

For all your Triumph needs. Rest assured. We'll get you covered.

The enthusiasts' favourite for over twenty years, Footman James is one of the leading specialist insurance brokers.

With a UK client base of 140,000 owners of classic and vintage vehicles, Footman James consistently uses its enormous influence to arrange the best deal for you.

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted the best policy.

Talk to us soon.

Policies include as standard
Discounts for Triumph Sports
Six Club Members
Motor Legal Expenses
24 hour Breakdown Recovery
(UK and European)
Personal Accident to include
Road Rage & Car/Bikejacking
Limited Mileage and
Multi-Vehicle options
are also available.

We're at your service!



**FOOTMAN
JAMES**

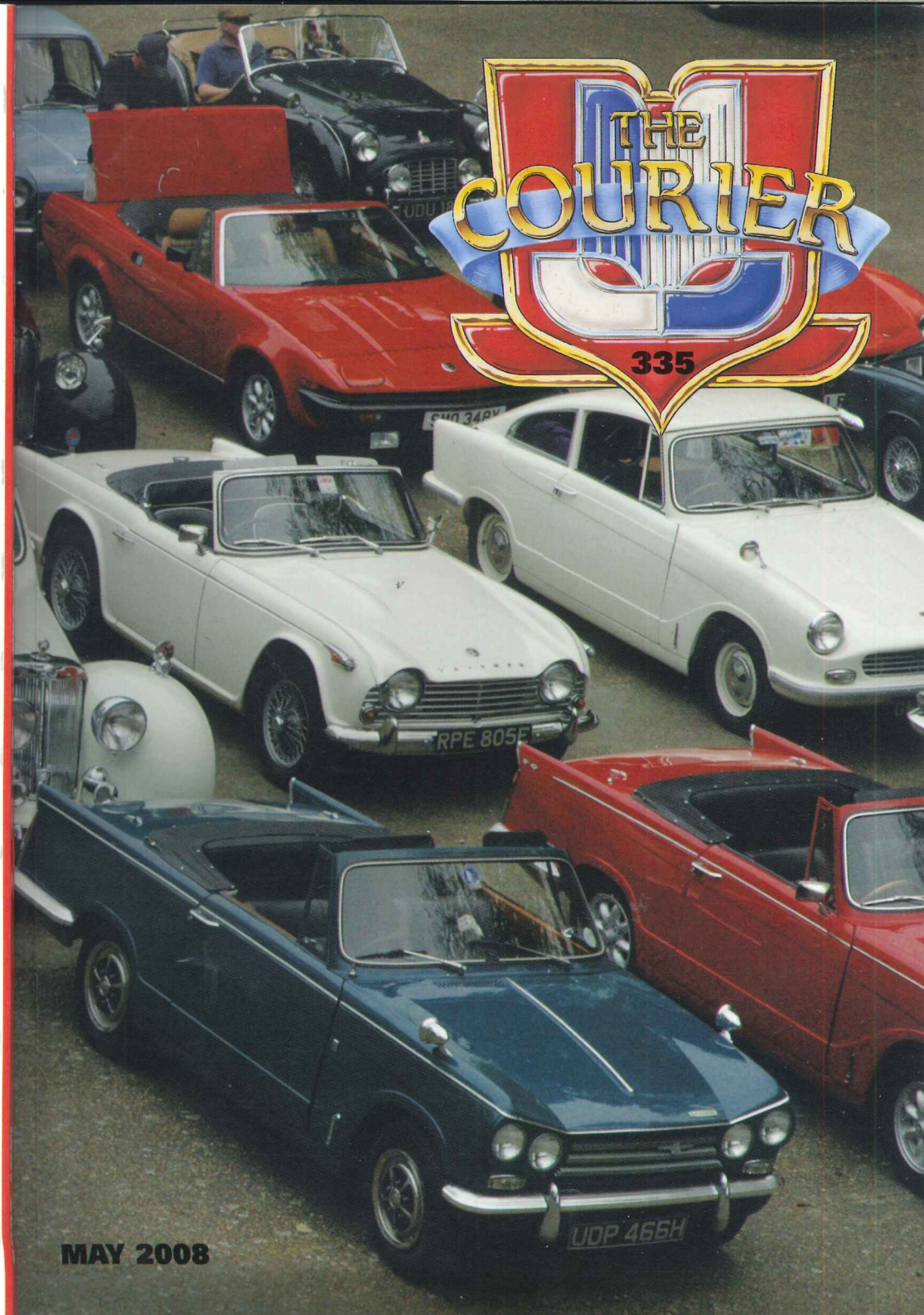
Insurance specialists. At your service.

☎ 0845 458 6760

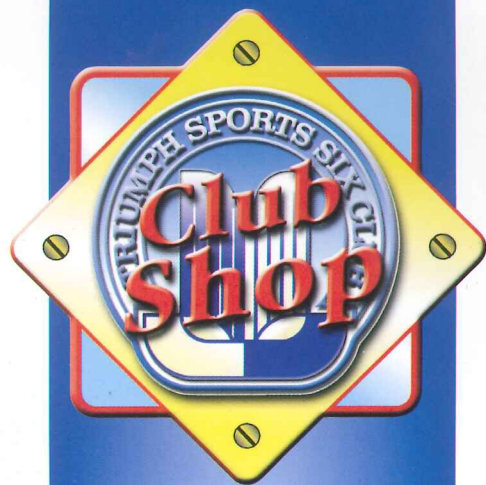
www.footmanjames.co.uk

Authorised and regulated by Financial Services Authority. Telephone calls may be monitored or recorded for your protection.

DISCOUNTED RATES for TSSC members on modern car, motorcycle, home and contents insurance



MAY 2008



THE

TSSC CLUB SHOP

MAIN STREET
LUBENHAM

MKT. HARBOROUGH
LEICESTERSHIRE
LE16 9TF

THE COUNTRY'S LEADING
SUPPLIER
OF TRIUMPH ACCESSORIES
REGALIA AND BOOKS

Over the Counter The Courier



95% of Club Products are always available over the counter at the Club Shop during normal opening times and some Saturdays (See page 7). Why not pay us a visit and buy your parts at the same time!

Where to find us



Or on the WEB!

A wide selection of Club products are now on the net! Visit the Club site, and place your order using our interactive order form www.tssc.org.uk



E-Mail with your requirements, questions, overseas customers e-mail for quote and carriage services clubshop@tssc.org.uk

Tel. 01858 434424

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.335 Vol 28. MAY 2008

Price £3.00 Free to Club Members.

CLUB HEADQUARTERS

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

Tel: 01858 434424 H.Q. Fax: 01858 431936

H.Q. e-mail: info@tssc.org.uk

<http://www.tssc.org.uk>

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

PRESIDENT

Bill Sunderland

CLUB MANAGER

Nigel Clark

e-mail: nigel.clark@tssc.org.uk

GENERAL SECRETARY

Mike Crewes M.I.T.A.I.

24 White Hill, Eccinswell, Newbury. RG20 4UF

Telephone. 01635 297033 (between 7-9 pm)

email: gensec@tssc.org.uk

OFFICE MANAGER

Trudi Prettyjohns

e-mail: trudi@tssc.org.uk

TSSC MEMBERSHIP

Angie Hill/Carol Green

e-mail: info@tssc.org.uk

CLUB SHOP MANAGER

Garth Jupp

e-mail: clubshop@tssc.org.uk

Courier Copy By 10th of Each Month

Articles/Area News Enquiries

Tel: (01858) 434424 Fax: (01858) 431936

Courier / Area News

e-mail: courier@tssc.org.uk

We will only accept TXT files NO Attachments

COUNCIL MEMBERS 2008

Nigel Clark, Mike Crewes, Pip Flegel,
Nigel Gibbins, Chris Gunby, Claire Hill,
Derek Holman, Garth Jupp, Trudi Prettyjohns,
Jane Rowley, Gary Russell, David Smith,
Frank Spencer, Victor Thompson,
Vivien Thompson

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.
© Triumph Sports Six Club Limited 2008



COVER PIC:
STANDARD TRIUMPH
MARQUE DAY 2007
PIC BY
CLAUDIA WILES



Contents May 2008

Events Calendar	4
Comment	5
News Review	6
Cop Shop	8
Vitesse Register	10
Herald 948/100/1250 Register ..	14
Herald 13/60 Register	16
Spitfire I, II, III Register	18
Spitfire MkIV/1500 Register	24
International Liaison Secretary ..	28
Specials Register	34
TR7/8 Register	38
GT6 Register	42
Bond Equipe Register	46
Concours Register	50
Talking Tuning	52
Stag Register	56
Dales Run 2007	58
Talking Transmissions	60
The Exeter Trial	64
Industrial History of Coventry	68
Flying the TSSC Flag at events	72
TSSC Officers	74
Area News Review/ Classified Adverts.	75



www.tssc.org.uk

T.S.S.C. Events Calendar

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

PLEASE SEND ALL 2008 EVENT
INFORMATION TO TRUDI PRETTYJOHNS
AT THE CLUB H.Q.

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

May 2008

FRI/SAT/SUN/MON 2/3/4/5 MAY 2008
THE 19TH ISLE OF WIGHT CAMPING
WEEKEND APPULDURCOMBE GARDENS
WROXHALL ISLE OF WIGHT
CONTACT ANGELA 07884 006237
OR 01983 281427
CLUB SHOP ATTENDING

SATURDAY 10 MAY 2008
TOTALLY TRIUMPH CLASSIC CAR SHOW
LISBURN NORTHERN IRELAND
CONTACT DOUG 028 2564 2770
OR 07707 288 233

SATURDAY/SUNDAY 10/11 MAY 2008
THE SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
CONTACT GUY 01672 514241
CLUB SHOP ATTENDING

SUNDAY 18 MAY 2008
THE STANDARD TRIUMPH MARQUE DAY
PRESCOTT HILL CLIMB COURSE
GLOUCESTERSHIRE
CLUB SHOP ATTENDING

June 2008

SUN 1 JUNE 2008
SURREY AREA STAND AT
WOKING HOSPICE CLASSIC CAR SHOW
CONTACT KAREN 0208 8733022

FRI/SAT/SUN 6/7/8 JUNE 2008
YORKSHIRE DALES RUN & CONCOURS
CONTACT RICHARD BRISCOE
07766 354449 OR dalesrun@yahoo.co.uk

FRI/SAT/SUN 13/14/15 JUNE 2008
NORTHANTS AREA 4TH CAMPING
WEEKEND EMBERTON PARK
CONTACT ADAM 01933 229992

FRI/SAT/SUN 13/14/15 JUNE 2008
NEWBURY AREA CAMPING WEEKEND IN
THE NEW FOREST
CONTACT MARY OR DAVE 01635 868640

SAT 14 JUNE 2008
AVON AREA CLUB STAND,
CASTLE COOMBE RETRO & SPORTSCAR
ACTION DAY
CONTACT JUNE 01454 327059

FRI/SAT/SUN 20/21/22 JUNE 2008
DERWENT VALLEY PEAK RUN
CONTACT DAVE 01332 810004

FRI/SAT/SUN 20/21/22 JUNE 2008
TSSC - SOUTHERN MADNESS
THE FLOWERPOTS, CHERITON
CONTACT SUZIE 01672 514241

FRI/SAT/SUN 27/28/29 JUNE 2008
AVON AREA CHRISTMAS BREAD
CAMPING WEEKEND
CONTACT JUNE 01454 327059

July 2008

SUNDAY 27TH JULY 2008
NEWBURY AREA STAND AT NEWBURY
RACECOURSE CLASSIC CAR SHOW
CONTACT MARY OR DAVE 01635 868640

August 2008

FRI/SAT/SUN 1/2/3 AUGUST 2008
ROBIN HOOD RALLY
CONTACT CLAIRE 07971 017012

SAT/SUN 2/3 AUGUST 2008
ANDOVER/SOUTHERN AREA
CLUB STAND,
WROUGHTON CLASSIC, SWINDON
CONTACT GUY 01672 514241

SUNDAY 3 AUGUST 2008
THE 25TH SUNSHINE RALLY
BROOKSBY HALL NR MELTON MOWBRAY
CONTACT DAVE 01664 850253

SATURDAY/SUNDAY 16/17 AUGUST 2008
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND
CLUB SHOP ATTENDING

SUN 17 AUGUST 2008
SURREY AREA STAND AT
CRANLEIGH LIONS CLASSIC CAR SHOW
& AUTOJUMBLE
CONTACT KAREN 0208 8733022

FRI/SAT/SUN 29/30/31 AUGUST 2008
CHANGE OF DATE!
THE 6TH LINCOLNSHIRE
CAMPING WEEKEND
AT WOOLSTHORPE BY BELVOIR
CONTACT GARTH 01529 307302

September 2008

SUN 14 SEPTEMBER 2008
DUXFORD ALL TRIUMPH DAY
DUXFORD IMPERIAL WAR MUSEUM
CONTACT KEVIN 01223 836535

FRI/SAT/SUN 19/20/21 SEPTEMBER 2008
MILE OF TRIUMPHS
BROAD FARM NORFOLK
CONTACT JOE 01493 728764

CLASSIC CAR SHOWS (CLUB INVITED)

June 2008

SATURDAY/SUNDAY 7/8 JUNE 2008
EVESHAM SHOW, CROWN MEADOW
CONTACT DAVE 01527 541138

July 2008

SATURDAY/SUNDAY 5/6 JULY 2008
LINGS AREA ATTEND
RAF WADDINGTON AIRSHOW
CONTACT GARTH 01529 307302

FRI/SAT/SUN 11/12/13 JULY 2008
SPORTS & CLASSIC CAR WEEKEND
SLEDMERE HOUSE EAST YORKS
CONTACT STEVE 07721 368643

TRIALS 2008

SATURDAY 31 MAY 2008
CENTENARY LANDS END TRIAL
SUNDAY 13 JULY 2008
TESTING TRIAL
ALL TRIALS CONTACT MIKE CREWES
01635 297033 (BETWEEN 7-9PM)

Comment

BY NIGEL CLARK E-MAIL: nigel.clark@tssc.org.uk

Please send us your views on the Courier

This month I need to ask for your help. As you opened this issue of the Courier you will have found a questionnaire, which asks your views on a number of aspects of the magazine. We believe that with the variety of articles, the volume of colour and the fact that it is produced monthly, the Courier is one of the best club magazines around.

However we don't want to seem complacent and it's your views as members that really count. We are asking you to say what you think of the Courier and how you feel it can be improved. Please take a few minutes to fill in the questionnaire, and then return it to the TSSC at the Freepost address on the back. The more members that reply, the better. This is your chance to let us know if there is a particular type of article you would like to see, if you would like a change in format or layout, or any other improvement you can suggest.

We will collect together all of the replies and publish a summary of the results in a future issue of the Courier. Even more important, Bernard and the team here at the TSSC will build your responses into the way we develop the Courier in the coming months. It's your magazine, so please help us to make the Courier even better. Make sure you have your say, by filling in the questionnaire.

The rebuild of the TSSC website is now virtually complete, and we have 99% of the functionality that was planned. I would like again to say a big thank you to all of you for your patience while the site was rebuilt. Our website is now one of the most comprehensive on Triumph cars to be found anywhere, with more content, technical information, classified adverts etc. than most others. You may be surprised to know that the TSSC website is also one of the busiest Triumph sites around, as measured by the number of users online. This reflects more and more members and non-members looking at the site, then making repeat visits as the rebuild has neared completion. Often Triumph enthusiasts who are not members decide to



S.E.M. 2007

join the TSSC after looking at the website. So do make use of the TSSC website – it's one of the best!

It's also great to see how many Local Areas are creating their own sites, which are linked from the main TSSC site. Over the next few months we will develop the main TSSC website further, adding blog pages for Local Area Organisers, technical FAQ's (Frequently Asked Questions) and more new features. So keep looking at www.tssc.org.uk because it's my aim to continually improve our website.

During May the TSSC will be organising and attending a number of events, as the new classic car season gets into full swing. Please do take a look at the Events Calendar and your Local Area page to see if you can get along and take part. There's plenty happening for Triumph enthusiasts this month. I will be going to the South of England Meet at Leatherhead, and the Standard Triumph Marque day at Prescott, so I hope to see you there.

Enjoy your Triumph and enjoy your Club!



TSSC NEWS REVIEW

RENEWAL – SAVE WITH DIRECT DEBIT

Spring is always a busy time of year for subscription renewals in the Club Office. The easy way to pay your TSSC subscription is by Direct Debit and the good news is that it saves you money. A Direct Debit mandate form is included in the renewal reminder letter sent from the Club just before your subscription is due. By completing a Direct Debit, your renewal is reduced to just £35 in the UK (a saving £3 on your subscription compared to postal or telephone renewal). So please try it – many members are already saving by using Direct Debit.

Nigel Clark

General Manager
Triumph Sports Six Club

EASTERN EUROPEAN STAG MEETING

The SOC are hosting the ESM here in Ashford in May. So far we have 80 people booked for the Kent & East Sussex Railway trip on **Friday 9 May**, but have room for nearly twice that number. We expect to be using their Victorian coaches which, although not as luxurious as more modern ones, do have a certain character with their open front and rear decks. I'm attaching a photo of one. So, if any **TSSC members** want to join us they'd be very welcome. The cost is £8, payable on the day. The train leaves Tenterden at 12 noon, and the return leaves Bodiam at 3:30 pm. Please get in touch if you are interested in the railway trip.

