Griffiths.

John Macartney. Fred Nicklin. Paul Richardson.

Bill & Jo Sunderland. Paul Swanson.

Peter Williams.

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

SPITFIRE MKIII BESIDE  
CHATEAU DE LA MOTTE

FRANCE

PIC BY DENIS FITOUSSI

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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

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-iw.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

May 2007

**SUNDAY/MONDAY 27/28 MAY 2007**  
ABBEY 125 CLASSICAR & TRUCKS  
ABBEY PARK LEICESTER  
CONTACT ANDREW 0116 2671688

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 8/9/10 JUNE 2007**  
NEWBURY AREA CAMPING WEEKEND  
NEW FOREST  
CONTACT MARY/DAVE 01635 868640

**SATURDAY/9 JUNE 2007**  
NORTHERN IRELAND AREA, STANDARD  
TRIUMPH CLASSIC CAR SHOW (INC  
LORD MAYORS SHOW)  
WALLACE PARK LISBURN  
CONTACT DOUGLAS 028 2564 2770  
OR 07707 288 233

**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 HORNDEAN  
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  
CONTACT GUY & SUZIE 01672 514241

**SUNDAY 12 AUGUST 2007**  
SUNSHINE RALLY  
BROOKSBY HALL NR MELTON  
MOWBRAY LEICS - INCORPORATING  
COUPÉ SUNDAY  
CONTACT DAVE 07774 276564  
COUPÉ'S CHRIS 01572 767782

**SUNDAY/MONDAY 26/27 AUGUST 2007**  
SOUTHERN AREA STAND  
HAMPSHIRE PAGEANT OF MOTORING  
BROADLANDS, ROMSEY  
CONTACT GUY & SUZIE 01672 514241

## 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

## Handing Over

Although there isn't quite so much to report this month, it doesn't mean that it has been any less busy. The Club Shop continues to be very busy thanks to the recent flyer and Sean, our new assistant is trying to learn the stock as fast as he can, so please bear with us if you have a problem. Don't be afraid to ring us if you do have a problem, often we can sort everything out over the phone. The recent open weekend wasn't quite as busy as the Christmas weekend, but none-the-less it was nice to see so many of you at Sunderland Court.

Charlie's Café did a roaring trade in delicious food all weekend. This month sees the event season restart, always a time I look forward to and I know many of you look forward to the summer weather and Triumph motoring yourselves. It already looks as if the summer weather is here (mid April), so let's hope that it will continue. After the Isle of Wight Camping Weekend we have our South of England Meet (incorporating the International Bond Equipe Weekend), traditionally the start of the event season. These are always good events and it is always nice to see fellow members that have been hibernating through the winter.

By the time you read this STAB, Standard Triumph At Brooklands, will have been and gone already, with our Club being the feature Club. More of that next month, but it does officially launch our 30th Anniversary celebrations. I'm sure that every event throughout the year will celebrate this in some form or another, but we are hoping to celebrate the actual birthday in July, by returning to our birth place. Anyone know where that is? (Founding members need not apply!)

Hopefully this month I will be handing the management reins over to Nigel Clark, although I plan to remain General Secretary for a little while longer. It has been an honour helping to lead the Club through the last eight months and I



## SEM Kicks the show season off

look forward very much to working with Nigel as he steps progress up a gear (or two). I'm sure you will all have the opportunity to meet Nigel through the year and I know that a lot of you have already met him at the Area Organiser's Seminar, AGM and Open Weekend. I know Nigel is very keen to get stuck in to his new job as Club Manager.

A further 100 new members joined our ranks last month, just in time to enjoy all the summer fun. Welcome to you all and don't forget to get in touch with your local Areas.

Well, must go now, must polish the Stag one more time and get the hardtop off ready for the Isle of Wight. It's another busy summer, so I'll see you all at an event somewhere and if you force a pint in my hand you will be assured of my company whilst I drink it (or on the other hand...!)





# TSSC NEWS REVIEW

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

## SHOWCAR REGISTER

It is a long time since our show car register has been updated so at the last COM Meeting it was decided that we need to approach it in a different way.

Shortly we will have a web based register where you will be able to upload your vehicles information. If you like to make your Car/s available for the Club to display at Local and National events then please put your car on the database.

For further details contact Chris Gunby, Tel. 01572 767782.

## TRIUMPH WORLD EDITOR

To all fellow Standard-Triumph enthusiasts: I have received a letter from Kelsey Publishing informing me that my services as Editor of Triumph World magazine are no longer required. I was given no reason for this decision.

Shortly after I found out about the sale of Triumph World, Clive Househam (managing director of CHPublications, the previous owners) told me that Kelsey Publishing had needed some persuading to keep me on as Editor – it is now obvious that my fate was already sealed once the deal went through.

At the time, I genuinely believed that the acquisition of Triumph World by Kelsey Publishing would be a good thing for the magazine, but it soon became apparent that my experience and opinions counted for nothing and

I was expected just to do as I was told.

My frustration and disappointment came to head when my editorial in the February/March 2007 issue (No. 72) was censored without any consultation. In the piece concerned I merely tried to thank the people who had been unceremoniously dumped after contributing so much to the magazine over the years – Robin Penrice, Ted Connolly, Debbie Perks, Peter Entwistle and Steve Welsh – but this was deemed to be 'too negative'. Despite this, I was determined to carry on as normal, doing the best I could for Triumph World. Then the bombshell arrived in the post. After consulting with my wife and family, I have decided not to work out three month's notice. Therefore, the May 2007 issue will be my last.

I am extremely proud of Triumph World magazine and everything the publication has achieved since that very first issue of April/May 1995, and I will cherish many fond memories of the time I have spent as Editor – they were 12 of the happiest and most satisfying years of my working life. I have made a lot of good friends in the Triumph movement and I intend to keep in touch with them and also plan to visit as many events as I can.

Triumph World belongs to Kelsey Publishing and it is up to them what happens to the magazine in the future. I hope it is successful and continues to be so for many years – I am just sad that I will no longer be a part of it.

Yours sincerely

**Tony Beadle**



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

**HQ CLOSED MAY BANK HOLIDAYS**

**4<sup>TH</sup> TO 7<sup>TH</sup> MAY AND MON 28<sup>TH</sup> MAY**

## JUNE - OPEN AS USUAL

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

**SATURDAY 9<sup>TH</sup> - 9.00 AM - 1.00 PM**

**The Club Shop will be attending the forthcoming show**

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

***Sat/Sun 12<sup>th</sup>/13<sup>th</sup> 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](http://www.tssc.org.uk)**

## Council of Management Meetings

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





# CONVOY ETIQUETTE

## Mike Crewes COP SHOP

**N**ow that the events season has begun once again I thought it might be useful to offer some advice on how to convoy.

Many years ago I wrote the following article which has been included in the Events Manual ever since, but maybe it's time to show it to a wider audience again.

### CONVOY ETIQUETTE A GUIDE FOR RUNNING CONVOYS

Firstly, what is a convoy? There is no legal definition of a convoy, but the Oxford Concise Dictionary defines it as the Act of Conveying; protection; escort for honour or protection - this isn't very helpful either. A convoy is generally held as a number of vehicles travelling together in a procession from one given point to another given point. There is no minimum number and no maximum number. It should be borne in mind that any number of cars from two upwards travelling together constitutes a convoy.

Many of you will be old hands at convoys and will tell stories of convoys with hundreds of cars in them, some of you will wonder what a convoy is all about. This manual is aimed at both the experienced and the inexperienced. Whilst not trying to teach you to 'suck eggs' I hope that it may reinforce the safety of future convoys.

#### ARRANGING A CONVOY:

This is usually the easiest part of conveying but the most ill-prepared. You will of course need a start point. This must be somewhere where you can safely marshal your convoy into its correct order without being a danger or cause obstruc-

tion to other road users. The amount of room you will need will depend on how many vehicles you intend to convoy. Usual places are car parks - these are usually both safe and spacious.

You will of course need a destination. Again this must have plenty of room for your convoy to park and if you intend to start a homeward convoy from your destination you will need room to marshal the return convoy. Your convoy should always aim to finish off the road.

Now that you have a start and end to the convoy you will of course need a route between them. The route need not be the shortest distance, but must bear in mind types of road, roundabouts, traffic lights, etc. All of these features are potentials for splitting the convoy up. Plan your route very methodically and carefully, to avoid as many places as possible where the convoy may be split up.

Once you have got the planning right there is one more thing which you must do to comply with the Law. All convoys must be notified to the Police in writing at least six days in advance. The convoy organiser will become legally responsible for the convoy and the ways it is run under the Public Order Act 1986.

If you do not inform the Police, the organiser and every convoy member all commit offences. An extract of the Legislation is set out at the back of this booklet. You must notify the Police Station at the start of the Convoy, giving the start date and time, route and destination. You must also give at least one of the organisers' names and addresses.

#### FORMING A CONVOY:

The convoy leader should be someone who is experienced in convoys and who is thoroughly conversant with the route. He or she should always have a co-driver who is willing to assist in leading the convoy. The rest of the convoy should be formed up in their order with the slowest cars at the front and the faster cars at the back. It should be borne in mind at this point that a driver's ability will also play a part in his cars speed. A slow driver in a fast car will remain a slow driver.

Each car on the convoy should be given a route card, i.e. a card or piece of paper with route directions on it. If a car gets lost, it may continue using the route card. At the very least it will give the drivers confidence and allay their fears about getting left behind. It is very easy to forget the proper rules of the road in favour of some all powerful 'rules of the convoy' or 'must stick together' syndrome which may lead to following cars either travelling too fast or driving too close to each other. This should be avoided at all costs.

Once the order of cars is set, it shall remain the same order for the whole journey. If you have more than about ten cars and no Police escort or assistance, consider running two convoys. If you have access to Citizen Band radios these can help tremendously in running a convoy, if the lead and tail are in radio contact. You must abide by CB rules and legislation.

#### RUNNING THE CONVOY:

The speed of the convoy must be dictated by the speed of the slowest car. If someone starts getting left behind then slow up. A driver driving beyond his, or her own, or their cars capabilities will put the whole convoy in danger by risking an accident. Keep to speed limits, this is not only a legal requirement but will give all the drivers a chance to relax a little. The lead car should travel at a speed just under the speed limit.

Each driver should be aware of the car behind him and should keep it in sight the whole time. If the car behind is hanging back then the car immediately in front of it should slow up, this will eventually work its way up the convoy to the front and the leader should slow up.

If the car behind stops or disappears from sight, then the car in front of it should stop, again this will work itself up to the front and the leader will stop. When you stop always find a safe, unobstructive place to pull in and bear in mind how many other cars will need to stop there.

If the convoy turns off then the first and then following cars should wait at the junction in turn to make sure that any convoy cars behind see where the turning is. Whilst a car is at the junction waiting, the rest of the convoy should stop at a suitable place along the road. Once the cars behind have caught up, the convoy may proceed.

If you need to stop for an emergency or any other reason, flash your headlights several times at the car in front; he will in turn flash his headlights. If the car behind flashes his headlights, flash your headlights

at the car in front. This way the signal will eventually reach the convoy leader who will stop the whole convoy in a safe place. Do not flash your headlights unless you want the convoy to stop.

If you have the use of two-way radios, put them at the front and back of the convoy, so that each end can keep in touch. More radios spaced throughout the convoy will also help. Whilst a driver can legally use a two-way radio whilst driving (provided it has no mobile phone element to it), it is much better to give radios to passengers who are willing and able to use them.

#### COURTESY:

Remember that a convoy of similar cars attracts attention, particularly from the Police who may be monitoring your progress along your route. It is essential therefore that all the convoy members drive properly, courteously and safely. Do not jump a set of traffic lights in order to keep up, the convoy will wait for you. Remember that you are not exempt from any Legislation.

The convoy will probably be travelling much slower than other traffic on the route and other traffic may wish to overtake. If other vehicles do wish to overtake they must be allowed to do so safely. Do not follow the car in front too closely and allow an overtaking vehicle into the convoy if he needs a space. If he has an accident overtaking you, you will probably be involved as well.

Whilst you are conveying, you are representing the Club, please bear this in mind and continue the good image that the Club enjoys.

If you have a query or topic on Road Traffic Legislation, why not write to: **Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF**. Replies require a stamped addressed envelope, or email: [copshop@tssc.org.uk](mailto:copshop@tssc.org.uk), old articles can be found at [www.tssc.org.uk/copshop](http://www.tssc.org.uk/copshop)

# CONVOY ETIQUETTE 2007





# THE ONE AND ONLY

**Derek Giles**  
**HERALD**  
**13/60**  
**Register**

[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
e-mail.  
[herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

ROBERT ZIMMERMAN  
(BOB DYLAN) ONCE  
WROTE "THE TIMES THEY  
ARE A CHANGIN'" AND  
HOPEFULLY THIS MAY WELL  
BE TRUE OF THE TSSC!

**F**or a while now there have been rumblings amongst members and others about the direction the club was going and I must admit, I too, at times thought twice when certain subjects arose.

So it's good to see that HQ has thought long and hard along the same lines and recognised some things had to change!

By the time you read this Nigel Clark the new Club Manager should be installed and looking at all aspects of what is, to all intents and purposes, a 'MEMBERS' club! The business side of things obviously

plays a part in any decisions he will make, but to my mind these decisions must enhance what we, the members bring to the TSSC, and not dictate solely how the club is run!

With this in mind, a precedent has surely been set already that should now be followed.

I am talking of the purchase of X696 the works prototype 4-door Herald Saloon that was unveiled at Stoneleigh in February!

NOT ALL members will think this way I know, but surely preserving the TRIUMPH HERITAGE like this, is what inspired the original few to start the club some 30 years ago!

I for one hope it continues for a long time to come, so Nigel please listen to the members and make the TSSC a club to be proud of AGAIN!



1.

## "I AM THE ONE & ONLY"

A cursory glance at the photo (1) of Steve Loader's car shows nothing much to distinguish it from many other 13/60 convertibles, but in the words of the above Chesney Hawkes song, Steve's car may well be in this category! Unique or nothing else like it springs to mind, so unless anyone knows any different I'll stick to that description!

This is the only 1850cc automatic 13/60 I know of and as Steve only lives some 10 miles from me in that 'gorgeous' cheese town (Cheddar) on my doorstep so to speak I just

had to have a look!

I was warned in advance that a lot of work still had to be done but it does have a valid MOT and

gearbox mountings.

Shoehorning a slant 4, cross-flow engine into the Herald does make access and maintenance more



2.

drives so at least this one off car was viable!

The story started when Steve found RAE through a family connection. It had spent 18yrs in a local barn and an inspection revealed the basic car was sound with very little rust; the engine though was seized and in need of a complete re-build.

Steve is a two pedal enthusiast and after discussing the transplant with a friend (who would do much of the work) he automatically decided the way he was going to revive RAE. So a reasonable 1850 Dolomite lump and auto-box etc, were sourced from an otherwise down in the mouth Dolly and work began.

The engine etc was offered up and notes made of the modifications required. These included the sump, bulkhead, engine and

difficult (photo 2). The exhaust manifold clears the nearside panel by just about ?" and the oil filter by a similar amount from the offside chassis leg but Steve knows this and has no problems with them!



3.

Cooling has been taken care of using the Dolly radiator and expansion chamber (photo 3). The rad





sitting almost exactly where the Herald one used to reside.

Along the way other items were added such as the more robust 3:89 diff from a GT6, the ratio as it turns out suites the auto gearing quite nicely too! Connecting this to the autobox is a modified Dolly propshaft with the appropriate flanges.

Steve overhauled the Herald brakes, keeping them standard in every respect, except for adding a Jaguar master cylinder and servo (photo 2), and has not experienced any problems stopping the car!

A stainless steel exhaust with the proportions of a scaffold pole (Steve's description) is finished off with a twin pipe rear box.

This all sounds fairly simple, but I am sure lots of head scratching took place before the day it was fired up and tested!

As I said at the beginning a lot still has to be done (photo 4) including a re-trim, new hood, carpets, perhaps even high-back seats and a re-spray. Some of this will have to wait as Steve is renovating his house as well, but I am sure in the meantime Steve will enjoy using his "One & Only car"!!

Well that's about all for now so cheers.

**DEREK**

'Hm' I wonder what became of Mary O'Brien, Gerry Dorsey, Shane Fenton, Ricky Shane, Paul Gadd and Harry Webb??

(Answers on a postcard please)!!

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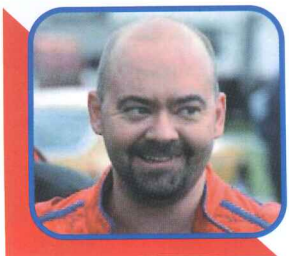


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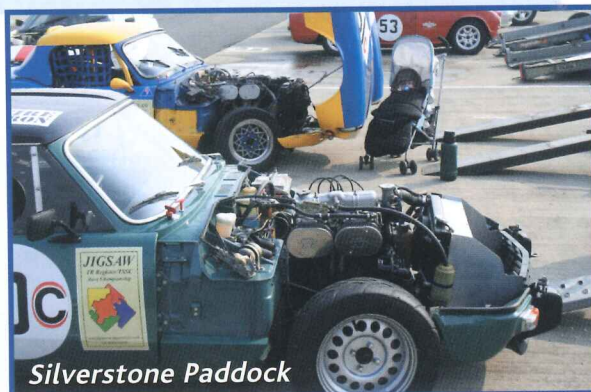
**Nigel Gibbins**

# RACE NEWS

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

**T**he 2007 Jigsaw TR Register / TSSC racing championship got underway at Silverstone on the 31st March with Malcolm Chapman's TR7 taking overall pole position over Martyn Adams. Andy Vowel was on pole for Class C and was 14th overall with only Six Jaguars out pacing him.

## SILVERSTONE STARTS US OFF!



*Silverstone Paddock*

The race start was staggered with the Triumphs starting first and then the Jaguars being released 10 seconds later, and it was less than one lap before the

*Steve Crane Spins*



*The pack gets away*

front running Jaguars found themselves passing the slower Triumphs. However, at the front the storey was the same for the Triumphs as they

quickly found the back of the Jaguar field too.

Martyn got the drop on Malcolm at the start as they powered into the first corner and he quickly opened a 2 second lead and made good use of the back markers to keep Malcolm at bay. It was all in vain however, as Malcolm persevered and retook the lead with a few laps to go and kept Martyn behind until the end.

Steve Crane was back in third but threw it all away with a spin into Brooklands, which then dropped him down to last place. A valiant drive saw Steve recover to fourth before the chequered flag came out.



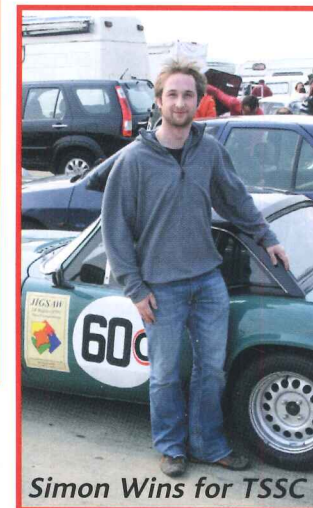
*Simon & Andy lead the TSSC race*



*Simon Condgon*



*Andy Vowel*



*Simon Wins for TSSC*

In the TSSC race, Andy Vowel got away well, but never managed to capitalise as his new carburettors were not fuelling properly and introducing a misfire in the corners. This compromised his straight-line speed and Simon Condgon was ready to take advantage, passing Andy on lap 6 and taking a well-deserved class win.

The only Triumph retirement was John Yarnell who suffered a power loss which was eventual-



ly traced to a piece of tissue that had been plugging the fuel intake in the tank!

## QUOTES FROM THE RACE!

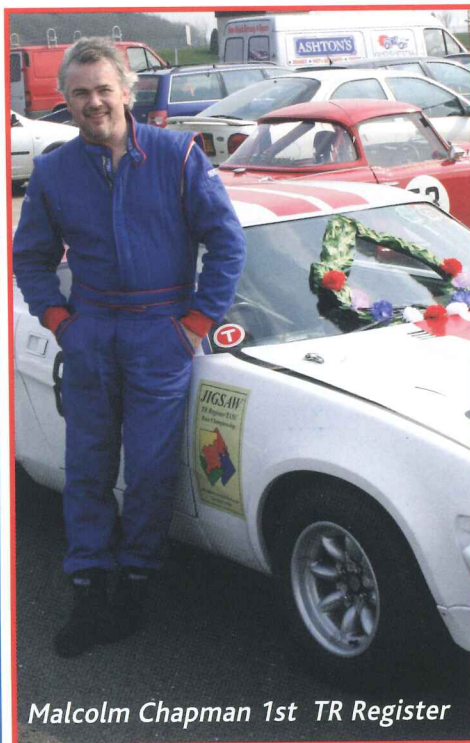
**Malcolm Chapman (TR7V8) - 1st** "I thought it (pole) was a possibility even if some people were mooting it. I'm very happy with pole and enjoyed a great race with Martyn, but I do need to practice my starts."

**Martyn Adams (TR7V8) - 2nd** "Malcolm's not that much faster in a straight line but was better under braking, couldn't hold him off. Only had the advantage in the 'complex', and it wasn't enough."

**Simon Congdon (Spitfire 1500) - 1st C** "It was a great race. I'm very happy. Andy was quicker than me at the end though and I wasn't sure I'd keep the place."

**Andy Vowel (Spitfire 1300) - 2nd C** "The new suspension was working ok, but I haven't the same confidence in it yet. The car developed a misfire in the corners that wouldn't clear until midway down the straight. They're new carburettors are maybe not quite right yet. The engine's running a bit hot too."

**Ian Smyth (Spitfire 1300) - 3rd C**  
"It's great to finish for a change"



Malcolm Chapman 1st TR Register

## Current TSSC points

Simon Congdon	7
Andy Vowel	7
Ian Smyth	3
Mik Davies	5
Jon Yarnell	3

## NEXT RACE

Oulton Park 19th May 2007

## 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



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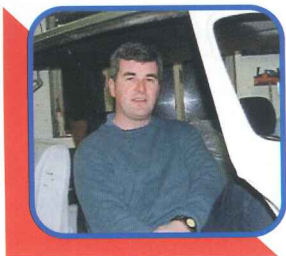
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# FUEL PUMP OVERHAUL

**Colin Lindsay**

**GT6  
Mk I - II - III  
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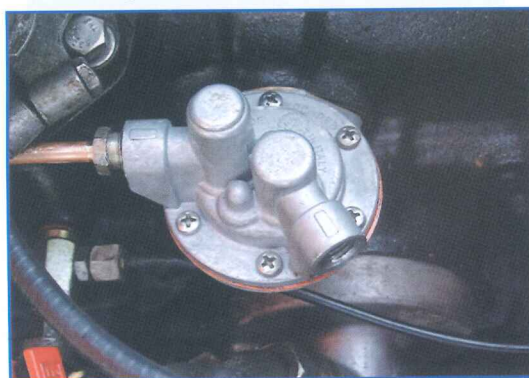
**I'M DUE MOT IN FIVE  
DAYS - FOLLOWING A SIX  
WEEK WAIT FOR AN  
APPOINTMENT - AND OF  
COURSE SAL HAS DECIDED  
TO PLAY UP.**

**H**ere are the symptoms: the car starts and idles perfectly until the first rev whereupon it runs very raggedly and often dies completely, with a lot of back-firing through the carbs. On the road it won't go above 20 mph and dies once any sort of load is placed on the engine. To quote Rolf Harris - "Can you guess what it is yet?"

I had three suspicions: ignition, valve settings and fuel starvation. A check of the valve gaps revealed they're spot on, and the strobe indicates ignition is also on the dot. This led me to believe that it must be a weak fuel mixture so I stripped down the manifolds looking for an elusive

air leak - the old trick of spraying WD40 over the gaskets with the engine idling didn't show any white smoke at the exhaust as the WD40 is sucked in, however I was leaving nothing to chance and replaced the manifold gasket.

I was glad I did, as four of the head studs were loose and a fifth had fallen out completely.. the replacements obtained this year were a much tighter fit than before and won't come out in a hurry. I also completely rebuilt the fuel pump, being the older AC Delco glass bowl type which I prefer - you can see the fuel so an empty tank becomes very obvious, you can also watch the Redex making it's way to the carbs, and they just look



so period compared to the "Made In Italy" modern replacement item I fitted as a test, but the clincher for me is the huge priming handle on the bottom which makes priming the carbs after a winter lay-up a doddle.

I also like a challenge, so on being told the service parts would be hard to find we were under starters orders. (I was once told the rubber seal on an early Herald water pump was unobtainable, and it took me almost twenty minutes on eBay to find one...) One service kit I was able to source is made by County, part number RAEU 2760 and cost £9.99 from [lotsofclasicbits](http://lotsofclasicbits.com) on eBay.

Dismantling the AC pump is simple. Try to empty it before disassembly as it holds a surprising amount of petrol and it can be annoying if you're a smoker waiting

for it to evaporate before you can light up again... the glass bowl simply lifts off once the retaining stirrup clip is

Once disassembled clean the parts with petrol (it always makes me wonder - if it's a petrol pump how come it's not always sparkling clean?) and check for wear. The diaphragm should be free from tears or splits, the spring unbent or unbroken, and no chips or cracks in the glass bowl. The small valves are a push fit in the upper housing and an easy way to test them is to blow through them, which you should be able to do in one direction only.

Haynes recommend poking with wire - the best way to destroy a perfectly good valve...

Clean or replace as necessary; the glass bowl comes up a treat in the dishwasher too...

Reassembly is simple and a matter of cleanliness; make sure everything is sparkling so no crusty bits are



loosened and moved to one side. Don't lose the small rubber washer that stops the clip damaging the glass. Removing the bowl gives access to the brass filter which simply pulls out.

Don't forget there's also a rubber seal around the rim that the glass bowl fits onto - prise this carefully out and check for damage. Undo the six screws and the two body halves separate around the diaphragm.

The diaphragm will still be attached to the base unit lever but a quarter turn of the diaphragm will free it from the lever and it comes away. Make sure you keep a tight grip on the spring as it can fly a surprising distance...

going to reach your carbs a few miles down the road. The



diaphragm and spring assembly can be fiddly; push it into the actuating lever then give it a quarter turn to lock. Be prepared for a few spectacular launches across the room before it finally stays put.

Line up the holes in the diaphragm and the two body halves - they should be almost perfectly in line already with no distortion of the diaphragm needed. I've never needed gasket sealer or any other sort of sealant on the join. Tighten the screws





Pump Re-assembled

olive on the right was the only one out of the four to give a perfect seal. All came from the local hardware shop; just bring a small off-cut of petrol pipe with you to determine the perfect fit.

So there I am - clean serviced petrol pump, air-tight inlet manifold, and replacement fuel filter. Did that cure the problem?

Did it 'eck as like... do we put more petrol through the carbs or

then gently push the brass filter over the top of the inlet tube.

Fit the rubber seal into the seating on the body top (incidentally for a light service or cleanup these petrol-resistant rings are available from any motor factors for a variety of uses) and set the glass bowl on top. Fit the rubber washer into the indentation on top of the bowl, slip the retaining ring over, and gently tighten the screw.

It is very easy to overtighten this and crack the bowl, but an insufficient seal will lead to a fuel leak, so be careful.

Refit the pump to the block with a fresh gasket and ensure that the actuating arm goes on top of the cam, not under it.. prime the pump using the handy lever provided until resistance is felt and you're clean and ready to go.

One thing I noticed about my pump was the difficulty in obtaining a good seal with the inlet pipe; the photo shows

just pour it directly over the car?

Don't miss next month's equally gripping installment....

Two things before I go.. last month's article should have read "an introduction to Harald Hummel's GT6" and not to Harald himself as I've been in touch with him for some time; you may remember his E- type Jaguar bonnet louvres featured a while ago; similarly I've also remembered it was David Ayers who required the Clear Hooter switches so hopefully he read last month's Register (great name that - sounds like an advert: "Try Cherry Menthol Tunes for a clear hooter...")



Pipe Sealing Olives

the array of sealing olives I have in the garage. The type to the left with the central collar would not tighten sufficiently to seal the inlet whereas the larger cone shaped

See you next month?  
Maybe even in a GT6?

COLIN

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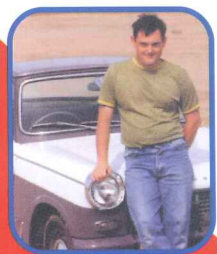
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# 4 DOOR FOLLOW UP

**Rob Newton-Allen**

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**W**ith the 4 door prototype now languishing at HQ, I had an offer from the Clubs Indian contact Shyam Krishnamachary to follow up with an article about the cars that the prototype was developed for.....

**STANDARD  
HERALD**

*Mark III*  
four-door saloon  
- the car of the year



As I'm writing this, I've just read with interest the exciting news on the 'Lost & found' 4-door Herald (UK) prototype 'X696' (aka 5099 HP) in the March issue! And my congratulations to the Club on such a find! It is also indeed fortunate that the car still is restorable and complete, considering that spares related to only 4-door Heralds are practically impossible to find (sadly even in India now!)

Anyways, this has given me an encouragement to bring forward a successive article on 4-door Heralds for this month's issue. Aside, I also intend to shed some light on the features of the Indian 4-door Herald, which I find, has often been confused

with the Standard Gazel; the latter having being referred to as the Indian 4-door'er itself, while actually it was an entirely different model and only a derivative of the former. Even to those unfamiliar with the various Indian variants, the easiest way to remember the difference between these two, if not the other details, is the rear ends- the Gazel's rear end is nothing like a Herald's, having been styled indigenously by Standard Motor Products of India. (Personally though, I think it was really sacrilegious

to Michelotti's design!)

The 4-door Herald, known as the Standard Herald Mark III, was on the other hand, similar in its rear end styling to any 'normal' Herald, the only major noticeable difference being the bootlid which lost its familiar recess from the Mark II (2-door Vitesse bonnet) model onwards in 1966. Again the 4-door estate version (Mark III Companion) did have the recess on its tailgate. Another unique feature of the Mark III is a wind-down metal frame beneath the boot floor to carry the



spare tyre (see pic.) instead of a well inside the boot.

OK, moving on, here is a small collection of archived pics. I dug up of various MarkIII saloons (in various conditions) taken by me as well as my friend Karl Bhote in Pune, in recent years. The irony is that the 4-door Heralds and Gazels are both not as sought after as classics in India, the country for which they were specifically introduced, while the older 2-doorers command much more interest! This seems quite contrary to the UK where it's a 4-doorer that has recently made news and is arousing attention, and there are even buyers eager for the same!

**MHX 8255**, a Powder Blue and white MarkIII, is a very original (barring the hubcaps, which are from a 2-door'er) and complete car, although wasting away (along with many other classics) in the



compound of a rather eccentric collector in the city of Pune for the last 5-6 years. The car has been fitted with some period accessories like a roof rack, side indicators, black bumper extrusions, and also sports 2 American car badges on its bootlid!

**MH 01B 9100** ('90s Bombay regn.) was another original (although missing some trim and badges) but rusty MarkIII sitting in a garage compound in Pune for



around a year back in 2003, sadly being scrapped eventually.

**MTJ 2208** (the Black MarkIII overpage) was a rather tatty and even more rusty car, parked in a street for many months until it mysteriously disappeared one day. This car incidentally, has had its





fuel tank opening on the rear wing closed, the tank being accessible only from the boot. Many car owners (especially of Heralds) in India have done this modification, owing to



thefts of fuel tank lids, besides occasional theft of petrol from parked cars!

MTJ 2915 (light green Mark III) is a very complete and original car; barring the hubcaps and the colour

(originally Sebring White.) This was a one-owner car from new and was



original Mark III in Conifer Green!..but sadly forgotten in a shed and gradually deteriorating! Owner not traceable.

I'm happy to have been able to share my available knowledge with you all through this article! And hoping to reply with more articles on Indian Heralds and variants in the future! Cheers,

**Shyam**

Looks like the club may have a source for some spares for X696.....

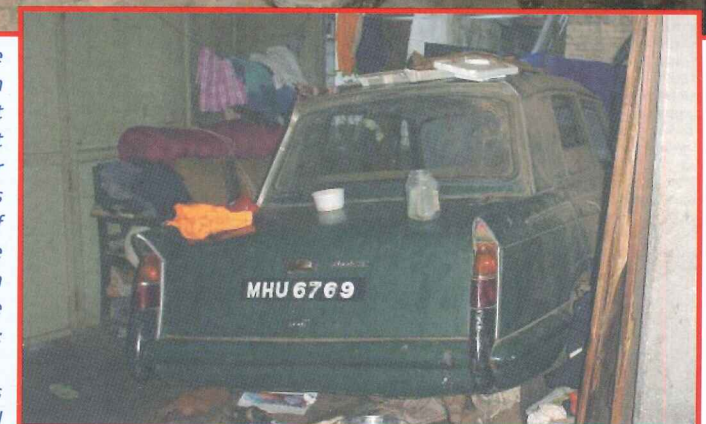
Next month I hopefully will have news from the other side of the pond from my USA roving reporter. See you at SEM ???

**Rob**



sitting unused for a couple of years when I'd taken these pics. in Pune in August 2006. Sadly, I'm told that it was sold to a scrap dealer shortly afterwards and is now sitting in the middle of a local scrapyard. If anyone overseas is interested in saving this car, please contact Karl ASAP: [karlbhote@gmail.com](mailto:karlbhote@gmail.com)

And lastly, **MHU 6769** is another complete and





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Petrol tank .....	£120.00
Front lower valance 1200 O.E. ....	£115.00
Front lower valance 13/60 O.E. ....	£115.00
Front lower valance Vitesse O.E. ....	£115.00
Herald 13/60 front lamp panel 812140 .....	£65.00
Herald 1200 front wings .....	£97.50
Herald 13/60 front wings .....	£80.00
Vitesse front wings .....	£92.50
Front wing 'D' plates 703627/8 .....	£8.75
Windscreens drip channel .....	£12.50 pair
Herald/Vitesse door skins 901338/9 .....	£60.00
Complete door shell 902256/7 .....	£215.00
Sills 803070/1 .....	£19.50
Tread plate repair panel .....	£7.50
Front floor mounting bracket fr 607548 .....	£4.75
Front floor mounting bracket rear 607549/50 .....	£4.75
Rear floor mounting bracket 607655 .....	£5.75
B post mounting bracket 703625/6 .....	£14.00
Stainless steel tread plate finisher .....	£19.50 pair
Boot side panel 804611/2 .....	£29.50
Herald 948/Vitesse rear centre valance .....	£55.00
Herald 1200/13.60 rear centre valance .....	£57.50
Rear quarter valances .....	£21.50
Inner outer wheel arch 903075/6 .....	£42.50
Rear outer wheel arch 802845/6 .....	£38.50
Front/Rear wing arch repair panel .....	£17.50
Rear wing front repair panel .....	£12.50
All chassis outriggers/side rails/boot extr .....	£16.50 each
White rubber bumpers (full set) .....	£110.00
Rear overriders 703708/9 .....	£35.00
Bonnet corner mouldings 706161/2 .....	£24.00 pair
Wheel arch/bulkhead seal 704033 .....	£2.75
Chrome bonnet catch 607663 .....	£21.00
Door hinges 607824 .....	£16.00 each
Boot hinges .....	£23.50 pair
Door to glass outer weather strip .....	£5.75
Hoods vinyl inc zip out window .....	£115.00
Accelerator pedal bracket 147655 .....	£9.50
Set of 8 front suspension bushes 119451 .....	£10.00 set
Rear suspension shim 122022 .....	£1.25
Caliper repair kit inc pistons type 12 .....	£22.50
Caliper repair kit inc pistons type 14 .....	£20.00
Caliper repair kit inc pistons type 16P/16PB .....	£27.50
Recon exchange caliper type 12 .....	£45.00
Recon exchange caliper type 14 .....	£40.00
Recon exchange caliper type 16P/PB .....	£55.00
Brake pads type 12 .....	£12.00 set
Brake pads type 14 .....	£9.50 set
Brake pads type 16P/16PB .....	£10.00 set
Recon steering racks RHD (exchange) .....	£42.00
Track rod ends .....	£9.50 each
Rear shock absorber GSA385 .....	£17.50
Front shock absorber .....	£20.00
Herald 3 Synco (exchange gearbox) .....	£135.00
Herald 4 Synco (exchange gearbox) .....	£160.00
Vitesse (exchange gearbox) .....	£170.00
Herald rear leaf spring 305945 .....	£85.00
Herald recon exchange drive shaft assembly .....	£147.50
Herald/Vitesse non rotolux drive shaft .....	£65.00
Universal joint grease nipple type .....	£8.50
Herald voltage regulator Unipart GEU 6603 .....	£20.00
Herald new alternative distributor (exchange) .....	£57.50
Vitesse Delco distributor cap .....	£9.00
Vitesse HT lead set .....	£10.00
13/60 HT lead set .....	£7.00
Herald oil filter GFE 119/150 .....	£4.50

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Herald O.E. head gasket GEG 314 .....	£8.00
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Clutch slave cylinder 13/60 .....	£35.00
Vitesse sealed beam inner light unit .....	£12.50 pair
Vitesse sealed beam outer light unit .....	£9.00 each
Boot catch 611225 .....	£9.00

### TR7

Early type bonnet (single bulge) WKC170 .....	£147.00
Late type bonnet (double bulge) XKC3822 .....	£294.00
Front lower valance WKC86 .....	£65.00
Sills L/H and R/H XKC 112/3 .....	£76.00
Doors FHC WKC5286/7 .....	£260.00
Door skins YKC747/5 .....	£47.50
Body shell FHC with sunroof .....	£2,950.00
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Late type boot lid XKC3854 .....	£175.00
Rear deck assembly convertible WKC4255 .....	£87.50
Window regulators XKC325/6 .....	£22.50
Door/glass outer weather strip R/H YKC101 .....	£6.00
New hood frame (exchange) .....	£120.00
Radiator grille R/H convertible WKC3674 .....	£25.00
Petrol tank retaining strap .....	£8.00
Petrol tank .....	£120.00
Petrol tank sender TKC3408 .....	£25.00
Rear lamp assembly R/H TKC232 .....	£22.00
Recon TR7 (exchange) distributor .....	£45.00
TR7 distributor cap .....	£6.00
HT lead set (early) GHT 167 .....	£9.50
Gearbox 4 speed (exchange) .....	£160.00
Gearbox 5 speed (exchange) .....	£400.00
Recon steering rack (exchange) .....	£42.00
Front strut assembly recon (exchange) .....	£65.00
Front lower ball joint GSJ154 .....	£14.00
Front suspension strut gaiter UKC4981 .....	£9.50
Rear shock absorbers .....	£19.50
Upper steering joint UKC2449 .....	£32.00
Lower steering shaft TKC1084 .....	£35.00
Recon exchange caliper type 12 .....	£55.00
Brake pads type 12 .....	£12.00 set
Brake pads type 14 .....	£9.50 set
Brake pads type 16P/16PB .....	£10.00 set
Recon steering racks RHD (exchange) .....	£42.00
Track rod ends .....	£9.50 each
Rear shock absorber GSA385 .....	£17.50
Front shock absorber .....	£20.00
Herald 3 Synco (exchange gearbox) .....	£135.00
Herald 4 Synco (exchange gearbox) .....	£160.00
Vitesse (exchange gearbox) .....	£170.00
Herald rear leaf spring 305945 .....	£85.00
Herald recon exchange drive shaft assembly .....	£147.50
Herald/Vitesse non rotolux drive shaft .....	£65.00
Universal joint grease nipple type .....	£8.50
Herald voltage regulator Unipart GEU 6603 .....	£20.00
Herald new alternative distributor (exchange) .....	£57.50
Vitesse Delco distributor cap .....	£9.00
Vitesse HT lead set .....	£10.00
13/60 HT lead set .....	£7.00
Herald oil filter GFE 119/150 .....	£4.50

### STAG

Inertia seat belts non sensor original .....	£115.00
Seatbelts, non sensor .....	£85.00
Front suspension leg insert .....	£32.50
Recon steering rack (exchange) .....	£125.00
Steering column shaft 151032 .....	£14.50
Track rod end GSJ157 .....	£14.50
Gearbox (exchange) .....	£250.00
Rear shock absorbers .....	£21.50
Rear sub frame mounting 150382 .....	£18.00
Rear wheel bearing kit .....	£125.00
Service exchange drive shaft 311914 .....	£92.50
Recon rear hub assy (exchange) .....	£65.00
Recon Brake Callipers (exchange) .....	£27.50
Caliper seal kit inc pistons .....	£13.50 set
Set brake pads .....	£13.50 set
Recon brake master-cylinder (exchange) .....	£120.00
Recon Servo (exchange) .....	£145.00
Rear wheel cylinder GWC1211 .....	£18.50
Service exchange oil pump 215573 .....	£22.50
Viscous fan coupling TKC101 .....	£72.50
Window regulator and motor assy 309024/5 .....	£76.00

### TR6

Front and rear wings .....	£215.00 each
Front L/H flitch panel 907097/576477 .....	£105.00
Late type rear centre bumper O.E. ....	£82.50
Rear quarter bumper O.E. ....	£57.50
Seat belts with sensor wire type .....	£85.00 pair
Prop shafts recon (exchange) .....	£65.00
Recon exchange water pump GWP201 .....	£29.50
Recon steering rack (exchange) .....	£57.50
Recon trunnion 142377/8 .....	£17.50
Top ball joint GSJ131 .....	£19.50
New Brake servo (exchange) .....	£110.00
Brake disc 209327 .....	£19.50
Recon (exchange) caliper type 16P/16PB .....	£57.50
Brake pads early/late type .....	£10.00
Gearbox (exchange) .....	£250.00
Recon drive shaft assy (exchange) .....	£135.00
Recon rear hub assy (exchange) .....	£92.50
Diff mounting upper 134235 .....	£2.50
Diff mounting lower 134236 .....	£2.50
HT lead set .....	£10.00
Spare wheel cover 812236 .....	£60.00

### SPITFIRE MK I & II & III

Spitfire Mk III bonnet .....	£615.00
Nearside/offside front wings .....	£69.50 each
Front wing 'D' plate 706311/2 .....	£11.00 each
Front outer wheel arch 903137/8 .....	£41.00
Front inner wheel arch 706548/9 .....	£35.00
Bonnet hinge tubes 811679/UKC211 .....	£35.00 each
Side light mounting panel 907157/8 .....	£48.00
Door skins .....	£42.50
Battery box 806707 .....	£115.50
Rear valance lamp panel 569900 .....	£55.00
Boot lid 575787 .....	£250.00
Dash top cover 714482 .....	£32.50
Vinyl hood Mk III inc zip window .....	£115.00
Hood Mk III original material/zip window .....	£160.00
Chrome bonnet catch 607663 .....	£21.00
Rear lamp assembly 208532/217025 .....	£38.50
Track rod ends .....	£9.50
Gearbox 3 Synco (exchange) .....	£135.00
Gearbox 4 Synco (exchange) .....	£160.00
Rear leaf spring 305894 .....	£79.50
Recon exchange brake caliper type 12 .....	£45.00
Recon exchange brake caliper type 14 .....	£40.00
Original head gasket GEG314 .....	£8.00

Distributor cap .....	£4.00
Front valance support bracket 712567/8 .....	£6.00
<b>SPITFIRE MK IV &amp; 1500</b>	
Bonnet stay 613045/613751 .....	£12.50 pair
Front wings 909663/4 .....	£39.50
Front wheel arch outer 909351/2 .....	£35.00
Front wheel arch inner 909797/8 .....	£34.00
Headlamp support panel assembly 818871/2 .....	£28.50
Front quarter valance 815391/2 .....	£55.00
Door skins .....	£42.50
Sills non O.E. 903097/8 .....	£28.50
Sills O.E. 903097/8 .....	£48.50
Sill reinforcement panel 806634/5 .....	£6.50
Inner sill 806638/9 .....	£17.50
Front sill end plate 706422/3 .....	£6.50
Half floor (deep pressing) .....	£79.50
'A' post lower filler panel 706288/9 .....	£14.50
Bonnet hinge pivot box RKC362/3 .....	£40.00
Chassis front gusset 218526/7 .....	£17.00
Bonnet hinge tube L/H-R/H 911107/8 .....	£48.50
Rear wing non O.E. ....	£87.50
Rear wing front repair panel .....	£15.50
Rear wing rear repair panel .....	£19.50
Rear lamp panel 716182 .....	£125.00
Rear valance 908970 .....	£42.50
Boot floor .....	£92.50
Boot lid 911327 .....	£285.00
Rear inner wheel arch 725563/4 .....	£87.50
Rear outer wheel arch 909661/2 .....	£55.00
Windscreens aperture drip channels .....	£12.00 pair
Stainless steel oversill kit .....	£75.00 kit
Hard top rear screen seal 911040 .....	£36.50
H/ top seal roof/dog glass 716183/4 .....	£8.00
Front windscreens chrome insert kit .....	£32.00
Door hinges 607824 .....	£16.00
Exterior door handle (black) YKC2837/8 .....	£47.50
Window regulator 911271/2 .....	£45.00
Window regulator glazing channel .....	£55.00
Front outriggers 209398/9 .....	£25.00
S/steel tread plate finishers .....	£22.50 pair
Oil pump TKC 1974 (exchange) .....	£29.50
Water pump 216939/GWP128 (exchange) .....	£29.50
Late type water pump (viscous) UKC774 .....	£40.00
Oil filter GFE119/150 .....	£4.50
Heater valve 724021 .....	£18.00
Front wheel bearing kit GHK1021 .....	£14.00
Front wishbone bushes 119451 (set of 8) .....	£10.00
Front shock absorber GSA364 .....	£20.00
Front suspension vertical link/trunnion assy .....	£77.50
Front suspension top ball joint GSJ155 .....	£10.00
Stub axle UKC697 .....	£20.00
Recon steering rack exchange .....	£42.00
Track rod end GSJ158 .....	£9.50
Steering joint 142140/FAM1718 .....	£22.50
Steering lock 216449/UKC2719 .....	£40.00
Gearbox exchange .....	£150.00
Rear wheel bearing kit GHK1029 .....	£14.50
Early/late rear drive shaft .....	£65.00
Recon exchange drive shaft assembly .....	£147.50
Rear shock absorber GSA385 .....	£17.50
Rear leaf spring 159640 .....	£69.50
Recon exchange brake caliper type 14 .....	£40.00
Brake disc 208715 .....	£16.50
Caliper repair kit inc pistons type 14 .....	£20.00
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
R/H front overrider Mk I 710717 .....	£69.50
Front wings Mk I 907154/5 .....	£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
Window suspension vertical link .....	£67.50
Front shock absorbers .....	£20.00
Track rod ends .....	£9.50
Rotolux coupling 152273 .....	£22.50
Rotolux bush kit inc tubes .....	£15.00
Brake shoe Mk I/II/III rotolux GBS750 .....	£17.00
Brake shoe non rotolux GBS746 .....	£14.00
Front side/flasher lamp assembly 155416 .....	£20.50
Delco distributor cap .....	£9.00
HT lead set .....	£10.00
Manifold Banjo Bolt 145155 .....	£9.00

### TRIUMPH 2000/2.5 PI/2500

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

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 underriider KXC 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 windscren 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
Service exch oil pump 18/50 - Sprint 215573 .....	£22.50
Sprint gearbox (exchange) .....	£175.00
Sprint clutch kit Q/H .....	£75.00
Gearbox exchange 1300/1500/18/50 .....	£150.00
Gearbox exchange 18/50 3 rail .....	£170.00
18/50 original clutch kit Borg/Beck .....	£115.00
Input shaft 1300 F.W.D. 137617 .....	£23.50
C/V joint 1500 F.W.D. 518093/UKC 1160 .....	£35.00
Rear subframe mounting cup washer 138626 .....	£6.50
Recon steering rack (exchange) .....	£42.00
Track rod end .....	£9.50
Upper steering column joint 157659 .....	£30.00
Lower steering column joint FAM1718 .....	£22.50
Front/Rear shock absorber (Dolo) .....	£18.00
Toledo front shock/spring assembly .....	£45.00
Front lower ball joint GSJ135/RH .....	£45.00each
Anti-roll bar mount bracket 154868 .....	£6.50
Anti-roll bar mount bracket 153669 .....	£10.00
Dolo recon exchange caliper .....	£40.00
Brake pads Dolo/Toledo .....	£9.50
Brake pads Sprint .....	£12.00
New Sprint brake servo (exchange) .....	£135.00
Sprint brake shoes Original.E. GB5780 .....	£16.50 set
Dolo 1500/18-50 brake shoes GBS746 .....	£14.00
Dolo 1500/18-50 wheel cylinder GWC1502 .....	£12.50
Sprint wheel cylinder GWC1121 .....	£12.50
Tank sender 1500H/L/1850H/L Sprint 215652 .....	£22.50





# TM GENTRY UNFINISHED

## Trevor Collett SPECIALS Register

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IT'S MAY AGAIN - I LOVE  
MAY, JUST WISH THERE WAS  
MORE THAN ONE IN A YEAR.

**B**efore your reading eyes go any further I recommend you pause and refer back to the Specials Register sections in Couriers from January and February 2006. Now you have done that (don't get stressed if you haven't got the mags to hand, read on anyway!) I can explain that this month we have more words from Nigel John Auker. Last year he gave us the full story of his Midge build, finishing up by

telling us he was also building a Gentry.

I am delighted to say Nigel now gives us his Gentry story:

*Within a couple of months of finishing the build of my J C Midge N1J 707 in the early 90s, I got a little too excited about building cars. I was driving through Workshop in Notts, when I noticed a 1967 GT6 Mk1 for sale in someone's drive. On nothing but spontaneous impulse, I bought my next project (more common sense would have been better).*

*The GT6 had 12 months MOT, but the car was, in fact, not roadworthy. Few of the electrics worked, and the body needed more than a little attention. A whole lot of work was needed all round, but home it came.*

*My initial intention was to restore the car to as high a standard as I could. I set about acquiring all the body panels that would be needed. This took quite some time. I got some good rust free doors from California, and generally had some luck in finding everything else from many other sources both private and trade. While doing this, I was stripping the car down. Engine and overdrive gearbox, interior*



*trim, glass, dash, wiring loom etc, were all removed for storage and to be worked on. The sizeable, and heavy, 6-cylinder 2-litre engine was dismantled, inspected and re-bored, reground etc, before rebuilding. The engine work and replacement parts for it, such as a full set of six new pistons, cost more than the car, and then again, so did all the body panels!*

*As I have never tried welding, I contracted the bodywork out to a local restoration firm, who it seemed, had done quite a bit of body shell rebuilding. They collected the chassis with body attached, and all my precious new panels. I*



*could inspect the progress at any time. We agreed one-third payment now, one-third half way through and the balance on completion. Progress was disappointingly slow, but it did get to the half way stage. Then the problems started. The workshop was now always locked and abandoned, with of course, no response to the phone which was eventually disconnected. I never was able to speak to the owner again, so there was no explanation, apology or refund.*

*Some 18 months passed until I could gain access, to find my car and panels were all ruined. Welding holes had been burned in them, panels mis-aligned and dented. For the best possible effect, the car had also been stood under a leaking roof, where dripping water had also rusted the new panels. All wasted!*

*Once I got it all back home, I started to see what I could salvage. I just could not believe the extent of my losses. The original body shell, and all the new panels were now useless. It was now a critical time for a re-think, and I needed to charge my*







enthusiasm somewhat. Driving my Midge was a great thrill, and I started to consider another 'alternative' build route again, to use what parts I had left.

Time for another visit to the Newark Kit Car Show, where I considered the idea of now building a TM Gentry.

This would need the longer wheelbase Herald chassis, so the search began. Sure enough, a Herald 13/60 Estate chassis was advertised 35 miles away, with a V5, and some front suspension.

A van was hired and home it came, the beginnings of my Gentry.

I also found a distressed Herald 12/50 that had not been run for many years, and was now for sale by way of a 'clear out' following divorce proceedings. I could not resist it, so home it came and was safely stored in a corner of the drive (with the remains of the GT6). The updated plan was now to build a Burlington Berretta (having seen a beauty at Newark) but I had a 'Gentry' to build first though.

Everything from the GT6 was to be used, excepting of course, the body, which was ruined and the chassis, which is not long enough for a Gentry, so that was sold, after refurbishing it. The Herald chassis has the longer wheelbase required, but now the outriggers have to be cut down, the rear outriggers removed and

the front members cut off just in front of the anti-roll bar mounts. Very accurate dimensions need to be adhered to for the Gentry angle iron body frame to sit on the chassis. Once the fit was established, and mounting boltholes drilled, I took the body off and stored it for later, to enable other jobs to continue.

At this point in time, I am compelled to embark on a relationship that ultimately led to yet another project - marriage to my gorgeous wife, Melanie. After another re-think: I decided the Burlington Berretta idea was now a "project too far" and so I sold the

Herald 12/50, with Burlington plans. I found I was quite relieved, as the Gentry is quite a handful, and I also now had other things to do, instead of working on cars until late into the night.

The chassis was by now shot blasted, painted and wax-oiled inside. All the suspension was wire brushed to remove decades of corrosion prior to painting. All the usual suspects of new bushes, wheel bearings, brake pipes and Goodridge hoses, and brake seals were fitted. Now as a rolling chassis, the mounting of the engine had to be contemplated. The 2-litre straight six, with overdrive gearbox is quite a long and heavy item, and needs to be positioned further back than the original mountings allow. Back to making cardboard templates,



before fabricating them in 5mm steel. After some very delicate trial fitting and 'precise' measurements to some 'imaginary' points, the new position is 125mm back and 20mm higher. A four cylinder engine would really give a little more useful space in the engine bay, both for fitting it, and for maintenance tasks, than the six allows.

Quite a lot of glass fibre work is required to finish the glass fibre, and plywood panels to the angle-iron body frame, to close all gaps and add strength. Brackets to mount the handbrake pivot mechanism also had to be considered and made. The whole body had to be turned several times to accomplish all this neatly and effectively, before it can finally be settled on the chassis.

Once the body is mounted back on the chassis, the



handbrake lever, Herald seats, seat belts, instruments and wiring were installed. I have added a slim electric blower fan to the radiator via a dash warning light and an on/off switch. At this stage, the engine rebuilding had been completed more than 10 years ago. The delay being due to serious long-term illness. I am using Castrol running-in engine oil, and had occasionally cranked the engine over by hand during this long time, adding a little oil to the cylinder bores to 'help' it.

Back now to earlier this year, and once the cooling system hoses had been modified a little to suit the new radiator position, it was time to try firing it up. A slight cough to start with, then with another try, great satisfaction as it fired and ran. It is now possible to 'drive' out of the garage, and up and down the driveway! I have just fitted the doors, and windscreen. The front wings, bonnet and all panels forward of the windscreen are next to be fitted. It is starting to feel as though the end is in sight. I can't decide on a colour scheme yet, so I am intending to put it in for an MOT as it is, aluminium and white gel coat.

A set of new kit car wire wheel adapters, and five wire wheels suitable for an MG TF were bought from the Internet. With tyres from mytyres.co.uk, and inner tubes and wheel spinners from a local supplier, the look of the car was much improved.

Overall, I probably got a greater satisfaction from

building the Midge. Having to entirely construct its body tub from plans and plywood was good fun, and the total build gave a greater sense of achievement. With the Gentry, a lot of time is spent 'fettling' the supplied kit panels, which are a little crude, and this is frustrating at times. It can seem rather like trying to make the

best, from a poor start. However, the end result can be well worth the effort, with some very good finished cars to be seen at shows. That's the inspiration that keeps me going. Melanie already seems to be preferring the Gentry to the Midge. She likes the flowing wings and style of the Gentry. I think I am still a very keen Midge man though. Probably just as well we will have one of each - eventually.

With an MOT I can get the V5 description changed, and hopefully retain the original registration number. I was assigned a new VIN number over 10 years ago and the local DVLA have been holding the V5 until I get the MOT, tax and insurance to them. When the documents are sorted out, I will be able to start painting and fitting the 'details'. The sooner, the better now!

Nigel, thanks so much for taking the trouble again to contribute (I appreciate a rest for my composition head) and, you know what's coming, you've got to bring us "Part 4" to show us how the Gentry turned out and bring us a running report on the Midge.





# STAG PETROL TANKS

**Richard Briscoe**

**STAG Register**

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

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

OR SHOULD THAT BE –

**"HOW TO STOP YOUR STAG SMELLING  
AS IF IT IS ABOUT TO EXPLODE!"**

**P**robably a more important question is have I watched too many of my sisters Avengers DVDs because I'm coming up with alternative titles? As most Stag owners are aware, the petrol system on the Stag is a little bit more complicated than a Spitfire or GT6 and does require a little more maintenance than those systems.

The problem with Stags is that there are many different areas for fuel vapour to escape from the fuel system without any sign of a spillage. This can result in anything from losing fuel whilst parked up on a hot day, to going away for the weekend and all your possessions in the boot smelling of fuel.

I have written this article to allow you to give the complete fuel system (excluding carbs) a thorough checking. Disconnect the battery and please be very careful not to allow any naked flames, or anyone to smoke near the car whilst you are

aware what happens if you do!)

**PLEASE ENSURE ALL PIPES CHANGED  
ARE CORRECT FOR UNLEADED  
PETROL AND NOT CAR HEATER HOSE.**

The best time to check the fuel system is at the beginning of the year before it starts to get too warm and with a nearly empty fuel tank. The best place to start is in the boot.

Remove the boot carpet mat and the luggage boards from above the fuel tank and spare wheel and place them away from the car. Remove the spare wheel and jack and place them away as well. Remove the right hand side boot carpet which is covering the fuel pump and the filler neck pipe.

The view should be similar to the one in **picture 1** (which is a late mk2 – mk1's have a shorter filler neck pipe).

First thing to check is the little rubber



Picture 1

pipe end which is next to the tank sender unit. This pipe appears to have

sender unit. This pipe appears to have been fitted to the tank as a return pipe should fuel injection have been fitted. It is not required on a standard Stag so was blanked off with a piece of rubber pipe folded over to seal it see **Picture 2**. After 30 + years this will probably have perished and have pin holes, allowing fuel vapour to escape and make the boot area smell. I would recommend replacing this piece as a matter of course with a new piece of petrol pipe kinked with a cable tie. Alternatively it may be possible to get a blanking pipe from the local motorist discount shop depending on the range of parts stocked.