You can ring me on 01233-626525,

leaving your name on my answerphone if I'm not available.

Regards,

John

Kent SOC

NEW TRIUMPH PRODUCTS FROM MOSS

Remanufactured Spitfire Brake Calipers

We have recently re-tooled to produce these high quality new brake calipers, supplied complete with pistons and seals they come ready to fit. As these calipers are sold outright, there is no need to return old units and no additional surcharge. **For more information**

www.moss-europe.co.uk

Part No: 159130 Right Hand 1967on

Retail Price: £69.95 (each) (Inc VAT)

Part No: 159131 Left Hand 1967on

Retail Price: £69.92 (each) (Inc VAT)



Limited Slip differential for TR3-4

Limited slip differentials allow maximum drive to the wheels, giving more grip under hard acceleration and cornering. Power is distributed to both wheels, rather than wasting energy spinning the wheel under the least load. The torque sensing differential is gear operated, so it has no plates to wear, and automatically transfers power to the wheel with the most grip.

Note: Suits live axle cars only.

For more information www.moss-europe.co.uk

Part No: TT2121

Retail Price: £655.95 (Inc VAT)



Adjustable Front Upper Fulcrums TR2-6

This upper fulcrum kit allows easy adjustment to the camber angle of the front suspension. Designed primarily for competition use to give maximum control of camber so the suspension geometry can be altered to suit each circuit. **For more info** www.moss-europe.co.uk

(Part No: 200659X)

Retail Price: £99.95 (Inc VAT)



www.tssc.org.uk



www.tssc.org.uk



www.tssc.org.uk

HQ OPENING TIMES

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

HQ CLOSED FOR BOTH BANK HOLIDAYS

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 28TH - 10.00 AM - 1.00 PM

The Club Shop will be attending the forthcoming shows

TSSC South of England Meet

Sat/Sun 10/11th May 2008.

Standard Triumph Marque Day

Sunday 18th May 2008

Advance Orders for collection at these shows 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 us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

Council of Management Meetings

JUNE 15TH, 28TH SEPT and 23RD NOV 2008

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



APPLICATIONS INVITED

Mike Crewes

COP SHOP

www.tssc.org.uk/copshop

e-mail.

copshop@tssc.org.uk

A VACANCY WILL SOON BE AVAILABLE FOR A COURIER COLUMNIST IN COP SHOP

The applicant must have a willingness to write a monthly column on road traffic legislation as it effects Classic Cars and to answer questions as they arise.

You will have an in depth knowledge of the legislation, be experienced in researching and working within road traffic legislation and have the necessary resources available to you.

Ideally the applicant will come from a Traffic Policing background, but other legislation backgrounds may also be suitable.

This is a voluntary, unpaid position.

Please apply to

Mike Crewes, 24 White Hill, Ecchinswell,
Newbury RG20 4UF,

or email copshop@tssc.org.uk

enclosing a CV and a few words describing your aspirations.

If you wish to find out more about the position before applying please ring TSSC General Secretary (details on page 3).

" Not a lot of People Know This..."

- **Discount** – Club Shop prices include 20% discount for TSSC members.
- **Quality** – the Club Shop is run by enthusiasts who drive Triumphs. We don't sell anything that we wouldn't fit to our own cars.
- **Advice** – we know our product range because we use our products on our own cars.
- **New Ideas** – the Club Shop is always updating with exciting new products for your Triumph.
- **Prices** – for most items are highly competitive as we run regular price checks against major parts retailers.

*Trust the TSSC Club Shop for the best
quality and value in Triumph
accessories, upgrades and regalia.*



It's easy to order online at www.tssc.org.uk
or you can call us on 01858 434424



Dave Rumens

**VITESSE
Register**

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

vitesse@tssc.org.uk

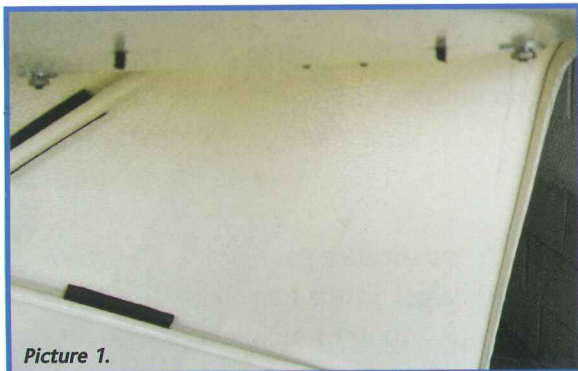
HELLO FOLKS

It's May, Spring is now with us and it's the start of the Classic car season. For all of you folk who live in the south don't forget its South of England Meet this month. This must be the first real TSSC event of the year. 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 Triumph along to SEM. Let's hope we get good weather this year after last year's South of England monsoon. Well I had my first taste of the coming year back in March when I took my Vitesse along for its annual MOT. The result was a pass with no problems and the tester said it was good to see a real car compared with all the modern stuff he normally tests. After the lack of Vitesse driving over the winter months the few miles run to the garage were great, just to hear the whoosh from under that pointy

BADGES & STUFF

bonnet and that exhaust note you can only from a straight six. Especially a Triumph straight six. Very enjoyable.

Last May I reported on the lack of the availability of the "TRIUMPH" badge which is fixed to the boot, See picture 1, of the MkII. The background on this is when Triumph introduced the MkII they were already using this style of badge on both the 1300 saloon and on the 13/60. However when it was tried on the Mk2 Vitesse it was found that the pins were too short due to the use of the silver ribbed panel. This resulted in the pins being lengthened and a new badge being produced. Pictures 1 & 2 show how the pins on the



Picture 1.

later badge come right through the ribbed panel and the rear boot panel to ensure the badge is adequately secured.



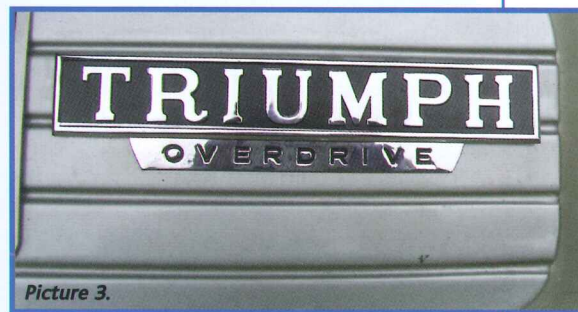
Picture 2

As this new badge would also fit to both the 1300 saloon and the 13/60 as well as the Mk2 Vitesse, this type super-

seded the earlier short pin type. The change over date was around late 1968. The problem was that the present day suppliers only stocked the early short pin type.

I am glad to say at least one of the leading suppliers of parts for the Herald and Vitesse now has the long pin type in stock and they appear to be manufactured by the original company, FRY of Birmingham or a close copy.

As I was getting fed up with the fiddly job of each season having to repaint the old badge I bought one and it fitted without any problems, See Picture 3. Just to be on the safe side I did use



Picture 3.

some mastic between the badge and the ribbed panel to give it just that little bit of extra stick. As interest the early short pin type has a part number of 621078 and the later long pin type part number is 623822. I am sure there are still



Picture 4.

some of the short pin types around so if you order one then get the supplier to measure the pin length. The short pin type are 10mm long (7/16in) and the long pin are 16mm long (10/16in). All we need now is some replacement "VITESSE" bonnet badges for the Mk2 to be available. Incidentally that ribbed panel, Picture 4, which looks like it's pressed out of aluminium is in fact made of heavy steel. As a result corrosion can take place between it and the boot

lid. If you can remove the panel do it and then inspect for rust as holes have a habit of appearing in the rear of the boot lid on the Mk2.

The other day I was approached, I had better be careful here, by a person looking for a Mk2 Vitesse. It had to be a Mk2. When I explained he would need to spend quite some time looking as your scribe did not have a back yard full of Vitesse, wish I did, he did look a bit disappointed. But I did manage to give him some useful pointers of where to look and what to look for. I also told him not to restrict himself to the Mk2 as both the 1600 and Mk1 are fine cars, and condition is of far greater importance. That's a point I would make to anybody reading this who is looking for a Vitesse.

I have been asked what service spares should I carry in my Vitesse by the club members. I covered this subject back in March 2004. However, it is worth reiterating the point then raised that most road assistance organisations don't carry the basic service items that may be needed to get your Vitesse going again. I would suggest the following

basic parts, See Picture 5.



Picture 5.

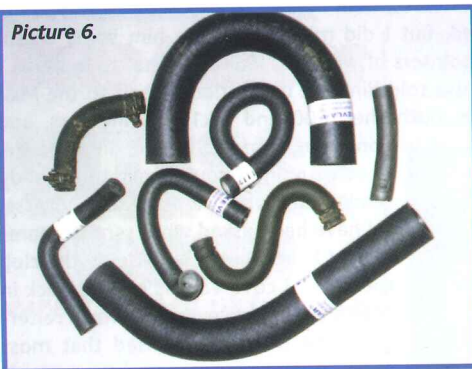
**Points
Condenser
Rotor Arm
Distributor Cap
Sparkling Plug
Set of Bulbs
Plastic Insulation Tape**

One of the reasons for carrying the above service items is it can be difficult to assess their condition therefore they can fail without warning and stop your car. I would also add a couple of 35 amp fuses and a good torch to the

above list. Though if a fuse blows this is normally caused by a problem with the electrical system and just replacing the fuse will not rectify the fault.

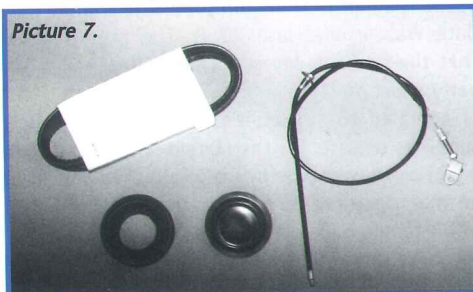
It should be possible to assess the following service items and replace them before they fail on you, which normally happens in the most inconvenient place. See Pictures 6 & 7.

Picture 6.



Top Hose
Bottom Hose

Picture 7.



Set of small hoses
Fan belt
Throttle Cable

Stromberg Carburettor Diaphragm
Smiths Emission Valve Diaphragm

It is always a good idea to have these available either on the shelf at home or even better in the boot of your Vitesse.

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.

The All Triumphs and Minis All MG's including MGF Bristol Workshop

Everything for your Triumph
Electrical Mechanical
Bodywork Trimming



Contact: Bob Henson

Tel: 0117 956 6231

Fax: 0117 975 4064

SIGNAL ROAD STAPLE HILL BRISTOL

www.bristolmgworkshop.com

e-mail: enquiries@bristolmgworkshop.com

NOW AVAILABLE

- Forged "Anniversary" pistons for 2L & 2.5L, 2.150L or 2.7L TR4 & Dolomite 16V 2.1L/2.5L 92mm. (These are made in our own factory specially with our own tooling for Triumph engines)
- Modified heads using our own developed valves from the "Anniversary" development project.
- Modified camshafts to go with above.
- Modified metering units to go with above for 2 Litre or 2.5Litre.
- New release Tuning Manual 2007, available from local stockists in: USA - UK - AUSTRALIA.
- Forged Titanium conrods made to measure.
- The ONLY reliable, powerful Spitfire 1300cc engines.
- Close ratio gearbox for Spitfire.
- NOS GT6 gearboxes.
- NOS Vandervell bearings, TR5/GT6 steel flywheels.
- 4.55 axle ratios with LSD.
- Exclusive Motorsport quality S/S 6 into 3 exhaust manifold from the designer.

All enquiries to: e-mail. admin@jagclub.ru

SMS to: +44 7762 149234

www.jagclub.ru/triumph_tun.html



Low cost insurance

for Triumph Sports Six Club members



Don't pay more than you have to for quality insurance cover. Adrian Flux have great insurance deals for your Triumph.

- Members discount
- Multi vehicle policies
- Limited mileage policies
- Free legal expenses
- Optional breakdown cover
- Agreed value policies
- Discounts on home insurance



0800 089 0337

www.adrianflux.co.uk

Quoteline Hours:

Mon to Fri 9am - 7pm | Sat 9am - 4pm

email: quotes@adrianflux.co.uk

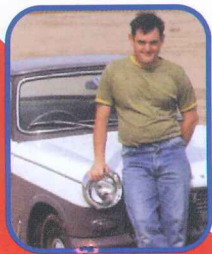
Authorised & Regulated by the Financial Services Authority



ADRIAN FLUX

modern approach, traditional values





AND YET ANOTHER ONE...

Rob Newton-Allen

HERALD
948 - 1200 - 1250
Register

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

herald@tssc.org.uk

**YOU SHOW ONE MEMBERS
GREEN CAR AND ALONG
COMES ANOTHER.**

With the 1200 convertible generally being the most sought after of the Herald range, it's good to come across a rare one now and again. With many being broken to resurrect Vitesse's and the rarer Herald models, the once common and unloved 12/50 is now a very rare beast indeed.

This cactus 12/50 belongs to Jonathan Ryder from Kent and I will leave it to Jonathan to explain it all..



"I've been a member of the TSSC for 19 years now and have mainly owned Vitesse's in the past. We had to 'clear' out our fleet when our first daughter was born including XLK907G, my longest running Herald 1200 (owned almost continuously since 1994) which is now in the safe hands of Steve Cureton. A subsequent house move to Tunbridge Wells in Kent provided us with sufficient private parking space for a 2nd car so the hunt for another Triumph was on.

One condition from wife Louise and daughter Charlotte - it had to have a Webasto !!

JKV330E was the first Triumph we saw to fit that bill. She had been in the hands of her previous owner for 8 years, with a home restoration carried out over the last 2.

Now, the words 'home restoration' can strike fear in the heart of any potential car purchaser but David was a skilled engineer and has completed a quality job on the bodywork. 'JKV' was born a Coventry car and stayed in the locality until we purchased her. A slightly leaky



webasto will be replaced by a better replacement purchased from e-bay; the same source has provided an alternator and mounting bracket kit. 'JKV' is used mainly by Louise for poodling around town, Charlotte loves being in the front passenger seat and spends most journeys in fits of giggles (though mainly when Louise is



driving.....!). the mileage is c76,000, stainless exhaust, Vitesse aluminium bumpers, mostly original interior. 4 previous owners in total, those prior to David owned her for 21 years."

Talking of rare beast's, I had a call this week from a chap near Cambridge who is about to start the restoration of his 948 convertible.

OH! not another one I hear you cry. With only around a dozen now left is good to hear about them being saved. I should have some news on mine next month as I have at long last reclaimed my garage for car use. We started a new business venture last year and we were using the space for storage, but at long last we have now rented a lock up and moved the business stuff out, so

hopefully, I can now get my 948 convertible back on track.

Only a quickie this time.. as I am running late and I can see Bernie sitting at his MAC drumming his fingers waiting for this article. I will be at SEM this month, so if you want to



Charlotte giggling

chat, just ask at the club stand and I am sure they will point you in my direction.

See you then !!

ROB

**£5
OFF**

**M
LUTTERWORTH
CENTRE**
INDEPENDENT | IMPARTIAL | IDEAL

**LUTTERWORTH'S
ONLY DEDICATED
MOT TESTING CENTRE**

Testing on class IV vehicles which includes: cars, light commercials, motorhomes and 4x4's. And as classic car enthusiasts we understand the needs of the older and modified vehicles at MOT test time. Pass or fail, all we've got to gain is your future custom.

List price: £40
£5 off with this voucher + free
re-test within 10 working days

Lutterworth MOT Centre
Unit 5, Turnpike Close
Off Bilton Way
Lutterworth LE17 4YB
T: 01455 557001

Valid for 12 months from April 2008





Derek Giles HERALD 13/60 Register

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

herald1360@tssc.org.uk

FIRSTLY AN UPDATE ON
THE INTRODUCTION OF
BIO-ETHANOL IN
UNLEADED PETROL.

According to the FBHVC (Federation of British Historic Vehicle Clubs) the introduction of a low percentage of bio-ethanol, should **NOT** have a detrimental effect on our cars! But their information is unfortunately not finite and therefore we should all still monitor what effects, if any, we notice.

On the other hand if you intend to run your newer/modern car on pure bio-fuel, be it a diesel or petrol engine model, the latest information suggests that cars manufactured as **LATE** as 2000 could have problems! Again not finite, but well worth bearing in mind should you choose to go down this route! The main thing to

FUEL & SERVICE

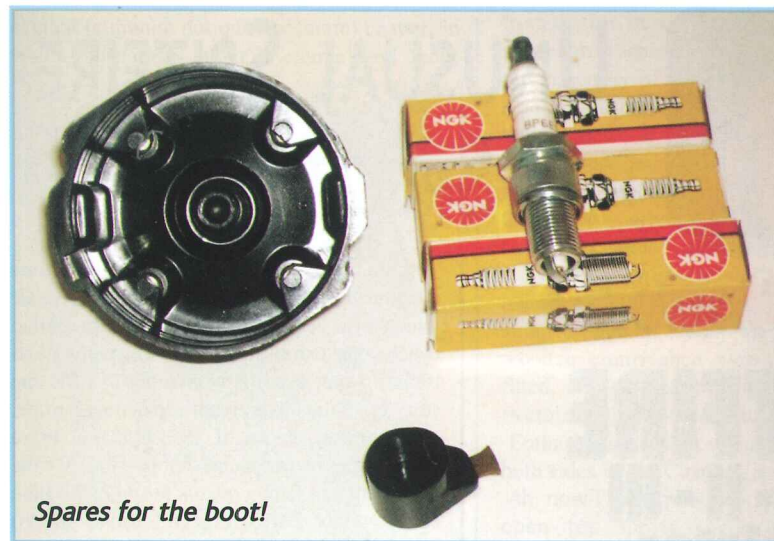
remember is the specification for classic cars, you should be looking for either ***E5 or E10*** blends!! The racing boys will have an even harder time if they want to use the higher grades, as it seems they will have to replace their tanks and all the rubber seals, but I guess that's another story!