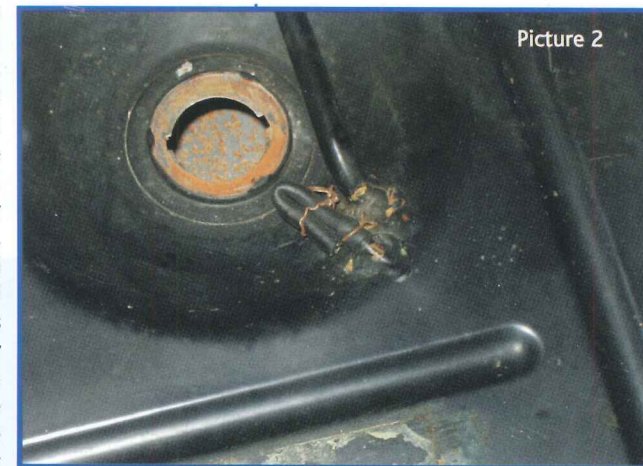
The next job is to check the tank itself. I prefer to do this in 2 stages. The first is under the car.

There is a blanking plug which may or may not have a drain plug for the fuel tank poking through it. **DO NOT BE TEMPTED TO UNDO THIS PLUG.**

If you do you will probably break it clean away from the tank and ruin it. Check the area around this plug for any sign of the paint / under seal being washed off, as this is a sure sign of a petrol leak inside the boot. I then like to remove the tank completely from the car to give it a thorough

checking and a coat of wax oil. Remove the three wires from the sender unit (mark up which wire goes to which terminal), Loosen the jubilee clips securing the filler neck and petrol pipes and remove them. I find it easier to remove the filler neck completely at this point. Finally remove the 4 securing bolts, one on each corner and the tank should lift out, be careful of the drain plug catching the hole in the floor. Set the tank carefully down away from the car and check the boot area first.

If there any signs of rust from water leaks establish the source and fix it to stop water entering the boot and check the seam of the boot floor / rear bulkhead as this may go soft and dissolve if there



Picture 2

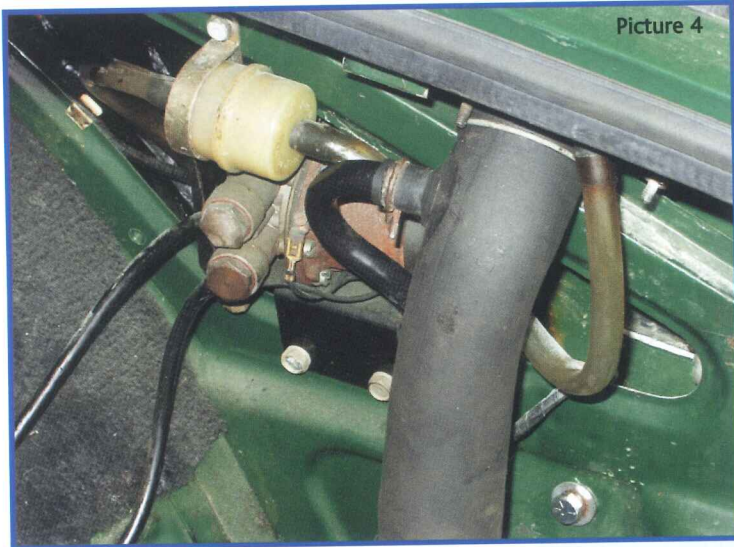
is a fuel leak. Drain any fuel left in the tank to a clean container so you can see if there is any debris in the fuel tank. If water has entered the tank at anytime there will be a rusty brown sludge at the bottom. The fuel should be a clear liquid with the odd particle in it. We all assume that the fuel we buy is clear from debris, having worked on an oil refinery, I can tell you that the storage tanks are made of steel which rusts and the big in-line



Picture 3

filters between the tank and the petrol tanker don't half fill up quickly at times! Give the tank a swirl round with some





Picture 4

it becomes blocked with mud / under seal under the car, and then on a hot day becomes pressurised from the increased fuel pressure in the tank and blows off one of the connectors. This then allows fuel vapour to escape in the boot of the car. Change the filter whilst you are checking the pipe. Another point to check is that there is a small earth wire fastened between one of the fuel filler cap securing nuts and the screw on the inner wing. (see pic 5)

This earths the filler neck

fresh petrol if you think there is a significant build up of debris. On the small chassis Triumphs there is a benefit in fitting another filter at the tank end of the fuel line as this prevents the fuel pipes becoming full of rubbish under the car. When I get around to fitting the fuel system on my Stag, I will be adding an extra inline filter in the boot area. The one on my GT6 fills up every couple of years, the one at the front has been changed for the first time in 5 years, Well worth the extra effort.

Next step is to examine the outside of the tank thoroughly. Your tank will probably have felt / foam pads on the bottom which can trap moisture on the underside of the tank. It is well worth

gently pulling them off to examine the tank condition underneath. Pic 3 shows a tank which looks in good condition, however one of the rust spots was allowing a small leak of fuel. This tank will be repaired with a specialist tank sealing kit from Frost Automotive in the future.

Whilst the tank is out of the car it is easier to check the fuel breather pipe. Picture 4

This is the pipe which runs from behind the filler neck and down through the boot floor via a fuel filter. The common problem with this pipe is that

when you touch the neck with a petrol pump nozzle. To illustrate the point think back to when the last model Vauxhall Astra was launched; there were a number of fires in petrol stations on the continent due to the filler neck not being earthed.



Picture 5

Hasty product recall for earth straps!

The filler cap has a rubber seal on the plunger, this is worth changing if you are not sure of its condition as this can be a source of external fuel smells.

All that remains now is to follow the pipe work under the car to the engine bay checking that none of the clips have chafed through the pipe work and that the body grommets are in sound condition (or no one has damaged the pipe when welding under the car. Yes people do forget the fuel pipe when

welding!) Then change the fuel filter in the engine bay.

Last job before refitting is to check the area under the hood well as there are two big holes which should be taped over (see pic 6), if your car has been restored, you may find that these have been left open. I would recommend sealing them with

duct tape as fumes can enter the car from the boot at this point, which is Ok with the hood down, but could be dangerous if the hood is up or the hardtop is fitted.

Now all that is left to do is check the fuel pump connections and reinstall the tank and you should have petrol fume free days!

Final tip is don't park the car up in direct sun with a full tank of petrol, as the vapour will expand and put pressure on the fuel system.

Final note this month is to remind everyone about the Yorkshire Dales Run on the 8th, 9th & 10th June. The campsite is in a really scenic location in Dent and we will make everyone welcome and it doesn't matter if you are in a Triumph or other car.

Contact me for booking details!  
dalesrun@yahoo.co.uk or 07766 354449.

Keep running on eight,

RICHARD



Picture 6



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R4/5	£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
R6	£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
R7	£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
R8	£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
Spitfire/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	£123.38	£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

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R7/8	£164.44	£323.13	£55.81	£41.07	From	From	Fibreglass	Fibreglass							
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Dolomite	£35.26	£25.37
2000/2500	£29.38	£22.83
SD1	£35.25	£29.38
Range Rover	£46.94	£25.50





# MYTHS AND BADGES

**Dave Rumens**

**VITESSE  
Register**

[www.tssc.org.uk/vitesse](http://www.tssc.org.uk/vitesse)  
e-mail.

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

HELLO FOLKS,  
HOPEFULLY EVERYBODY  
GOT THE APRIL FOOL'S  
JOKE IN THE ARTICLE  
LAST MONTH.

**T**he car used for the pictures was my TR7 which to me is a modern car and gives a contrast to the classic feel of the Vitesse we all love. The month of May is now with us so don't forget it's South of England Meet this month and the first real TSSC event. SEM is always worth attending not only to look around the autojumble but to soak up the atmosphere of seeing all those Triumphs in one place after the Winter imposed exclusion. So get that Vitesse along to SEM.

When dealing with anything of age, over the years a number of truths and un-truths tend to build up especially when it involves a hobby where people have a deep interest.

Over the years I have been involved in a number of clubs and like most of us have stayed well clear of what have developed into for want of another word, myths. In many cases these have been caused by actions of people long after the car had ceased manufacture and had nothing to do with the original production. The Vitesse is no exception to the rule and in this case strangely it is not the earlier model but the last of the breed the MkII which has been subject to mis-information. The area on the MkII is a small item but predictably is causing a high level of debate, which I guess is about normal for most myths. It is the Bonnet badge, 623819, to be precise where the colour of both the background and the lettering is the talking point. Now these badges consist of a metal frame with two pins to secure them to the bonnet. The lettering and background are produced on a metal foil and then glued to the frame. In recent years three types of the bonnet badge have been in circulation. The first type has black lettering on a silver

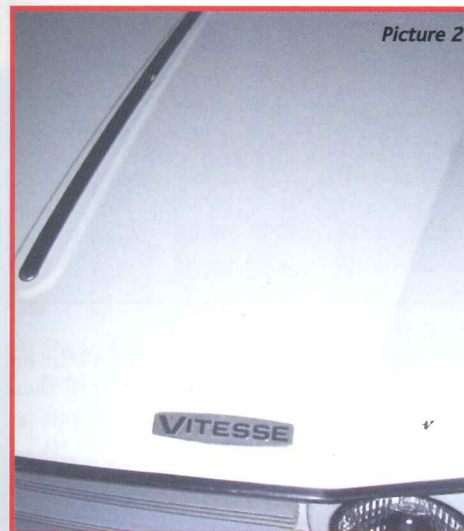


Picture 1.

background. The second type has a cream background with black lettering, see Picture 1.

The third type has red in its colour scheme and is less common. The question I am being asked is when did Triumph introduce these badges and what was the change over date. Well Triumph never produced the second and third types of badge, they are a non-original item. In the late 1980's a number of foils/badges were produced by persons unknown with the two non-standard styles, where colouring was different than the original. The confusion is

being caused by the fact that you can find an original badge frame, which were in the most made by Fry of Birmingham, with one of these non-original foils fitted. The use of the original frame is adding some credence that Triumph changed the colouring of the bonnet badge during the production of the MkII.



Picture 2

Picture 2 shows the original and only style used by Triumph.

I can remember these non-original style foils, and some whole badges being on sale around 1990 and would be interested to hear from anybody who knows the originator, as I have long since forgotten. Though one thing I can remember is Triumph did not change the colour of the bonnet badge through the production of the MkII. As MkII bonnet badges are not being produced they are in short supply and these non-original style badges could be passed off as original, so be careful. If you like non-original style and wish to fit one then they should command a lower price than the original type. I hope that has cleared up this particular myth and I would be interested how many people are looking for new original style MkII bonnet badges as may be we could put some pressure on one of the part suppliers to have these re-manufactured. If it turns out too expensive to manufacture the whole badge it may be possible to get just the foil produced. But I will need to know numbers involved.

While we are on the subject of MkII badges let's



Picture 3.

take a look at the Triumph badge fixed to the boot, See picture 3.

To give the full picture I will give you some background. The company had already changed the rear Triumph badge on the 1300 saloon and used the same type on the 13/60, See Picture 4.



Picture 4.

So it made sense that the same style should also be used on the new model of Vitesse. However, the plot thickens. As we all know with the introduction of the MkII produced a number of changes to the body style. The front grill was changed as well as a silver coloured ribbed plate being fitted to the boot. Due to this ribbed plate the fixing pins of the new Triumph badge, by then fitted to the 13/60, were too short. So the type fitted to the MkII Vitesse had to be produced with longer pins. In fact the MkII Vitesse type superseded the earlier short pin



Picture 5



type around 1969 and was from then on fitted to the other models. The early short pin type has a part number is 621078 and the later long pin type has a part number of 623822. Sounds fine so far, just order up the later type for your MkII. But it's not that easy as at present some of the

6 shows the correct long pin type.

That's my stuff for this month. Roll on that hot fine weather, have a good SEM and get those Triumphs out on the road to your local event

Safe Driving and keep them running on all six

DAVID.



Picture 6

part suppliers are selling the early type under the later part number, which will not fit the MkII Vitesse. I have pointed this out to the suppliers involved but no change has taken place, so be aware. It looks like the badge repro manufacturer has produced the earlier type without reference to the later badge which will fit all models and would therefore have produced more sales! If in doubt ask the supplier to measure the pin length.

The short pin type are 10mm long (7/16) and the long pin are 16mm long (10/16) Pictures 5 &

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Ref TSSC





# OVERWORKED, UNDERPAID BUT VERY HAPPY

**Andrew Burford**

**TOLEDO  
DOLOMITE  
1300/1500 Register**

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e-mail: [TriumphToledo@aol.com](mailto:TriumphToledo@aol.com)

**HI AND WELCOME TO THE SMALL  
SALOON REGISTER PAGE.**

I can hardly believe that in the last Courier article I mentioned looking forward to Stoneleigh show in February. Where do the months go? I have to say that work has been so busy recently that trying to fit the usual chores, working on the cars, answering members queries and doing a write up for the Courier proved one straw too much and I missed the deadline. Never mind hope it's worth waiting for.

I also have been busy with loading our local area activities on the TSSC website and I know many areas now use this to let everyone know what's happening. Seven years ago the local Abbey Park show in May was stopped and I along with others have been campaigned for it to return. Well this year to celebrate the 125th Anniversary of the opening there is to be a family fun day with all sorts of activities and I volunteered myself to organise the classic car display so I hope that members from local areas will attend, although it's not just a Triumph show. Details are on the web forum along with a separate ad in the Courier. I haven't looked in ebay for a while but have had alerts of several interesting cars and also some old favourites that

come around.

With the Easter break starting the show season proper then I'm sure that I shall see some of the cars out again now the weather seems to have turned for the better and we are getting longer light nights.

It would appear that several members have asked me about the availability of rear section exhausts for the Toledo and that Bosal etc have stopped listing it but not the Dolomite. As I have said before I am keen to see if we can find parts that are not available being remanufactured so we can keep the cars on the road. Please let me know any other difficulties and I try to find out what I can.

However despite all this work, there are times that make it all worthwhile. One such case when to my surprise I received a call from a man on Jersey where I just happened to going the next week. He had a 1500FWD that apparently isn't on the only one on Jersey. I also saw 2000 saloon and was told of a TR6 as well. Despite the small island and lack of long straight roads these cars are about and it was nice to see that this 1500 FWD gets regular use and must thank Don for his hospitality.

Also of great encouragement is the story of one members car and please note the age, although it is not the youngest Toledo driver I have heard about. Over to you Brad:

*"Dear Andrew,  
This is just a small tale of how I came to own my '72 Toledo 'Mustard'.*

**Mustard's Fact File**  
*Goes by name of 'Mustard'  
(that was a friends idea)*

*All round drums with no servo assistance  
1296cc 58bhp  
85,000 miles since new  
Dolomite 3 spoke leather steering wheel  
Saffron Yellow with black vinyl interior / black  
carpets Triumph wooden gear knob  
(from previous Vitesse)*

## **Owner's Fact File**

**Name:** Brad Sach

**Age:** 20 years old

**Job:** Apprentice Parts Person for DAF Trucks and  
LDV Vans **Location:** Grays, Essex

**Hobbies:** Classic Cars and Trucks (anything associated with Triumph, BL or Leyland Trucks)

*Back in March/April 2005 I had been driving for a few months since passing my test. At that time I was the owner of a sweet little 12 year old Ford Fiesta 1.1 which was perfect at the time as a new driver, however, I was beginning to get bored with the blandness of the little car and was in desperate need of something a little more eye catching and interesting, but which didn't involve large wheels, a boom box and an exhaust bigger than the euro tunnel entrance.*

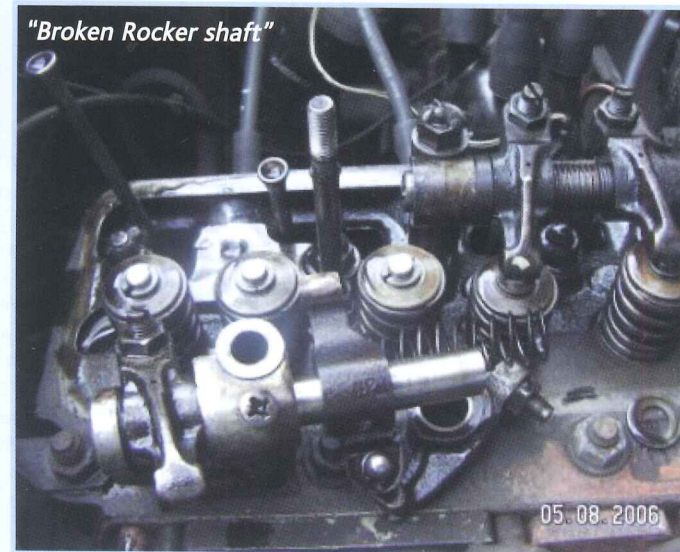
*The obvious choice for me to fulfil this was to buy myself a small Triumph (the decision was also supported by my Parents whom are wholly responsible for my love of classic cars as it was they who purchased a '68 Vitesse 2litre mk1 when I was only 8, I have not been the same since then. We sold the Vitesse in 1996 but purchased a '66 Vitesse 1600 'Overdrive' convertible about 2 years ago which is currently undergoing a restoration.*

*All of this involvement with Triumphs and the desire for a new car led me to pick up a copy of Triumph World, inside of this was a superb feature of one man's own collection of Triumphs, including a cute little Toledo (HNR 108N). After staring at this seemingly perfect starter classic and reading about its life about 10 times I decided 'I MUST HAVE ONE' so without further*

*ado I got that weeks Auto trader and in the Classics section caught site of a grainy little thumbnail photo of Mustard at a used car lot in Rainham, Essex.*

*The following day, I persuaded my dad to join me in viewing the car and so we hurried to the car lot and gave the 69,000 mile car a very promising test drive and also a sill inspection (they were perfect and also original which must mean that my Toledo got the lions share of the ziebart underseal at Canley that day. The car was £450 but we persuaded the vendor to drop to £400, which disappeared quicker than a car aerial within the monkey enclosure at Longleat. I had already sorted out the insurance (Footman James were fantastic and dropped price due to my TSSC membership). It was great being able to drive home in my new car as it was the start of an ongoing adventure, for within 2 miles of home I ran out of petrol and had to push the car*

**"Broken Rocker shaft"**



*from the central approach of a roundabout to the verge on the left, upsetting a fair few other road users in the process.*

*Last week was a milestone itself as mustard topped 85,000 miles (16,000 with me behind the wheel) and still I love her. However, I have had to spend a lot of time keeping things up to scratch. I have listed the jobs done since buying the car:*

*Front wings filled and re-sprayed around the lamp holes Head rebuilt twice (second time last week as the rocker shaft snapped on the 700th*



*"Mustard now fully operational"*



*mile of an 800mile round trip to Devon and back)*

*New clutch*

*New exhaust (back box from yourself)!*

*New timing chain and tensioner*

*New front crankshaft oil seal*

*New half shaft seal*

*New shoes and wheel cylinders on rear wheels*

*Although most people would scrap a lesser car if these problems occurred, I really could not do that to my car, Toledo's are rare as it is! Plus the fact that Mustard got me home from Devon on 2 cylinders. If you buy a classic car you have to take into account that things could go wrong but I always say 'IT'S PART OF THE FUN'.*

*There are a few people who I have to thank for helping and supporting both Mustard and I. One is my Dad who has spent a lot of hours tinkering with the car, teaching me and also working on the Vitesse, which has on some occasions taken a back seat for my car.*

*The other figure who has been and continues to be a great source of information and help is of course, yourself as not only was it your very own Toledo that made me buy mine, you have always*

*been able to answer any questions that I have regarding keeping mine healthy.*

*I will finish by saying that as a young person I feel that I have made the right move as I now have a great little car that is practical, won't get me into trouble and still gets as much attention as a tuned hot hatch even though it's 35 years old! My advice to any of my contemporaries would be, if they have enough time to look after a classic then to go for it as it is a cheap and fun way to get noticed and get moving! And if, like mine, your ride was built before '73 then just think, **FREE TAX!**"*

Well it's a great pleasure to have helped another Triumph owner but even more so that Brad chose this against the wave of Corsas, Fiesta etc which will drop in value quicker than Alonso around an F1 track! Even our own Vitesse Reg sec has started converted his car to a Toledo, you know it makes sense!

Please keep sending me your pictures and articles this is your page!

**Safe Summer Motoring.**

**ANDREW**



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**Suzie Singleton**

# SPITFIRE Mk I - II - III Register

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e-mail.

[spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)

IT'S GREAT TO HAVE SEEN  
THE SUN OUT AGAIN OVER  
EASTER, LET'S HOPE THIS BODES  
WELL FOR THE REST OF  
THE YEAR.

**B**aby Blue even had a bucket of water thrown over her for her show debut this year at Wyke Down on Easter Monday. Not sure I'll be doing that again before too long though, I'm still suffering my 'war wound', the wasp sting I received during this operation. I knew washing cars was dangerous!

As I reported last month, Sybil, our early Spitfire4 went in for a new coat. I've yet to see her new livery but she's due home in the next few days so I'm looking forward to that. In preparation for the occasion, and the start of the job of putting her all back together, Guy's been rummaging in various nooks and crannies of the garages for all the parts we've been stockpiling over the last 5 years.

In the course of that he found Sybil's original fuel tank from when she was built in December 1962, and

# SPITFIRE UPDATES

one from a MkII. We were surprised to see the differences in them. A rarity for me, I can do some 'anorakking' here. If you look closely



at the photos you'll see that in the first one there's no difference in the rear pressing. In



the second photo you'll see that Sybil's tank (the top one) is using the same pressing for both sides, and that the area for the dip access has been cut and welded, whereas, by the time the later tank was made it had a different pressing of its own. The third photo just shows more clearly the way the early tank was cut and welded into shape (in this



case the early tank being the bottom one).

We were already aware that Sybil, in common with other very early cars, has certain 'tweaks' which were adapted or changed in later cars but this was unexpected. Does anyone know when the fuel tank pressings were changed?

I was pleased to receive IVRs from Brian Philpotts of his two Spitfires complete with photos. It came as a surprise to note that his two cars have the earliest

was a very amusing thing we saw on a recent canal

and latest commission numbers for Mk3s on the IVR database, although, in neither case do they have the earliest or latest registration dates, missing those by 11 days in the case of the 1967 car, and just 4 days in the case of the 1970 one. For my own part I'm a little sad to see that the earlier car is no longer in its original Wedgewood and Midnight blue colour scheme but that at some time in its life has acquired a more commonly seen red paint and, apparently, black interior.

I have a couple more Trailers to add to my collection now. The first doesn't really have any relevance to cars but





trip, it appears to be a kennel on wheels but I have no idea what else it might be used for.



pull out gradually. Grip the wheel firmly, but gently, and change the direction of motion as



gradually as possible. Avoid use of the brakes; take your foot off the accelerator and press down the clutch pedal so that the car rolls along, for rolling road wheels, that have no power transmitted through them, do not skid.

#### 28 BEWARE OF TRAMS SWINGING OUT AT CORNERS.

Tramcars are built with a considerable amount of overhang at each end and for that reason the ends swing out for some distance when they round a curve.



The other is a Moggy Minor and trailer seen at the Gosport Hovercraft Museum show on Easter Sunday. And Finally more road safety tips from days long gone.

#### 27 GETTING OUT OF TRAMLINES.

It is always inadvisable to motor along a tram track, for tramlines, especially if they are wet, are most "skid-provoking". Often, too, the lines are worn to a sharp edge which cuts the tyres. If you have the misfortune to get your wheels caught in the tram track (as in the case illustrated),



Do not pass a tram when it is nearing a corner or crossing a junction, as its rear platform may strike the side of your car. It is not safe to rely on the driver giving the correct hand signal, and even if he does so the bulk of his vehicle will hide his hand from you. Never follow a tram closely, for it is fitted with very powerful magnetic brakes and should it stop suddenly you may be unable to avoid a collision.



# IT'S A LOT LESS BOTHER WITH A HOVER!

**Guy Singleton**

## BOND EQUIPE

Register

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

e-mail.

[bond.equipe@virgin.net](mailto:bond.equipe@virgin.net)



First, and most important, a reminder for the Bond Equipe Camping Weekend at SEM at Leatherhead on 12th and 13th May. I look forward to seeing you all there!

**S**uzie and I took my 2 litre convertible to a show at the Hovercraft Museum at Lee on Solent on Easter Sunday. We had a good run down, but on arrival at the show which was badly





Another appropriate hovercraft for us was the Bond one – James Bond that is – which Pierce Brosnan piloted in the opening sequence of the 2002 film, 'Die Another Day'.



signposted, we missed the exhibitors entrance turning into the wrong road. We turned around and were just about to pull out onto the main road when my engine cut out. Winding the starter motor did nothing so I opened the bonnet to check it out. No spark at the plugs so the main suspect was the rotor arm. Swapping this for a spare from the spares cupboard (aka glove-box), the engine fired up and headed off to the show.

We liked Bernie's Hover Courier Van on last month's Courier and thought of it when we found this Hover-Mini – it's amazing what you can do with some fibreglass and 2 lawnmower engines!



On the journey back home from the show I was just pulling out to overtake a car when the engine cut out again. I pulled over, took off the distributor cap, and found the 'replacement' rotor arm in two pieces! I cleaned up the original 'faulty' one (a genuine Lucas one) using a spare very slightly rusty battery clamp, and put it back in – engine started so we set off for home again – and got there! I have now found

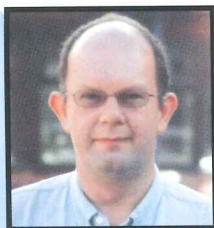


road. I understand that Andy is now thinking of having the car resprayed. It's great to see the car having a new lease of life and look forward to seeing the finished article.

Finally – see you at SEM!







# CONCOURS 2007 SPONSORS AND MASTER CLASS

**Garth Jupp**

## CONCOURS

**W**ell I have to hand it to them for the job they have both done in past years and I hope I can live up to the high standard that they have set. Certainly for this year nothing major will change, other than the presentation on Sunday will now be brought forward to 3.00 O'clock rather than 4 O'clock which it has been in the past, as a lot of people have a long way to go and can't stay for the prize giving. So if you want to enter for this year that dates to put in your diary are 7th & 8th July. The classes will be as below and as ever, a very big thank you to all the sponsors:

CAR OF SHOW	FOOTMAN JAMES
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SPORTS	JIGSAW RACING
MODIFIED	JY CLASSICS
CRUISED & USED	RIMMER BROTHERS
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RESTORED TRIUMPH	THE HENRY BUCK TROPHY

Many have supported the Club Concours for a long time and their continuing support is much appreciated. This year, too, we are pleased to welcome Karl Dandridge who is sponsoring the GT6 Class

IT ALL SEEMED LIKE A GOOD IDEA JUST BEFORE THE INTERNATIONAL AT STAFFORD LAST YEAR WHEN I SAID THAT I WOULD TAKE OVER THE CONCOURS FROM ANGELA AND ANDREW MCGOWAN.

Now on to the Master Class, the following people are eligible to enter for 2007:-

**From 2005**  
**Vitesse**  
**Steve Johnson RDX746J**  
**Herald**  
**Thomas Becker SU BX 90H**

**From 2006**  
**Car of the Show**  
**Uwe Grosche CW-GT64 H**  
**Herald**  
**Steve Taylor NRB 681D**  
**Vitesse**  
**Andrew Smith OVV 756J**  
**Spitfire**  
**Derek Binning BHE640T**  
**GT6**  
**Christopher Allibone**  
**ZH 376818**  
**Saloon**  
**Mike Mayfield CYT 689V**  
**Sports**  
**Ian Viles YTD 964L**



From 2005 for Master Class 2007 \* Steve Johnson's Vitesse

I will be contacting winners of perpetual trophies awarded last year to remind you to

have them engraved and returned in time for this year's event. In the main, the rules of the competition will be the same as last year but please note that proof of being road legal for all entrants will be required.

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

Entries for the concours will open on 1st June and

the entry form will also be published next month. To make it easier to enter, I will be accepting entries by post, telephone or e-mail which will save you time at Stafford and also plan how many judges we will need. Entries will of course still be accepted until 2.00 p.m. on Saturday, 7th July for Master Class competitors and the remaining competitors until 10.00 a.m. on Sunday, 8th July.

Before I finish I do have one request, because we have moved the prize giving forward one hour I would like to find a few more judges as we will have less time to judge all the entries. So if you think you could help and have

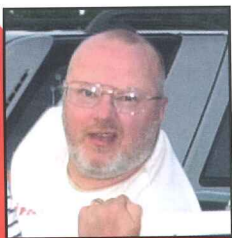
previous experience or are extremely knowledgeable about a certain model please let me know as soon as possible.

**GARTH**



From 2006 for Master Class 2007 Uwe Grosche's 'Car Of Show'





# NON STANDARD GEARBOXES

## Jonathan Binnington MODIFIEDS Register

TSSC MODIFIEDS - EPISODE TWO:  
A NEW RACE CLASS - INVITATION  
ROAD-GOING MODIFIED?;  
MORE SCHOOLBOY ECONOMICS;  
EVEN MORE GEARBOX THOUGHTS

**T**here are four differences, I have discovered between road cars and race cars.

**Tyres  
Brakes  
Suspension geometry  
Weight**

You will probably read elsewhere the adventure the "Spitfire Aces!" have had at the first Jigsaw TR/TSSC Race Championship round at Silverstone.