I am sure more will emerge during the next few months, so keep your eye on the press and my rantings!

Back on the main drift of last month, we had reached the carburettor. At this stage you would expect me to talk about its adjustment and set up. At this moment just reconnect the fuel line prime the system and check for leaks, it is **NO** good adjusting the carb until the ignition is in tip top condition, which is where I am going now!

Our cars were fitted with a Lucas 25D4 distributor (common to other BL models) and parts are still quite readily available over the counter! So what do we need? A set of points*, condenser*, rotor arm* (preferably Lucas*) and a set of plugs should suffice at this stage. (Although if you want to go the whole hog you can also replace the distributor cap and plug leads!) There are other makes around, but with many horror stories of poor quality and failure, I feel they are not worth the risk! Plugs on the other hand are a more personal choice (I have used NGK for over 30yrs) so stick with what you know as long as they are the equivalent of Champion N-9Y. The Photo shows some items to carry as spares in the boot! Add to this points and condenser (I have electronic ignition so don't need them) and this should cover you for a breakdown!

Assuming there are no major problems with the timing (I will deal with this in final adjustments next time), start with the plugs set the gap to 25 thou and screw them into the head, hand tight + ½ turn. Also make sure the screw on top is tight, if it works loose it can cause a misfire! Replace the points and set the gap to 15 thou as described in the handbook. Now remove the old condenser and fit the new one in reverse order. This item usually either works or it doesn't, I have never known one to have an intermittent fault but who knows?? A new distributor cap would be of benefit (if you have one) if not make sure the internal segments (they can just be seen in the photo) that carry power to the plugs are clean and free from corrosion. These can be de-scaled with a thin blade screwdriver. Also



Spares for the boot!

remember to make a note of where each lead goes as it easy to get them mixed up. **The correct firing order is 1-3-4-2** and the direction of rotation is **anti-clockwise!** You can mark the cap and leads with tipex if you wish as a guide, always handy if you have to do

sun is starting to shine (even though it did snow last week) so get those cars out of hibernation and enjoy the spring!

Cheers for now,

DEREK

PJ Peter D. James Limited
Insurance - the way it should be!
Unique Club Member quotes available



Telephone immediately or go **Tel No. 0845 0999 500**
online for instant quotations www.peterjamesinsurance.co.uk

772, Hagley Road West, Oldbury, West Midlands, B68 0PJ. Registered No. 5618022

Authorised and Regulated by the Financial Services Authority



JIGSAW

TRIUMPH SPECIALISTS

... for Spares, Servicing & MOT's, Repairs and Restorations
covering Standard, Fast Road, Performance & Race Cars

Units 7&8 Pipewell Road Ind Estate, Desborough, Kettering NN14 2SW

Tel: 01536 763799 Website: www.jigsawracingservices.co.uk



UNUSUAL SPITFIRE SPOTTINGS

Suzie Singleton

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

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

spitfires.tssc@virgin.net

Another batch of odds and ends for you this month, but hoping to get some great pictures and stories about your 'real' Spitfires at SEM to tell you about next month. If I don't manage to find you and your car on the field, please do come over and introduce yourself and let me know a little about your car for inclusion in an article.

I think with Spring around the corner everyone must be coming out of hibernation as I've had a lot of interesting emails lately, and if I can't fit them all into this article I will endeavour to do so in future ones.

Just to really confuse you all my first article has nothing really to do with Spitfires, or even Triumphs, though I'll try to think of a link in a minute. It's an article I found in the December 31st 1947 edition of The Motor magazine which I found fascinating and thought you would to. Can't imagine the 'Authorities' letting anyone do this these days!

ACROSS EUROPE ON A CHASSIS

How Delivery Was Made to an Italian Coachbuilder for the Milan Coachwork Exhibition

Behind the production of the striking Bertone drop-head coupe body on a Healey chassis which was exhibited at the recent Milan coachwork exhibition and exclusively illustrated in our issue of November 19, lies the story of an unconventional trip across Europe.

The run arose out of the facts that (a) a Healey chassis had to be sent to Turin for the designing and fitting of this drop-head Italian coachwork by Carrozzeria G. Bertone, and (b) various business calls in Europe required the urgent attention of one or other of the Healey directors.

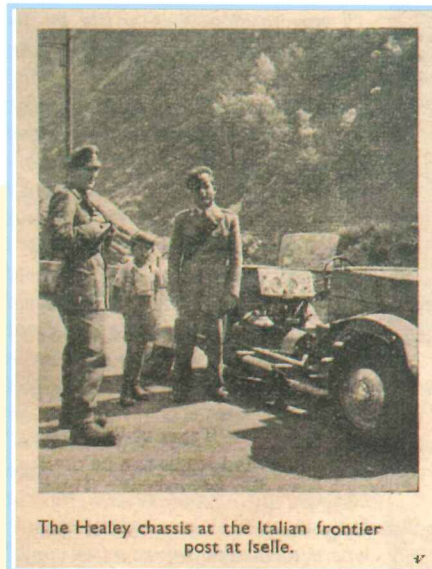
Now, motoring about on a bare chassis is not everybody's meat, although in small doses (like everybody's meal these days) it can be rather fun. One doubts, however, whether many would willingly select a chassis as a means of transport from Warwick to Turin.

Not so James Watt the genial giant who is the sales director of the Healey concern. To him, the need for getting a chassis to Bertone with as little delay as may be and the call for business visits in Paris, Lausanne and Turin seemed directly co-related requirements. Orders were issued forthwith for a single bucket seat to be fitted to the chassis, a small sheet of Perspex to be clipped on to the instrument panel, and a large wooden box to be bolted on to the rear to carry a suitcase and such items of chassis equipment as it was not convenient to mount in their accustomed places.

Interest aroused on both sides of the Channel was considerable, notably at Guildford, where a group of loungers evinced no idle speculation when Watt halted at the traffic lights, until curiosity was dispelled by the know-all of the party summing up the situation with the remark: "Oh just another Spiv!"

At Dieppe the interest of the ordinary Frenchman whilst the tank was being! filled was refreshingly knowledgeable, with much

excited (although not quite accurate) chatter, in which the phrases "pour le course" and "pour



Mouleherly" occurred with no little reiteration.

Pouring rain on the subsequent run to Paris proved that a white flying-suit was not, perhaps, after all, the best wear for a skeleton chassis, but, despite the weather, the 103 3/4 miles to the French capital was achieved in 1 hr 50 mins. Here, again, crowds surged around the car at every stop, and Watt was greeted with heartening cries of "Vive Wimille!"

The next stage, the 341 1/2 mile stretch from Paris to Lausanne, was punctuated with a halt for lunch at Avalon (where the proprietor of the Hotel de la Poste registered some astonishment to see the Healey director arrive on what he described as "half a motorcar ") and some delay at the Customs at Pontarlier (where much arm waving argument was inspired by the presence of the unfitted parts in the box at the back, the officials being convinced that sonic swift move was afoot to smuggle in spares, but eventually agreeing to compromise on the payment of 5 francs).

The final stage of approximately 260 miles via Montreux and Brig, included the 6,594 ft. Simplon Pass, which, despite the loose surface, was mostly climbed in top gear (apart

from the use of second on the hairpins), but provided some horrid sensations where the drops were deep and the insecurity of a bodyless chassis gave an impression of sitting on something quite nebulous and looking down at nothing for a long way.

At Domodossala, Watt met Mario Bortolan, the Healey agent in Italy, who expressed a desire to share the austerity drive to Turin. Problem - how to carry two on a chassis with but one bucket seat. That difficulty was surprisingly solved by asking a man who happened to be lounging near if he could do anything about producing a temporary seat. In half an hour a wooden contrivance was miraculously made and fitted, and to this crude piece of coachwork Mario Bortolan clung enthusiastically for the last 125 miles! Enthusiasts for ultra open-air motoring still exist on both sides of the Channel, it seems."

Ah, now I remember the Spitfire link I thought of - open top sports car - Italian coachbuilder - Michelotti - well, close enough, eh?

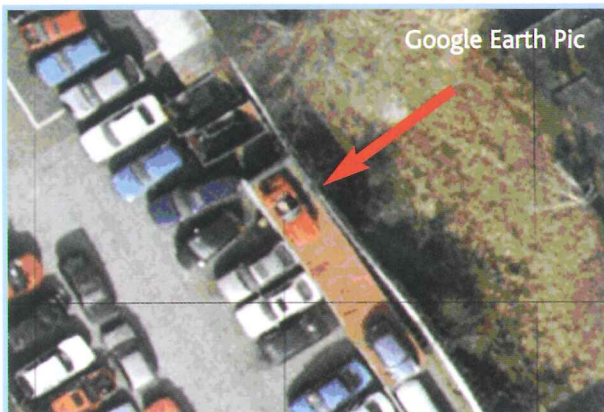
Next I have something which does involve a Spitfire, sent to me by Dave Harding, though creeping over into Neil Johnson's territory, apologies but I couldn't resist using it myself. *(Neil's using it too Suzie! ED)*

"Hi Suzie, I know you like all things Spitfire related so please find the attached photos. If you take the train from Dusseldorf to Koln and look out of the left hand window when the train stops at Benrath station there is a Red Spitfire on top of a building. (It could be a container) At first sight I thought it was a mark III but on zoom I am sure it is a IV. I think it belongs to a yard dealing in spare parts.

The building in the background is an ice-ink." Not



only did Dave spot the Spitfire from the train - he also managed to find it on Google Earth! *(Overpage)* So, next time you're on a train, keep your eyes



peeled, you never know what you might find!
When I saw Dave's pictures it reminded me of the Spitfire we found in the Forest of Dean back in



2003, very similar circumstances.

A car which hasn't taken such a prime position is the Dutton 'Spitfire' I showed in last month's article. Rob Newton-Allen, our early Herald Register Secretary wrote to let me know that *"a couple of weeks ago I saw that Dutton Spyder thingy being off loaded at an "end of life" vehicle center here in Weston-super-Mare."*

I tried to get to it in time, to save it from being crushed but alas..... I couldn't be bothered. what a pigs ear of a car !! I had a look at it close up and it WAS a mess. It is no more !!!"

So, sorry to any of you who might have taken pity on it, but this car has now been put out of its misery.

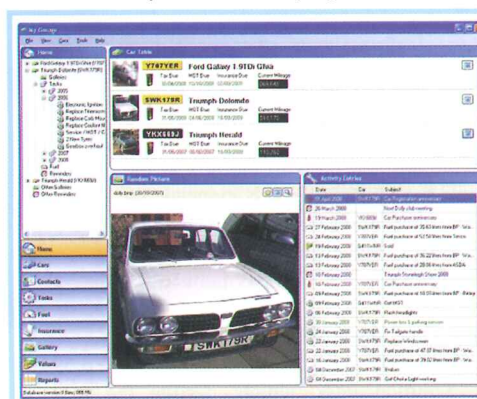
For those of you who are lavishing care and

attention – and money – on your cars you may be interested in this email I received from Adrian Fletcher.

"I was reading your article in the March edition of the Courier with interest last night, as you were talking about how you store your cars history. Last year after a job change I decided to sort out the paper file on my Herald. Very soon after starting this I thought it would be great if I could put all this into a computer, and so I looked for some software that would hold all of the information I would want to store. However I could not find anything really suitable. I am a software developer by profession, so I decided I would write my own. The result is "My Garage", or "Outlook for cars" as I sometimes call it. I am currently making this software available for anyone to use. Have a look at <http://www.mygarage.org.uk>, where you can download a free copy."

I must apologise to Adrian as I haven't yet found a quiet few minutes to investigate the software properly myself. I've taken the following list of features from his website and you'll be able to find the software and more information there. I just want to thank him here for both taking the time to produce the software which I'm sure will be of use to many people, and of providing it as a free download so I hope some of you will try it out and

feed suggestions and constructive comments back to Adrian to help him in developing this tool.



Features

Stores all the essential information on your cars, including original vehicle information from Heritage certificates.

Keep a list of suppliers / contacts

Keep a fuel log.

Keep a work history with a task based system.

Upload photographs to the gallery, or attach to tasks.

Create multi car insurance policies, with limited mileage alerts.

Tasks can contain sub-tasks to build a detailed history of work carried out to your car.

Automatic reminders for road tax, mot etc

Create additional reminders based on time or mileage.

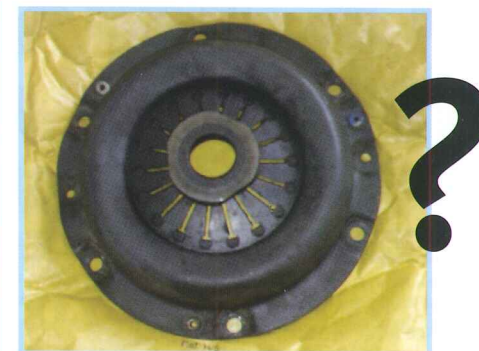
Log magazine price guide values, and get a value for your car.

Generate useful statistics about your cars.

Easy to find historical information on your car.

Use alongside your paper file.

Increase the value of your car by providing a detailed history.



And finally, one more follow-up from last month with thanks to Richard Dredge again for letting me see Baby Blue in print in the Spring edition of Classic Car Mart, a copy of which dropped through the letterbox this week.



We had a call from Maxim Tereshchenko a few weeks ago who has a problem with the clutch on his Spitfire 4. He's been rebuilding it over the last year but has discovered that the clutch cover is of an unusual design. We compared the photos he sent to the clutch cover which was about to go back into Sybil and they are quite different. Hopefully now Maxim has found a replacement for his car but his clutch cover was a new one on us so we wondered if anyone could help identify where it might have come from?

Top Pic next column (Maxim's) & Bottom Pic (ours)

SEND IN YOUR CAR AND WIN

SEE P36

1967 TRIUMPH SPITFIRE

If you've got a Spitfire of your own, the chances are you already know Suzie Singleton, or you'll at least have read one of her columns in the Triumph Sports Six Club's Courier magazine. That's because Suzie is Older Spitfire register secretary for the club, and when it comes to enthusiasm, few classic fans have more than Suzie.

wanted to get it back on the road so I paid more than I should have to revive it; I'd used the Spitfire as my only car for the first seven years of ownership and I didn't want to just throw it away. During the rebuild the bodywork and paint were restored, along with all the mechanicals. Now it keeps a 1962 Spitfire company: a car that's one of the earliest surviving examples.