Ace! John Davies was temporarily without his usual Silverback race car for the race so I volunteered the SuperSix, just to see how it would go...

Race tyres have soooo much more grip than road tyres; road brake linings don't work so well when they get hot; suspension geometry needs setting low and with plenty of negative camber and; as the great Colin Chapman said *"simplify and add lightness"*.

We put the car on the weighbridge before driving it home; with me in the seat (100kg or so) it was 1050 Kg, with a 55/45 front to rear distribution.

So much for the reputation of Spit6's being nose heavy, perhaps we should just say heavy!

**Thesis:** Engineers and scientists will never make as much

money as business executives. Now a rigorous mathematical proof that explains why this is true.

Postulate 1: Knowledge is Power.

Postulate 2: Time is Money.

Proof:

As every engineer knows,

Work

----- = Power

Time

since Knowledge = Power, and Time =

Money, we have

Work

----- = Knowledge

Money

solving for Money, we get

Work

----- = Money

Knowledge

Thus, as Knowledge approaches zero, Money approaches infinity regardless of the Work done.

**Conclusion:** The less you know, the more money you make.

### MODIFYING A NON-TRIUMPH BELLHOUSING AND GEARBOX TO FIT A TRIUMPH ENGINE

With acknowledgments to Nick Jones of Somerset - Ace Triumph modifier and trail blazer

I wrote a while ago about the details of fitting a Big saloon gearbox into a spit / gt6 / vitesse / herald. I am happy about the results of this modification, although there are a number of compromises that have disquieted some people. The gearbox cover needs to be remade as the big saloon gearbox is

BIG; there are propshaft issues and also fitting-it-into-the-chassis issues if using an overdrive gearbox.

There are two other gearboxes (at least) which look like they would make good substitutes for Triumph gearboxes, both are 5 speed and modern (read cheap and in breakers yards for the time being). One is the Toyota Supra gearbox which Nick has installed in his electronic injected and ignited Vitesse

([www.triumphowners.com/registry.cgi?sectionID=11014&vehicleID=574&i=0](http://www.triumphowners.com/registry.cgi?sectionID=11014&vehicleID=574&i=0))



Triumph Box mounted to jig

The other likely gearbox is the famous Ford type9 as fitted to thousands of Sierras, Granadas and suchlike.

The major headache when wanting to do such an installation is to have a bellhousing which houses the flywheel and clutch, matches the engine at one end and the gearbox at the other. Indeed, that was the major motivation for me to want to use the big saloon gearbox knowing it would all fit.

Nick has let me into the secret of how to jig it all up to cut, shut and weld bell housings so that Triumph

engines can then be fitted up to non-Triumph gearboxes.

The crux of such a modification is the gearbox input shaft tip. This is the part of the gearbox that engages with the crankshaft and ensures the gearbox and the crankshaft revolve about the same axis. There are two relevant design features we need to be aware of here: the Spitfire/GT6 gearbox input shaft extends beyond the front face of the bellhousing by

about 1 inch and the tip engages in a brass bush which is a light push fit in the tail of the crankshaft. The big saloon/TR gearbox has an input shaft which doesn't extend beyond the front face of the bellhousing and engages instead in a brass bush which is carried in the centre of the flywheel, so that it is much further to the rear. It is a straightforward job to modify a GT6 flywheel to take an extended GT6 bush through its centre to fit a big saloon gearbox and diagrams have been published previously of how to do this with Triumph parts.

To do so with a non-Triumph gearbox, you need to proceed as follows:

**1.** To begin with you need each a complete Triumph and non-Triumph gearbox. The task is to cut a portion off the Triumph bellhousing that bolts to the engine backplate - having located the centre of the bellhousing where the tip of the input shaft lies; also to cut off the corresponding portion of the non-Triumph bellhousing having

centred the tip of that input shaft in exactly the same place, substitute the two parts and then weld it all together.

**2.** Assuming your bellhousing of choice is large enough to take the Triumph flywheel and they are both made of the same material, all you need to do is construct a jig to align both your Triumph and non-Triumph gearbox parts.

**3.** The jig needs to be made from a large, flat, stiff plate which is at least 6 inches larger in





diameter that the larger of your two bell housings. The ideal material to construct this from would be 10mm thick steel or aluminium plate. This might be expensive or hard to come by so an alternative would be 20mm thick MDF, chipboard or orthogonally braced cellulose fibre board faced in 20 gauge mild steel bonded with impact adhesive. (Nick: I Borrowed a large pipe flange - was perfect apart from being very very heavy! The advantage of this was that it was rigid enough to resist distortion when the welds were made and keep things flat. If not using something equally robust it would probably be wise to add 2 - 3 mm over on the face to face dimension to allow skimming of the surfaces to bring everything back flat)

4. If your donor triumph gearbox has the input shaft protruding from the bellhousing face, drill a hole in your jig board at its centre to take the input shaft in a snug fit. If you are using a gearbox with a flush input shaft build up the centre of your jig board with a 20mm step also faced in 20 gauge mild steel and drill your pilot shaft hole in that. (Nick: Note that all input shafts will show some slop due to clearances in bearings. You need to find the centre point of this slop at least 90° intervals)

5. Having located the gearbox in this

datum, drill through the circumferential bolt holes and fit 5/16 unf bolts in a few of them to stop the bellhousing from moving.

6. You will already have worked out where you need to cut the Triumph and non-triumph bell housings to make the best match of the diameters and to get the correct positioning of the tip of the pilot shaft relative to the front



face of the bellhousing. Make up a vee block of the correct height (a height gauge to sit on the jig plate and be run around the bell) and mark the cut line with a fat indelible marker pen. (Nick: I stuck the gearbox in the car without a bell housing, levelled it up relative to the engine shunted it back and forth until I had it where I wanted for spigot bearing fit etc and then measured the gap between gearbox front face and engine back plate to give me the correct face to face dimension for the bell housing. Careful levelling imperative! Within this face to face constraint you then need to decide how to cut the two bell housings to a. Match diameters; b. retain or exclude any cast-in features of the two bell housings eg clutch cylinder mounts)

7. Remove the Triumph gearbox and replace it with the non-Triumph gearbox centred on the same pilot shaft position, mark the cut line and also perhaps construct some kind of superstructure on the jig to fix the output shaft of the new gearbox in space.

8. Cut the bell-housings and prepare them for welding. (Nick: Cut faces of the



bell housings must be faced flat and parallel so that the gearbox and engine mating surfaces are parallel after welding)

9. Fit the Triumph part to the jig-faceplate located with the bolt holes previously drilled.



the pilot shaft in the previously drilled centre hole.

11. Using the jig superstructure, ensure the gearbox isn't canted over and weld the join. At this point some amount of aluminium alloy welding may be required which, unless you can TIG weld will probably require you to take it to a professionals workshop..



some reinforcing fishplates and drill, tap and bolt the two parts together temporarily until the welding can be completed, then weld up the holes. (Nick: Sometimes a bit of subtle canting over can actually help - my Toyota box is tipped over slightly to help clearance on the lower nearside)

There will be many other installation

problems which will need to be solved, having a propshaft made to match the Triumph diff to the non-Triumph gearbox output shaft,



10. Lift the non-Triumph gearbox onto the jig, locating

gearshift alterations so that the stick is in the approximately correct place, Speedo drive issues, clutch release mechanisms, a gearbox cover to make modify or mend, gearbox to chassis mounts to make but having the engine and gearbox as a unit gets you a long way down the track.

After all, with any problem knowing how to solve it is the job half-done already; having the wherewithall to do the job is the job three quarters-done, just leaving the last quarter of the job to actually do it.







# I'M BACK!

**John Macartney**

**BIG SIX**  
2000-2500-2.5pi  
Register

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

## AFTER A TOO LONG SILENCE ...

**T**hose of you who own Big Six Triumphs needn't bother to apply to the club for a membership refund because of the lack of 2000, 2500 2.5PI coverage in 'Courier.' I'm hopeful that as of now, the model range will have a more regular spot than it has over the last eighteen months.

Simply, I'm back!

"Where have I been?" you might ask. Just getting over what was thought to be a stroke is my reply. It all started in September 2005. I'd been in London for the weekend at a conference and curiously found it took me nearly five hours to do a road journey home that usually takes two hours, at the most. To add further excitement to that prolonged trip, I'd had double vision, a splitting headache and a curious tendency for the car to wander all over the road.

All good stuff - especially on the A41.

Anyway, that night saw me occupying a less

than comfortable bed in Cheltenham hospital's Medical Assessment Unit, while those who are allegedly well-qualified in the interpretation of medical 'symptoms presentations' tried to work out what had happened. They put me in an MRI scanner for an hour or two, got me to totter along a straight line that was anything but straight - and then started asking embarrassing questions about elementary "bodily functions."

Two or three days elapsed while they puzzled things out, I lay in my bed and on the fourth day a team of people in white coats appeared at my bed, bearing a tray of ominous looking needles.

"Nothing to worry about," they chirruped in unison, "have you ever had a lumbar puncture? We need to have a sample of your spinal fluid." "B\*\*\*\*\*s! W\*\*\*\*\*s!"

All I can say is that if you ever find yourself in that situation and you're offered the same or a similar question, do you best to decline the invitation - especially when three or four people 'ask to have a go' to locate a suitable space in your spinal vertebrae! Let me just say, if the late Tony Hancock could do a convincing sketch of being a blood donor, I could run him a close second on the experience of having a lumbar puncture!

Anyway, after a while, which included an S.H.O. (Senior House Officer) nearly impaling himself on a tray of hypodermics and needles he planned to use for my bloods, I found myself being kicked out and transferred in a rattling ambulance to a stroke unit at Evesham Hospital. There I lingered for a further month and eventually was allowed home, only to discover a letter from our friends at the DVLA asking me in solicitous tones to voluntarily surrender my driving licence on medical grounds.

I very reluctantly succumbed to this entreaty with forebodings and many misgivings, wondering if my own PI would ever delight from having me at its wheel at some stage in the future?

Even so, evrything brain-wise was still a lot scrambled. Working my computer was a major problem and attempting to write an article for any

publication was more than impossible - and that's why there's been no coverage for Big Sixes in the mag.

I'm sorry.

But as 2005 drifted into 2006, I was able to start walking again for more than a hundred yards and enrolled in a user capacity with a local charity that provides single-seater shopping chariots on a free-to-use basis if you can only stagger 200 yards to collect one. Thus equipped, I took to the streets and parks of Evesham and providing I had a fully charged battery, the world was my oyster - in relative terms. I must say these little vehicles are quite good fun. The turning circle is far better than Herald, the brakes almost up to Formula One performance and the range is about twenty miles, so more than a few pubs were 'well

within my scope.' Perhaps not surprisingly, I made full use of that opportunity as I didn't have a driving licence to lose, though several old ladies and even more cats and dogs have used up a few of their spare lives. At this point, maybe I shouldn't dwell overmuch on the attractive, circular and castellated display of garden fence paint at B&Q. Suffice it to say, it looked far nicer before I mistakenly pressed the reverse button when I actually wanted to go forwards! In the dim mists of time, that little incident was redolent of the occasion I accidentally reversed a new Vitesse convertible into the Berkeley Square showroom window with somewhat permanent results! But as far as B&Q was concerned, the lady cashier was very sympathetic to my dilemma, despite the veiled mutterings from the customer service counter of "they ought to have kept the old b\*\*\*\*\*d locked up!"

Anyway, we drifted into the Spring of 2006 and a very pleasant day was spent with TSSC's Worcester Group on a perambulation through the Spring Blossoms in a delightful Mimosa coloured GT6. While sojourning among the hamburgers provided for the occasion, courtesy of Triumph Spares and Service of Worcester, I chanced upon a delightful GT6 that set me salivating and even now, I'm not too sure whether the 6 or a well-knackered Standard Ten pick-up which graced the premises should be my next 'project.' In the end, I decided to reject both options and continue to get better. This progress manifested itself in my



Standard Ten Pick up



elder son and I re-fitting the kitchen at home and then turning our attentions to the back garden re-design - both projects having since been nicknamed as Schubert 1 and Schubert 2 - in that both are still a little unfinished.

Fast forward to February of 2007 and a solicitous letter from me to the DVLA about the return of my licence. Nothing happened for a while and I decided that my beloved PI would have to be sold. However, before that could take place and having lingered undriven but by no means unloved on my in-laws front lawn, it was time to get her recommissioned. I still can't operate my hands all that well and not having a workspace as of yore, I decided to let her go to Worcester Classic Cars who seemingly do wondrous things with fuel-injected Triumphs - mainly of the TR variety. Over two days, about three weeks ago, the battery was recharged, oil and water levels checked and then it was time to turn the magic switch.

'Canley Girl' didn't like being woken up and protested for a while. A non-functioning fuel pump was persuaded to wake up by the judicious use of a mallet and slowly, the whine returned with the pressure relief valve warble as counter-tenor. With two fresh gallons of Golden Gallop in the tank, I tried again. There was a limited response, a few spits, a cough or two, the occa-

sional backfire - and then she was running!!!!!!

Unfortunately, her carbon footprint caused all the houses across the road to disappear in a cloud of dead spiders, grass cuttings and a lot of blue smoke - so clearly things were definitely OK up front!

The next day, with my dear wife at the wheel, CG made her way to Worcester Classic Cars (emitting nothing visibly toxic) and that's where she is as I write this. No doubt her return will be preceded by a hammering of my bank account - but it'll all be very much worth it.

Two days after taking her there, a buff envelope crashed on the doormat and surprise surprise, it contained my re-issued licence!!!!!! So, to celebrate, I took 'her indoors' for a quick run round the countryside in our daily driver Vitara.

It's good to be back on the road, it'll be even better in my Triumph and I'm looking forward to seeing you all at the various Club National Days this year, the Leatherhead meet and of course, at Sunderland Court.

Life is once again really quite good, so keep a watchful eye for the imminent return of the 2000 2500 2.5PI column in 'Courier.' Sitting next to me is a very full envelope of unlisted IVR's that many of you have sent in and these need urgent attention.



*Just one more payment and it'll be all mine!*



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# JIGSAW TRR/TSSC RACE CHAMPIONSHIP

*by John Davies*

## DRIVER FOR HIRE! (AN ACES PRODUCTION)

**W**hat are friends for, if only to lend you their cars? For that was how it really was, though I could kid myself that Jonathan Binnington had asked me to race his car - have race licence, will travel!

The real reason for driving Jon's SuperSix was that the Silverback is hors de combat. We had taken it to Silverstone three weeks before, to the MGs-on-Track day that had been penetrated by the Club Triumph crew. Many thanks to 'Fred' Slezak for organising that one! I didn't go to the traditional TRR/TSSC track day at Mallory, as that was announced so late, and anyway, to drive the full Silverstone Grand Prix track was an opportunity not to be missed. So I have now driven in the tyre tracks of all the heroes, yours and mine, that have driven there. You may kiss my driving glove.

You can read about this event on the CT website and see pictures at their gallery

This was another Spitfire Aces undertaking, and both Jonathan and Vinnie were there to support and encourage me. And for a few fast laps. We had agreed on a simple programme of tests, changing tyre pressures, shocker settings and if time allowed, camber. All the things that you either dare not, or don't have time to do at a race meeting.

As a racer, I was in the last of the three groups. For comparison, I was to do the first session without any changes - I haven't driven the car in anger for months - and anyway, it was largely done behind a pace car. Even so, when that went in, I found myself behind what turned out to be an MG instructor (or someone who thought of himself in that way), who hogged the left for ages - I think he may have

been watching a pupil drive. Eventually I overtook him on Hanger Straight, when my patience dried up. Hanger is the width of a motorway, but when we came in he arrived in our garage to give me a lecture, about good overtaking manners and car control. He had followed me through Club and Abbey, where I had drifted a bit, but noticeably he had been unable to catch the Sb in his MGF! I told him how grateful I was and thanked him sincerely. Unfortunately, he must have thought I was joking and I never saw him again.

Session 2 was tyre pressures. After discussion with Chief Engineer Jon, we made some changes, and I went out with him as riding mechanic. What a difference! Should have done this ages ago, the balance of the car was tons better, improved turn in and easier to balance it on the throttle.

Session three after lunch was when it all came apart. Vinnie rode the suicide seat this time, and all was well, right until we took the chequered flag for the end of the session. As we did so, a cry from Vin and a look showed me that he was paddling. Water in the foot well, and lots of steam. Terrified for his safety I pulled off immediately and we jumped out. In fact, unlike when the car 'brewed up' at Oulton, this time it was the return pipe from the radiator that had come off, so the water was quite cool, and Vin had wet, but unscalded feet.

That was it. Replacing the hose after such a major breakdown seemed unwise, and we packed up early. A Team Silverback discussion followed, and agreed that the rear radiator experiment, while not a failure, was too unreliable to continue. Major re-think must follow, though that need not take too long as the obvious answer is to restore the car to the original, front-radiator spec. Canley Classics is on our way home (well, about 40 miles off our way home, but anyway) and thanks to Dave Pearson I came home with a new, four layer, Vitesse radiator.

So, first race of the season, at Silverstone (but

only the round-the-grandstand national circuit) is next weekend. What am I to do? Tarantara! Aces to the rescue! Jon volunteered his SuperSix for me to race! What are friends for, if only to lay down their cars for you? Thanks, Jonathan!

The Green Car (the SuperSix when it is at



home) is in very near race trim, save for a few tweaks, like a rear rain light and some numbers, so that was no problem. It also had had a slipping clutch, so I went down to Birmingham the next weekend and we changed that. In fact we changed a bit more as Jon produced a brand new, unused gearbox that he had "been saving for a rainy day". Wow, what are friends for, if only ..... Thanks, Jon!

So we arrived at Silverstone again, three weeks later as team owner and driver for hire. In fact I hoped to extend the franchise even further as MGCC had amalgamated the Triumphs and the Jag XK120s into the same race, and announced an endurance race to use the spare time. Half hour enduros are two driver events, with a midway pit stop for a driver change. Ian Smythe was keen to enter and when I offered my services as second driver, I was honoured that he welcomed the idea. Two races in two different cars! Sad to say, this was not to happen, as the race was cancelled for lack of entries - shame, when entry was less than a third of the usual fee!

I had a very early start, as social commitments at home meant that I could not travel down on

Friday evening. A 4AM start was an hour later than planned, but empty highways and I got to Binman's, having made up some time. Leap out of my road car, and into the SuperSix, as I had hardly driven it since the Ten Countries Run around Europe in 2005. I roared off and Jon followed in my car, with trailer behind as insurance against a

disaster with the 'Six. I needed to get to Silverstone in time to sign on, get scrutineered and be ready for practice at 0930, and it was a close call.

No problems with the Scrutes, none at all, and this was a car built for the road that had been 'converted' into a

race car at zero notice. Jonathan's motto is, "Never knowingly under engineered" and the scrutineer was almost respectful of his handiwork.

I knew that Jon wanted to see his car race, and I had been planning to video this season's races, so had fabricated a camera bracket, that the scrutineer also had no problems with. But I needed the obtain permission from Race Control, so off there to do battle with the organisers. What battle? I thought that a fee would be demanded for the



privilege, but all that was needed was to sign a disclaimer, that absolved anyone of anything and put all the blame on me, if something went



wrong. Oh, and if I sold the video I would owe the MGCC and Silverstone half a million quid. Damn! I was planning on playing the James Garner role in my remake of "Grand Prix"! The video will soon be available on YouTube.

Lining up in the assembly area is the same every time - the wait seems to expand as the remaining part of the day get smaller. But we got away, in a hodge-podge of Triumphs and Jags, and I set out to do my three obligatory laps. I always repeat to myself, "Drive like a granny!" during these laps, as to go off is to risk not being allowed to race, and today going off at any time would disappoint Jonathan and maximally embarrass me. This always allows the hot-shoes to disappear into the distance, a good idea in practice as it opens the track for you to



really practise, try some new lines and gears, but the Silverstone National circuit is only just over one and a half miles long and very soon said hot shoes were breathing down my neck and hoping to lap me. Never mind, I was getting the hang of the SuperSix, both a different car to the Silverback and one with similarities

The big problem was that I had on road tyres with a 175 profile to boot, as it were. More tyre squeal than a 60's American police movie, on every corner, with enormous understeer, that was NOT a criticism of the car, but one that leant itself to some throttle steering and four wheel drifting through the longer corners. Great - here comes Fangio! But drifting is not, I have to say, a very fast corner line tactic, and I had to respect Jon's road tyres. I also came to respect his road brakes. I have driven this car over Europe's highest mountain pass, the Col d'Iseran, and the brakes gave no cause for concern there, but on the track they began to fade, and I was lifting off, braking early and

more gently by halfway through the session. This preserved the brakes, but didn't allow me to indulge my last-of-the-late-brakers tendency.

This was the first race of the season, and in the past there have been many who were caught out with cars not ready, but there was a worryingly low entry. That only six TR7/8s, a TR4 (another addition to the Hadfield Collection!) and six Spitfires attended, making three short of the average of 16 that will be needed to maintain our 'Championship' status, has to be regrettable when there were another four racing Triumphs at Mallory who did not appear at Silverstone.

As the vicar always says, "Hope to see you next weekend!"

Thanks to this situation, we were bundled with the Jaguar XKs, which are able to give a run for TR7/8 money but are rather overwhelming from the seat of a Spitfire. Worse, IMHO, they were to start AFTER us. Qualifying was a hodgepodge anyway, but in bright sunshine and stiff breeze, that gave some remarkable and worrying eddies off the bridges on Club Straight, we learnt to live together.

There were a few who dropped by the wayside, but all managed to achieve at least 11 laps, and no one was unable to start the race, which I have to say is a compliment to both marques for a first race of the season.

We qualified in the second row from last, but with a time that was three seconds faster than my previous best! That time was done in pouring rain, which is my only excuse. We were in front of the indefatigable Mik Davis (no relation), who nearly won the TSSC Championship last year through pure doggedness and turning up for every race. Oh, and usually being the only Class A entrant, but that does not diminish his achievement. Respect, Mik.

As our race was not until after lunch, we toured the paddock - in the SuperSix. This, being roofless and windscreenless, with a roll cage that would grace a Chieftain tank if they needed rollcages, makes a splendid staff car/popemobile for reviewing the troops. Andy Vowell has gone completely spherical; bearings in his suspension that is, though he could do with a little personal

weight reduction - as could we all! Nigel is still rebuilding his car, and as Race Secretary must have little enough time for that. Hugh Maund, who mulled his car at the Mallory Track Day, turned out in an immaculate TR8, that looked as if nothing had happened! Mark Field, the honoured sponsor of our series, is dying to get out in his new TR3A racer and we very much look forward to that, for there must be few, if any, race championships in which the sponsor himself races. Paul Newman, perhaps? Although our Mark is twice the man Paul is.

Race time raced upon us. We were to start in two groups, ten seconds apart, which sounded a good idea until I realised that the second group was the Jags. And indeed, after the usual start procedure, they were soon all over me like smallpox, passing right and left and taking no prisoners. But with the style and courtesy that one expects of Jaguar drivers - I even got a wave of thanks as I left Becketts open for one. For I was still well down the field. Not entirely due to respect for Jon's feelings, for his car deserves respect as a thoroughly tough and powerful vehicle, not as a weedy road vehicle, or for his tyres, as we had changed to my 'rain' tyres. My race tyres are on wheels that need long studs for the sleeve nuts that secure the alloy Revolutions and the SuperSix's are too short. The 185's made a difference and reduced the understeer, and the squeal, and in fact made rear wheel steering more difficult with a bit of added grip. In fact it was nothing to do with the car - I finished more or less where I normally do in the Silverback - well to the back, between Ian Smythe and Mik. But I didn't leak a drop of water!

But please forgive me - I am never a front runner, and for obvious reasons was not out to do-or-die,

so I was not up at the front where there were a number of thrilling dices. As expected, half a lap after the start, the Jags were all over me like smallpox, and after that I circulated without troubling the leaders very much. That at the finish there was Malcolm Chapman in first place (He must have been keeping his powder dry by not appearing at Mallory!) with Martyn Adams a quarter of a second behind shows the quality of the racing. The first Spitfire was driven by Simon Congdon, the Shumacher if only in age of our series, leading Andy Vowell, the knarly Patrese, by three quarters of a second, so there was a thrilling race too.

Our only retiring driver was John Yarnell who afterwards confessed to having found a paper tissue in the pipe from his fuel tank to the pump. I'd stick to alcohol, John, however much of a petrol head you are! We took some comfort, from the lap times. I did half a second better in the race, and was faster than two XK120s!

Next meeting will be at Oulton Park on the 19th May - see the Racing Triumphs website for the full programme:

<http://www.racing-triumphs.co.uk/>

Like the vicar I will hope for a fuller congregation, but you will have to do without your humble scribe, as we will be at Zandvoort - anyone else going FISCing, this summer?

So Jonathan is vindicated. His road car that he built in racing style is every inch a race car as well, that may have many qualities that the less reliable and more fragile race cars do not share.

The SuperSix! The car for all seasons! Except possibly the rainy one.

JOHN







## HUBCAPS & PAINT

After driving a Herald for over half of my life I surprised myself recently by learning something new, simple & practical about my car that I felt I should share with you all... One of the battery clamps is excellent for removing a hubcap.

Whilst in the domain of these pages I've often wondered (usually whilst forking out a tenner for a tin of 'mixed-on-the-spot' paint from Halford's) if any members have found readily available matching colours for their cars, either in gloss or spray, as these would be very handy especially for touching up chassis or other inconspicuous areas. I'm particularly interested in Royal Blue and Triumph White (the other colour on my Blue car is Pageant which is available at a slightly more reasonable cost in an aerosol). If any members have any suggestions I'd be happy to compile and maintain a simple database available free to members.

Simon Holland,  
88/23929

Simonholland1@hotmail.com

## MONZA RECORD RUN 1959

It has recently been brought to my notice that Graham Robson has written an article titled "The secret speed records" on the TR3 Monza record run of 1959 in the December/January issue of Triumph world - a magazine I do not take.

Firstly, the record attempt has never been secret and I have published the story in several Triumph magazines including the Courier.

# Readers Write . . .

In Mr Robson's article he interviews Mr. Brian Whittaker, one of the team of drivers, who says the account that the TR engine blew up because of driver error and an unnecessary gear change is "absolute rubbish"

In answer, I quote from a signed 8 page letter sent to my father from Ben Warwick, who was foreman of Ken's competition department. In his letter Ben describes some of the competition department successes. The relevant section on the Monza record run reads. "The attempt went well breaking 8 world endurance records averaging over 100mph. We carried on attempting further records but one of the drivers, perhaps getting tired, I don't know, dropped the car out of overdrive causing over-revving with the result that a rod went through the side."

Another letter, which was individually signed by Ben Warwick, Tom McCulloch, and George Hylands, who were the works pit crew at Monza, was sent to the Vintage Triumph Register of America annual convention at Albany in 1989 where the 30th anniversary of the record run was being celebrated. This letter was read out at the concluding dinner and the relevant section on the Monza run reads. "It was thirty years ago Ken, when we were all at Monza, a circuit that you know so well, and we brought home the eight world records that you are celebrating in America. It was a great pity we did not achieve the 100 hour record which was due to a driver over-revving and blowing the engine with only four hours to go - this is motor racing."

I have shown both these letters to Bernard Robinson the Courier editor.

Paul Richardson

## LE TOUQUET PARIS PLAGE HISTORIQUE

Dear Classic Cars Enthusiasts,

I have been charged by "Philippe Charles Organisation" to renew the invitation of your club to our 6th edition of "Le Touquet Paris Plage Historique" on september 8th and 9th 2007. 2 major activities are proposed during this week end in Le Touquet :

The 6th edition of our regularity rally on open roads with road book in le Touquet surroundings, full of surprises for 700 for a car with driver and a passenger including open bars during the race, saturday midday lunch, gala meal on

saturday evening and sunday midday lunch and prizegiving ceremony. accomodation is not included.

Also a classic car exhibition organised at « le Touquet racecourse (centre equestre régional) », on sunday 9th from 9h30 am to 6h00 pm called "l'exposition club des marques". An official "concours d'elegance" and a paint exhibition are also planned , this year Mrs Mantovani, recent Laureate of "La villa d'Este" is our guest. The "concours d'élégance" begins sunday at 3pm and will

be chaired by Didier Laine (chief editor of *Retroviseur*, reference classic car magazine in France). As we took in account last editions remarks, we precise that there will be on the race course a possibility of having a meal on site.

" Le Touquet" proposes a lot of accommodation at various prices. To help you to find the accommodation with the accurate services and parking possibilities, please contact directly our partner, the tourist information center of Le Touquet Paris Plage at the following phone n° 00 33 3 21 06 72 00. Fax 00 33 3 21 06 72 01. In the case your arrival was on friday, there is a lot to see or visit at Le Touquet and at its surroundings before meeting us. We are trustful in the "office du tourisme" giving you good advices since it's our partner in this event.

For those of you who could be interested to take part to

the "regularity rallye" organised over the 2 days, please contact directly the director of the week end , M. Philippe Charles Toussaint d'Aubepierre by fax at the following fax n° : 0033 3 27 98 05 17.