T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES

HERALD/VITESSE

Herald/Vitesse FRONT FLOOR PANS (NEW)	£58.75
Delaney-Galley heater valve 560612	£47.50
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
Front front wings	£92.50
Vitre 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	£6.00
Front floor mounting bracket rear 607549/50	£6.00
Rear floor mounting bracket 607655	£7.00
B post mounting bracket 703625/6	£15.00
Stainless steel tread plate finisher	£19.50 pair
Boot side panel 804611/2	£29.50
Herald 948/Vitesse rear centre valance	£55.00
Herald 1200/13.60 rear centre valance	£57.50
Rear quarter valances	£21.50
Inner front wheel arch 903075/6	£42.50
Rear outer wheel arch 802845/6	£38.50
Front/Rear wing arch repair panel	£18.50
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
Front suspension shim 122022	£1.25
Caliper repair kit inc pistons type 12	£22.50
Caliper repair kit inc pistons type 14	£20.00
Caliper repair kit inc pistons type 16P/16PB	£27.50
Recon exchange caliper type 12	£45.00
Recon exchange caliper type 14	£40.00
Recon exchange caliper type 16P/PB	£55.00
Brake pads type 12	£12.00 set
Brake pads type 14	£9.50 set
Brake pads type 16P/16PB	£10.00 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£17.50
Front shock absorber	£20.00
Herald 4 Synro (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
Herald O.E. head gasket GEG 314	£8.00

MANY ITEMS STOCKED FROM NUTS AND BOLTS TO BODY SHELLS

CALL NOW

Spark plugs 1200/12.50 (set of 4)	£6.50
Vitesse 2 Litre clutch kit	£75.00
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	£75.00
Sills L/H and R/H XKC 112/3	£76.00
Doors FHC WKC5286/7	£260.00
Door skins YKC74/75	£47.50
Body shell FHC with sunroof	£2,950.00
Body shell convertible	£4,450.00
LH rear wing Coupe, original	£295.00
Late type boot lid XKC3854	£175.00
Rear deck assembly convertible WKC4255	£87.50
Window regulators XKC325/6	£22.50
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£120.00
Radiator grille R/H convertible WKC3674	£25.00
Petrol tank retaining strap	£8.00
Petrol tank	£145.00
Petrol tank sender TKC3408	£25.00
Rear lamp assembly R/H TKC232	£75.00
Recon TR7 (exchange) distributor	£45.00
TR7 distributor cap	£6.00
HT lead set (early) GHT 167	£9.50
Gearbox 4 speed (exchange)	£160.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£65.00
Front lower ball joint GSJ154	£14.00
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£19.50
Upper steering joint UKC2449	£32.00
Lower steering shaft TKC1084	£35.00
Track rod ends GSJ185	£17.50 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Recon servo recon (exchange)	£75.00
Up-rated brake master cyl/servo assy (exchange)	£200.00
Brake pressure valve TKC 3667	£40.00
Recon exchange brake caliper	£45.00
Brake shoes 5 speed GBS813	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994	£20.00 kit
Wheel cylinders 4-5 speed	£15.00
New 4 speed differential TKC2619 (exchange)	£245.00
Jackshaft 215207	£130.00
Recon starter motor (exchange)	£65.00
Service exchange oil pump 215573	£22.50
Petrol pump TKC3419	£20.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£40.00
Clutch kit TR8 Q/H	£105.00

STAG

Inertia seat belts non sensor original	£115.00
Seatbelts, non sensor	£85.00
Front suspension leg insert	£32.50
Recon steering rack (exchange)	£125.00
Steering column shaft 151032	£65.00
Track rod end GSJ157	£11.50
Gearbox (exchange)	£250.00
Rear shock absorbers	£19.50
Rear sub frame mounting 150382	£21.00
Rear wheel bearing kit	£18.00
Service exchange drive shaft 311914	£125.00
Recon rear hub assy (exchange)	£92.50
Recon Brake Calipers (exchange)	£55.00
Caliper seal kit inc pistons	£27.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£145.00
Rear wheel cylinder GWC1211	£18.50
Service exchange oil pump 215573	£22.50
Viscous fan coupling TKC101	£72.50
Window regulator and motor assy 309024/5	£76.00

TR6

Front and rear wings	£215.00 each
Front L/H fitch panel 907097/576477	£105.00
Late type rear centre bumper O.E.	£82.50
Rear quarter bumper O.E.	£57.50
Seat belts with sensor wire type	£85.00 pair
Prop shafts recon (exchange)	£65.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front transmission 142377/8	£17.50
Top ball joint GSJ131	£19.50
New Brake servo (exchange)	£110.00
Brake disc 209327	£15.00
Recon (exchange) caliper type 16P/16PB	£55.50
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

SPITFIRE MK I & II & III

Spitfire Mk III bonnet	£665.00
Nearside/offside front wings	£69.50 each
Front wing 'D' plate 706311/2	£11.00 each
Front outer wheel arch 903137/8	£41.00
Front inner wheel arch 706548/9	£35.00
Bonnet hinge tubes 811679/811680	£35.00 each
Side light mounting panel 907157/8	£48.00
Door skins	£47.50
Battery box 806707	£15.50
Rear valance lamp panel 569900	£55.00
Boot lid 575787	£250.00
Dash top cover 714482	£32.50
Hyd 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	£42.50
Track rod ends	£9.50
Gearbox 4 Synro (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

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£12.50 pair
Front wings 909663/4	£39.50
Front wheel arch outer 909351/2	£35.00
Front wheel arch inner 909797/8	£34.00
Headlamp support panel assembly 818871/2	£32.00
Front quarter valance 815391/2	£60.00
Door skins	£47.50
Sills non O.E. 903097/8	£33.50
Sills O.E. 903097/8	£55.00
Sill reinforcement panel 806634/5	£6.50
Inner sill 806638/9	£21.00
Front sill end plate 706422/3	£6.50
Half floor (deep pressing)	£95.00
'A' post lower filler panel 706288/9	£17.00
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.	£97.50
Rear wing front repair panel	£18.50
Rear wing rear repair panel	£22.50
Rear lamp panel 716182	£125.00
Rear valance 908970	£42.50
Boot floor	£97.50
Boot lid 911327	£325.00
Rear inner wheel arch 725563/4	£105.00
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/ door glass 716183/4	£8.00
Front windscreen chrome insert kit	£34.00
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	£16.50
Front wishbone bushes 119451 (set of 8)	£10.00
Front shock absorber GSA364	£20.00
Front suspension vertical link/trunnion assy	£82.50
Front suspension top ball joint GSJ155	£10.00
Stub axle UKC697	£20.00
Recon steering rack exchange	£45.00
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	£15.00
Caliper repair kit inc pistons type 14	£20.00
Handbrake front cable 121766	£4.75
Handbrake cable end fork 104749	£1.95
Rear wheel brake cylinder 7.6 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 hounds tooth 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 III	£695.00
Bonnet assembly Mk II 913766	£785.00
Front wings Mk II 908113/4	£92.50
Front wings Mk I 907154/5	£69.50
R/H front overrider Mk I 710717	£35.00
Boot floor carpet Mk II/I 810841	£32.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late Mk III new tan 822633	£29.50
Main carpet Mk III black 822631	£29.50
Dash veneer set Mk III 820073	£120.00
Steering lock 216449/UKC2719	£40.00
Recon Steering Rack (exchange)	£45.00
Seat belts	£50.00 pair
New crankshaft 308034 (exchange)	£115.00
Recon (exchange) water pump GWP201	£29.50
Gearbox (exchange)	£170.00
Clutch kit	£75.00
Front suspension vertical link	£67.50
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£26.50
Rotoflex bush kit inc tubes	£15.00
Brake shoe Mk I/II/III rotolux GBS750	£17.00
Brake shoe non rotolux GBS746	£15.00
Front side/flasher lamp assembly 155416	£20.50
HT lead set	£9.00
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 578530	£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 701711	£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)	£45.00
Gearbox (exchange)	£175.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£10.00
Clutch kit	£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

Toledo Static Seat Belts O.E.	£29.50 pair
Dolomite Sensor Seat Belts	£60.00 pair
Dolomite h/lamp mount panel 724263/4	£27.50
Front underlender XKC 83/84	£22.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£30.00
Dolomite Rear lamp assembly R/H TKC938	£50.00
Head lamp assembly 1300/1500 Dolo	£52.50
Headlamp bowl 1300/1500 Dolo	£22.50
Rear screen rubber 913937	£32.00
Boot floor carpet 1300 F.W.D. 617831	£15.00
Recon windscreen wiper motor (exchange)	£40.00
Dolomite 1300/1500 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 1850	£9.50
Distributor cap 1300/1500 GDC136	£4.50
Oil filter 1300/1500 GFE119/150	£4.50
Service exch oil pump 1850 - Sprint 215573	£22.50
Sprint gearbox (exchange)	£175.00
Sprint clutch kit	£75.00
Gearbox exchange 1300/1500/1850	£150.00
Gearbox exchange 1850/3 rail	£170.00
Input shaft 1300 F.W.D. 137617	£23.50
C/V joint 1500 F.W.D. 518093/UKC 1160	£35.00
Front subframe mounting cup washer 138626	£6.50
Recon steering rack (exchange)	£45.00
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	



Neil Johnson

SPITFIRE Mk IV/1500 Register

e-mail.
tsscspit1500@aol.com

This month, due to last months IVR article which was nicely dedicated to the Spitfire MKIV and 1500 I thought I would try to find out how to go about finding out more about the history of my own car and maybe lend some assistance to those undertaking the same part of their project. So far though I have achieved pretty close to nothing that I didn't already know but read on and you may understand some of the reasons for this.

My English literature teacher would be underlining that opening sentence and adding notes like "too complicated" "simplify this" and so on. However the task appears to be as daunting and as complicated as that first sentence so it is going to press as is! Anyway I had no idea where to start. So I sat in a padded room and contemplated the problem....No that was after I'd had my head under the bonnet of the Frontera looking at broken oil pumps and cylinder head bits.

It was actually whilst I was waiting for the Frontera parts to arrive that the contemplation was contemplated

My first thought was DVLA then British

A SHORT HISTORY LESSON

Motor Heritage and a quick search using Google led me to the British Motor Heritage web site. This was the most informative few minutes of the two hours I spent (in my first attempt). The BMH web site has a link to the application form for your certificate of manufacture. Although this link was not working at the time I was looking, I rang the contact number and spoke to right person within a few minutes. It turns out that for a small fee you can purchase this certificate which will give you the exact date of production of your car, all the normal details including engine number, colour and trim details and also the dealer to whom it was delivered. These details may be very important and critical if you think your car may be tax exempt. Quite often the date of manufacturer can precede the date of first registration by quite a few months and since the manufacturing date is the crucial date for road tax exemption you may be very pleased you spent the time and small amount of cash getting these details. This BMH web site is apparently quite new and was being upgraded the day I contacted them, hence the reason for the failed link. I was advised that the site would be up and running properly shortly. True to their word it is now fully functional.

<http://www.heritage-motor-centre.co.uk/> is the correct web address. Just follow the shop links to the heritage certificate and you will be able to place your order on line.

My next call was to DVLA..... end of story. If anyone who works at DVLA reads this then please contact me because it is impossible to contact you. I have since been told that as the DVLA is still firmly entrenched in the twentieth century, apart from when they want money off you, then the best way of contacting them is through the post. Don't think you can use email because they don't do email. Again for a small fee I believe you may be able to purchase copies of old V5 documents and so lend more detail to your search in to the days when your Spitfire was a fresh attachment to someone's driveway and DVLA didn't have automated telephone systems.

For now that's where my search has got me to. I will continue to pursue this exercise and write to DVLA to

try and learn more. I will keep you all informed so keep looking and who knows, one day I might get a result from the archives that is our official motoring information centre in the UK.

In order to assure you that not all my time was wasted with hanging onto the telephone to the DVLA I have rebuilt that Frontera engine and more importantly I have now fitted the new carpet to the Spitfire. If the time is taken to trial fit, trim trial fit again and so on really good results

will be achieved. I am pretty pleased with the end result and now the seats are being recovered hopefully the finished item will be ready for the road in the next month or two. I have a before and

after picture of the carpet installation but am getting bored of sorting photos of my car. I would like to do an article of other member's cars and would love to get some before and after shots of





your cars. Due to limitations of my scanner though they will have to be emailed rather than posted with a short note giving permission to use



www.southerntriumph.com

*Dedicated to the
Preservation & enjoyment of
Classic Triumph Cars*

Catering for and taking care of:
Herald, Vitesse, Spitfire, GT6.

Also all TR's from 2 - 6, specialising in:
4s, 4As, 5s and 6s, American TR 250s,
Stags, 2000s and 2500s.

Tel. 01202 423687 - Mon/Fri 9-6, Sat 9-1

them in the magazine as I see fit. They will be need to be properly focused and good resolution. They will be then be edited or modified to remove vehicle registration marks etc before forwarding to our magazine editor.

Just another reminder to keep your IVR forms coming in to me. The data base is growing again now and if you have sent yours some time ago (before November 2007) then it would be great to get another from you and then I can include your car details in this revitalised data base. In order to save your cash too, until further notice just put your IVF form in the post and if you want a note back for any reason drop me a line on the email and I will respond to that. I have to juggle time with work, overtime and TSSC so any notes that can be emailed will make life much easier and you will more likely get a response.

To finish, this months prize for eagle eye has to go to Dave Harding. He sent me this picture of a Spitfire. (*Suzie Got these too! Ed*) It was viewed from a train and is sat on top of a container in what looks to be a scrap yard of some description. The first photo is what Dave would have seen looking from the window and the last shot is the zoom lens version.

Est. 1975
Specialist
FROM A NUT TO A BODYSHELL

www.moss-europe.co.uk



Electrical

Wiring loom, Spit Mki (TP28C) £159.95
Wiring loom, Spit MkIV (311674) £159.95
Distributor, 1500 Lucas, new (RKC5044) .£89.95
Alternator, 18 ACR 45amp, new (GEU2206) .£57.95
Starter motor, new (GXE4405) £31.50
Wiper motor round body new (GXE7708) .£48.96



Hoods

Spit Mki-II vinyl hood - black (TT7360) .£159.95
Spit MkIII vinyl hood - black (TT7361) .£169.95
Spit IV-1500 vinyl hood - black (XKC1781) .£185.95
Spit IV-1500 mohair hood - blk (XKC1781MH) £353.95



New product

Number plate lamp (718028) £114.95



Suspension & Brakes

Ball joint & trunnion kit (QHQS88) .. £99.95
Damper front standard (GSA267) £25.95
Damper rear standard non-rotor (GSA385) .£17.95
Brake disc (GBD154) £9.95
Brake pad set (GBP624AF) £24.95
Brake shoe set (GBS749) £11.95
Brake servo kit aftermarket (TT3949Z) .£129.95
Steering rack new RHD (305932) £119.95



Drivetrain

Clutch kit 1300 (GCK272Z) £79.95
Clutch kit 1500 (GCK160) £76.95
Clutch master cylinder 5/8" (GMC205) .£82.95
Gear linkage anti rattle kit (519770X) .. £26.50
Driveshaft short (to 1973) (128135) £79.95
Driveshaft long (1973 on) (155928) £85.95

Body & Chassis

Front crossmember MkIV-1500 (TS26) ... £53.35
Floor crossmember (TS25) £31.75
Front outrigger LH (TS45L) £44.49
Front outrigger RH (TS45R) £44.49
Floor pan full length LH (TS22L) £118.10
Floor pan full length RH (TS22R) £118.10
Outer sill OE LH (903097) £61.65
Outer sill OE RH (903098) £61.65
Front quarter valance LH (TS31L) £72.20
Front quarter valance RH (TS31R) £72.20
Bootlid MkII-III (TS65) £371.35
Bootlid MkIV & 1500 (911327Z) £417.98
Bootlid floor (TS30) £123.70
Gearbox tunnel ABS Spit (XKC1673SAP) .£59.95
Gearbox tunnel ABS GT6 (709862SAP) .. £82.96



Fibreglass panels

Front valance (various models) (TT7302) .£39.95
Spit MkIV-1500 1/4 Valance LH (TT7403) .£48.95
Spit MkIV-1500 1/4 Valance RH (TT7404) .£48.95
Spit MkIV-1500 GRP bonnet (TT74071) £234.95
Spit MkIV-1500 GRP boot lid (TT7413) .£87.95

MG . Triumph . Spridget . Mini . MX-5

Moss London
020 8867 2020

Moss Bradford
01274 539 999

Moss Bristol
0117 923 2523

Moss Manchester
0161 480 6402

Moss On-line (Shop on-line)
www.moss-europe.co.uk

BRITISH MOTOR HERITAGE APPROVED
KEEPING THE GREAT MARQUES ALIVE

Free catalogues



MG T-Type, MGA,
MGB, Sprite & Midget,
MGF, TR2-4A, TR5-6,
TR7, Classic Mini,
Mazda MX-5 & Tools.

Call: 0800 281 182

e-mail: catalogues@moss-europe.co.uk





GREEK FACT OR FANTASY

Gary Russell

INTERNATIONAL LIAISON Secretary

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

overseastssc@ntlworld.com

I KNOW OF A FEW PEOPLE WHO WOULD
DREAM OF DOING THIS?...
MANCHESTER TO PATRAS, GREECE,
IT'S ONLY 4380 MILES THERE AND BACK
ANY TAKERS?

My thanks to Australia they answered my call for help? and yes if I had asked Bernie to print everything I had sent to me it would have taken up at least 10,12 pages of the Courier. So my apologies to the people who did not get a mention but I have promised them a space later on in the year. Everything is starting to move now as we enter into May and the show season, I have had a response from the message board from Ben Sear to record their trip down to the "La Sarthe and the CBW" in June 2008, I have also had an offer from Phillip Avis who has entered the Cyprus classic event over 3 days from 27th March, in the mountains of Kyrenia. I am told most of the cars taking part are Mercs & Porches, his being the only Triumph which is a Stag. Details of this will be in June.

So to May I had to mention this little ride out because I was so impressed with the take up, and it is a area of Greece I know very

well as I sail there most years or around the coast to the Ionian sea. My Thanks to Nassos Sarris for all his hard work putting this article together.

Everything had been prepared...Greece was ready to receive some of the best looking "ladies" from Europe. I am talking of course about the 45 Triumph TRs who left Riminion the afternoon of Sunday 23rd September 2007. After a fabulous Euro-meeting they started their long way towards Greece. Ancona first and then they needed another 20 hours on the Ferry to reach Patras on Monday noon.

And so it happened...

The representatives of Triumph Sports Club Greece (T.S.C.G.) were in the port of Patras (North-Western Peloponnese) not only to welcome our guests but to furnish them with everything we had prepared for them: maps, road-books, Greek SIM cards and tourist guides for the areas we were going to visit.

It was Monday noon when the 45 TRs from UK., Germany, Netherlands, Belgium, Switzerland and Norway got off the ferry and (along with some Greeks) they divided into smaller groups to continue their journey towards the north east Peloponnese and the city of Nafplion, where they were going to meet the other Greek participants...

Early in the afternoon, the first cars arrived in what it was supposed to be our "base" for the



first 3 nights of the tour. "Amalia Nafplia Hotel" is a hotel pleasantly situated just 2 kms away from Nafplion. Nafplion is not only one of the most beautiful Greek cities but a city which played very important role to the Greek history, being the first capital of "modern" Greece in 1821.

After everyone had taken his room, there was a small briefing, just to introduce ourselves and prepare all the participants for what they should expect for the next few days. Buffet dinner with our guests, and later on the bar and the patio proved to be some of the participants' most favourite places to have a beer and enjoy some chit-chat.