Christophe Monti.

## Le Touquet Paris Plage Historique

Souvenirs de l'édition 2006 Back to the 2006 edition

1<sup>ère</sup> partie : Le « Rallye » ~ 2<sup>e</sup> part : the Rally

Environ 50 voitures anciennes et d'exception prennent le départ du Rallye face au Casino du Touquet. Around 50 classic cars start the rally in front of Le Touquet Casino.



Pause déjeuner des participants au rallye quelque part en bord de mer...

Somewhere by the sea, lunch break for the rally participants.



Gymkhana face au Palais de l'Europe, le public venu en nombre est ravi.

A large crowd happy to attend to the Gymkhana in front of the "Palais de l'Europe" in Le Touquet...



Philippe Charles Organisation BP 51 - 59501 DOUAI Fax 03 27 98 05 17





# SIR JOHN BLACK

## PART 2

**by Paul Richardson ©**

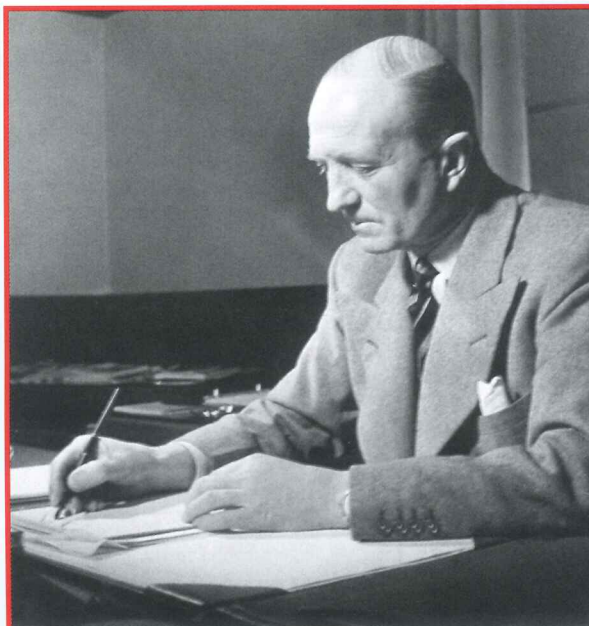
**B**y the early fifties The Standard Motor Co had associate companies in India, New Zealand, Australia, South Africa, Canada and the USA. and cars were being exported to over 70 countries. Sir John Black also led his company into the sports car business with the production of the Triumph TR2 from 1953 to take advantage of the huge export market in America for British sports cars. Company profitability, of course, was still rising and another boost to company coffers took place in the early fifties when Sir John (diversifying again) secured a government contract to manufacture a military version of the Rolls Royce Avon jet engine at Standard.

So what of Sir John's real character? He was a dynamic leader, passionate for the continued success of his company, and his diversification into the production of the Ferguson tractor, in particular, was a stroke of genius that secured the post war future of The Standard Motor Company. He was autocratic in his style of leadership, and could be fiery, but showed an active concern for the well being of the shop floor workers, and for those who made the grade in management. I know of no one from the company who disliked him, and all those I knew from the company admired him and spoke of him with great respect including my father.

One 'learned professor' wrote that Sir John was "a complete egotistical monster" Export Sales Director John Warren replied to this. *"I feel that to describe Sir John as any kind of monster is quite ridiculous and, as such, is unacceptable as accurate Triumph history,*

*and callous to the extreme."*

Sir John's successor, Alick Dick, besides describing Sir



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

John's turbulent side in his memoirs also said he could be "kind, generous, decisive and far sighted" This quote was taken from Betty Dick's hand written transcripts of Alick's preliminary tapes for a book he was writing - which he sadly never finished. Betty very kindly gave me a copy of her transcripts many years ago. I've

Ken Richardson holding the "Chaffinch that made a high speed entry into the Cockpit of MVC 575 via the front Hood fastenings during the Jabbeke record run - note Sir John Black Smiling - second from Right.

also spoken to Edna Phillips who was Sir John's secretary in the thirties. She said Sir John was *"A most compassionate man, who improved the standard of living for the workers at The Standard Motor Company beyond measure"*.

Sir John's experiences of war also induced in him a deep respect for regular soldiers and servicemen, and any such members of staff who survived WW2 were guaranteed their jobs back



at Standard. He also shared a mutual friendship and respect with Field Marshal Viscount Montgomery of El Alamein. They both enjoyed skiing and regularly met up on skiing holidays in Europe. Sir John was a very fit man who enjoyed sport in general, especially tennis, which he played regularly with the likes of Fred Perry and Dan Maskell. He also liked squash, golf, game shooting and owned the very best of shotguns - matched pairs of Boss and Holland and Holland's. He also loved parties, socialising with friends and had a very keen sense of humour, but he had a



Sir John socialising with Field Marshall Viscount Montgomery of El Alamein who were both keen Skiers.





Left to right: John Warren, Sir John Black and Mike Whitfield  
Prior to departure at Southampton for a business trip to  
South America 1951

powerful dislike of pomposity in any shape or form.

I think the best descriptions that highlight Sir John's character at both ends of the scale are the ones that follow taken from interviews with John Warren.

*"It has to be understood that part of Sir John's autocracy was the fact that he knew his policies worked, as did all of us in management. There was never any doubt that Sir John was our leader, and no one in the company could match his charisma. He was respected and admired by people who were also leaders of industry and high ranking government ministers. You see Sir John could press buttons that would move mountains because people had such trust in his judgement, and his planning was always for the future. I feel that there was sometimes an air of jealousy towards Sir John among some of the board because he was always on top of everything, and many times only his influence could solve problems."*

*"Sir John was, by nature, extremely intolerant of inefficiency and pettiness, it made him explode. For instance, we once had a supply problem with a subsidiary company and our director involved brought it to Sir John's notice by asking him what was to be done because the director at the subsidiary was being obstructive. Sir John snapped back. "How about telling him that his and your job depend on it being solved by the time I leave tonight?"*

*"Sir John sometimes had a short fuse, but he had a very compassionate and kind side. I'm reminded of an executive in the company who, because of his gentle spirit, would not progress any further up the ladder because he was too submissive although a very competent organiser. One day Sir John called me to his office and when I arrived Mike Whitfield (General Manager and Director) was already present. Sir John then explained that he wanted us to ensure that this man was not levered into any business dealings that would stretch his*

*abilities to the point of causing him anguish and, in any event, he intended to use him forthwith to organise some of his personal business arrangements and publicity matters. Sir John concluded that, by chance, he'd found out that this man had been awarded gallantry medals for extreme bravery under fire*

*both at El Alamein and in the battle of the Ardennes. Now that sort of thing is very inspiring and reassuring."*

So to that fateful day in January 1954 when Sir John was ousted from the company by the Board of Directors. There were several false cover stories put forward for his exit including permanent ill health after an accident on a test drive with my father in the prototype Swallow Doretti with Sir John in the passenger seat - a works van pulled out of the Banner Lane main gate directly in the path of the passing Doretti causing a head on collision. Hugo and Nick Black agreed. *"To all intents and purposes there was a pre-conceived and well planned plot to remove father from the company. The Doretti crash in no way changed him, altered his judgement, or permanently injured his health."* Another cover story was that Sir John had threatened to sack



Ted Grinham. According to Alick Dick in his memoirs, the real reason for his dismissal was for his signing of a new 12 year contract with Massey Harris for the production of the Ferguson tractor without discussing it with the Board of Directors. To quote Alick. *"Sir John Black, without any further reference to the Board, signed a new twelve year agreement. This in the opinion of the Board was irresponsible and was not a situation which could be allowed to pass by and, ultimately, as a result of this, Sir John Black was asked to leave the company."*

Sir John was totally devastated by his dismissal from Standard, which under his leadership was still accelerating profit wise and had a workforce of 15,000. After spending some two months as Deputy Managing Director of Enfield Cables, a large electrical cable manufacturer, he resigned and moved to his beloved Wales where he retired to his 300 acre farm at Llanbedr near Pensarn. For the rest of his

### Sir John was well known for developing relationships with Standard Workers

life he enjoyed the practicalities of running his farm, whilst also enjoying his main hobbies at that time of sailing and game shooting. As was his way, he always enjoyed the company of ordinary working people and was a regular at his local pub the 'Old Vic' where he loved to hear the impassioned voices of the dozen or so members of the local Welsh choir.

On a personal level, I remember an example of great kindness by Sir John. I was sitting at our kitchen table playing with a balsa wood model aircraft I'd made, with the prop driven by an elastic band, when Sir John turned up at our house to see my father Ken. Sir John said to me 'what are you up to young man?' I explained, with some frustration, that I couldn't get my plane to fly. A week later Sir John turned up at our house again to present me with a large boxed parcel. Inside it was the most wonderful model aircraft engine. It had a prop of some 8 inches in length driven by a 5cc engine mounted on a beautifully polished wooden plinth. The engine was the envy of all my pals who regularly came round to see it running. For a man of Sir John's stature to personally go to that sort of trouble for a young boy he'd never met before speaks volumes of his inner kindness - and I will always remember him for it with deep affection.

Sir John Black passed away on Christmas Eve 1965 after a stroke. At his memorial service in 1966, Coventry Cathedral, which could seat 2000 people, was packed beyond capacity with hundreds standing outside (on a bitterly cold evening). All turned up because they wished to pay their last respects to Sir John doubtless in gratitude for kindness past, secure jobs due to his leadership and, of course, memories of friendship. The congregation included directors from the old company, leaders of industry, and the service included moving tributes to Sir John. The fact that the majority paying their last respects were ordinary shop floor workers, past and present, from the company he'd led so well prompts my conclusion.

What finer tribute has any great man than the lasting respect of ordinary working people? -





# STAFFORD 2007 2 MONTHS TO GO

**by Claire Hill**

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

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

**O**bviously 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](mailto: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 beforehand 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 6<sup>th</sup> to 8<sup>th</sup>

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**or Telephone 01858 434424**





# SOUTH YORKSHIRE TRACK DAY

*by Mike Charlton*

ONE OF THE THINGS TO DO ON OUR 2007  
CALENDAR WAS TO ARRANGE A TRACK DAY

**P**eter Johnson, one of our members who has used Donington regularly obtained details and costs. There was quite a few members who had taken interest in the event

but come the day we were down to six cars and assorted members. Triumphs being Triumphs there is always something that gets in the way of an event, like welding or new suspension fitting. Came the day and we rose early. Getting up early

in summer is bad enough, but 5 am in February is even worse having to set off in the dark to rendezvous at Woodhall services. Al in the TR7, Duncan in Spitfire, James with Matt in GT6, Philip and Dean in Spitfire and myself in the GT6 replacement a Westfield, all met at Woodhall ready for the journey south to Donington where we would meet up with Jon Ellis a Leicester TSSC member.

We arrived on a fine sunny morning and the weather stayed fine all day. After breakfast and briefing we were all ready to line up for the sight lap and start of the novices session.

The Classic Le Mans event



thoughts were soon put to the back of our minds as the accelerators were floored on the start of our first twenty minute session. I know my car is not fast and I am repeatedly being told so, especially seeing the same cars coming past regularly!

There were such variations of cars and all obviously regular attendees. Soon it was all over and we were back in the pits talking of experiences.

I noticed a pool of oil from under the Spitfire and after recognising I had a blow back problem through the filler cap I decided to clean it up before having a second go and keeping my fingers crossed. The second session was just as furious.

After recognising I had problems with the oil leak I decided to call it day and hand over my crash helmet to a sad eyed Matt, so he could be a passenger with James instead of just being a spectator. It would not have been right taking an oil leak on to the track. The one hour lunch was spent eating various chillis and pies and talking of the problems so far.

The afternoon sessions began and once more problems were occurring. James was boiling brake fluid like boiling a kettle for tea, Al had problems with





loose manifold studs, Duncan was like Captain Kirk "looking for more power" and Jon Ellis was in trouble with a Track official for taking the wrong lines. Philip in the Westfield just kept on going and going...

Soon it was time to retrieve my helmet and drive the Westfield with Philip as passenger, for the last session. Even then we were still being passed by faster cars, you know like VW Beetles that looked like one but was nearly as fast as a formula one car!

The end of the day came and the grimy cars were being prepared for the journey home. This was a fine day

and one not be missed. I am glad we didn't. I hope we can repeat the event one day and have more club car involvement, albeit the day was not for the faint hearted or cosseted cars.



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80



## Clutch Slave Cylinder TR2-3

This high quality reproduction of the original front mounted clutch slave cylinder is now available from Moss Europe. This clutch slave cylinder unit fits TR2-3 to TS13045 and does away with the need for owners to fit the later TR6 slave cylinder and modify mountings and hydraulic fittings.

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**Clear careful detail is key.** The Form's often on our Courier address-slip; or find IVRs at [www.tssc.org.uk](http://www.tssc.org.uk) New Members, one's in your Joining Pack. Copy carefully 3 spots under-bonnet, plus Dates etc off your 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: <b>Bond</b>	Feb: <b>GT6</b>	Mar: <b>948/1200</b>	Apr: <b>Spit IV/1500</b>
May: <b>Specials</b>	Jun: <b>Toledo/Dolomite</b>	Jul: <b>13/60</b>	Aug: <b>2000/2.5</b>
Sep: <b>Acclaim</b>	Oct: <b>Stag</b>	Nov: <b>Vitesse</b>	Dec: <b>Spit I/II/III</b>

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I've had very, very few IVRs since my appeal last year. In fact, quite close to none at all, actually.

Come on guys and gals, let's find out what cars you've got. You don't have to use the form that comes with the Courier if you don't want too; send in any way you like, email is best for me.

Give me as many details as you can:

chassis number, VIN, engine number, date of original registration, date you built or acquired the car and so on.

A photo would be excellent too.

If that's too much trouble just let me know what car you've got and its registration number; I can then let you know if I already have some details of it.



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All magazine material must be received

**BEFORE 10<sup>th</sup>** 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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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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## TR Technical Enquiries

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## TR7 IVR Contact ONLY

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA

## TRIUMPH ACCLAIM

Michael Hancock. Beech Croft Cottage, School Lane, Baslow, Bakewell. DE45 1RZ. Tel: 01246 583261 ( 6pm to 8pm )  
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## CHILD PROTECTION OFFICERS

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Claire Hill Tel: 07971 017012



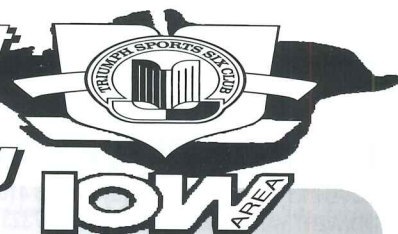
MAY 2007

Plus

## CLASSIFIED CARS & PARTS CONTENTS

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

## 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  
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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





# AREA DIRECTORY

This Directory is kept up-to-date by the Area Liaison Officers 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 VIVIAN & VICTOR THOMPSON

DIRECTORY CHANGES TO AREA LIAISON OFFICERS VIVIAN & VICTOR THOMPSON Tel: 01302 850740 E-MAIL: vthompson@ivycoottage17.freemove.co.uk

## SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST NORTH EAST	Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW Various see report in Area news Purb Run See Area News for details	See reports 1st Wed. Eves. Last Thurs. Eves. 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 Pippa Flegel: 01524 791607	Rope & Anchor Paddock Lane DUNHAM MASSEY	1st Tues. Eves.
NORTH EAST	Mark Astley: 0771 840 8159 Andrew Dunning: 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. Eves. 8.30pm.
LANCASHIRE	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 Vivien Thompson: 01302 850740	The Coach & Horses, Barnbrough - DONCASTER	1st & 3rd Tues. Eves.
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 07971 017012	Ye Olde Bridge Inn - OXTON	Last MON. 7pm.
NORTHANTS	Jonathan Ingram: 01604 820231	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsden: 01780 470358	Bertie Arms Uffington - STAMFORD	2nd Mon. 8pm.
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, Pand-y - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDDULAI'S CONSERVATIVE CLUB	1st Tues. 8pm 3rd Sunday Run
SOUTH WALES	Howard Jayne: 01633 411210	Tredeggar Arms, Baselegg - NEWPORT	Last Mon. 7.30pm

## EASTERN AREAS

ESSEX	Russell Timms: 07906 100783	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.
		Potters Bar - MYCHETT	2nd Mon. Eves.
		The Three Moorhens - HITCHIN	4th Mon. 8pm
		The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
		Woodmans Arms - WOOTTON	3rd Mon. Eves.
		The Windmill - WEALD, SEVENOAKS	1st Tues. Eves.
		Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
		The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
		The George & Falcon - WARNFORD, A32	1st Tues. 8pm.
		The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
		The Green Man, Lewes Rd - RINGMER	1st Tues. Eves.
		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.
		Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
		The Kings Head - NORTON (A38)	3rd Mon. Eves.
		The Greyhound Inn - Wilton SALISBURY	3rd Tues. Eves.
		The Bridge Inn - YATTON	2nd Mon 7.30pm
		Contact only	3rd Tues. 8pm
		Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
		The Malt Shovel - RUADEAN - Odd Months	3rd Thurs. Eves.

## OVERSEAS Contacts

AUSTRALIA N.S.W.	Carl Grady: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.
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CANADA	David Stock:	R.R.I. Pictou Ontario - KOK 2TO.
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moelundvej No 8 8600 - SILKEBORG.
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
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SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.





## AREA LIAISON OFFICERS REPORT

Most areas have re registered now, those that have not if, you could register as soon as possible that would be great. If there is a particular problem with your area please give us a call we might be able to help or advice.

The lucky area in April's area draw is **Cheshire**, if you would like to contact HQ they will post out your regalia vouchers.

If any areas want to enter the 'six factor' at the International, you do need to let Charlie at HQ know in advance so your chosen music will be available on the night.

If you want any advance booking forms for the International, to distribute at meetings, let Claire Hill know and she will send you some. Please encourage you area members to book in advance as it is cheaper and speeds things up on the gate.

AO details on the website and in the magazine should all be correct now if not please let us know. If venue details have changed you will need to go on line and enter the postcode of the new venue so the map to the venue is correct. If you do not have internet access please let us know the venue post code and we will alter it for you. Please checkout the brand new section of the TSSC website designed just for you - our Area Organisers - at : [www.tssc.org.uk/pentorque](http://www.tssc.org.uk/pentorque)

As this is being written we are experiencing some of the warmest April weather for years, lets hope by the time you read this the lovely sunny spell is still with us to enhance the enjoyment of our cars.

*Vi vien and Victor*

## ANDOVER

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

We had a good joint meeting with Southern Area at the Percy Hobbs with a full classic line-up of Suzie's Mk3 Spitfire, Alan & Wendy in the white Vitesse - roof up as it had just been fitted, Mike C in his Mk1 Vitesse, Lee and Natasha with their 1500 Spitfire, Paul and Carolyn in their TR5, Ernie and Carol in their Triumph 2000 and Chas in his 1.5 Riley.

The Easter Monday Wyke Down show was a great success with a mixture of cars from Southern, Newbury and Andover areas. We filled the whole stand with 20 cars and our Eriba caravan and had some member's vehicles on others stands too. The weather was great, lots of cars and jumble, a very good weekend overall.

Our next meet will be at the Clatford Arms (SP11 7RN) on **Thursday 10th May**, just

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

before SEM at Leatherhead the following weekend on **12th and 13th May**.

*Guy*

## AVON

STOP PRESS\*\*\*\*\*STOP PRESS\*\*\*\*\*STOP PRESS\*\*\*\*\*  
BREA CAMPING WEEKEND IS ON!!!!!!

**15 TO 17 JUNE**

\*\*\*\*\*NEW VENUE\*\*\*\*\*

WARREN FARM HOLIDAY CENTRE  
SEE ADVERT FOR DETAILS  
BOOKING AND PAYMENT TO ME BY  
END OF MAY.

STOP PRESS 2 \*\*\*\*\*STOP PRESS 2 \*\*\*\*\*

THE MEETING IN MAY WILL BE  
**MONDAY 14TH TO AVOID BAD-  
MINTON HORSE TRIALS**

By the time you read this, we will have done our drive your classic day and I as write we are expecting around 60 people at Haynes museum. Hopefully photos to follow. We had a raffle last month which raised some much needed club funds. thank you to all who took part.

It is a big month in **June** with Castle Coombe action day and Brea. They are holding 30 pitches for us on the campsite, so the sooner you get in the better.

Looking ahead we will still have Hay on Wye to come and possible trip abroad???? The year just gets better!!!!

Nothing else to say this month. Here's to good weather and happy driving.

*June*

TSSC AVON AREA EVENTS 2007.

**MAY**

**7th ABERGAVENNY TOY AND TRAIN**

**FAIR**

**JUNE**

**9th ACTION DAY, CASTLE COOMBE**

**10th CHARITY TOUR, WILTSHIRE**

**15-17th BREA CAMPING WEEKEND**

**JULY**

**1ST ATWELL WILSON MUSEUM**

**ANNUAL SHOW**

**7 - 8th STAFFORD**

**14-15th I.A.T., RAF FAIRFORD**

**AUGUST**

**4-5th BISHOPS LYDEARD STEAM FAYRE**  
(SOMERSET AREA)

**10-12th HAY ON WYE**

## SOUTH BUCKS

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

Hello all, I hope you have been enjoying the weather. You know the weather is good when even I take the hard top off the Stag!

Last months meeting was very pleasant (especially after not going for a while) hello to Ron who I haven't seen in a while and all the regulars. Thanks to Robin for 'officially' taking on the role of treasurer again. Despite Robin now being fully qualified, we still get him at his previous rates, i.e. thanks from the rest of the area!

OK, I actually have something important to say (for once).

It seems that the powers that be want to change the rules on us again, and it may soon be illegal to own an uninsured car. Imagine what that would mean if you wanted to go to Australia for 6 months, or

just take your old Herald off the road for a few months. It wouldn't be appropriate for me to state my opinion on this here (see the TSSC message board for that!). My point is that the FBHVC are one of the few organisations on 'our side' and without them there would be much less opposition to ideas like this. And banning pre-catalytic converter cars from London. And generally restricting the use of our cars (as in some parts of America, for example). Please consider joining them.

I managed to go to the Ace this month (via the Hanger lane gyratory, don't ask) it was quieter than I thought it might be. There were still some great cars (including a set of S1 E-type Jaguars, one roadster one coupe). I've also found a girl who likes classic cars, and really enjoyed going to the Ace. Unfortunately she's going out with my Brother! Oh well.

I was contacted by a member who has a late Spitfire 1500 for sale in Aylesbury, for £2,500. Let me know if you are interested and I'll put you in touch.

Our next meeting is **May 16th**, 8pm onward at the Squirrel in Penn.

Isle of Wight camping weekend is **May 4th, May 12/13th** is the south of England meeting at Leatherhead, **May 20th** is the Aston Clinton show and **May 27th** is 'Best of British' at Gaydon (phew!).

Well, the sun is out and my Stag is sitting outside with the roof off so if you'll excuse me I'm off to get some more milk.

From Marlow. Regards

*Daniel*

## CANTERBURY

A good gathering at the last meet where a healthy interest has been shown in the new area clothing. All the forms for Detling should now be back with myself and I will pass on the passes as soon as I get them, although past dealings have been erratic to say the least. Steve has come up trumps and got us a stand at Wings and Things, well done mate.

Now we have our foot in the door let's keep it there.

The weather was spot on for the first show at Chatham Dockyard over Easter. It was nice to see Mike turn up with his wife to introduce himself as they find it difficult to make the meetings. Hopefully we will see them and their Herald convertible when they can make it. It was nice to see the cars that made it to club and Chatham in such healthy condition, mine with a rebuilt valance, Graham had reduced his bonnet mountain and done a splendid job of spraying the new one and Ed had just polished his. Cliff has had to speed up his work on his fleet as his son is thinking of getting rid of his workshop, no consideration some people, and was talking about bringing his latest trophy the Spit 1500 to Brooklands. Hopefully Tony's 2.5 will be running by the time this goes to print.

Heaven knows what will happen if it isn't, it will nearly be a year since he bought the car and has only done a few miles in it. I have had a chat with Cliff and the owners of the Two Chimneys camp site and the most likely dates for our bowling/camping/road run is the first weekend in September, so I will be looking seriously

for those interested. Please let me know. Anyone going to the SEM who would like to do it en masse, we meet at the lay-by at the bottom of Wrotham hill as usual at 8.30, but check with me before just in case. Just one new date:-  
**Faversham Classic-20th May**  
Cheers

*Dell*

## CHESHIRE

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

I had miscalculated my trip dates, they now look like taking me to foreign climes at the end of April. And we had gorgeous weather at the start of April so I was motivated to get Heap out of the garage, wash him (that's known as a service in some areas) and wait for the sunshine to arrive on Thursday morning. When I woke up it was seriously foggy and 2.4 degrees outside so I travelled to work by the boring Citroen, but Heap took Adrian and me to the meeting in the evening. I think everyone travelled to our meeting by Triumph this time round.

Malcolm and his friend arrived in a rather nice looking MkII Spitfire, and Bill turned up in his Stag but hid it so well in the car park that none of us spotted it. We spotted a white Vitesse leaving the car park as we arrived, which we assume was our Dave, but no-one in the pub had seen him.

Tatton show dates are now confirmed as **June 2/3 and August 18/19**. I tried to interest folk at the meeting but I can't have been trying hard enough. The **June** meeting is after the first Tatton show, so requests must be in before then! Our runs out are planned for the **June, July and August** meetings, with Mike leading us round the surrounding countryside (and a hostelry or three) in an honorary Triumph. I also checked out the Capstone calendar, and they have shows on (sharp intake of breath) **20 May, 27/28 May, 29 July, and 26/27 August**.

I believe Adrian has made more progress on his GT6, a man in the trimming trade was attending to the sunroof (which precedes the roof lining which precedes the windscreen). I also heard mention of a battery, so we must be in with a chance of this car being road legal this decade. I didn't get to speak to Paul, but a man with a paint sprayer is imminent if not actually done.

So, our next meeting is on **Thursday 3 May** at the Thingy and Pheasant in Bollington. I will probably be elsewhere, it seems, but my representative will take orders for Tatton tickets.

*Henry*

## COVENTRY

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

Hope you all enjoyed the fine weather over the entire Easter holiday, especially those of you lucky enough to have soft top cars. Clive & Paul Jones and Tim & James Wykes travelled to our last meeting at the Bull and Butcher in their Spitfires, roofs down of course. It promises to be another good summer - let's hope so. There

## CHESHIRE . . . COVENTRY DERWENT VALLEY . . . DEVON

were 8 of us at the Corley Moor meeting last month, sitting in the snug bar, near the open log fire. It is good to see a mixed age group, with at least two 'fathers & sons' in attendance, as per the Spitfire reference above. Paul Cheshire provided a mini picture quiz; he brought in some photos of every-day 'mystery' objects, but taken from obscure angles. Tim Wykes will soon have the once in a lifetime opportunity to take to the skies in a WW2 Spitfire! He will leave the Triumph Spitfire on the tarmac, and climb into the cockpit of the 2-seater Spitfire as rear seat passenger - I'm sure we will hear all about it soon!

I would like to see some new faces at future meetings, as there are many TSSC Members out there who have yet to venture out to our get-together on the first Tuesday of the month. If you have any ideas and suggestions for the forthcoming season, please contact me, or discuss at next meeting.

Don't forget to put the Birdingbury Festival in your diary - **Sat 14th - Sun 15th July**. We should aim to make this a well supported event, given that we are the local Triumph Club in the area.

Our next meeting is **Tuesday 1st May**, at the Bull and Butcher, Corley Moor. We should be in the paddock at end of the overflow/gear park, now that Spring weather is upon us. There should be a good turnout for this Bank Holiday evening, as our Triumphs burst out of hibernation! The Triumph TR Club are likely to join us for our June meeting; details to be confirmed at next meeting. Enjoy the Triumph, as the spring / summer season will pass only too quickly. Regards,

*Kevin*

## DERWENT VALLEY

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

Hi there. By the time you read this you will be thinking I should not have eaten all of those Easter eggs, but never mind we all must have more will power next year. Down to business, winner of this week quiz 'clever triumph quiz' made up and presented by Dave was Gary Keith, John and Richard well done lads. Feely bag part two, done by Richard M congratulations to the ever popular and argumentative Barbara, who got the biggest Easter egg of them all.

A big welcome to our new members Dave and Jocelyn Smith from Cromford, we hope to see them again on the drive it day with the rest of the crew from Derwent valley. The new trophy cabinet is now half full of Mike Mayfield's trophies who has just about won everything last year.

Numbers are up again on this months meeting, it much be due to our great raffle prizes and not the hotter weather.

*Roger.*

## DEVON

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

Fewer than usual at the Star on Club Night, but we still had 4 Triumphs there, and it was good to see both Gerald and



Robin's Spitfires, Dave & Jackie's GT6 and our 13/60 'Jassy' was there too having passed her MOT with flying colours. Apparently she was the only one to pass on the morning of her test!

Dan brought his recently acquired Commer to show us - a bit of work to do there. John had deserted me to take 'Frugal' to a Stag Owner's meeting and poor Allan had tooth trouble. We met up with the Cornish crew at Route 38 at Trerulefoot on 1st April - 8 Triumphs (and Bob's MX) left Ashburton, and by Cornwall we were 13. After lunch and catching up on the gossip, Graham & Karen led us through some of the smallest lanes we have seen for a while (apart from on the back of a horse!), taking a very scenic drive through south east Cornwall, ending up at the Torpoint ferry. A great day, and new cars out for Devon were Brian's GT6 and Steve's Stag - both very nice additions.

Not so many going to the Isle of Wight this year, but we will try again next year. Our Sunday outing in **May** will be on **Sunday 13th**, a change from our usual date, and we are planning to meet up at Exeter Services (M5) at 10.30am and drive to Dawlish Warren for an inexpensive 'fun day at the beach, so bring the kids, picnic, beach games and possibly the granny. It should be warmer by then! If it is wet we will have an alternative plan (ideas on a postcard please).

Club Night will be at the Star as usual on **Wednesday 16 May** - let's have lots of cars out! We have met several members recently who have not come along before - everyone is welcome, and we do have a lot of fun with our cars. If you have not come along before, give it a try!

Looking forward to **June**, our **Sunday** again will be the **second weekend** of the month - we are planning to go to Woodlands Country Park on **Sunday 10th** to support the VCCV show there. Free entry for driver and passenger to the country park - another good one for the children of all ages. Also on **9th and 10th** we have details of a small show at Chudleigh in aid of St John Ambulance. If you intend to go along to either, please contact us.

A bit of news for those members who remember when Gordon was AO - Bob and Di went to the USA and spent Christmas with them, and Bob tells us that Gordon will be coming over in the summer, and hopefully will be visiting us at Powderham Show in **July**. Talking of shows - we need your entries for Powderham now (if not sooner!) so get in touch if you have not entered already. Remember it is both days - last year we had 20 on Saturday, and 30 on the Sunday, a really good turnout.

*Sue & John*

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





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

### DORSET

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

Hi everyone, now for another news bulletin from deepest darkest Dorset! The good weather brought a few of us out for our monthly meet, a good chance to give the car a run, especially for me, its a 3/4 hr drive down the A30, I think my GT6 knows the route off by heart! I really enjoy our meets, a chance to have a pint and natter about things of a Triumphant nature! Quite often the talk gets diverted on to other things such as Land Rovers or Boats, which is fine! Talking of boats, Dave Harris has offered to host us for an evening out on a Rib power boat at Shell Bay, may be for our **June or July** meet. I hope to set a date up on our next meet.

If your reading this and would like to join us, please do, we're a friendly lot and would like to see you with or without your Triumph! Next meet, April 24 8.30pm The Rose & Crown Bradford Abbas Cheers,

*Faspen.*

### ESSEX

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

Hello all, now it seems summer is almost here so loads of nice weather for us and our cars. The meeting in March was down on numbers due to it clashing with Mothers Day. I was not there as I was at my mothers having Sunday lunch. John took the meeting with only about three cars turning out. Not much to report. Except the landlord of the Eagle pub where we meet was playing up and upset some of our members. So I think it is time we look for a new pub to meet at. I did email all the people on my email list and most of them agreed with a change as one of them said it seems like he puts up with us, not wants us there. So if you know of some where else we could meet up with a good car park let me know. As it is your club and it is you the member who has the choice.

Now by the time you get this the SEM will only be about two weeks away I think we will be trying to go in a convoy again as it's more fun. Contact me if you are interested. Mike will also be at Battles bridge from Saturday if you fancy camping there. As it is on the same day as the SEM.

On Sunday the 9th of April a load of us from our area went to Kent for a day out and car show at Chatham. There were six cars in convoy from Essex and I met up with them on the A2 to make it seven. As I was in Kent for the weekend. The show (Medway festival of steam and transport) was fantastic with lots to do. We all went on a WW2 Destroyer a cold war Sub which was a lot of fun, some thing to do with

small doors in subs. We also went on a trip up the Medway on a paddle steamer. I think all the members who went had a great day and let's hope there will be more to come this year.

For all the best write ups look at our web page as John is doing all the write ups on there. So let's hope we have a good season on the car show front and keep an eye on our own web page to see what we are up to. All the best for this year, have fun.

*Russell*

### GATWICK

Hello all, last months meeting at the Greets Inn was well attended, we were warmly welcomed by the landlord and had an excellent evening. It was nice to see Cliff who was on good form. Steve whose Vitesse should be running in his time you read this, Mark up from Arundel in his Land Rover. Tricky brought a very nice young lady with him who turned out to be Laura's daughter. Who is keen to get her own Spitfire as soon as she learns to drive! Paul and Sue were just off to Tenerife for a week and David and Christine had just returned from Malta.

Sunday 1st April took the GT6 [yes you did read that right] down to Goodwood for the Italian breakfast club, where we met up with Adam, Karen, William and Jenny from Surrey. Also Hugh and David Brown from our area. This is a great free morning out and was incredibly busy. The food was a little on the expensive side but very nice. We decided that once you have seen one modern ferrari you have seen them all but there were some lovely classic Lancias, Alfas, Maseratis, Ferraris, Lambrettas, etc. The first Sunday of May will be French cars. This is a must for me (Lynn) as my dream car is a Citroen DS! Davids dream car is a reliable GT6 that he doesn't have to swear at!

The first Wed meet at The White Hart had four club cars in the car park, Vitesse's of Stuart and Glen, Spitfire of Tony and Frances and our GT6. We also had a small gathering of the MX5 owners club, Colin on his motorbike and John B and Paul in modern cars. Colins Spitfire is awaiting a trip to the rolling road so we shall be interested to see and hear the results of that. Stuart has an interesting sounding low mileage Spitfire about to be MoT'd and then maybe up for sale.

I am writing this just before Easter and the forecast is for lovely weather, David and I are going up to Norfolk for the weekend hopefully in the GT6, this is assuming David can drill a hole in the bottom of the bellhousing this afternoon to find whatever loose metal thing has found its way in there and is periodically flinging itself madly around in there, making the most awful noise! If it's a nut off the flywheel then its gearbox back out again! AAAAGH! I have seen a few Triumphs about recently, Clifford in his yellow Spitfire in Oxted, and a black and white Vitesse driving through Blindley Heath. It's good to see people out enjoying their cars.

Forwarded are

**WED MAY 2** - The White Hart.  
**WED MAY 16** - Roving / Leatherhead we

may combine these as they are quite close together.

**WED JUNE 6** - The White Hart

**WED JUNE 20** - Roving

**WED JULY 4** - The White Hart.

**W/E JULY 7/8** - Ardingly

vintage vehicle show.

**WED JULY 18** - Roving

**SUNDAY AUGUST 9**

Cranleigh Classic Car Show.

P.S. Its now Saturday, a test drive shot said thing out of the bellhousing and we had a great drive up with the car going like a rocket!

Thanks for reading and see you all soon.

*David and Lynn.*

### GLOUCESTER

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

The area meeting this month was well attended with final payments changing hands for those going on the Laon historic trip. It's fair to say that we are all looking forward to that one in May. The Easter weekend hailed several events, the Lands end trial was again graced with at least a couple of Triumphs. Ian entered his trusty (I know some of you think that should read rusty) Vitesse and Mike Crews was in a Herald, I'm told that Ian finished the trial but Mike had less good fortune. Come on Mike your not a proper trialer until you've finished all three.

Jane went along on the Cotswold classic car clubs Mad March run and enjoyed a nice tour round the Forest of Dean with nine other classics with a return to the pub for lunch. Easter Monday was the Coleford festival and having spoken to Malcolm was an absolute scorcher (he was still red in the face when I saw him three days later) the weather brought out all the spectators and the day was very busy.

David Turner was going to give a talk on his recent trip to Ethiopia but we were unable to book the room for all that would like to attend this will take place on **Wednesday 2nd May** at the Newent community room, all are very welcome and there will be light refreshments available. If I miss an event that you have been to please let me know so it can be added to the monthly news.

*Andy*

#### Events

**Wed May 2nd** Ethiopia talk at the Newent community room, Newent.

**Sat & Sun 12th & 13th May** The Prescott weekend. Sat tours & meal, Sun Hill drive.

**Mon 21st May** Area meeting at the Kings Head, Norton.

### HANTS & BERKS

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

Just a short Area News this month, seems to me to be the calm before the storm when it comes to Triumph happenings. Must be time to get your car's out of slumber or take the hardtops off! Yes, I'm right again and I managed to turn up in a Triumph. More of that later.

## WEST KENT LANCASHIRE . . . LEICESTER & RUTLAND

The March meeting was well attended, welcome back to Alan Fullbrook who's shortly to become a work colleague of Carl and Becky's.

Carl's been busy breaking things, he's revealed a weakness in Bill's Dolly, the head gasket's gone bang! On the bright side, it's better it went with Carl at the wheel as Carl bought this car to do long distance driving events - not much fun with a blown head gasket. The downside is that Carl needs to fit it! Staying with Carl's news, his own Dolomite is back from the paint shop and he's very impressed with the quality of the work done. It's been painted up in the Midlands, near Canley Classics by a guy who's just set up in business. He's a commercial truck painter really but he has a soft spot for Triumphs, he's building a TVR engined 2000 saloon! I've seen his work a few times now and it's always impressive.

I spent the day of the meeting getting an MOT sorted for the Vitesse. I took it up to the Sun Garage in Woolhampton where it's been for the last few years. Well it passed with a few tweaks in the station - headlight aim needed sorting and a tail light seems to be intermittently working. It was fine when I set out, it didn't work at the station, I wiggled it and it was fine when I got home! The car needs a few more miles under its belt and a tune up - rich running again!

Talk at the meeting was of the Isle of Wight weekend and I've just signed up for that so come on down!!

See you all next time, in your Triumphs if you can.

*Fason*

### WEST KENT

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

Greetings all, after a short absence I'm back!! Many thanks to Del for filling in for the past two months. April's meeting was wonderfully well attended. A warm welcome was extended to "first timers" Kevin & Debbie, proud owners of a newly restored mk3 Spit. After a 3 year break it was great to welcome back Steve & Vicki. Now happily married, Steve's Mk4 Spit is currently being restored and should be back in time for the summer.

Sue & Julian's Classic Sandwich event on **8-10th June** has all the hallmarks of being another great success. I gather numbers are up again for this year but there is still room for many more. Give them a call if you're interested.

I have secured a 15 car pitch at this years Bromley Pageant on **24th June**. This is possibly the biggest classic car gathering in the country. Give me a shout if you are interested.

More immediately is the SEM at Leatherhead on **12-13th May**. Lets have a good contingent from Kent & SE London for this fab event.

Of course I should put in a plug for our very own Motoring Pageant at The Hop Farm, Paddock Wood on **30th June - 1st July**. In previous years there have been at least 9 areas join us, helping to make TSSC the biggest club stand on view.

By the time you read this I will have completed my third successive London

Marathon. Hopefully my legs will have carried me to another good time. See you all in May. Take Care

*Hanny*

### LANCASHIRE

[kollerton@hotmail.co.uk](mailto:kollerton@hotmail.co.uk)

The March meeting was again a little quiet, with about fourteen members attending. There were two new faces amongst the few, Paul Williamson in his newly acquired Spitfire and his associate member, his grandson Ben aged 10. A warm welcome to you both, I hope you enjoyed the evening. Due to the fact I had been away I ran short of time to create a quiz, and foolishly borrowed one off Dawn's brother in law, an MG member, (I should have known better) and tried to pass it off as one I had done. The spelling mistakes were terrible and some of the questions well out of date, which all added to the mirth and merriment of the evening, but the moral of the story is never cheat, or if you are going to, read the damn thing first. Mark Whittle won the quiz with a grand total of 40 out of 50, and a hefty prize of four whole pounds, he's not sure what to spend it on but says he won't let it change his life, a close second was Dennis and Chris with 39 out of 50 and they won a box of biscuits (such fantastic prizes) booby prize was Richard 13 out of 50, what happened there? (I won't give you Mr Binks second name because of the embarrassment to Richard and his family). All in all a good evening in spite of the numbers.

By the time you have received this we will have been on the 'Fog and salt' run to Ribbleshead and then on to Hawes, more of this next issue and in our Lancashire Herald Newsletter. I now have a number of entry forms for individual entries for Tatton in **June** and a club entry form for us to have our own stand in **August**, as you know one of my aims this year would be to raise the profile of the Lancashire club throughout the Triumph world and this would be an excellent opportunity to do so. Anyone interested let me know.

On the lines of raising our profile I think we should have our own Lancashire Triumph logo, and would welcome your input on this. I would like one of us to design a logo, I can get the artwork done professionally all I need from you would be a rough sketch of what you would like on the logo, supplied to me (via email or any other method) by the time we have the May meeting.

A winning logo to be chosen by members attending the **May** meeting.

On the **8th to 10th June** is the 17th Yorks Dalesrun, camping weekend and BBQ with events being run by the West, North and South Yorkshire Triumph clubs. This looks like it will be an excellent weekend away and myself and Dawn will definitely be attending, any others wanting to attend I do have hard copy entry forms and ones I can email to you, just let me know. That's all for now, May looks to be a good month for the shows we regularly attend watch your emails for any details of convoys to shows or chances of cheaper tickets. Cheers

*Kevin*



### LEICESTER & RUTLAND

No area report last month. The sunshine took preference. Just like the weather, things beginning to warm up on the car front. Firstly, indoor matters to report on.

Slot car took place on Saturday 17th March and the top ten members were going forward to challenge the TR club. Alex was the runaway winner on the evening but was not available for the "contest" on Saturday 31st March. As eleven members from each club turned up on the evening plus reserves, we had a fast and furious race night with few pit stops. Not the usual cars and much, much harder to keep on outside tracks. By the end of the evening it was a close run thing but the Sports Six just managed to pip the TR6 club and so retain the shiny new trophy that I had organised. The losers set the challenge for the next contest between the clubs. We can't wait, honest.

At the monthly meeting for April we were treated to a visit from Chris Gunby "with Badge" who talked us through recent developments at HQ and details concerning change of personnel. His comments and information were appreciated by all the members present.

The calendar kicks off with our visit on Sunday 15th April to the Abbey Pumping station open day, and we hope to be joined for the event by our friends from the Northampton area. The free entrance should sway them surely. Long Alley skittles are booked for **10th May** at Huncote and then **June** is as follows. Brooksby open day on **June 3rd**, and we hope to put on a display of cars with a convoy (sorry, tour) around the grounds and local villages. Its normally a tour by tractors and farm machinery, but they wanted a bit of class this year! **Sunday June 10th** is the picnic run, back by popular request, which finishes at a beauty spot/hostelry and a task for all to participate in. Before your engines have time to cool, its off for the weekend of the **16/17th June** to Stapleford Steam Fair, and once again I have negotiated free entrance for the weekend by us putting on a display in the Classic car section. If you can only come over for the day, no problem, just let me know so that I can arrange the entrance ticket. A beer tent and "Roy" on his new organ all weekend. What more can I do to get you there! As it clashes with the Northampton camping weekend we hope to have some of our area giving them support. The following weekend is still free, and suggestions for an activity. **July** and its Stafford, Beaumanor on **Sunday 22nd** and Oakham on the **29th** I assume. Don't panic, Graham, it's then **August** and our own "Sunshine Rally". Planning has already started (it has, has'nt it!!!!) and see





## LEICESTER & RUTLAND . . . LINCOLNSHIRE MANCHESTER . . . NEWBURY

### MANCHESTER

www.tssc.org.uk/manchester

At last the season has started again and I am sure like us, every body is raring to go. We were invited on a run with the South Yorkshire Area and we had a fantastic turn out. 13 Triumphs met up at the Little Chef A523 near Macclesfield early Sunday morning. Les and Ler done us an interesting route as usual through Castlefield and the Peak district (thanks you two) to meet up with the South Yorkshire Area at the Rising Sun near Bamford.

The landlady must have wondered what hit her, nearly 40 Triumph owners and at least 20 Triumphs made for a fantastic sight. The meal was really good too!!! It was then off to the Chestnut Centre to the Owl and Otter sanctuary. We had a good day and I would like to say a big thanks to Mike, Vivian and Sue for inviting us along, it was good to be out with a different area. Maybe we could do it again with another area. I think we are a friendly lot and enjoy socialising.

We are all off to Warwick in a couple of weeks visiting Warwick Castle and Coventry Museum full report will be in next month's issue of the area news.

Frank and I went to the AGM and area organisers meeting in March there were a couple of questions that you wanted us to ask on your behalf.

One or two members whose wives/partners had joined as associate members were understandably upset at the seemed lack of correspondence and enthusiasm from H/O. Mike Crewes took this on board personally and I must say this particular problem has been sorted out.

I would like to say a big thanks to Mike.

Also one of our members asked if we could have TSSC diaries. Apparently there was not much call for these when they were first published, but if enough of the members are interested then this will be taken into consideration when a decision is made. I will be covering the minutes of the AGM and A/O meeting at our own area meeting as soon as we get them.

A Happy Birthday to Janet and Gary.

The Manchester Area was invited to hold the monthly area meeting at the Rope & Anchor (our old venue) as it is now under new management. It seems everybody was pleased to be back and we were made to feel very welcome with a really friendly atmosphere. So we will be holding our meetings for the foreseeable future. The 1st Tuesday of the month about 8ish (as Usual) at the **Rope & Anchor Pub, Paddock Lane, Dunham Massey, Cheshire.**

As usual we had a great turn out at our area meeting with 28 members present. It was good to meet Keith a new member that joined while we were away and Ben who we haven't seen for a long while. Ben sadly lost his wife recently to cancer; our thoughts are with you and your family. There was plenty to discuss as we seem to have a full events calendar. Manchester Area are putting on a display at Stafford this year.

Manchester Area at Le Mans I know there is a few of you very busy designing

bridges and entrances for the show a big thanks to Pete, Janet and Ler. Oh and a big thanks to Gary who has organised a van and a man to get all our gear down there, it is much appreciated. But I am still looking for volunteers to provide Hazard warning tape, Hay bales, old tyres, and any thing to make a realistic race track.

We discussed maybe doing Southern Ireland or Scotland next year, please let me know your thoughts also do you want a repeat of last years Xmas Doo. Janet is standing by to book. Again let me know your thoughts?

Events for this month are,

**5/7TH May** Llandudno,

**13th May** Cholmondeley,

**May 27/28th** Capethorne Hall,

**23/3rd June** Tatton Park.

**NEXT AREA MEETING ROPE & ANCHOR**

**TUESDAY 1ST MAY**

Two very happy A/Os

*Dip / Frank*

### NEWBURY

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

Skittles against the TR Register went well, even if we did lose by just one pin. Things were quite tense in the last few bowls!! Both teams, numbers were down a bit due to people being unavailable, though why Malcolm and Josie didn't come back from New Zealand to play beats me!! Everyone seemed to enjoy the evening and there was enough food for Ian to have seconds as usual! Whether we play skittles or have a change of event for next will need to be discussed by both clubs.

Now that the weather is warming up we will be getting more club cars in the car park so come along and see what variety we have. Don't forget to start polishing for our Cars in the Car Park evening on **27th June**. By the time you read this we will hopefully have got our area's camping weekend sorted. Colin and Sandy will be without the caravan this year - how much can you cram into a Spartan? Best forget the telly!!!!

Lots of our area were at Wyke Down on Easter Monday which helped to fill Guy's stand up. Graham's carmine Dolomite looked good, this is the first time we've really seen it. It arrived in a mini convoy with Sarah and Ian's Vitesse and Herald. The event was very well attended helped by the lovely dry and sunny (if rather nippy) weather. We have never been to this event before as we are usually away on holiday. There were some very unusual vehicles there, Ian was probably drooling over the Mustang and Bob was very interested in other American cars that were for sale. Most of us left about 3 o'clock to avoid the queues that were bound to form if the morning entry had been anything to go by.

The TR Register annual picnic will definitely be held at Snelmsore Common north of Newbury this year on **Sunday 1st July**. There will be a guided tour of some of the site by a warden if you wish. More details next time.

Next meetings: **Wednesday 9th May** and **23rd May** at the Spotted Dog starting about 7.30pm

## NORFOLK NORTH EAST . . . NORTHANTS

Events

**7th May** Popham Fly and Drive

**12th May** Basingstoke

Festival of Transport

**12th/13th May** SEM

**19th May** Classics at the Bull

Keep 'em flying.

*Mary and Dave R.*

Drive safely,

*Foe and Sue*

### NORTH EAST

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

Hi all. Good turnout again and lots of cars outside. Firstly I would like to welcome Kevin and Margaret Flannigan to their first TSSC meeting. They bought a '66 Herald 12/50 saloon in December that had been stood in the back of a garage for at least 5 years. It is now MOT'd, needs a bit of TLC and tidying but not much else. The mileometer shows 45k ish but isn't working, however the previous owner still had the plastic seat covers in the boot. Looking forward to seeing the car.

Many other cars are being used regularly at the moment, Roger has recently had the un-nerving experience of water leaking from his GT6 carbs, fortunately it turned out to be an unusual head gasket blow, now fixed. Paul had to leave his car when one of the carbs overflowed, fortunately only a stuck needle valve. Geoff has fitted MX5 seats into his GT6, look very good but sit a bit high if you're tall. Incidentally, it turns out Geoff is like the Queen, he has two birthdays every year, there's the official one and the fishing licence one which is rather aptly April 1st.

On to the events, hopefully the Treasure Hunt has been successful. I'll thank Brian Harrison for his organising now. Next up is the Tyne Bridges Tour, **13th May**, start at 10:30am from the Sage car park in gateshead. You get 30 minutes free so don't turn up too early.

Closely followed by the supper run on **19th May**. Again start time and destination at the next meeting.

The North Yorks Moors railway are looking for more cars for their classic weekend, partly as they changed the date from its usual time, scuppering the plans of many regular attendees, should you want more information contact Ian Wolstencroft, 01482 706757 asap.

The kite flying day has changed to **Sunday July 22nd**, due to the previous day clashing with Stafford.

Classic Le Mans dates are published as **July 11-13 2008**. We should be starting to book September maybe so sort out your deposits soon. Expect the cost to be in the region of £500-550 for two sharing a car, excluding spending money and petrol costs.

Righto, that's all for this month, lets get those cars out as the weather improves. All the best

*Mark.*

### NORTHANTS

The days are getting longer, the weather is getting warmer and the salt has long gone, so where are all the Triumphs?? Is YOYB the only one running round in all weathers, if you don't use it you lose it, well in the sense that seals perish and bits seize up? Enough moaning, silly season has started, Sunday 15th of April hopefully lots of us will have attended Leicester areas meeting at the pumping station, and hopefully the weather will have been kinder to

us than last year.

Then not sure if you will read this before I.O.W, but if you do, have a good time and enjoy, is my third visit and have thoroughly enjoyed the efforts of Angela and company.

Talking of efforts, where was everybody at the clubs open weekend, I mean come on people of all areas, I hear moans about the club not being active and doing events, they hold an open weekend and to say the turnout and support was poor is an understatement. It's your club, personally I would like to thank Bernie, Charlie, Trudie, Sean and co for their hard work and effort in what I thought was a very good event.

When I took on the roll of A.O at the beginning of last year, I was warned that it was a thankless task, how true... (I can see many other A.O's agreeing with this) so come on people, let's get it together.

**June 22/23/24** sees in Northants third annual camping weekend at Emberton Country Park, Olney, I think this will be another excellent event, but only possible with everyone's support. So please make an effort to be there, only 35 pitches reserved. (And we have had to pre-pay deposit so turn up)

Stafford is having some changes; I need help organising area stand, maybe one or two cars from each marque. And a brief description of your car. I will need help in doing this as I will be tied up helping Clare and crew make Stafford go smoothly, and also running the bouncy castle stand (is this still happening??)

So, to surmise, a bit of a moan this month but I feel as an area that we have gone off the boil a bit and people doing their own thing, it would be nice if we could all attend an event or two as an entirety, not as separate entities..

Not long to go till my marathon, Skegness to Boston cross country, 10th June 2007, what do you think Harry, three and a half hours?? Watch this space, if anyone wants to come and support me (with high energy drinks along the way) I will be very grateful.

*Jonathan*

A well attended meeting in April with 26 there! Jonathan was working so yours truly took charge. Now I know what a jockey means when he has a bad horse! Hard work. A very good raffle and then a game of bingo was hopefully enjoyed, lots of chit chat and arranging to meet up at the Newbury Services en-route to the Isle of Wight (don't forget YOUR TICKET to eat this time JF!).

Our planning is going ahead full steamish for our weekend but we do need volunteers and not pressed persons to help with this, please.

A car rally is planned for the end of this month and a visit to a newish museum with bar and eats, I will ring round when I've

### LEICESTER Cont.

our full page advert somewhere in this courier. The original is in glorious technicolour and is coming to noticeboards and your car windscreen, soon.

*Dave*

### LINCOLNSHIRE

www.lincstssc.co.uk e-mail:  
[garth@lincstssc.co.uk](mailto:garth@lincstssc.co.uk)

We will be on the \* Isle of Wight camping weekend \* (**4th - 7th May**) \* when you read this, eating ice cream on the downs overlooking Sandown and roaring up and down Ventnor front; to name but two things we know we will do..... If you want an excellent, fun weekend, (not least to laugh at Garth and I trying to cope in a tent for the first time in 7 years...) I highly recommend it!! The following weekend we will be at Leatherhead for the \*SEM\* (or South of England meet to the uninitiated) on **12th and 13th May**. We have now made plans to go to the \*Northants camping weekend\* on the **16th and 17th June** at Emberton Park near Olney - which is another cracking weekend at a lovely campsite. Get the BBQ on Jonathon!!! We will have a picnic at \*Waddington Air Show\* on the **30th June & 1st July**. Unfortunately we are unable to camp there as exhibitors like we did last year..shame.

Garth has been desperately trying to get the Herald 1200 convertible sorted for the MOT. He is still working on the chassis and now has to find another petrol tank as the original one has rusted through where he tried to remove it - oops. It will not be in concours condition when we go to the Island but it will look a bit better than when we got it - at least the chassis will anyway!

Alan seems to have sorted out the Spitfire. Thankfully, but it will take longer to sort out his back from his accident earlier this year... We have a chap called Adam who has bought a Spitfire who lives round the corner and he has just joined the club, I hope we will see him at the meetings soon. Tony is not coming back from Iraq until at least the middle of May... I didn't know he was so indispensable...someone must appreciate him other than us!! Look out for your applications for \*our Camping Weekend\* (as soon as I figure out how to doctor the old ones!) - \*it is moving to the Rutland Arms\* (aka locally 'The Dirty Duck?')! \*at \*Woolsthorpe by Belvoir\* for the **30th August to 2nd September**. \*More details to follow.

Hope to see you at some of these events, keep me posted with car news and safe driving

*Ellie*





## NORTHANTS Cont

done it. If anyone would like to organise something for the members, please feel free to relieve the burden on me and Jonathan, it would be appreciated. Well, that's all for this month, thanks for attending everyone.

John.

## NORTHERN IRELAND

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



Well what a day you missed on Saturday 24th April at Carrickfergus. A total of seventeen Triumphs arrived during the morning period to have their trunnions oiled and various other mechanical parts examined and corrected. A great turnout and it would have been better had my own TR6 not developed a fault just as I was about to leave. As a result I have been reminded by Heather - frequently - of my own oft used phrase "prior planning prevents pee ups and poor performance". A big thank you to all concerned who made it such a good day including Frank and Barbara for the afternoon eats. It was good to see Michael Delahey at the oiling session just a few days after the untimely death of his wife Frieda and our thoughts are with him and the family circle.

By the time that you read this report the Eglinton show and the Argory will be over - let's hope that the weather was kind. Apart from the possible individual attendance at Shanes Castle our next big event will be the second **May bank holiday weekend** run to Donegal organised by Stephan. Already we have seven rooms taken and so there is little space and time left if you want to join up for what promises to be a great weekend - go on you know you want to come - get the plastic out.

The Club meeting at the beginning of April discussed the new date for the Standard Triumph Classic Car Show for Northern Ireland. It will be held on **Saturday 9th June** at Wallace Park, Lisburn and it will include the Lord Mayors Show at the same time. Further details and application forms from myself at a later date. Due to some concerns raised last year as regards the club fleeces as a finishers award we were treated to a viewing of what will be on offer

## NORTHANTS . . . NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH . . . SALISBURY

this year when the meeting decided the number and sizes of the polo shirts that are to be offered this year. It wasn't a pretty sight as some of those attending tried a sample on to ascertain their wants.

The highlight of the evening was a practical demonstration and talk by Paul on why we oil our trunnions and what is likely to happen if we don't. He drew attention to the fact that a number of problems had been found at the Saturday session a few weeks previously and that they had been brought to the attention of the drivers for remedial action before it became too late. Thanks again Paul and we look forward to the talk, in the not too distant future, on rear drive shafts and their maintenance.

Prior to that we hope to have a practical parking demonstration for the benefit of Stephen (K) - some people take two spaces when they park - this was the first time I saw four, yes four, being used by the one car and driver. That's the end of a lift for me to the meetings for a while. See you at Donegal if not then I will have to wait until Lisburn.

Douglas.

## NOTTINGHAM

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

Once again April saw a busy month with work on a variety of cars across the area. My GT6 is coming along really well now, thanks to Ian and Steve for all the extra assistance. March's meeting saw a fantastic turnout with 52 people and 22 Triumphs in the car park, must have been the extra hour of daylight that reminded everyone what they had been missing during the dark winter months.