The next three days proved to be very interesting I hope to everyone: Visit to Ancient Epidaurus to see one of the best and biggest ancient theatres in Greece. Perambulates through the romantic back-streets of Nafplion,

visits to Palamidi castle, to everything had been done for a purpose. And now the time

Ancient Mycenae and of course endless time enjoying delicious traditional Bonne bouches and cold beer... in a country that seems it is made to seduce you. To make you forget anything else you have lived so far and capture your imagination... The only bad thing is that the time is passing by very fast, especially when you have some great moments... So the first 3 nights in Nafplion passed very fast and on the morning of Thursday we all departed for the longest driving day of the tour. We had to drive through the mountains of central Peloponnese to the west.

So we did... Twisty roads on the Greek mountains and the routes which had been selected very carefully just to avoid passing through any areas that had been affected from the August fires. Thursday noon and we finish at a roadhouse in the middle of... nowhere. A quick stop for refueling the cars and the.... crew members' But the nice drive was meant to keep on, as we had to leave that cute traditional roadhouse and move to the west where the famous Ancient Olympia is situated.

Fantastic mountain drives, ideal to enjoy your Triumph and use its steering wheel to travel back in time. Where you forget anything else and taste the moral victory for all the time you had spent in your garage those cold nights, to give love and care to something that most of the people believe it is just an old and tired "res". What do they know... But you knew that

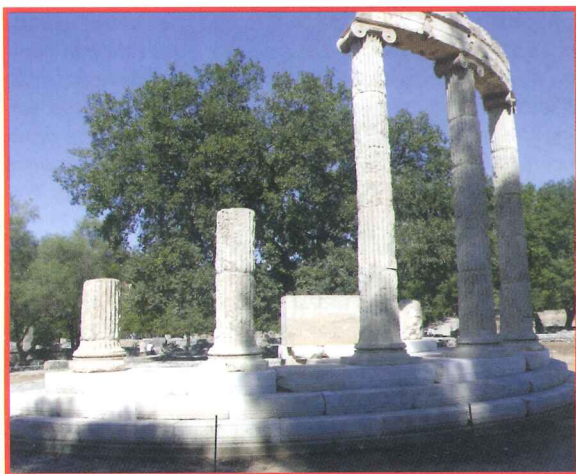




Second "operating base" this time would be the exceptionally luxurious "Aldemar Olympian Village" a resort situated westwards after the Ancient Olympia and next to the sea. The first cars arrived there by afternoon. The real headache now was which pool to choose and what to decide to taste between the dozens of different choices on the dinner buffet.

It's hard, wasn't it?

came, and this beautiful machine was paying back to you... and that smile in your face was the true happiness... Because what else can you feel when you are driving your Triumph to such a destination, but happy...



Friday morning and for one more day the weather is our ally. Ideal for visiting Ancient Olympia. A place that needs no introduction. A place which fills you with wonderment and makes you whisper, leaving it behind you, "One day I will come back again..."

After we had returned to the hotel and before our dinner, we met in the conference room to give the commemorative medals to the participants, to thank them for driving hundreds of miles just to share these moments with us and to promise that this tour would be only the beginning. Now we were sure that there are some more tours to take place in the future.

On Saturday morning all the Triumphs departed to the port of Patras where they should catch the ferry to Ancona. We escorted them to say goodbye. Did we have a good time? You could have seen it in all the participants' eyes...

"Mixed emotions" is a Rolling Stones' song of 1989 but I believe that it suits perfectly to describe what everyone was feeling that moment in the port. A sweet taste of a good memory of what they lived those days in Greece along with a melancholy mood while staring at the sea and the oncoming parting...

As I look back I am sure that we had a great time because



the pictures coming to me are full of smiles! Riding our Triumphs through the small villages of green mountain

double dose of breeziness and a treble dose of great sense of humour and you may get an idea of what we lived out there. Many thanks to all the participants. 55 cars in total. 110 satisfied people from U.K, Germany, Belgium, Switzerland, Netherlands, Norway and of course...Greece!

Heartfelt thanks to: Chris Hale (TR-Register UK overseas coordinator), Bill & Yasmine Bourne, Superfast Ferries, Amalia Hotels, Aldemar Hotels, Vodafone and Road who did their best to help in making this dream come true!



Greece with the roofs down, food in traditional taverns, cold beers and aromatic wines while we were spending hours talking about our cars, the sightseeing, our new friends and even the last night's party...

It's a pity that I cannot write a couple of lines for everyone who was there. All were really great and each one gave something special to the tour. If you want to travel back in time, to the September of 2007, you may also might like to click on to <http://www.triumphclub.gr/event.htm> to get a taste of happened in Peloponnese last September. In what you are going to see, you should add a



Nassos Sarris, TSCG General Secretary

Thanks, Nassos all I can say about this is, is there anybody else out there with a similar story to tell. Looking forward to hear the report from Cyprus as to the Brolly Presentation and how Phillip got on in the rally.

Happy Triumphanting

GARY



**When it comes to insurance,
TSSC members are laughing.
Rest assured. We'll get you covered.**

Did you know?

As a TSSC member, you are in the fortunate position of being entitled to many exclusive benefits that have been negotiated by your club with Footman James on your behalf.

And those benefits don't stop at Classic Car insurance.

Did you know?

You also qualify for generous discounts on Modern Car insurance and Home & Contents insurance too.

Whilst every Footman James policy includes many items as standard, you also have the opportunity to tailor your policies to suit your individual circumstances with a whole range of options.

With a UK client base of over 140,000, Footman James consistently uses its enormous influence to arrange the best deal for you.

So let us quote you without delay.

As a TSSC member, you have a right to a better deal.

*We're at
your service*



Authorised and regulated by the Financial Services Authority.
Telephone calls may be monitored or recorded for your protection.

0845 458 6760



**BETTER DISCOUNTS.
BESPOKE SERVICE.**

**Exclusive to
TSSC members.**

Home & Contents policy Key features

- 10% increase cover pre-Christmas and one month before and after a wedding
- Students' possessions away from home
- Vehicle accessories and parts covered up to the value of £1,000, extendable to £5,000
- 24/7 Home Assistance including call out charge, labour & materials up to £500 inc. VAT

Modern Car policy Key features

- UK & European Breakdown Recovery
- Homestart (modern car only)
- Emergency European Travel insurance
- Motor Legal Protection
- Personal Injury following Road Rage & Carjacking

All Motor policies Flexible Options

- **Multi-vehicle** Insure a minimum of three cars (majority classic) on a single policy and save money
- **Limited Mileage** Limit your annual mileage and enjoy a lower premium
- **Laid Up Cover** Covers your vehicle, accessories & spare parts when stored in locked premises, also whilst being exhibited or at a repairer's premises
- **Agreed Value** The value of your vehicle is mutually agreed at the onset of the policy protecting you from any dispute in the event of a claim

If you would like further information on any form of cover, our friendly staff are here to assist you.

**Ring for a quote
www.footmanjames.co.uk**

Standard Triumph Marque Day at Prescott

Sun 18th May 2008



**PRESCOTT
SPEED HILL CLIMB
Sunday 18 May 2008**

The Triumph Forum is pleased to announce that the Standard Triumph Marque Day 2008 will be held on Sunday 18th May at the Prescott Hill Climb, Gotherington, Cheltenham, Gloucestershire, GL52 9RD.

The Triumph Forum is the umbrella organisation of more than 20 clubs catering for Standard and Triumph cars and their derivatives. The Forum meets twice a year to discuss issues of common interest.

Standard Triumph Marque Day is the annual gathering of the clubs and provides the opportunity for members to show their cars and to promote their individual clubs. Previous marque days have been held at other famous motoring venues such as the Heritage Centre, Gaydon and Brooklands.

Prescott Speed Hill Climb is the home of the Bugatti Owners Club. It is situated on the Prescott Estate on the edge of the glorious Cotswolds five miles from Cheltenham. The famous and historic hill climb hosts a number of competitive meetings each year as well as club and corporate events. In 2005 it was the venue for the Stag Owners Club very successful National Weekend.

The 2008 event will be organised jointly by the Stag Owners Club, the TR Register and the Triumph Sports Six Club.

The organisers are planning a varied programme of activities which will span both Saturday 17th May as well as marque day on Sunday. This will include a Cotswold Run and a social gathering on Saturday evening. On Sunday it is hoped that all the clubs will each have a club display to show prime examples of their cars and to promote their individual clubs. The hill will be fully marshalled and will be open for participants to make non competitive, un - timed, hill climbs. This can be either a leisurely climb just to take in the views or for those of a sporting nature to attack the hill. For those not wishing to make individual climbs there will be a cavalcade. The event will provide an opportunity to see the cars of the marque on the move as well as in static displays in a superb Cotswold setting.

For further details please contact STMD 2008, c/o The Triumph Sports Six Club
Tel 01858 434424. E-mail: info@tssc.org.uk Website www.tssc.org.uk

For more Information See Website

www.tssc.org.uk





ONLY STEEL WILL DO?

Trevor Collett SPECIALS Register

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

I'LL BE UPFRONT WITH YOU;
IF YOU WERE A COURIER
READER IN MARCH 1994
YOU MIGHT AS WELL SKIP
THE REST OF MY COLUMN
THIS MONTH, COS
I'M RE-RUNNING A
PIECE FROM
THAT EDITION.

If you weren't, or your memory doesn't store Specials Registers for 14 years, read on, also the pictures were only black and white in those dull old days.

The words were supplied by Geoff Briggs, who lived in Devon, and told the story of the build of his sort of Burlington. As if building a kit car or special wasn't hard enough Geoff made the task, as you will see, even more difficult due to his apparent loathing

of plywood, aluminium and fibreglass:

I had first come across FUO160D as a collection of bits in a lot of cardboard boxes. The engine was partly rebuilt and included in the deal was a newly made Burlington chassis. All the body and interior parts were gone, together with the original chassis, so I don't think I can be accused of potentially denying the Vitesse Register of one of its cars. No, as I drove away with a trailer full of junk, I thought I had done quite well for £250.

Over the next few years I sifted through all the boxes and of course it wasn't the bargain it had seemed. Many of the parts came from other vehicles. Good parts had been excessively improved, like the rear suspension that had had too many leaves removed and to top it all off the Burlington method of car construction did not appeal to me.

Now I know that there are hundreds of worthy folk out there who have built these cars in the method prescribed. That is, bodywork of plywood held in place with nuts, bolts and diddy bits of aluminium angle, the lot capped off with ally foil held on with Evostik, but it does sound like something out of Blue Peter! I thought I could do better and as I had the time and thought I had the skill I resolved to make



the car to the overall Burlington concept but to have

the bodywork entirely of steel.

Only body components that might at some time have to be removed were to be held in place with bolts, the body frames were welded directly to the chassis and the steel heat shield welded to the frames to form a neat body tub and a very stiff overall structure.

Sorting out the mechanical components formed a larger part of



the project than I had thought and I count myself fortunate that the firm Spits and Pieces of Teignmouth are only a couple of miles from my home. As well as sorting, grading, identifying and supplying parts, Bill and Mark did wonders for my morale throughout the rebuild.

I have tried refining the aesthetic aspects of the original design, a paramount factor to me being to have the radiator grill in line with the front axle a la Aston Martin etc. In order to do this I had to move the 1600cc six-cylinder engine some 16 inches to the rear of its normal mounts on the suspension towers. This has yielded a most impressive bonnet line and a very true impression that you are driving the car from the back seat. I had set my heart on having fully flowing wings and running boards

and although such things can be bought in fibreglass I hate the stuff and again determined to build in steel. However I am no panel-beater and had no access to a set of rollers so I worked out my own technique. Using 20 swg sheet I formed the curve along the length of the wing over a piece of scaffold tubing. The secret I found to a smooth curve was to hold the sheet to the scaffolding with a length of 2 x 4 softwood and lots of clamps whilst you form the shape via another piece of 2 x 4. Hammer blows should be regular and spread along the length.

The second part of shaping the front wing was to form the curve around the front wheel. Cutting in from what would be the outer edge of the wing with my angle grinder I made a series of slots

each about a half-inch from its neighbour and cutting right through the first curve. This enabled me to pull the wing into the shape I wanted and I could then weld it up. All this was rather expensive in welding wire and gas and it took me quite a time, but after grinding, filling, grinding some more, filling some more and eventually flattening off and spraying, the result was pretty good and I think well worth the effort.

The rear wings were the only area where I cheated a little on

my target of making everything myself. It seemed perverse to try and make them from flat sheet in my rather laborious way when an easier method was to buy a trailer mudguard, split it down the middle and weld in sheet steel as needed to fill the gap. This I did and believe me, you can't see the join!

What seats I was going to put in the car had been perplexing me since the start of the project and as it advanced it became more and more obvious that they would have to be, like so much of the rest of the car, home-made.

It all turned out easier than I had thought. A friend was renovating a Mk2 Jaguar and had a supply of antique grained maroon leathercloth that would be a good contrast to my BRG coachwork. Although he maintained that he barely had enough for his project only minor blackmail was needed to persuade him to let me have a couple yards and away we went. The making up was surprisingly easy and with wife Pat's help and the use of her sewing machine the job was done. The fibre filling of the flutes is not quite even nor are the corners quite as smoothly rounded as a professional would have it, but these seats are meant to be used, not just gawped at, so there!

The electrics gave me less trouble than some folk seem to have. I think a good move was to throw away the original loom and start again. Using my very early Haynes manual on the Vitesse with some caution (I don't think proof reading had been

invented in those days) I drew up separate diagrams for each aspect of the electrics, lights, horn, ignition etc. Wiring this up in reality used more wire than necessary each section worked first time and it was easier to take out duplicated wires once the system was proved. My source for rear lights for was a new trailer board which came with several yards of multicore and once stripped of the outer sheath provided most of the wiring for the car. I have no faith in chassis earth returns. A few chassis points were used but they



were all linked with thick copper wire.

I used what available electrical parts I could, although I changed to alternator charging and made the earth negative. I turned the steering column switch cluster upside down to bring the indicator switch to the more familiar left hand and used a dash mounted horn switch.

Time came when I thought I should contact the local DVLA office to find out the procedure for registering the car even though I was still way from getting it on the road. Anyone going this path - BEWARE - whilst the DVLA were helpful, answering my questions etc. once I was on their books and they had given me a serial number (17-digit Euro-number) for the new chassis I was on a sort of roller coaster. When would the car be on the road? How soon could they come and see the vehicle? Let them know when they could have the numbers! I still had many months work to I had to stall like mad but eventually the day was set for the man from the Ministry to call.

Very amicable he turned out to be and having looked the car over and checked the numbers he spoke the words I'd been longing to hear, "I'm

going to recommend to my superior that you keep the original registration number".

Great celebration all round! However the sting was in the tail. A few days later came the letter of confirmation that allowed me one month to complete the car, insure it, have it successfully MoT'd and to pay for the road tax.

Failure to meet the deadline and they would assume I did not wish to continue and my application for registration would be cancelled. This turned out to be a hell of a challenge but with the burning of a lot of midnight oil and much help from my car mechanic friend, Phil, I got the car on the road for its first MoT inspection with a week to spare. It failed on six easily rectified items and passed at the very next attempt.

Early drives in the car were more frightening than the exhilarating experience that I had been told to expect. Having never in my 61

years driven an open sports car the combination of wind, noise and movement was potent.

However it's all come down to size now. The suspension is standard Spitfire, and the car has an all-up weight of 14 cwt, so although firm, the ride is very acceptable.

A few things are still left to do like doors, windscreen, tonneau and hood, but I wanted to get the car on the road last summer, hence the aero screens.

That is where Geoff ended; we never did get to find out if he added the doors, windscreen, tonneau and hood. You've got to admire his efforts to stick to steel, although I really didn't understand why it was so important to him. What's so great about steel? It's not particularly strong, for its weight, and we all know about its oxidised state (that is rust). I think you'll find that the only reason it is the most widely used material for car body construction is that it is relatively cheap, and easy to form.

Aluminium, fibreglass and even wood have some far better properties.

I wonder where the car is now?...

WWW.TRGB.CO.UK



TEL: 01487 842168

FAX: 01487 740274

Email trgb ltd@btconnect.com

Why Buy From TRGB?

Of course if you have bought spares from TRGB you know that we are very competitive on price. However we are one of the few large parts stockists that still buy, sell, work on, and restore Triumphs on a day to day basis. We fit the parts that we sell. It would be an outright lie to say that all the parts we sell fit perfectly and easily. Some of the remanufactured parts are not as good as we would wish. Unfortunately it is a price driven market. We PROMISE to give honest and trustworthy advice about the parts that we sell and will always try to source better quality parts, irrespective of price (within reason!) We believe that is what you, the customer, want. We are British Motor Heritage Approved and work closely with them to maintain and improve the quality of their Triumph products. We are on the front line!

A Few Specials Not To Be Missed!

			
High Torque Starter Motors For All TSSC Cars. £146.87 including vat	A Pair of Stainless Steel Tread plates "Globe" Or "Spitfire" £21.00 inc Vat	A Pair of Wipac Spot Lights With Halogen Bulbs Only £23.50 including Vat	Spitfire Roll Bars Unpadded (as shown) £99.81 inc vat or Padded £140.94 inc vat



TRGB NEXT DAY DELIVERY

Many More Specials On Our Web Site!