We now have the busy months starting up, **May 7th** (Bank Holiday Monday) sees us at our main show in the area, the Nottinghamshire Classic Car Show. We are displaying 16 prime examples of our vehicles so please come along and say hello if you are in the area. Our clothing and stand are very distinctive.

Speaking of clothing, now is the time to speak to Steve if you need replacements or fancy a different item of area clothing. The following weekend is the SEM at Leatherhead. This is a fantastic event that Nigel and I rarely miss. A great show, social event on Saturday night and all based at a Leisure Centre (to give those members of the family not totally enamoured of our cars the chance for a swim etc).

June is going to be absolutely manic, West Yorks weekend, Northants weekend (with Jonathan "let down" Ingram!!!) and the amazing Peak Run. Why not dust off your camping gear and join us at one of these events - requirements...love of Triumphs, good sense of fun (bit harder that one) and the ability to do running repairs along the lines of Blue Peter presenters!! See you all soon

Claine

### IMPORTANT NOTE

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

## PETERBOROUGH

Doug and I were concerned that our April meeting being on Easter Monday might not prove to be too popular. Doug himself was unable to attend due to a prior engagement in Tenerife! With the Easter weather being superb for all 4 days I was even less convinced that people would be able to pull themselves away from family commitments.

However our fears proved to be totally unfounded. I arrived slightly earlier than normal and was delighted to see at least a dozen Triumphs in the car park and a few hardy members still chatting outside despite a distinct chill in the air as the sun dipped (it is only April after all).

Prize for the longest distance travelled easily went to Mike Mayfield of the Derwent Valley and Nottingham areas. It was great to see Mike in his Dolomite 1850, and even better because, as a major player in the organisation of the Peaks Weekend, we were able to get a first hand update. Several of our group are already planning to attend and one or two more were tempted following Mike's update so we will hopefully have a good showing at this event.

I am really tight for time this month and right up against Bernard's deadline so I'm going to close now. Our next meeting is on **Monday May 14th**. I have threatened to do a Quiz (but not for Alex and Fred - don't worry guys!). I'll see what time I have between now and then. Please do try to get along to the Bertie Arms, Uffington, near Stamford for a beer, natter, roll and onion ring! Any time from 8pm will be great. See you there!

## SALISBURY

e-mail: [adam@broadreachcomms.co.uk](mailto:adam@broadreachcomms.co.uk)

It was good to see Mark Richardson back at the March meeting again and hear tales of his venture into aircraft ownership no less!!

At least Mark has got most of his Triumph collection still with him and I gather that the better weather was inspiring him to get at least one of them on the road again, in the not too distant future.

When I was at the AGM recently I picked up a whole bunch of TSSC 'calling cards' for slipping underneath the windscreen wipers of Triumphs in the local area. The reason I mention this is because I have used two of them to good effect in and around Salisbury already, as I have been going about normal daily routines.

I hope that either one or both of the owners of the two cars that I have seen so far will decide to pop over to The Greyhound in Wilton (3rd Tuddays) sometime soon for a drink and a chat.

Wasn't it great when the clocks went forward to give us that extra light in the evenings!

Summers virtually here already - how good is that...!!? see you at The Greyhound, best regards for now,

Adam.

## SCOT CENT WEST

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

Only 4 people were out on the sunny evening for the April meeting. Colin had the top down on his Spitfire, but David opted for the roof up on his Vitesse. Myself and Iain were in our modern cars, all fixed and running now.

There was an Easter Egg Award Scheme in operation too. With the number of eggs given out dependant on whether or not you were at the meeting (hint, hint) and if you were in a club car or not. Some left over then, no show, no get.

David has now sold his early Herald estate. Having had a brief holiday in Glasgow the car is now going back down south. Iain is working on his GT6 chassis and decided not to take on a Stag as well as his current fleet. I was at the Lanark Autojumble, not so many Triumph bits, but plenty of consumables (celly thinner) and old friends. One of which informed me that the Callander Weekend aka Doune Classic is celebrating 25 years of the event at the end of August this year and the organisers are looking for all clubs to attend as well as past entrants and cars. I have offered to try to organise a TSSC stand, mainly as there is no-one else and I have been offered behind the scenes help providing I am the main contact. And I thought this AO thing was going to be easy. Well that's what I was told!..

If you have any ideas for the stand or would like to attend let me know. As I have just been nominated there are no firm details yet but **August 25th and 26th** is quite a bit away yet.

At least 2 cars are going to Dean Castle on the **13th May**. I should have some details soon, phone or see me at next meeting. The Leven show on **24th June**, used as the annual run seems a good idea. It is proposed to go the shortest route to the show as there is a road run in the pm as part of the event. The Fife scenery is good too.

It is also proposed to use the show at Chatterhault (**19th August**) as a dry run for the Callander (Doune 25) show (**25, 26 August**), to figure out the gazo, banners etc. Again looking for ideas / theme props for Club stand, anyone out there have any ideas or items we could use??

The Lochinch Club seems to be running smoothly now, Wednesday night is bingo night in the next room so the place is open all evening, and we have the car park for the cars. The next meeting is on **Wednesday 2nd May**, try to come along, even just to say hi. It doesn't matter if you are in a Club car or not, Pollock Country Park is good for an evening walk and I am told it has a Mountain Bike track in the woods if you are so inclined, unfortunately the cars won't fit between the trees.

Hope to see you at the meetings. Bring your Sales and Wants and photos of your car(s) etc, and having narrowly just missed removing parts of my fingers with a spring compressor slippage, (Mercedes this time), remember we have the proper compressor for the front springs on our cars amongst other tools which can be hired out.

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

See you at the next meeting **Wednesday 2nd May** at Lochinch.

Gregor G

## SCOT NORTH EAST

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

Hi. Now that the longer evenings are here there has been more Triumphs spotted on the roads of Grampian which is always a good sign.

The meeting at the Lairhilllock Inn was well attended, but unfortunately there was only 3 Triumphs in the car park. Lee as usual brought along his TR3, Graham had his TR7 and I was in my Mk3 Spitfire.

I asked everyone about their thoughts for this years Drive it Day and all agreed that a run from Aberdeen beach out the North Deeside road to Ballater would be a good idea. This run will also be done by the Garioch Restoration Society, which is good as many of our members are also members of the GVRs.

Our Local Area events this month are: **20th May** a road run to the Grouse Inn, this has been organised by Alan Smith of the Stag OC, we meet at the Kingswells Park and Ride with the car all fuelled up ready for the trip. We will be stopping for lunch at the Grouse Inn at the Cabrach.

**31st May** our **Thursday** night meeting this month will be held at the Creel Inn, Catterline. Meet there by 7:30pm if you are having a meal, see you at 8:00 pm if not.

Next months events are:-  
**1st-4th June**, The West Coast Run, this year organised by Mike Hedges of the TR register.

**21st June** Triumph  
Mid Summer Night Run.  
The first rally of the year "The Crathes Vintage Car & Motorcycle Rally" is held this month on the **27th May** at the Milton Field, Crathes. This event is usually fairly well attended.

The events for next month are :  
**3rd June** Fraserburgh Rally,  
**10th June** Kildrummy Rally,  
**16th-17th June** Thomson Rally.

I have just heard of a couple of restoration projects, two Triumph Spitfires, a 1300 and 1500 and some parts and panels. These are located near Inverness, drop me an e-mail if you are interested. That is all the news for this month.

Hope to see you at some of the meetings or rallies.

Danny

## SOMERSET

Well a second meeting at the Red Cow in Brent Knoll has been and gone and some more new faces, so welcome to you and I hope you all enjoyed it - I for one certainly did. I have now confirmed the numbers for Haynes on 22 April and 11 of us will be joining the Avon and Devon areas at the museum so it should be a good day. Also those of you with entry forms for Bishops Lydeard in August please post them to me or give them to Pete at the next meet, so I can get that arranged.



Please let me know your local pubs and I will arrange a meet there, as I am in the process of putting together a schedule of events.

The next meeting is **Monday 14th May 2007** at the Bridge Inn at Yutton. Ann and I will be unable to make it due to being on our honeymoon but Pete has offered to step in for that one (the meeting that is - not the honeymoon!!) oh and Rob, Derek - No I am still not telling you where Ann and I are going!! enjoy the **May** meet and I will see you in **June**.

Phil.

## SOUTHERN

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

The Double LL indoor auto-jumble at Midhurst was well attended by enthusiasts of all makes of classic cars, which I used to purchase some useful tools.

The last Winter Sunday lunch was a joint one with the Andover group held at the Percy Hobbs near Winchester on the last Sunday in March, which was well attended by both groups and a variety of Triumph cars, including Suzie's Spitfire several Vitesse's, Paul and Carolyn's TR5, and a Triumph 2000. The Percy Hobbs proved to be a good venue, and one to remember for future joint lunches.

April 3rd was our regular meet at the George and Falcon at Warnford, with several Triumphs making it there, including Guy and Suzie in their Bond Equipe 2+2. Alan mentioned how he had a starter motor bearing break-up, (and brought the pieces in to show us).

Good weather over Easter brought the cars out to play. Guy and Suzie took the Bond Convertible down to the Hovercraft Museum in Gosport on Easter Sunday for a couple of hours, including a couple of interesting moments which will be mentioned later in Guy's Bond article.

Later that day after a trip home to collect Suzie's Spitfire and test equipment 'new' 1963 Eriba caravan they headed off down to Picket Piece to set up for the Wyke Down show the following day, meeting up with Alan and Wendy who were also camping overnight. Mark brought his Vitesse along, but left it in the tender care of the others, while he went off visiting family, and take advantage of a proper bed for the night, rather than under canvas. The Wyke show was the biggest ever show there and well worth a visit next year. The TSSC stand was filled with about 20 cars, showing a good cross section of club cars (plus John's GT6 on steroids) in a very impressive joint venture between Southern, Andover and Newbury Areas. Thanks to all who attended for a good display and a good display and good company.





## SOUTHERN Cont

May is the month of the South of England meet at Leatherhead, and this is always a well attended show, with many cars, auto-jumble and mobile mechanics also present.

The club is having a stand at the Wroughton Classic Show near Swindon, so could all interested members wishing to take their Triumph's please contact Suzie or me, with their car details.

Mark

### May Events:

**1st May:** Southern regular meet: The George and Falcon, Warrford, SO32 2LB.  
**5th -7th May:** Abbey Hill Steam Show, Yeovil Showground.

**7th May:** annual Aero-Auto-jumble, Popham Airfield, Hants (club stand).

**12th -13th May:** TSSC South of England Meet

Leatherhead Leisure Centre.  
**12th -13th May:** Beaulieu Spring Auto-jumble and Classic Car Mart, New Forest.

**17th May:** Roaming Meet at The Seven Stars, Stroud, near Petersfield GU32 3PG.

### June:

**5th June:** Regular meet at 'George and Falcon', at Warrford (A32)

## SUFFOLK

Suffolk@tssc.org.uk

In my absence, I understand that the annual meal at the Magpie was to a high standard this year. So the quiz was too easy this year; last year it was too hard, perhaps we will eventually get it right!

I was in Florida and I only saw one Triumph, a yellow 1500 with black bumpers for sale in a sales forecourt - no price. They complain about the price of petrol in the US, seems dirt cheap to me! Lyall brought along a Stag magazine from the Stag club he belongs to. It had a picture of a supercharged Vitesse with the caption stating it was a Herald - I suppose they nearly look the same. So, is the HervitBondFire destined to go even faster?

Le Mans Classic 2008 has been announced - the second weekend of **July (11th, 12th, 13th)**. Around 70,000 people visited the 2006 event, which speaks for itself, so mark the date in your diary.

A little while ago there were articles (correspondence?) in The Courier about rotor arms where the plastic softened in heat and produced variable ignition timing - not the sort that depends on engine revs and is good, but any old variation at any old revs and is bad. Well Colin brought in a rotor arm where the contact is riveted to the plastic and it does what it is supposed to do. They are available from Bill Davies email Colin for more info.

Ian Ritchie is selling his 1360 Herald, it's

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

in reasonable condition, will pass an MOT and apparently is not expensive. Contact Colin for more details.

And now a serious bit. Steve Barnes was involved in an accident on the M20 where his car was side-swiped by a coach and then proceed to pirouette around the road crunching into crash barriers on the way. I believe he is not too badly hurt, bruises, grazes, whiplash and concussion. We wish you a speedy recovery Steve and hopefully we will see you at May's meeting.

May this fine weather (early April) continue and all manner of Triumphs make it to the Magpie for **May's** meeting.

The next meeting dates are: **Tuesday 1st May Tuesday 5th June Tuesday 3rd July**  
See you at the Magpie, 8:00 on **Tuesday 1st May**.

Peter

## SURREY

The days are definitely getting warmer and I have seen many more Triumphs on the road, most with their roves down (if possible). The fine weather also allowed Liz and Con to arrive at the meeting in March with their Herald's roof down and they even went home again with the wind in their hair, very brave. Con must have done something to make the normally pathetic Triumph 'heater' to actually work.

We had to unexpected visitors to the March meeting from the Stage Owners Club that meet between Cobham and Esher. Ian and Mathew brought both their Mk2 Stages with them so the car park was looking good on the Triumph front. Ian and Mathew told us about a meeting that Goodwood race circuit now holds on the **1st Sunday** of every month between March and October. It is called Goodwood Breakfast Club as it starts at 8am and most cars are going by 11am. Each month has a theme and sadly we missed the Best of British day which was in March and a very rainy day apparently.

However Adam and I met up with David and Lynn from the Gatwick Area for the Forza Italia day on the 1st April. The weather was lovely and the areas around the circuit were filled with Ferraris, Alfa Romeos and Maseratis. It is free to get in irrespective of what type of car you arrive in. I would say that the only disappointment is that the organisers don't segregate the classic cars from the modern cars. Also when the room runs out around the circuit for the cars relevant to that day's theme they are also parked in with all the other cars. So this meant I, in my Mk1 2000 Estate, was parked next to a 1980s Ferrari on one side and some modern Eurobox on the other. It would have been nice to have all the Classics parked away from the modern cars to add to the display. I think the reason is probably the lack of marshals as it is a free event. Breakfast was a little expensive, but as it was free to get in we didn't mind and it was great to see so many great cars in one place, it was packed. I recommend an early start though to get a good spot to park, if you think of going another month.

**May (6th)** is Vive la France, **June (3rd)** is Supercar Day, **July (1st)** is On Yer Bikel, **August (5th)** is Deutsch Marques, none in September due to Goodwood Revival

but **October (7th)** is Cooked in 60 seconds (whatever that means).

We will be either away or at other shows for most of these dates so sadly we can't go until **October** again although we always go to The Revival. If you haven't already applied for tickets to the Woking Hospice show on **Sunday 3rd June** and would like to go I do have some forms. Please let me know if you would like to go and I can fill a form in for you and post it off so that the tickets come back to you. As you are reading this we will be making final arrangements for the annual trip to the Isle of Wight Camping Weekend for the bank holiday. It is always a fabulous weekend away and so much to do. The weekend afterwards (**May 12th and 13th**) will see us at the SEM in Leatherhead and hopefully Adam will again be Trunnon Oiling so pay us a visit.

Meeting this month: **Wednesday 30th May** from 8pm at the Well House Inn, Chipstead Lane, just off the A217 in Mogador.

Karen

## SUSSEX

There was a pretty decent turn-out for the April meeting with a couple of new faces joining us and a respectable number of club cars in the car park of The Green Man. I've been using my own Spitfire quite a lot recently despite it being difficult to start, it being very reluctant to turn-over.

A new battery has solved that problem though and I've been enjoying the spring weather.

One new face along this month was Dave Russell who made himself known at the bar and joined our group as we shuffled round a table with each new arrival. Dave has recently been reunited with a 1500 Spitfire which he first owned 19 years ago. He didn't even go looking for it either but found it again by chance. So this time round he has joined the TSSC and we hope to see him again at future meetings.

Another new face was Nigel Sorry-didn't-get-your-surname who came along hoping to find someone to rescue his Mk2 GT6 project. Nigel is losing his storage so the car has to go. I think it was a very short timescale though so by the time you read this it will either have gone to someone else or, unfortunately, to the scrap yard.

I believe Doug was preparing for the first events of the year with the Eastbourne and Ram Motorclub. They organise autotests, production car trials and road rallies. Clive has been looking at joining too and I've also been considering it.

There was interest from several people in going to the Standard Triumph at Brooklands event and so a number should have been along to that. There will undoubtedly be a fair number of us going along to the South of England Meeting at Leatherhead on one or other of both days. The usual form is to meet at Pease Pottage services on the A23 and drive on from there in a group. If you wish to join us come along to the **May** meeting for details or give me a call. The relevant dates are **12/13 May** for SEM and our **May** meeting will be on **Tuesday 1st**.

Neil

### IMPORTANT NOTE

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

## THAMES . . . NORTH WALES SOUTH WALES . . . SOUTH WEST WALES

### THAMES

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

Hello All. Well what a lovely change in the weather also being able to drive to the club meeting in daylight. It will not be too long before we are out in the beer garden at the FOX & CASTLE.

My Vitesse is still going well (of sorts) . Julie's Acclaim was making a heck of a racket the other evening and on a quick inspection it was found that the water pump was leaking. As she uses the acclaim for daily transport we changed it that night and fitted a new cam belt at the same time (Glad it waited until the lighter evenings). Anyway back to matters of Area news

15th March Its a lovely mild night on the way to the Fox & Castle, Julie and I are in the Vitesse. At the Fox & Castle we are greeted by Dave L (TVN) 2000 and 2.5 reg, Tony H, Dick C, George B, Andy K, and Mike H. Triumph's in the car park were Dave's new purchase a 2.5pi Saloon, Andy's GT6 and my Vitesse. Dave was very pleased with his latest car and so was Andy as he had just sold it to him.

Dick has been fitting new door mirrors to his Spitfire.

29th March Julie and I are in the Acclaim tonight and we are testing the new water pump and cam belt that we fitted the night before last. All is going very well and we arrive at the Fox & Castle in daylight. Another reason not to be driving home is it's our landlords birthday night a very happy 49th to you Mike! In side the pub are Andy K, George B, Dave L (TVN) Dick C, Mike H, Chris C and George N. Triumph's in the car park were Andy's GT6, Dave's 2.5 pi and Daisy the Acclaim. But there was a lot of work going on other Triumphs: Mike H think's he finally found the annoying knocking from his Herald's rear end, (watch this space) Chris C. has sent his Spitfire bumpers off to be re-chromed and George N has brought a 12/50 Herald Saloon to restore and he maybe selling his GT6 in the near future. Andy's GT6 has been behaving of late.

9th April Shalford Show. Thanks to Dave L for phoning to let me know it was on because I had not had any news since last year when Julie and I went. The sunshine blessed us all day long. We turned up in the Vitesse and were shown to the over-flow classic car park, Dave L was already there in his 2.5pi Mk2 Saloon. George B turned up a little bit later in his Mk1 Vitesse. Other Triumph's there were from the 30's two Lovely Renown's and a wonderful Gloria Monte Carlo, to our models of the 60's and 70's which were two Vitesse's and One Kit based Vitesse, TR5, 2000 Saloon ( Rover V8 powered) two 2.5pi's Saloons, a Dolly Sprint and ten Stags from the local owners Group, as well as lots of other makes of classic cars. On the showground was a car boot sale, showground stalls, refreshments, a lovely Hogs Back beer mobile bar, inflatable adventure playgrounds, Tug Of War event, kids motor go-karts and in the arena there were displays through out the day of Donkey derby's, Horse rider display, mountain bike display, Knights of old on horseback jousting. It was a very entertaining day out and the sunshine was the

cherry on top!

Our next meeting's at the Fox & Castle are in **May** on the **10th & 24th** & then in **June** on the **7th & 21st**. Come & join us for a warm welcome. Call me for further details on 07773623807 please, up coming events are:

**4th / 7th May** I.o.W camping weekend  
**12th / 13th May** S.E.M. Leatherhead  
**20th May** Chiltern Hills rally ( Aston Clinton)

**3rd June** Woking Hospice  
**30th June** Hop Farm Kent  
Best Wishes

Mickey

## NORTH WALES

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

Busy meeting on 4th April, good attendance. Derrick with his 'silver bullet' in the news again. On the cover of Triumph World plus a great article on his superb Spitfire in the magazine, well worth reading!

Entries taken for Cholmondeley Castle show on **13th** and for Kelsall Steam Fair on **19th and 20th May**. Both excellent events. On 22nd April is National Drive It Day and we had an invitation to join a run organised by local MG group around the Cheshire lanes. Let's hope we get a good turnout and some sunshine?

A few members are taking part in Coventry Festival of Motoring, weekend **1st and 2nd September**, always a great event, more news on that in the near future.

In **June** we hope to attend the Tatton park show weekend 2nd and 3rd. This has in the past proved difficult to obtain tickets for but we should be successful this year providing we can display at least 10 cars on each day.

Some members will be attending the Llandudno Transport Festival on **5th/6th/7th May** but no official Club entry this year.

Keep using your Classic and hope to see you at the next meeting.

Michael

## SOUTH WALES

As said in the last update we had a Sunday lunch run on March 11th ending up in Usk with eleven section members attending the first run of the season. We ate at the Cross Keys Public House and a good meal was had. Thanks to Cliff and Cherry for arranging the day out. For those of you like me who have travelled through Usk on many occasions, it was a pleasure to stop and walk around. While exploring, we discovered a castle and an ancient battle ground, or so the plaque said, making it another good day out. Our second outing was a Monday night fish and chip run. Again a good run out along the coast road ending at the Water Mill in Ogmorie. I believe that all who attended enjoyed the night and it looks like the fish and chip runs are likely to become a regular event through out the summer.

The last club meeting on March 26th was a quiz night, relating to motor cars where by we had to determine their make/model from cryptic clues. Eventually won by Huw and Ros, with all I hope, enjoying a little

light humour the quiz supplied. Thanks to Keith for supplying the questions and more importantly the answers.

Monday 9th April was the Coleford show in the Forest of Dean. An enjoyable day was had by those who attended and the events of last year, with booking in problems, were not repeated. One for the calendar for next year?

By the time you will have read this Cliff would have celebrated his 70th birthday. On behalf of all our section members, we wish him many more.

With the event season starting, please come along to our meetings, where we will be planning which events we shall attend and for further information on section run outs. Best Wishes

Howard

## STH WEST WALES

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

February's Sunday Run organised by Barbara and Bryan to Treotops restaurant in Claise, Nr Llangyfelach was very successful with fifteen of us in attendance. The meal was beautiful and thanks were extended to Barbara or Bryan for organising the event. Prizes for the raffle were donated by Celia and Jeff and Barbara and the lucky winners were Huw and Alison.

March Club Night was attended by Ken and Marryl, Barbara and Bryan, Steve, Jim and Elizabeth, Joy and Mark and Alison. Joy won the raffle donated by Steve.

March Sunday Meet on the 25th organised by Christine and Steve was a run to Aberdulais Falls and lunch at the Prices Arms, Coelbren, Upper Swansea Valley. It turned out to be a super day with the weather being very sunny. Twenty two of us enjoyed the lunch during which time Steve had given out a quiz on cars which was won jointly by Alison and Rex. Well done. Following that we went down to the nearby by farm to see the sheep and we were lucky enough to see a lamb being born. Thanks were given to Christine and Steve.

April Club Night brought Mark and Alison, Ken, Joy, Steve and Michael Day.

The April Sunday run will consist of a run to Tenby with a conducted tour of the new RNLI Lifeboat Station and the first Tamar class lifeboat to enter service and then lunch. This event is being arranged by Mark and Alison who are volunteer sales assistants in the lifeboat shop. Meet at B&Q Carmarthen at 10.30 am. If you wish to join us please let Mark and Alison know ASAP 07896132030.

**Sunday 20th May 2007** Joy and Keith are organising the **Sunday** meet at The National Botanic Garden in Llanarthne Adults - £7 Concessions for over 60 - £5 Children - £2 (Minimum of 10 for party rate) Contact Joy 01792 882266 before end of April Lunch details to be confirmed It was suggested that we continue the tra-





## ● S.W. WALES Cont

dition of a weekend away for the Tredegar House Show with a trip on the **Saturday** venue to be confirmed. Again numbers are very limited to five couples at the B & B. If you wish to join us please let Mark and Alison know ASAP 07896132030. (Two rooms only now still available).

**17th June Sunday** meet will be Swansea Festival of Transport at the Liberty Stadium, which also will be Father's Day.

### Events Diary

**Tues 3rd Club Night** – The Conservative Club, Pontardulais at 8 pm Sun 15th Run to Tenby, Lifeboat Tour and Lunch. Meet at B&Q Carmarthen at 10.30 am. If you wish to join us please let Mark and Alison know ASAP 07896132030

### May

**Tues 1st Club Night** The Conservative Club, Pontardulais at 8 pm

**Mon 7th Swansea Historic Vehicle**

Register Singleton Show –

For entry details contact Alison

07896132030

**Sun 20th Run** to the National Botanic Gardens at Llanarthne, lunch to be confirmed Contact Joy 01792 882266 before end of April

That's all for this month, see you next month. If you require details of any of the above events contact

**Ken.**

01269 594578

## ● WEST MIDLANDS

Whoopee spring is here at last. Not the transverse spring fitted to Heralds and Spitfires but the season which brings with it warmer weather and lighter evenings. Turnout at our Drakes Drum meeting on the 3rd April may prove to be a good indicator of better things yet to come. We had 34 people in attendance, bringing with them 14 Triumph cars, a good cross selection of all the makes and marks.

Lined up with the pub in the background they made a splendid picture against the setting sun. Next month, May, the evenings will be even lighter and I have no doubt half the meeting will be held outside around the vehicles.

Later we retired indoors and had the benefit of the conference room. It was nice to welcome a couple of Worcester members to our meeting as well as well as additional guests. As I have reported before, anyone with a love of Triumph cars is always welcome to come and share a pint with us. Amongst our members we have some who have owned Triumphs for many years and others who have just obtained their first vehicle. To try and show that this love of classic cars is similar regardless of age or status, three members gave brief details of their particular circumstances. As the area

## SOUTH WEST WALES . . . WEST MIDLANDS WIRRAL . . . WYDEAN

organiser I went first, followed by member of many years standing, Chris Allen, and finally a new member Nick, who unfortunately on the way to the meeting had someone colliding with the rear of his Mk 3 Spitfire. Glad to report only slight damage caused which can soon be rectified.

Our raffle to raise additional funds for the West Midlands area was well supported and my thanks for Malc for providing 2 prizes.

Our next meeting is on the **1st May** so instead of passing why not pop in and share a noggin and a natter at the Drakes Drum, Aldridge Road, Great Barr. Cheers

**Roger**

## WIRRAL

Well, here we go again from the Wirral and hope that you are all at the ready to get up and go in the merry merry month of May. Our April meeting at the "Cottage Loaf" pub attracted fifteen bodies so it looks as though the spring weather is getting the bodies out of winter hibernation.

Our first outing is to Weston Park, about twelve miles south of Stafford, you all know where that is, and it is for the Midlands Festival of Transport on Easter Monday, the 9th of April. This report has, to be in by the 10th April so I am unable to report on our day out, suffice it to say it is usually a very good show and the weatherman has promised plenty of sunshine.

We have now put together an events list for 2007.

In May we have Llandudno Festival of Transport on the **5th, 6th and 7th**, camping if you have a mind for a weekend under canvas, then on the **13th** Choldmoldy Castle and also the same day the Wirral Classic Car Club annual "Car of the Year" show at the Country Park, Thurstaston. On the **27 / 28** the Cheshire Classic Car show takes place at Macclesfield.

In **June 2/3** it's Tatton Park again. Sam and Lloyd are due to camp there, I may well be persuaded to join them! On **Saturday 9th June** it's Vintage Sports Car Racing at Oulton Park. So as you can see it will be all go and Andy will fill you in on further events in his **June** report.

Only three of our members turned up at the 'Quiz' held at Heswall British Legion on 28th February organised by Wirral Classic Cars, I was one of them. George and Ron being the other two. I think we did quite well to come fifth out of ten teams, as they all had six in their teams. George actually reckoned the winning team had more than six, shame on them!

Not a lot more to write about this month, hopefully I can dream up a bit more for the July report as our events programme will have got well under way by then.

So with gorgeous weather forecast it "Fill up with fuel and flip fastly along the freeway".

Happy and Triumphant Motoring

**Ray**

## IMPORTANT NOTE

Reports can be e mailed before the 10th  
to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

## WYDEAN

Ok, where to start? I guess with the Sunday Lunch at St Owen's Cross which was very well attended and very well fed for that matter. In fact we nearly got a free session owing to slight malfunction with every 13amp socket in the place including the tills!! "Just give them the stuff" quoth the harassed landlord. "Brilliant!" we replied. However, reality returned courtesy of an electrician and a long extension lead. Still you can dream can't you?

The March meeting was very well attended including two new members and another who phoned me for directions but as he lives in the North of Herefordshire will be attending the Preston-on-Wye meetings instead in future. The April Cotswold pub lunch run took place in beautiful weather and with a wide selection of cars and two guests from Mid Wales.