PRESTIGE AUTOTRIM PRODUCTS Guaranteed Precise Fit

CAR HOODS
Massive Selection of Original Quality Car Hoods

Take care when purchasing a new car hood. Standards in quality, originality and most importantly standard of fit can vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available offering a vast choice of colours and materials.

Our range of materials, options and special offer prices is too vast to print here. Phone for free samples, brochure and full price list or see our web site for full details.

www.PrestigeAutotrim.com

CARPET SETS - SEAT COVERS - TRIM PANELS

UNBEATABLE DEALS!
Prestige Carpet Sets Available in original quality de-luxe tufted pile or Superior Quality 100% Wool Pile plus under carpet sound deadening kits.

Full Carpet Sets from **£64.95**

Replacement Seat Covers Available in vinyl or leather plus interior trim panel sets.

Ask for our full price list and samples or visit our web site for full details. We guarantee you'll be amazed at the vast choice and the exceptional price savings that come with buying direct from Prestige.

Interior Trim Packages
EVERYTHING YOU NEED IN ONE UNBEATABLE PACKAGE!
Carpet Set, Sound Deadening, Seat Covers & Trim Panels in a wide range of colours to create the interior of your choice. Call for price list or see web site for full details

Pair seat covers from **£88.95**

From only **£334.56**

www.PrestigeAutotrim.com

Prestige Autotrim Products Ltd.
Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, Wirral, CH42 1NS, England.
Tel: 0151-643 9555 Fax: 0151-643 9634

JY CLASSICS Ltd

Service, Restoration & Sale of Triumph Sports Cars

Spitfire, GT6, TR2-6 specialists

Full and part restorations,
Servicing, Repairs, Fuel
injection, MOTs, Welding,
Trimming, Hood fitting,
Bodywork, Accident repairs



Pre-Purchase Inspections
Nationwide

Cars bought and sold
Haleacre Workshops,
Watchet Lane, Little
Kingshill, Bucks HP16 0DR

email:
sales@jyclassics.co.uk
www.jyclassics.co.uk

01494 866087

Voted Triumph Sports
Six Club Top Trader





TR7 5 SPEED REAR AXLE RATIO CHANGE & OVERHAUL PART 2

Hugh Glossop

**TR7
Register**

e-mail.

tssctr7@aol.com

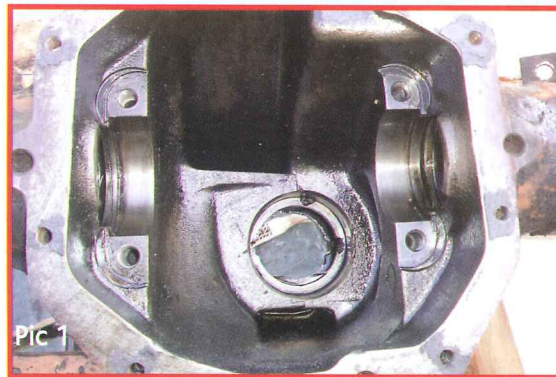
TO CARRY ON FROM LAST
MONTH'S DISASSEMBLY

WE NOW BEGIN
THE REASSEMBLY

This conveniently splits into two sections described below. New crown wheel /pinion sets come with markings for setting the best mesh and this combined with a dial gauge is the way to do this, IF you have a matched pair, the last 4 sets I've seen new were a mix of random crown wheels and pinions thrown together and not matched. as a set therefore the factory method effectively goes out of the window and this is where we will concentrate our attentions, this method is also applicable when fitting second hand crown wheel/pinion sets which lets face it is what most of us are going to do in a road car particularly if changing the ratio for a V8 or sprint conversion.

There is a whole section in the workshop manual using dummy pinion shaft to check pinion height against the casing. This is well documented and self explanatory but the dummy pinion shaft has not been available for many years. And virtually impossible to obtain or make as there are

no dimensional drawings available so we will have to do



without such luxuries (pic 1)

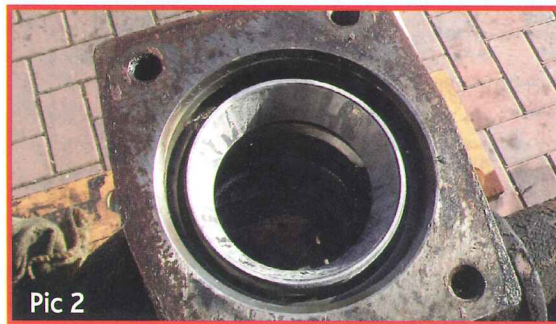
The collapsible spacer on the pinion shaft is also no longer available and must be "remanufactured" by tapping the central raised ring to spread the spacer back out to a longer length, even 25 thou will do for our purposes, of giving us something to tighten against.

I'm afraid it will be, "if it looks right it probably is right" method of assembly based on non matched or second hand parts.

To make life easier assembling the shaft, carrier and bearings the various parts the following may be done Outer pinion bearing tapers in the main casing an hour in the deep freeze

Main pinion shaft in the deep freeze for an hour
Main differential carrier in the freezer for an hour

You can just see the frost on the bearing taper (pic 2)



The main pinion bearings in the oven for 20 minutes (gas Mk 6) or about 180c
The carrier bearings in the oven for 20 minutes (gas Mk 6) or about 180c

This has the effect of shrinking and expanding the relevant parts without damaging them to make fitting considerably easier, just beware of low flying pinions if the wife returns before you have vacated the kitchen and liberally sprayed with air freshener to hide the EP90 gear oil smell, I should know - mine can smell gear oil at about 100 feet.



Knock the frozen (if the wife is out) outer pinion races into the main casing and make sure they are fully home (pic 3)



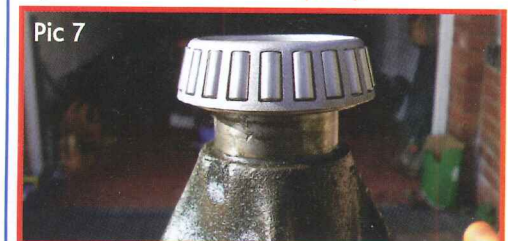
Fit the inner pinion bearing (initially with no shim) and fit shaft to the casing (pic 4)



Fit the refurbished crushable spacer and the outer bearing, fit and do up the huge nut such that it all runs smoothly and isn't tight but with no play. (Pic 5)



Remove more hot and cold running diff parts from the kitchen and fit the inner races to the carrier assembly (the right way round, taper out) fit this together with the outer races (Pic 6)



Here's the sneaky bit, before you assemble spray crown wheel and pinion with white spray grease as a substitute for engineers blue which is very difficult to get hold of now. (Pic 7)

Offer the crown wheel assembly up with the bearings but no shims at this stage, allow a small amount of backlash and rotate for 1 crown wheel rotation then remove and look at the rubbing marks



on the crown wheel and pinion with luck the should be in the centre of the teeth and not offset if they are you will have to remove the pinion and add a shim (pic 8) equal to the amount of offset once this

Pic 9



is right tighten up the pinion nut, beware just do the pinion nut up so there is no play and it rolls smoothly with minimum resistance, don't tighten to the factory figure because you have a refurbished collapsible spacer and it will be nowhere as

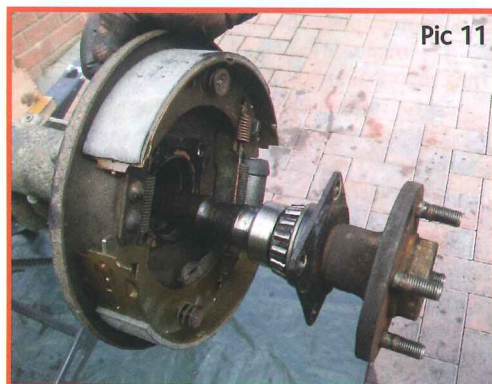
Pic 10



tight. Do locktite the nut or it may come undone.

The carrier assembly may be fitted at the correct mesh, (just a slight amount of backlash), if there is no backlash it's too tight, then measure the gap for the shims with feeler gauges and fit accordingly, if you don't have the correct shim a larger one can be faced off or ground down using emery cloth and a flat surface providing they are not too far out, or at his stage you will have to wait for new shims to come (beware they are getting scarce)

See (pic 9) this is what happens



Pic 11

when it goes wrong and is too tight After the carrier caps have been torqued up (Pic 10) you can refit the backplate but don't add the oil yet, it pee's out of the half shaft hole which is very funny

when you are not on the receiving end but you will have to put up with your mechanics apprentice smelling of EP90 and the consequent GBH of the ear from the wife who won't let you in the house for your cup of tea due to the smell.

Check the half shaft bearings and the tapers in the axle for any pitting, and replace as necessary (not easy) and refit the half shafts not forgetting the brake backplates.

(Pic11)

Paint the whole thing as is your want (or not)! (Pic12)

That's it apart it apart from a passing comment

.... "What's the worst smell known to Woman? EP90 of course!"

according to my wife who retches at the smell!!

HUGH



Pic 12

ABINGDON
PARTS 4 MG & TRIUMPH

BRITISH MOTOR HERITAGE APPROVED

Prices correct at 12/01/2008
Prices subject to change

991, Wolverhampton Road, Oldbury, West Midlands B69 4RJ

0121 544 4444

DAVID MANNERS LTD

PARTS 4 CARS GROUP



Jaguar & Daimler
0121
544 4040



Mazda
MX5
0121
544 5555



Classic Mini
0121
544 0011



Morris Minor
0121
544 5522

Suspension

Front

Shock Absorber GT6/SPIT	£16.45
Koni Shock Absorber GT6/SPIT	£94.00
Uprated Coil Spring GT6 MK1-3	£17.59
Trunnion GT6/SPIT	£16.45
Hub Seal GT6/SPIT	£3.55
ARB Link GT6/SPIT	£7.65
ARB Clamp Bracket GT6	£1.75
Wheel Bearing Kit GT6	£15.22
Grease Cap GT6	£3.76

Rear

Shock Absorber GT6/SPIT	£16.45
Spax Shock Absorber GT6/SPIT	£82.25
Spring Bush GT6/SPIT	£3.55
Wheel Bearing Kit GT6/SPIT	£16.40
Hub Seal GT6 MK2-3	£2.95
Spring Pad GT6	£2.64
Spring SPIT MK4-1500/GT6 MK1-3	£99.87
Spring Rotoflex GT6 MK2-3	£82.25
Vertical Link GT6	£68.55

Cooling

Spitfire

Water Pump MK1-3	£25.85
Thermostat 74c	£3.52
Temperature Transmitter	£5.75
Fan Belt MK1-3	£2.95
Full Length Rad	£111.64
Overflow Bottle Cap	£1.99
Top Hose MK1-1500	£4.70
Hose Kit MK2-4	£29.38
Kenlowe Fan Kit	£111.63

GT6

Water Pump	£35.25
Fan Belt	£4.12
Fan Belt MK3	£3.30
Thermostat 82 Std	£3.82
Thermostat 88 Winter	£2.95
Fan Blades	£21.15
Top Hose	£4.70
Bottom Hose	£5.82

Braking

Spitfire

Brake Drum MK1-1500	£16.45
Brake Disc	£8.22
Brake Shoes MK1-1500	£11.75
H/Brake Lever	£7.05
H/Brake Cable MK3	£5.88
Brake Pad Set MK1-2	£11.50
Greenstuff Pad Set MK3-1500	£29.38
Brake Hose (COPY)	£4.15
Braided Brake Hose (UPRATED)	£15.86

GT6

Brake Caliper	£39.99
Brake Master Cylinder	£79.90
Brake Disc	£11.75
Brake Shoes MK1-2	£17.63
H/Brake Cable MK3	£9.70
Brake Pad Set	£10.58
Greenstuff Pad Set	£35.25
Brake Hose	£10.58
Braided Brake Hose (UPRATED)	£15.86



Gearbox Tunnel



Spitfire also available TT7325 - £47.00

Front Brake Kit

Spitfire/Herald/Vitesse

£35.25



Rear also available 201246KIT - £70.50



www.mg-tr-parts.co.uk

Don't forget to visit our website with online ordering available!!
A comprehensive part listing along with fully functional

SEARCH option to find the exact part you're looking for.
A Secure and Safe way to order your parts.
NOW WITH TRADE FACILITIES.



CAMSHAFTED!

Colin Lindsay

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

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

**I WAS IDLY TRAWLING THE
INTERNET OVER A COFFEE
LAST WEEK AND I CAME
ACROSS THE FOLLOWING
QUOTE ON A FORUM,
CONCERNING CAMSHAFTS:**

The GT6 has 312° duration and a 12.5 mm lift. And, I should add, no proper idle manners!

The first part meant as much to me as the nutrition information on my Sugar Puffs - yes I know it's there, it means something to somebody, but all I care about is that they're tasty. The second part I **COULD** relate to, after a horrendous summer in 2007 where SAL the GT6 idled around 40 degrees BTDC and only really ran properly with the choke out, which given the current price of petrol was an incentive to do something about it asap.

The main culprit was Stoneleigh, or to be

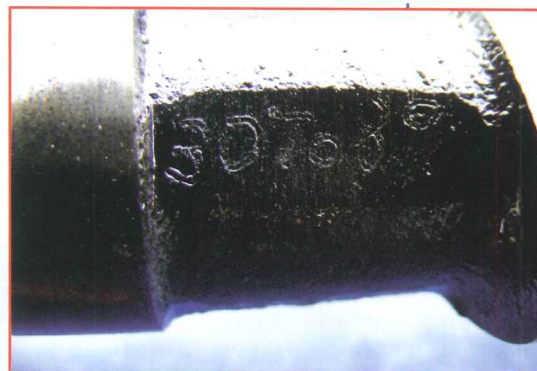
exact a TR5 / early TR6 150 bhp camshaft which I couldn't resist in 2005, and as I was in the middle of a complete engine swap I decided a little bit more OOMPH wouldn't go amiss.

My original engine was a saloon engine and since I had sourced a fully reconditioned GT6 version I wanted the correct camshaft - but what exactly was the one I had? I had to dismantle the engine before finding the part number 306785, indicating a MK2 Triumph 2000 saloon camshaft. So: I needed a replacement GT6 camshaft, but with me being tighter than a torqued head there had to be a more cost-effective way of getting one than just buying from a supplier. I read a question on the TR-Register forum a while back asking where all the old camshafts go - no they don't go out and die under a bush, they go to Stoneleigh where people such as I, one camshaft short of an engine, snap them up for a bargain price after a good study of the lobes for wear. Given the price of uprated camshafts experimentation can be expensive, but beware of false economy - a poor second-hand bargain can be more expensive in the long run.

Studying the lobes is actually the second inspection, the first is for the correct part number and this is



usually stamped on the main shaft around the 5th and 6th lobes (photo 1). The TR5 model is 307689, interestingly engraved into the metal near the front end (photo 2). The engraving is apparently a sign of a genuine 150bhp camshaft; the saloon camshaft has the part number 306785 stamped into the shaft. My replacement GT6 camshaft is part number 311399,



correct for the Mk2 engine.

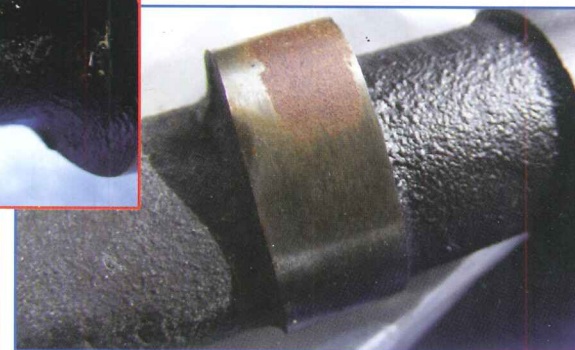
The Mk1 engine should have had part number 307621.

I'm not going to get overly technical, I'll leave that to Tony Lindsay Dean and others, and I could sit here all day and quote graphs and charts concerning the different benefits of all the available cam profiles - I've read so many internet pages I'm going square-eyed - but to put it in a nutshell, you can achieve more power by adjusting the points at which your inlet and exhaust valves open and close, and the period of overlap where they're both open.

For those of you who want to experiment I can recommend the following <http://www.mintylamb.co.uk> which has an excellent cam conversion chart giving dozens of options. Remember: it's not just as simple as fitting an uprated cam, there are a lot of other features which require modification or replacement, hence my own problems with a TR5 camshaft but almost standard everything else - uprated carb needles would have relieved the need to run with the choke out, for one thing...

Buying a second-hand camshaft can be worrying, but take care and use common sense and you'll be okay. The one I bought had been wrapped in clean polythene and was coated in clean oil - a good sign of safe storage. It also came in a Piper Cam box, a sure sign of an upgrade. If it's dry, dusty and stuck in a bargain bin - take care!

Inspecting the lobes for wear can be a bit confusing if you don't know exactly what you're looking for, but with camshafts you've a very good chance of finding a good standard cam which is surplus due to having been replaced with an uprated version, and



not because it's been excessively worn or damaged. Just avoid any with marks scores or discolouration to the lobes, particularly rust (photo 3).

*If in doubt, compare all the lobes against each other - they should be uniform in colour and appearance (photo 4). One



or more lobes which appear flatter or darker in colour than the others are suspect. If one is really dark, or striped, the protective coating has worn right through and the cam is scrap. (photo 5).