An unhurried run took us up onto the Cotswolds and The Old Mill really did us proud. A number of members are wondering about the romantic possibilities (not with each other I hasten to add!!) We are a very friendly bunch but you know, limits dear boy, limits!! of this lovely old building for a weekend away. After a relaxing meal we headed off to the nearby Donnington Brewery which is in the most idyllic spot, Water Wheel powered some of the time and with a very interesting collection of wildfowl. Due to "Health and Safety" and the cost of insurance, they can no longer give tours but the owner could not have been more welcoming and had invited us to drop in anyway. We then headed further North into the Cotswolds before dropping down to Tewkesbury, over the Mythe Bridge and finishing the day at the Lower Lode by the Severn. A couple of more pints, a lot more sun and then we dispersed from there. All in all a grand day out.

Ideas and volunteers needed for our effort at Stafford which now has the green light although I have yet to be told the dimensions of the area we can use for our Auto Gymkhana type of thing. Very Important, please ignore the contact details in the Area Directory section of the Courier, I HAVE no idea how they have got those but THEY ARE WRONG!!!! and the ones in the reports are the Correct ones namely **01531 650035 or 0782850517** and the meetings and venues are as laid out below. I am trying to get the incorrect details changed but no luck so far.

Calendar:  
As always, for any event you wish to attend, please let me know in plenty of time for numbers.  
**May Day** Bank holiday weekend **4th, 5th, 6th** Isle of Wight weekend will again see a WyeDean presence.  
**17 May** 2007 Pub Meet Greyhound Popeshill 8pm on Whitson Bank Holiday.  
The WyeDean Welsh Mountain and Beach run!! Yes it's back, with Hugh and Sue Glossop organising this time in an attempt to avoid the early monsoon that I attracted last year :-)

**16 June** 2007 Snowdon Run (details to follow but is beginning to look like an over-nighter)

**21 June** 2007 Pub Meet Yew Tree Preston on Wye 8pm on

**07 July** 2007/ **08 July** 2007 TSSC

## NORTH YORKS SOUTH YORKS . . . WEST YORKS

International at Stafford with WyeDean running a non-timed Autotest/driving accuracy test sort of thing on the Showground. Volunteers Welcome, well essential actually. Should be a giggle!

**19 July** 2007 Pub Meet Greyhound Popeshill 8pm on

**26 July** 2007 Ross Traders Classic Rally. A superb event with a wonderful array of classics belting around the Gloucestershire and Herefordshire Countryside with special stages thrown in for good measure. A great many Triumphs enter from rally spec. TR4s to standard Heralds, Vitesse and big saloons. IF interested in entering, then Ross and District Motor Sport are the kiddies but it is a very good event to spectate in any case.

**Saturday 4th of August** "WyeDean TSSC Four Castles Run" see details above

**16 August** 2007 Pub Meet Yew Tree Preston on Wye 8pm on

**20 September** 2007 Visit to Worcester TSSC (still trying to contact Worcester, tel. number in the Courier appears incorrect.)

**18 October** 2007 Pub Meet Yew Tree Preston on Wye 8pm on

**15 November** 2007 Pub Meet Greyhound Popeshill 8pm on

**20 December** 2007 Pub Meet Yew Tree Preston on Wye 8pm on

Right then off to watch the last ever "Life on Mars". Please do contact me about attending anything or with ideas for events that you may have. **01531 650035 or 0782850517**

**Clive**

## ● NORTH YORKS

Hi everyone, bit of a quite turn out for the pre-Easter meeting, with only the hardened lads turning out. Where were all the girls? Anyway, as you can imagine the topics of conversation were mainly; washing machine repairs, lack of \*\*\* and what were doing to our cars next, once we've got all the cash together.

Mike has organised a run out on the 29th April to 'The Line' at Blakey Ridge, leaving the White Swan at Deighton at 11:00. I realise that some of you may be saying that you would have liked to have come, but didn't know anything about it. All I can say is that it was another one of Mike's impromptu decisions, made half way through a sip of his diet coke, resulting in most of the coke spilling down his shirt. Good job not many people were there to witness it. Anyway if you have been there you would have known about the run out. (Guess you get the general theme I'm going on about again - ie come along to the meetings. To any potential new comer out there, as I've said before, it's only me that's crazy, the rest are quite normal.)

Good news on the subject of new/young Triumph enthusiasts, my daughter has decided that she likes my Spitfire again, after several years of not wanting to be seen anywhere near it! You see, Kate Moss has an MG, but Katie knows MG's are not allowed in our household, so the Spitfire was the obvious choice. Anyway I let her have a drive in it, it's the first car she's ever driven and she did a really great job. She didn't even stall it once and managed to stop it too, the one thing I forgot to tell her how to do.

Mike supplied a few dates for peoples diaries which are; The Bradford 2007

Classic car event on **Saturday 21st July**. Full details are available from website, from the 17th April. ([www.thebradford-classic.com](http://www.thebradford-classic.com)) It is understood that entry is free, but please confirm by checking the website. The Shernburn Aeroclub Aircraft and Car show is on the Spring Bank Holiday weekend. The Harewood house event is on the **3rd June**. Could anyone who is interested get in touch with Mike for further details.

Other news, Fen is getting rid of his series one Landrover, so get in touch with him if you're interested. Also, I have been reliably informed, from my good friend Helen, of a Spitfire in need of some restoration that might be coming up for sale. More details on that next month. (I bet the daughter will expect me to buy it and restore it for her.)

I'm sorry reader but it's only a short one this month - I ran out of time. In other words I wasn't organised enough to write it when I should have done. Never mind, more made up stories next month, I promise. Until then, all the best.

Regards,

**Nigel**

## ● SOUTH YORKS [www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk)

Another busy meeting took place in the Coach & Horses on a cool Tuesday evening. Ron decided it would be a good idea to take the roof down on the journey up the A1 but about halfway there I was beginning to wish I had put my thermals over my thermals.

We met up with the Manchester Area on Sunday 25 March for a run out into Derbyshire. The South Yorks members met at our meeting place and had a good run out to the Rising Sun at Bamford for lunch. Having socialised over roast beef and Yorkshire pudding we were ready for the run to the Owl and Otter Sanctuary. The sun had come out by now so the roofs were down for the 8 mile journey. I was worried about Sophie getting too cold in the back of the car but need not have worried when we arrived and she was sound asleep! After a few hours at the sanctuary we steadily made our way home. A good day was had by all and it was nice to mix with a few more Triumph nuts!

The next run out is on Drive It Day with STAB being a major event. For members not wishing to travel a long distance, the Traditional Car Club, Doncaster are once again organising a run from Doncaster to Elsecar Heritage Centre where a fine display of cars will be on show for all to enjoy. Cars are still being fixed, tuned, built etc in readiness for the Ireland trip which is fastly approaching. I organised a Sunday lunch meeting for 15 April to go through the details for the trip.

We are still hoping to have a social event at the 'Dogs' which Vivien is organising, further details will be available as dates etc are confirmed.

Alistair and Corinne are the latest members to purchase a Stag, which needs a bit of work but is already on the road.

It was good to see AO's from another area attending the meeting, however, this particular AO always seems to leave with a raffle prize and this time was no exception. I was a little more put out than usual this time as the prize was a rather nice looking



Easter egg that I had been hoping for. I will not embarrass them by naming them in the Courier but Claire Hill from Nottingham, you know who you are!!  
Signing off for this month and hope you all got a rather triumphant Easter egg.

**Sue & Vivien**

## ● WEST YORKS [www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi all we had 19 members at the club night this month. I think the numbers were down on previous meetings because of the Easter holidays and / or the football on tv - or is it my quiz? The winner of this month's quiz were Brian Radforth and co after a tie breaker with Len.

The Dales camping weekend is going to plan with 12 already confirmed. Don't forget your booking forms!

On bank holiday Monday I went up to Dent to plan one of the runs. Part way we exhaust pipe parted from the car, where do you find a Kwik-Fit fitter around Ingleton or Settle?? But the good old AA got me home. We will be running separate hand bag and hat competitions for the under 16's and the over 16's - so get your thinking caps on and come up with some good ones. Everyone attending is in for a good weekend, so get your bookings in now!!!

Stop Press - Harewood House is the week before Fathers Day this year on the **3rd June**. Anyone wishing to go please let me know - I have booked 20 spaces and a club stand. Anyone from South and North Yorkshire is also welcome, please contact me in advance to save you a space. Keep the triumph wheels turning

**Alan**



[www.nytv.org.uk](http://www.nytv.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 Rillington Bay on the beautiful North Yorkshire coast.

The event is open to all Triumph owners and takes place on the Rillington Bay Caravan and Camping site but there are several HGVs and B&B in the area for those who prefer not to camp. This year the site is open from Friday with some parking spaces reserved for Friday and Saturday only. Friday this year will see a change as there will be entertainment and food available in the Marquees on site the place where you can relax and enjoy the day. The weekend beer tent will also be open for business.

The event proper starts on Saturday morning with registration in the Marquees followed by an organized coffee run across the spectacular North Yorkshire Moors, continuing with lunch in a legendary local brewery. The Lun at Blakey Ridge which over the years has become the unofficial home of NTV.

The afternoon is free for everyone to explore the moors and there is plenty to see. There are several points to visit on the coast including Wharfedale, Skipton and Sandstone and a bit further afield to Scarborough. There are many lovely little villages to visit on the moors including the Hambleton village of Airedale (Ghazal) or you could take a ride on the steam train from Giggleswick to Fylingdales.

But make sure you are back for the evening entertainment which commences at 6.00 with the video disco followed by an all night BBQ with salads provided (bring your own meat). Later there will be live band playing in the Marquees and a show by the Stag Roadshow. The weekend beer tent will be open for business again.

On Sunday there will be hot food (beef, burgers, hotwings etc) available adjacent to the Marquees. There will be entertainment for kids all day and all cars should be parked on the main field for an informal concours, with judging by all the participants. This will be followed by the presentation of awards and prizes.

Please see the website [www.nytv.org.uk](http://www.nytv.org.uk) for more details or contact Graham Coates on 01452 592025, before 8.00pm Thurs



# 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!!!

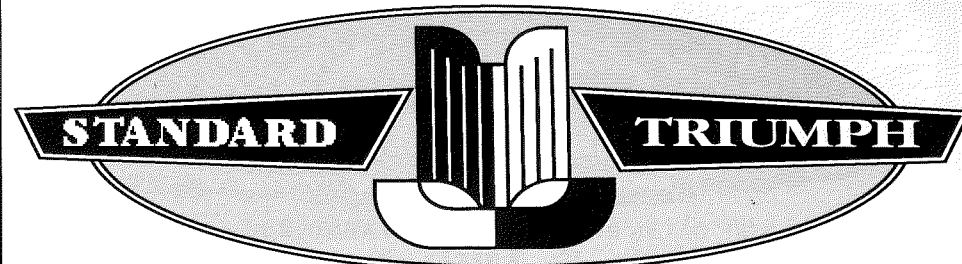
**THIS IS THE SOUTH OF ENGLAND'S BIGGEST MEET**

**NOISY CAMPERS NOT WELCOME**

For further details contact

**Guy & Suzie Singleton**  
**AT**

**31, Cadley,**  
**Marlborough, Wiltshire. SN8 4NE**  
**E-mail: [suzie.singleton@virgin.net](mailto:suzie.singleton@virgin.net)**



## CLASSIC CAR SHOW Northern Ireland

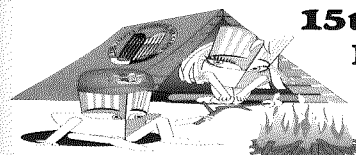
**9th June 2007 - Wallace Park**  
**Lisburn - County Down**  
**Supported by Lisburn City**  
**Council, Chic Doig Classic**  
**Sportscars and Rimmer Bros.**

*Details from:*

*[northernireland@tssc.org.uk](mailto:northernireland@tssc.org.uk)*  
*or Douglas on*

**028 2564 2770 or 07707 288 233**

## Northamptonshire Area 3rd Camping Weekend



**15th - 16th & 17th June 2007**  
**Emberton Country**  
**Park**

**15 minutes from M1 Junction 15**

**Campsite with good facilities**

**Visit to Canal Museum Saturday**  
**(trips through famous Blisworth Tunnel available)**

**BBQ Saturday Night (Minted Lamb)**  
**If you have been to our BBQ before, you will be back!**

**Raffle etc.**

**Members Choice of Car Sunday**

**COSTS FOR WEEKEND**

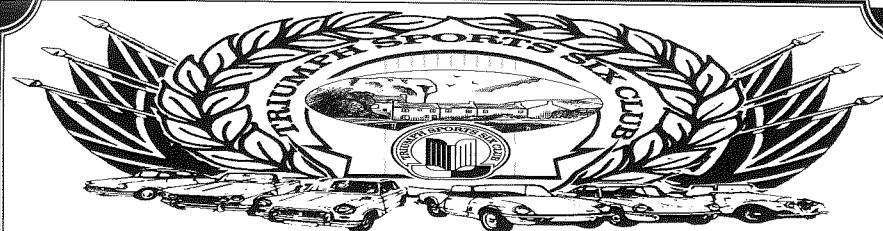
**£17.50 per pitch per night. Electric if required extra.**  
**Deposit for campsite £10 one night, £15 two nights. Balance of**  
**£7.50 for one night and £20 for two night collectable by Pat over**  
**weekend. Deposit payable to TSSC NORTHANTS.**

**For bookings and enquiries, Jonathan 01604 820231**  
**e-mail: [JohnathanIngra69@hotmail.co.uk](mailto:JohnathanIngra69@hotmail.co.uk) or**  
**John Fairey, 01933 388434, e-mail: [mythos650@hotmail.com](mailto:mythos650@hotmail.com)**

## Booking Form

Name..... Address.....  
..... Post Code .....  
Tel. No..... E-mail Address .....  
Number of adults in party ..... Number of children in party .....  
Saturday camping only ..... Complete Weekend camping ..... (please tick).  
What Car & Registration Number?? .....  
Please send completed booking form complete with deposit cheque  
(payable to TSSC NORTHANTS) not later than 30/05/07 to  
Jonathan Ingram 2 Birch Barn Way, Whitehills, Northampton. NN2 5DT.





## 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 Sedburgh, 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 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).

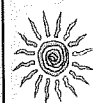
Please send application form together with your cheque made payable to  
Derwent Valley Area TSSC to:

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

Telephone enquiries: John Eade 01332 881094.



## Triumph Sports Six Club Leicester and Rutland Area



## THE SUNSHINE RALLY



Sunday 12th August 2007  
Show opens at 11am

Club Stand Auto Jumble Concourse  
Games Refreshments

ALL CLASSIC CARS AND BIKES WELCOME

Guest Appearance by Triumph Herald Coupe's

If you've got a Triumph, any other classic car or  
bike, or just fancy a day out in the country,

Brooksby Hall, Nr Melton Mowbray  
Leicestershire

For Further details contact Dave Smith  
On 07774 276564

Admission £3.00 per person \*  
Children under 12 FREE if accompanied by an  
adult

## ABBEY 125



DISPLAY OF CLASSIC CARS & TRUCKS  
AT ABBEY PARK LEICESTER  
SUNDAY & MONDAY MAY BANK HOLIDAY  
27/28TH 10AM-7PM

TO DISPLAY YOUR CAR/TRUCK  
OR FOR FURTHER DETAILS :-  
CONTACT ANDREW BURFORD  
0116-2671688 OR EMAIL

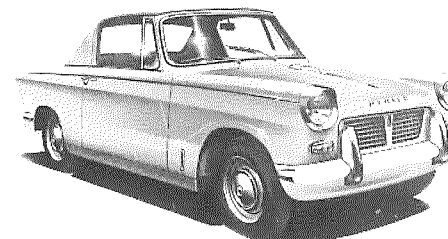
triumpholedow@aol.com  
Pre-Booking Essential

TROPHIES AWARDED FOR BEST CARS  
Autojumble stands also welcome



Leicester  
City Council  
In conjunction with L.C.C. and B.B.C.

## COUPE SUNDAY AUGUST 12TH 2007



IN CONJUNCTION WITH THE  
LEICS AND RUTLAND SUNSHINE RALLY AT  
BROOKSBY AGRICULTURAL COLLEGE LEICS

ON A RECENT VISIT TO CLUB HQ I WAS LOOKING  
THROUGH SOME OLD COURIERS WHEN I SPOTTED A  
REPORT FROM THE LAST COUPE SUNDAY 16 YEARS  
AGO - YES 16 YEARS AGO! THAT MEANS WE ARE ALL A  
LOT OLDER THAN WE THINK, SO I FELT IT WAS HIGH  
TIME TO RESURRECT THIS EVENT IN CONJUNCTION  
WITH THE LEICESTER AREA.

WE WILL HAVE A SEPARATE PART OF THE FIELD TO  
DISPLAY OUR CARS WITH PRIZES GIVEN ON THE DAY.  
SO IF YOU OWN A TRIUMPH HERALD COUPE 1959-1964  
GET IT OUT OF THE GARAGE AND COME AND JOIN US  
FOR WHAT WILL BE A FANTASTIC DAY

FOR FURTHER DETAILS CONTACT CHRIS GUNBY

01572 767782

Lincolnshire Camping Weekend 2007  
Friday 31st August to Sunday 2nd September



Come and join the fun in rural Lincolnshire. This year we have  
moved to a pub with it's own campsite, in the vale of Belvoir  
overlooking Belvoir castle. We have a BBQ, silly games and a  
run through the countryside planned or you can just relax and  
chill out for the weekend joining in when you want.

Weekend (2 nights camping & BBQ) £13  
Single night £7  
Electric Hook up (limited numbers) £2 per night

Name: .....  
Address: .....  
Car Reg: .....  
I enclose total remittance of £..... for ..... weekend/single night(s)  
(delete as applicable)

Please make cheques payable to G N Jupp  
Please send a Stamped SAE with your remittance to:-

16 Hermes Way  
Sleaford  
Lincolnshire  
NG34 7WH

For a map and directions call on 01529 307302 after 6pm weekdays.  
Alternatively email me on garth.jupp@virgin.net



# CLASSIFIED

## HERALD

**1200 CONVERTIBLE** 1967. Immaculate 1200 Herald for sale. Restoration completed 2004. Won one of Tony Beadles top 10 at Triumph World Picnic 2005. Reluctant sale £3750 Sarah (Berkshire) 01635 868624

**13/60 CONVERTIBLE** 1970 "Gertie" is Tax Exempt, in A1 condition. Full body-off restoration in 1989 and maintained regardless

of cost since then. Club Valuation £4300, all offers considered. (Huddersfield) Peter/Mark 01484 602402 / 07721 576406

**13/60 CONVERTIBLE**. 1968. Original rebuilt engine. New wide rad, waterpump, clutch, hood, rear brakes, rear shocks. Alternator conversion. Honeybourne hardtop available. Original paperwork.

*Cars for Sale  
Cars for Sale  
Cars for Sale*

£2300 Mr or Mrs Dymond (Middx) 0208 429 7212 or 07733 001889

**13/60 CONVERTIBLE**. Signal red. Original Car. A1 Condition. MOT Nov. 07. 58,000 miles. 25 years service history. Dry use only. Garaged. £2500. Rob (Northants) 01788 890959.

## SPITFIRE

**1500 W reg**, 100% original, new MOT tax 'till Sep. Never run in the wet, stored over winter. Only 66,000 miles £3500. Nick (Lincolnshire) (01754) 873649

**MkIV** 1974 white, overdrive, hardtop, recent soft-top, s/s exhaust, unleaded head. Fully rebuilt and garaged since. MOT, tax. Good condition. Same owner 22 years. Bill (Malvern) 01684 576733.

**Mk IV** 1974. Overdrive. Refurbished over last 2 years: g/box, interior, cylinder head, wheels (all new tyres). New electric fan, oil cooler, semi-sport exhaust, K&Ns + more. Hardtop. Tax & MOT Aug 07. £2,250 o.n.o. Iain (Leeds) 07977 253 767

**1500** Pageant Blue A1 condition, only 1200 miles since fitting reconditioned engine and carburetors plus new clutch and alternator. £3250 Alan (Bucks) 01494 482317

**1500 O/D** 1979 Inca Yellow. 31,508 miles. No Tax or MOT. Good condition other than requires new exhaust. Offers around £2500. Chris (Derby) 01332 511179

**1973 1500/GT6** chassis perfect GT6 convertible. Body excellent condition. Original interior, walnut dash. S/S manifold sport exhaust. Factory hardtop. Unleaded recon engine. Overdrive. mileage 3351. £3950 Steve (Bucks) 01296 696296

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**Bond Equipe Mk2** 2 litre convertible. For restoration. Spare chassis and running gear and some body panels. Spare front seats - no rips. Stainless exhaust. Some spares. £4500ono Mike (Richmond) 07810 056105

### TR6

**TR6** 1973. Restored by fanatic, no expense spared, receipts held. Red, 2.5 litre, overdrive, not tax exempt but fantastic example. Year's MOT. No timewasters. OIRO £10,000. Ian (Lincs) 01780 755313

*Cars for Sale  
Cars for Sale  
Cars for Sale*

gearbox, propshaft, good chassis, solid floors, factory steel hardtop, softop frame, 5J wheels, any questions, delivery available. £850ono Peter (Cleveland) 01642 881778 or 07805901612

**MkIV** Hardtop. White 1973. 35,600 miles. Full service history. Excellent chassis, floor etc. 1 Years MOT £2950. Stuart (Nutley, Essex) 0182571 2841

**MkIV** Damson Red. Mileage 75K. Condition 2. Some service history. MOT June 2007 £1900 ONO. 1974 Not Tax exempt. R. Jelvis (Leicester) 0116 2772781.

**1500** 1978 Red. TSSC Valuation £7000. Condition A1. Ground up restoration. Photos, Bills, purchased 1987. Sale £6,500. Reluctant Sale! Owner Lives in Hampshire. D. Myers (Manchester) 01420 564464.

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## GT6

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**Mk II** 1970. Royal Blue, Tax exempt, MOT till July 2007, service history, partial restoration in 1997 (£4000 spent), thousands spent since, good mechanically, body A2, Le Mans alloys. £1950 ono. Ian (Liskeard) 01579 342579

**Mk III**. 1972, French Blue, Tax exempt, MOT, Sunroof, Wolfrace alloys, New s/s exhaust, Non-overdrive, Lots of receipts. £2,500 ono. Dave (Tamworth) 01827 51380

**MkIII**. Very Clean example 1971, tax exempt, 11 Mnths MOT, receipts back to 1991, and various old MOTs and tax discs. Mini disc radio. Paul (Kent) 07740 198312

**CONVERTIBLE 2.5PI**. VERY VERY reluctant sale of the most awesome & beautiful GT6 convertible 2.5PI 160bhp. A1 condition, 100% reliable in 2 years ownership. £6000 no offers! Lee (Wiltshire) 07793057555

**MkII CONVERTIBLE** Yellow, rotoreflex, 6 months Tax and MOT, F/glass hardtop (no softtop) drives ok but scruffy so needs TLC Paul (S. Staffs) 07990 626 925

**MkIII** 1973. A1 Condition. Former National Show winner, 11,000 miles since, re-build photos/Bills. P73 Rimmer Catalogue. MOT 3/08. Tax 8/07. £4500 ONO. Brian (Surrey) 07903 221 858.

**MkIII** 1972. White. Overdrive. Rotoflex. S/S Jigsaw twin exhaust. Excellent mechanics. A1 engine plus interior. History & receipts. Reluctant sale, good home wanted.... £2950. Roy (London) 07970 545929 or roy@santdesign.co.uk

**CONVERTIBLE**. MkIII Spitfire full GT6 conversion. Engine, gearbox, brakes, suspension etc. Overdrive. Good mechanics. MOT 2008. £2250 Vic (Oxon) 07976 561717.

**MkIII** 1971. Tax Exempt. MOT till July 07. Present owner since 1985. Lots of history. £2900 ONO. Stewart (Staffs) 07834 490711.

**MkIII** 1973. Mimosa. Overdrive. Sundym Glass. Unleaded Head. S/S Sports exhaust. Family owned when new. Low mileage. Recent Clutch/Gearbox. New Tyres. £5750. Colin (Hampshire) 01252 843591.

## VITESSE

*Cars for Sale  
Cars for Sale  
Cars for Sale*

**Mk1 SALOON**. 1600cc, rebuilt engine and sound bodywork. Needs TLC as stored for last 7 years. Located in Sussex. Dom Jenkins 01225 424762.

**MkII CONVERTIBLE** 2.0L The car is in A1 condition and has a stainless steel exhaust and lead-free head. £5500. Garry (Lincs) 01522 811982

**Mark II SALOON**. 2.5 Litre, overdrive, servo assisted brakes. Used regularly. Damson. Reliable, fun, fast. Lots of history. Agreed value £6000. MOT February 2008, tax exempt. £4995. Steve (Oxon) 07980 374457

**MkII CONVERTIBLE** 1969 2.0 Litre Damson with Beige interior, VGC, Overdrive, S/S Exhaust, Wire Wheels, V.Good Body,

Overdrive, Good Runner, As seen on T.VI, TSSC Value £6500 E-mail for photos. £4,600. mark.bolton@epic.sungard.com Mark (Essex) 07887 575839

**MkII CONVERTIBLE** 2 Litre 1969, Valencia Blue. MOT February 2008, Tax October 2007. Respray and many new parts, much history. Lovely car to good home. Enjoy the summer! £2,400 Simon (Bristol) 07726 931853

**Mk 1 CONVERTIBLE**. 2 lt. 1968. Wedgewood Blue. Overdrive. Owned since 1984. Always garaged. Body off Re-build. Engine rebuilt. S/S Exhaust. Kenlowe. MOT. A1/A2 £1750 ONO. Tony (St Albans) 01727 822905.

**MkII CONVERTIBLE**. 2 litre 1968. White,

Black hood. A1+ condition. Totally rebuilt. New, S/S Exhaust, Hood, Interior, Suspension, Brakes. TSSC Valuation £7000. MOT & Tax to Sept 07. Great car only £6250. Guy (Birmingham) 07976 237510.

**MkII CONVERTIBLE** 1971. Saffron, fitted Overdrive and in excellent condition. Electronic Ignition, alternator, spin on oil filter and new twin exhaust system. Great fun for the summer. £3195 Martin (Worcester) - 07767 246828

**Mk1 CONVERTIBLE** 1968 2ltr O/d fitted, medium original condition needs work for the MOT, 68000 miles, straightforward project for the right buyer. Buyer must collect. OIRO £700. R Underhay (Leamington Spa) 07985 410920

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**SET OF 16** Black Alloy Wheel nuts to fit Dolomite spint Brand new £40.00 inc postage Robin (Exeter) 01392 464625 evenings

**1200/ 12/50** Rolling chassis, front bulkhead, diff, drumbrakes, 1200 engine, gearbox, clutch, slave cylinder, carb, intake exhaust manifold, waterpump, starter, distributor. Extra spare engine. £180 may split. Woody (Gt Yarmouth) 01493 332 794

**HERALD 13/60.** Rolling chassis on wheels. Engine, gearbox, rear axle, bootlid, saloon glass dash and instruments, steering column etc. Offers to clear. John (Stowmarket) 01449 711365.

**SPITFIRE MK1-3.** Factory hardtop with original glass. Scruffy, rusted along front, undented. Buyer collects £15. e-mail: stephen@smedleyst.wanadoo.co.uk. Steve (North east Somerset) 01629 580972.

**DOLOMITE** Sprint N/S/F wing. original makers panel £220. Original Dolomite Sprint W/Shop Manual Pt No 545612 £30. Stuart. (Nutting) 01 8257 12841

**VITESSE II** New Stainless steel exhaust. Steel front, rear sills, valances. Original Rostyle wheel Trims. Bootlid, Dashboard,

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**SPITFIRE MKIV/1500.** Original new Unipart windscreen frame assembly including scuttle. Can e-mail pictures/details £95 ONO. Denis (Lancs) 01706 366712.

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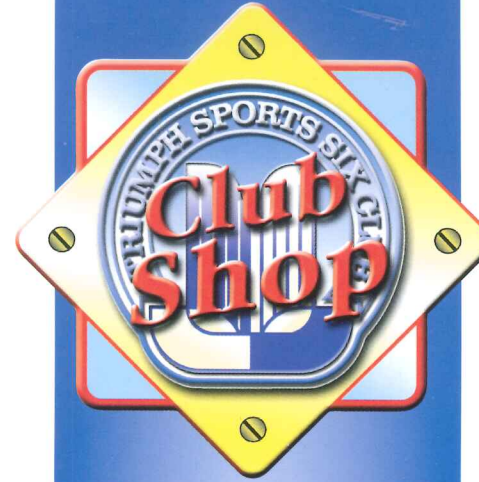
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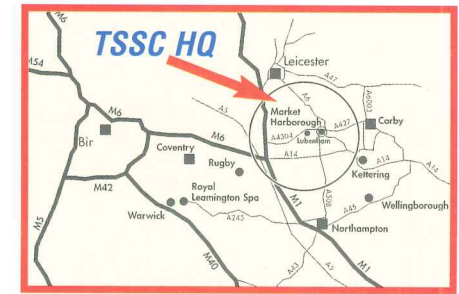
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