Cam lobes should not be pitted, it's a very bad sign and the cam, plus the relevant follower, is probably scrap.

Remember too that all these little particles will end up in your oil and do God only knows what damage before they hopefully end up in the filter. Photo 6 shows a worn lobe - you can make



out the flat line right across which has been worn away and there is visible pitting, probably due to poor lubrication.

If you're refitting the same camshaft you can probably get away with refitting the old cam



followers, but as with pushrods, mark them as they're removed and replace in the same order (photo 7). They develop wear patterns matched to one particular lobe and should be replaced on the same one. If you don't, they'll wear with amazing rapidity, and your cam lobes will be

scrap within a remarkably short space of time. My last full set of twelve new followers was £16 from ebay so it's a small price to pay for longer life.

The problem with camshaft removal and refitting is that everything has to come off the engine first - radiator, head, manifold, petrol pump, distributor (my distributor drive gave me no end of trouble, it eventually had to be removed by a long J rod from a battery strap inserted down behind and pulled sharply upwards) - and only then do you find that the camshaft won't come out as it hits against the bonnet. And no, it won't fit through the grille aperture either! I was able to gain the extra inches required by removing the bonnet support brace and very carefully pushing the bonnet outwards. Thankfully there was no wind at the time. The replacement camshaft, well lubricated with assembly lube or fresh oil, can be carefully slid into place - support it as much as possible to avoid damage. Remember: the greasier, the easier! (well oilier doesn't rhyme!) Once fully in place secure with the retaining plate and rotate to check if all is free with no grating or rubbing. You can then drop in the cam followers in the correct order, again spray them with a good assembly lube or at the very least coat them in fresh engine oil, it makes them easier to fit and prevents wear on initial startup until the oil circulates.

All I need to do now is set the timing - a nerve-racking job which I always prefer to blame on someone else - and then the rebuild can begin, hopefully completed for the MOT in five days time...

Kent Camshafts state that a new cam should be bedded in at high revs - certainly over 2000 rpm - as an idling engine can wear the cam lobes off before they've had a chance to bed in, and recommend holding the revs for at least twenty minutes, switching off to avoid idling if the session needs to be halted. I'll bear this in mind when I finally get mine started...if....? This year I really do want to spend less time in the garage and more on the road... preferably with the choke in....

See you next month

COLIN

Need help fixing your Triumph?

- Bodywork and paintwork
- Mechanical and servicing work
- MOT preparation and welding
- Electrical work
- National collection & delivery service



MW Restorations

01799 584994 email: mwrestore@aol.com Saffron Walden, Essex.

We are Triumph specialists, and can carry out all aspects of restoration and maintenance work, whether it's a body off rebuild, a respray or mechanical and MOT work.

Our 3500sq ft workshop is fully equipped with MIG and spot welders, 4-post vehicle lift and a Spraybake paint oven to ensure perfect paint.

SPITFIRE, HERALD, VITESSE, 2000, 2500, DOLOMITE, STAG, GT6, TR7, BOND

ALSO ROVER SD1/P6 BREAKING FOR THOSE V8 PARTS. MASSIVE STOCKS
www.winsandco.co.uk e-mail: winsintltd@sky.com

WINS INTERNATIONAL LTD
TRIUMPH SPARES
ESTABLISHED 1987

Free Detailed Price Lists

WE STOCK A LARGE RANGE OF NEW & RECONDITIONED SPARES AT THE BEST POSSIBLE PRICES. PLEASE PHONE FOR YOUR PRICE LIST. PLUS LARGE USED DEPARTMENT
(CALL THE ALADDINS CAVE OF THE TRIUMPH WORLD)
Mail Order Specialist
Delivering UK and Worldwide

TEL: 01342 836060 FAX: 01342 833878
WINS INTERNATIONAL LTD, UNIT 17c,
HOBBS INDUSTRIAL ESTATE, NEWCHAPEL,
LINGFIELD, SURREY RH7 6HL

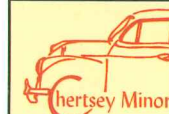
VISA - SWITCH - MASTERCARD

Hydraulic Seal Kits

BRAKE MASTER CYLINDER £5.00
CLUTCH MASTER CYLINDER £2.50
CLUTCH SLAVE CYLINDER £2.75
FRONT WHEEL CYLINDER £4.00 EA
BRAKE CALLIPER SEALS £8.50 Axle Set
REAR WHEEL CYLINDER £4.75 EA

PLEASE STATE MODEL AND YEAR
WHEN ORDERING - P&P 0.4Kg

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



Based in Chertsey, Surrey

Tel. 01932 568822
(Workshop)
07881 505895
(Mobile)

We can revive any model of Morris Minor or TRIUMPH

Welding to MOT standards. MOT work undertaken.
Bodywork. Mechanical work

Free Estimates and practical advice offered.

Unit 6, Stevens Yard, 113 Fordwater Road, Chertsey. KT16 8HB
<http://www.chertseyminors.co.uk>



SEE YOU AT S.E.M.?

Guy Singleton

BOND EQUIPE Register

www.tssc.org.uk/bondequipe

e-mail.

bond.equipe@virgin.net

**SPRING IS HERE, AND THE FIRST
REMINDER FOR THIS ARTICLE
THERE WILL BE MORE!**

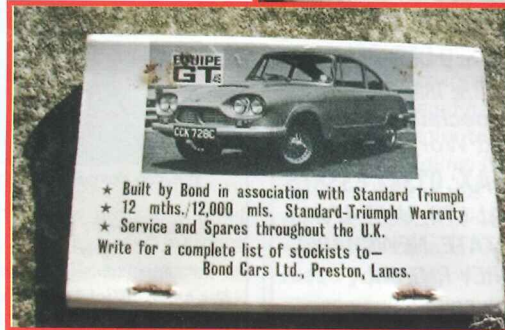
The South of England Meet and **BOND EQUIPE** (Yes, that's you lot!) **Camping Weekend** on 10th and 11th May at Leatherhead Leisure Centre. This is the 45th birthday of the 2+2 so come on, let's see a few early cars as well as the 2 litres.

The next problem with Spring is that here at least MoT's flourish – or at least need renewing. Suzie's Dolomite went in yesterday as I write this (9/4/08) and 'nearly' passed – a bit of welding on one sill and new front pads and hoses, not bad for a 29 year old car which is used year round – so I guess I'll be busy at the weekend.

Tomorrow my 2 litre convertible has it's turn in the MoT bay

so fingers crossed it needs as little done – or even better – nothing – to get its ticket. I took the car out for a drive last weekend as it has not been out for about 4 months, and really enjoyed blowing out the cobwebs – and I do love that 6 cylinder exhaust note!

Following on from last month I did hear from the new owner of the white 2 litre Coupe featured in last month's article. I gather that it is a very original car but needed a new exhaust. My recommendation was to fit one of the Bells systems, sold by the Club, not necessarily because it's the Club one but to me it is the best I know, the large silencer fits nicely in between the main chassis rails with a pipe leading to the rear of the car. This avoids having a



silencer or two under the rear valance, giving good ground clearance – and it sounds good!

Another ebay moment about two months ago found us amazed to find this Bond match-book on ebay. We put in a bid, but were outbid by Bob Buckby of the Bond

Owners Club but then decided on a final bid but after Bob was outbid but in turn was outbid by Terence Dittman in Canada, who bought the matches for his father, Richard, who has at least two 2 litre cars that I'm aware of, and who shows up on the Register no less than 5 times, though I don't think he currently owns all 5.

To follow on from the ebay theme last month, I have

The other, a Mk1 coupe, in metallic brown. I do not know, so hope to see it with its new owner at SEM – There, I told you I would mention it again! Interestingly, I found this brown coupe on the Bond Register, it was one of the earliest ones on the register, ie already on the list from 1993, but with a note added that we had seen it for sale on ebay in 2005, so interesting to see



seen two more 2 litre Coupes on ebay this week. One of the, a MkII coupe, is well known to me being sold by Dave Abbutt's KCK. I see that it is selling so look forward to meeting the new owner in due course.

it going that route again now, 3 years later.

**And finally
SEE YOU AT SEM!!!!!!!!!!!!!!**





FREE PARTS & ACCESSORIES CATALOGUES

BROWSE OUR CATALOGUES ON YOUR PC
All our Catalogues & current Price Guides are now available on one CD.
Small charge is made for burnt & postage.

Service Department
WORKSHOP DIRECT:
01522 563330



A BRITISH COMPANY SUPPORTING BRITISH CARS

TRIUMPH parts centre
FULL RANGE OF PARTS & ACCESSORIES

**Great prices!
Great service!**

**WANT A PROFESSIONAL PARTS SERVICE AT THE RIGHT PRICE?
COME TO THE EXPERTS**

Rimmer Bros tick all the boxes:-

- ✓ **Competitive prices**
- ✓ **Great customer service**
- ✓ **Efficient mail order anywhere**
- ✓ **World's largest Triumph stock**
- ✓ **Free catalogues**
- ✓ **Trade enquiries welcome**
- ✓ **Easy to use website**



VISITORS WELCOME
We are open: MON - FRI: 8.30am to 5.30pm, SAT: 8.30am to 1pm.

Order on-line
www.rimmerbros.co.uk



75,000 SQ FT OF SPACE - VAST STOCKS!



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



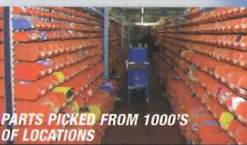
AUTHORISED PARTS DISTRIBUTOR
Original Parts & Accessories

ROVER SD1 · ROVER 75/45/25
MGF/MGT · MG ZT/ZS/ZR
ROVER 200/400/600/800
METRO/MINI
MAESTRO/MONTEGO

LAND ROVER

AUTHORISED PARTS DISTRIBUTOR
Original Parts & Accessories

RANGE ROVER CLASSIC
RANGE ROVER P38A
DISCOVERY 1 · DISCOVERY 2
FREELANDER · DEFENDER
ROVER V8 ENGINES



PARTS PICKED FROM 1000'S OF LOCATIONS



HUGE STOCKS LOCATED ON 3 FLOORS



SALES OFFICE

TRIUMPH & ROVER SD1 PARTS
**Great prices!
Great service!**

BRAKES & SUSPENSION													
	BRAKES			FRONT SHOCK ABSORBERS				REAR SHOCK ABSORBERS				FRONT SPRING	
	Discs	Pads/R/Shoes	From	Std	Spax	Koni	Gaz	Std	Spax	Koni	Gaz	Std	H/Duty
Stag	£35.19	£9.99	£18.80	£34.66	£185.39	£193.88	£96.76	£20.56	£130.88	£155.69	£117.44	£20.56	n/a
TR4/5	£12.93	£9.99	£17.35	£17.57	£130.65	£140.94	£99.88	£22.91	£151.28	£170.38	£146.88	£18.21	£26.73
TR6	£12.93	£9.99	£17.35	£17.57	£130.65	£140.94	£99.88	£20.56	£151.28	£170.38	£146.88	£18.21	£26.73
TR7	£16.39	£6.90	£10.58	£26.73	£181.54	£188.00	£186.83	£20.56	£121.03	£129.19	£117.44	£19.39	£21.74
TR8	£48.41	£9.99	£14.50	£26.73	£181.54	£188.00	£186.83	£20.56	£121.03	£129.19	£117.44	£19.39	£21.74
Spit/Herald	£17.50	£10.49	£15.00	£17.50	£127.08	£167.44	£117.44	£17.50	£116.80	£135.13	£114.56	£23.44	£76.50
GT6/Vitesse	£13.95	£9.99	£18.02	£17.50	£127.08	£167.44	£117.44	£17.50	£116.80	£135.13	£114.56	£22.27	£23.24
Dolomite	£34.66	£10.83	£12.50	£23.50	£139.18	N/A	£123.38	£23.50	£130.10	N/A	£116.95	£24.68	£26.44
2000/2500	£51.44	£9.99	£14.50	£34.66	£185.39	£193.88	£96.76	£20.56	£130.88	£155.69	£117.44	£30.22	n/a
SD1	£14.69	£9.99	£24.21	£30.26	£199.44	£187.94	£196.67	£29.47	£155.82	£193.58	£148.26	£31.14	£38.06

BODY PANELS & BUMPERS									
	F/Wing	R/Wing	D/Skin	Sill	Bonnet	Boot Lid	F/Bumper	R/Bumper	
Stag	£199.95	£635.38	£64.33	£101.99	Enquire	£155.53	£358.38	£527.58	
TR4/5	£534.95	£489.95	£69.50	£37.34	Enquire	£459.95	£88.13	£234.94	
TR6	£248.59	£248.59	£69.50	£37.34	£410.79	£280.47	£211.44	£226.85	
TR7/8	£158.63	£323.13	£52.88	£35.00	£180.63	£235.00	£111.63	£102.81	
Spitfire	£49.61	£107.47	£49.91	£41.43	£821.58	£92.50	£246.00	£305.50	
GT6 (Mk3)	£49.61	£107.47	£49.91	£41.43	£867.23	Enquire	£246.00	£305.50	
Herald	£90.01	£105.00	£80.01	£25.00	N/A	Enquire	£146.88	£146.88	
Vitesse	£125.00	£105.00	£80.01	£25.00	N/A	Enquire	£146.88	£146.88	
Dolomite	£78.67	£223.25	£89.44	£27.24	£142.50	£117.21	£223.90	£139.83	
2000/2500	£482.98	Enquire	£86.10	£29.88	£206.38	Enquire	£272.31	£192.54	
SD1	£52.88	£111.63	£76.32	£52.88	£117.21	£146.88	£115.00	£115.00	

CYLINDER HEADS, GEARBOXES, DIFF & AXLES FULL RANGE STOCKED - CALL FOR PRICES

HOODS				
Prices shown are for Black, other colours available.				
	PVC Economy	PVC Lux	PVC Orig	Canvas
Stag	-	-	-	£236.00
TR4	-	£175.49	-	£235.60
TR4a	-	£193.22	-	£235.60
TR5/6	-	£151.28	£205.63	£235.60
TR7/8	-	£146.88	£236.00	£221.44
Spitfire	£133.13	£155.82	£202.69	£211.91
Herald/Vit	£140.25	£194.67	£165.17	£212.89

CARPET SETS				
(Top Quality - Tufted Pile) Full range of colours				
Stag	£175.49			
TR4/5/6	£139.18			
TR7/TR8 Coupe	£108.86			
TR7/TR8 Con	£133.13			
Spitfire	£120.97			
GT6	£139.18			
Herald/Vitesse	£120.97			
Dolomite	£145.23			
2000/2500/2.5	£139.18			
SD1	£151.28			

STAINLESS STEEL TUBULAR MANIFOLDS				
Stag (Pair)	£530.00			
TR4/4a	£246.69			
TR5/6	£191.23			
TR7-8 valve	£166.56			
TR7-16 valve	£238.06			
TR8 (Pair)	£317.25			
Spitfire	£190.97			
GT6	£263.13			
2000/2500/2.5	Enquire			
SD1 V8 (Pair)	£426.85			

SEAT BELTS (Inertia)				
Stag	Pair	£88.07		
TR4/5/6	Each	£44.06		
TR7/8 Coupe	Each	£29.38		
TR7/8 Con	Each	£41.13		
Spitfire/GT6	Each	£44.06		
Herald/Vitesse	Each	£46.94		
Dolomite	Each	£44.06		
2000/2500/2.5	Each	£44.06		
SD1	Each	£44.06		

WATER PUMPS				
Stag/TR7/Dolomite				
1850/Sprint				
6 or 12 Vane	£181.48			
Repair Kit	£26.44			
Triumph				
6 Cylinder	£38.53			
Spitfire & Dolomite				
1300 & 1500	£30.00			
TR8/SD1	from £102.81			

ALLOY WHEELS (Factory)				
Stag	£102.81			
TR7/TR8	£93.94			
Sprint	enquire			
2500	£102.81			
SD1 Vitesse	£120.97			

RUBBER SEALS				
Stag	£24.15	£17.00	£12.34	
TR4/5/6	£26.44	£14.99	£12.34	
TR7/8	£36.31	£25.85	£12.34	
Spitfire	£20.56	£14.99	£12.34	
GT6	£20.56	£17.00	£15.00	
Herald/Vit	£27.04	£19.51	£12.34	
Dolomite	£36.31	£26.13	£19.59	
2000/2500	£30.26	£23.51	£20.89	
SD1	£36.31	£23.50	£15.22	

WIRE WHEELS (Conversion Kits)				
Stag	Chrome	£1086.88	£851.88	
TR4/4a	Chrome	£969.38	£703.83	
TR5/6	Chrome	£1115.08	£793.13	
TR7/8	Chrome	£1028.13	-	
Spitfire/GT6/Herald & Vitesse	Chrome	from £962.33	£750.83	

CYLINDER HEADS, GEARBOXES, DIFF & AXLES				
FULL RANGE STOCKED - CALL FOR PRICES				

CYLINDER HEADS, GEARBOXES, DIFFERENTIALS & AXLES - FULL RANGE STOCKED. CALL FOR PRICES.

STAINLESS STEEL EXHAUST SYSTEMS

FULL SYSTEMS	
Stag	
- Standard	£245.58
- Sports (Full)	£616.88
TR4	
- Standard	£146.88
- Sports (Part)	£117.44
TR5/6	
- Standard	£205.63
- Sports	
Twin (Part)	£226.19
Single (Full)	£480.58
TR7	
- Standard	£146.88
- Sports (Part)	£173.31
TR8	
- Twin (2 Box)	£280.83
- Single (Large Bore)	£211.44

Spitfire 1500

- Standard	£170.00
- Sports (Part)	£210.33

GT6 MK3

- Standard	£193.88
- Sports (Full)	£445.33

Herald

- Standard	£139.83
- Sports Part	£217.38

Vitesse

- Standard	£155.69
- Sports (Part)	£217.38

Dolomite

- Standard	£233.83
- Sports (Less d/pipe)	£343.69

1850/Sprint

- Standard	£221.36
- Sports	£220.31

2500/2.5 - Standard

- Standard	£492.33
- Sports (Full)	£555.19

KENLOWE FANS

All Models:	
Standard	£117.44
Heavy Duty	£205.63

We reserve the right to alter prices without notice.
This advertisement replaces all previous adverts & offers therein. All parts offered subject to availability.
Errors and Omissions Excepted.

PARTS SALES & ENQUIRIES

Tel: 01522 568000

Trade Enquiries: 01522 567111
Fax: 01522 567600

E-mail: sales@rimmerbros.co.uk
www.rimmerbros.co.uk

Rimmer Bros, Triumph House, Sleaford Rd (A15),
Bracebridge Heath, Lincoln, LN4 2NA





INTERNATIONAL CONCOURS 2008

**Victor & Vivien
Thompson**

CONCOURS

Tel. 01302 850740

e-mail. vanv@fsmail.net

IT IS OUR PLEASURE TO HAVE
RESPONSIBILITY FOR ORGANISING THE
CONCOURS FOR OUR INTERNATIONAL
EVENT AT STAFFORD COUNTY SHOW
GROUND THIS YEAR

This is the Club's premier event, and the Concours is Triumph's most prestigious Concours competition. As mentioned earlier this year it is our ambition to build on the success of this part of the show and attempt to encourage more participation in the competition. Our Club has grown, and the range of cars we now accommodate has similarly grown, therefore we feel the Concours event needs to reflect this, so there will be more classes, to ensure as many members are able to participate, and so provide even more of a spectacle of amazing cars for members and visitors to enjoy.

Not only will there be more classes, and so greater opportunity to compete, we will also enable competitors more choice in terms of how they can enter the Concours. In addition to being able to book at the event, you will also be able to post your entry forms to us prior to the show or book electronically. In June, July and August's Courier, an entry form will appear, which you can photocopy (as we know you don't want to damage your precious Couriers). Alternatively if you drop us an e-mail to say you'd like to book, we will reply with a form as an attachment for you to book by e-mail.

The classes available to enter will be the following:



Car of Show 2008
David Bowers
Vitesse MKII Convertible

Herald
Vitesse
GT6
Spitfire
Stag
2000/2.5
Dolomite
TR
Bond/Special
Unrestored
Cruised and Used
Modified

The Concours event at our International Event attracts some of the very best cars in the Country, indeed in Europe. However please don't feel intimidated, it's always good to see a



From 2005 for Master Class 2007 - Steve Johnson's Vitesse

range of cars, including original unrestored as well as unusual modified. We know your car is your pride and joy, let as

your call on 01302 850740, alternative you can drop us an e-mail at vanv@fsmail.net

VICTOR AND VIVIEN

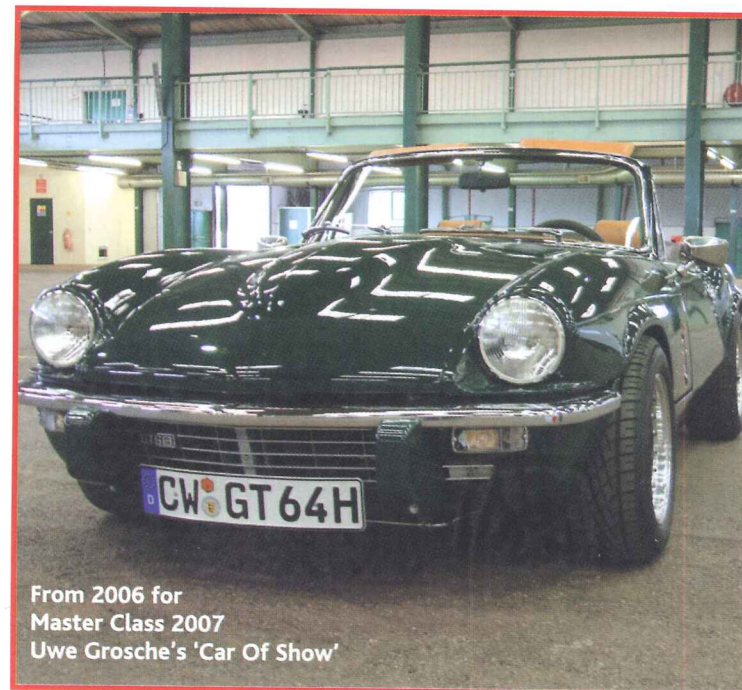
many other member also enjoy seeing your car, perhaps if you've got some interesting history about the car bring that along, or unusual gadgets or period accessories, they also help to add interest to your car.

By entering your car, this can provide entrants with useful advice and information as to how they can improve their cherished car, and for those budding judges the competition gives you an opportunity to work with an experienced judge to get valuable experience.

Remember when competing in the cruised and used category, entrants will be expected to bring along MOT

certificates for the two previous years, to demonstrate use of the vehicle and also the mileage covered.

Over recent years Angela and Andrew McGowan have written about how to prepare your car for Concours, I wouldn't presume to attempt to add to their immense knowledge and experience other than to refer you to the Concours articles in previous years Couriers. However if anyone wishes to call and have a chat about entering the competition, as a competitor of modest experience Vivien and I would be more than happy to take



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



FEEDBACK & PREPARATION

Tony Lindsey-Dean Talking Tuning

e-mail. tr@tssc.org.uk

Greetings all

A LITTLE BACKGROUND PERSONAL
HISTORY WHICH HOPEFULLY
EXPLAINS TO ALL WHY I SUPPLY
THESE ARTICLES

(besides being requested to by the TSSC. Ed.).

My involvement with Triumphs from a business point of view has come about as a result of being first and foremost a Triumph enthusiast. For many years I was just like most members running and maintaining TR's, Vitesse's and GT6's using the then Triumph Dealerships and budding specialist suppliers. As time passed I became involved with other Triumph enthusiasts, one was a dealer selling and breaking Triumphs. I bought a lot of cars from him over time. I also started to dismantle old units from cars I had broken to understand what went wrong with them.

At this time to use a factory dealership for new major units was unaffordable, so I used to rebuild my own units. Then friends asked me to work on their units and so my knowledge and experience developed. Over time I found that certain failures

were very common and started to look for ways of improving the durability. I even worked closely with some transmission reconditioners to pressurize them into making better improvements.

The same situation developed when I started tuning and modifying engines. I used all the big name tuners of the day but found that they all fell short of what I was expecting and hoping to achieve. So again I started to organise my own modifying program, greatly helped by information gained on a colleagues flow bench. From this information I started to work on cam design and soon realised that most camshaft suppliers did not have much idea regarding the optimum design for Triumph engines as their one design fits all policy (ie Ford pushrod designs) fell short of what was achievable. I soon learnt that some designs do give more top end power but sacrifice bottom end torque, greatly reducing the drivability.

I always found that when trying to gather information there was a veil of secrecy from all companies when I asked them about what they did to units they worked on. I on the other hand am more than happy to show exactly what goes on both in what I do and that of others. As 50% of my current work seems to be re doing previous peoples attempts, I suppose it is hardly surprising that so many in the trade are not entirely happy with me when poor practices are highlighted - sorry but I take the member/enthusiasts side here, who doesn't want the best they can get?

Having to develop engines and transmissions for competition use I was another extended learning curve, a path which I believe still holds secrets to unfurl. By imparting my experienced based knowledge I give the less experienced member the information to

make informed choices.

Having left London I am slowly winding down my business to concentrate on projects that interest me (and due to this, these articles are an honest attempt to impart all this gained experience and knowledge to those interested, Bernard. Ed)

Still It is gratifying to get some positive feedback and to know that my efforts are appreciated and I was particularly pleased to receive the following email:

"Tony,
You have done a wonderful job in your gearbox articles for the 'Courier'. I hope club members appreciate your knowledge and information. I commend you highly & find your work both interesting and very helpful. Keep up the good work my friend and I hope I am only one of many who recognises your effort and attention to detail."

Kas Kastner

It seems to be a real scramble to get every thing done these days I have been thinking. But in many ways it seems that to achieve a high

standard or excellent result the effort require seems to grow disproportionately over just achieving the basics. In preparing the race Mk I 2000 saloon new lightened doors were to be fitted, this required them to be repainted, but the original Wedgewood blue has been re sprayed turquoise / blue so this had to be matched so the doors would match. But with the engine bay empty it seem sensible to spray that too and while we were at it the interior

and inside the boot might just as well be done also, at least the car would look all the same. So what could have been a quick job for an average result turned into a bit of a task. But

the results are very gratifying, seeing the car all in one fresh coat of paint. Having re fitted the rebuilt engine we found a number of electrical irritations to deal with. In so doing, that job just grew into a wholesale re sorting of all the wiring. Much of the work was undoing other peoples attempts of preparation.

Over the years one thing I have always found is that to get reliability from race cars is to keep things simple and minimal. Make sure wiring is not over complicated, wiring running in sensible runs and not under strain. Unfortunately the 2000 had been suffering from all these features. A big fault of preparers is routing new wires or pipes through the bulk head. In our case we have two power cables to the cut out master switch, two cables for master cut out and fire extinguisher, oil gauge feed pipe and numerous wires all in a total tangle feeding through one hole in the bulkhead. An hour and a half later we have calm and order simple easy to understand layout and everything neatly tied or clipped in place. Race scrutineer's like neat orderly cars if they see this they assume usually correctly that the car speaks for its self there will be little need to check every thing thoroughly. My



Refinished engine bay in matching body colour.

point was proved, when at scrutineering there was a nod of approval at the pristine engine bay and only a cursory look around before being passed. This has not been the case in the past.

For the first outing at Cadwell park I re fitted the Stromberg carburetors as they were set and ready to go.



Measuring jet heights prior to final adjustments

Although the small modifications I have made during the rebuild of the engine have necessitated the slight enrichment of the fueling. To be absolutely accurate I measured the jet heights so that accurate settings can be achieved.

Now a short piece regarding inlet manifolds for Mk1 6 cylinder engines. I noticed an old posting on the forum regarding Webber/Dellorto manifolds for the Mk1. 6 cylinder engines.

Canley Classics have replicated the triple



PIC 1

Webber manifold used on the works 2000 Mk1 Saloon rally cars. These are obviously angled for the 7 degree slope of the saloon engine.

I thought I would try adapting these to fit to the vertically mounted Vitesse engine, obviously being made for the Saloon, the carburetor angle



PIC 2

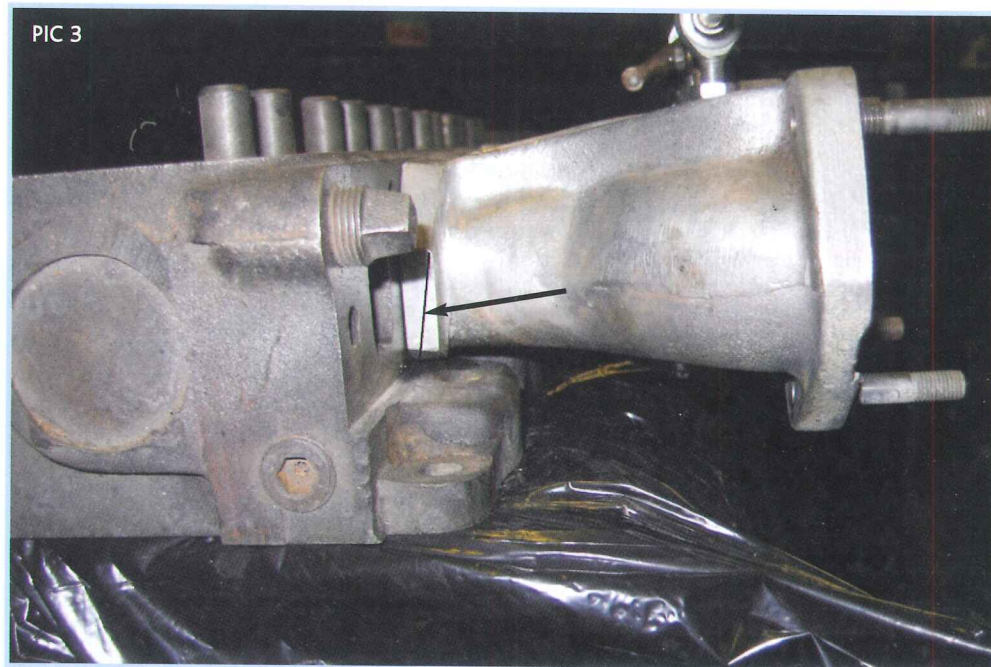
would be wrong.

However, I have found that with some minor machining, this angle can be made to suit the Vitesse engine.

The first picture shows the manifold set up on a dummy head to perfect the throttle linkage connections. Pictured from the rear Pic 2 this race set up has the choke mechanisms removed and replaced with cover plates. Also I had small bridge plates

welded between each manifold stub to produce a one piece manifold. This should keep the linkage connections stable and reduce fitting and set up time considerably.

Viewed from the side Pic 3 this is the angle that the saloon manifold would be on a



PIC 3

Vitesse or GT6.

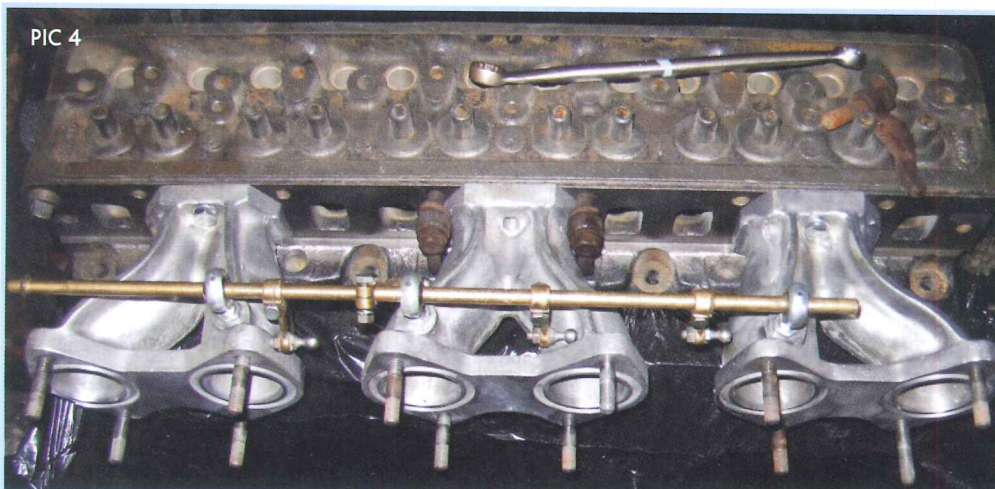
The modification is in fact quite simple. The manifolds need to be clamped, carb face down and milled or skimmed until the upper face is clean and level. This change of angle alters the clamp face on each side of the manifolds and a small amount of weld has to be added.

Pic 3 shows the line of the clamp face after skimming and the portion the arrow side has been built up with weld and trimmed with a

series of graded files to produce a parallel clamp face. Pic 4 shows the converted manifold for the Vitesse.

Now yes I did mention the GT6.

It may be possible to machine both faces by varying degrees on each of the manifold stubs to produce a gradual slope to the front giving the requisite bonnet clearance necessary to fit the GT6. Other wise the end faces could be cut and re welded to produce the desired effect



PIC 4



SHINY THINGS

Richard Briscoe

STAG Register

www.tssc.org.uk/stag

e-mail. stag@tssc.org.uk

AND POSSIBLE ANSWERS TO THAT AGE OLD STAG QUESTION.

Read on and the Subtitle title may become clear! It was my Dad's birthday in April and his present was a fitting one – a pair of rear lights for his Stag. These new units are made to a high standard and appear to be made from the original moulds. They are a perfect match with just the Lucas trademark obscured. This got me thinking as I haven't sorted a good pair of rear lights out yet for my Stag. (My job and a bad cold, which some described as man flu, have delayed the welding for a short while!) We went through the parts mountain held in the roof of the barn and found three sets of lights. Not bad to say I thought I only had a single lamp! Is it just me who forgets what bits they have obtained for the restoration project? The good news was that out of the pile of lamps two have decent chrome and there are enough lenses in decent shape to make a good pair.

As some of you are aware, I am also rebuilding a TR7 with a Rover SD1 Vitesse fuel injected engine. How is this connected? The TR7 never really had good rear lamps, they always seem dull. On closer inspection, the rear lamps on TR7's don't appear to have any sort of reflector behind the bulbs. I asked a TR7 expert about this at one of the local meets I attend and he commented "Did lots of grey dust drop out of the lamp unit when you took it apart?" apparently this grey dust is the remains of a spray on chrome finish applied to the inside of the rear lamps. Stags also seem to suffer a little from the lack of bright lights and looking at how the lamps compared I discovered one (and only one!) of the reflectors in the Stag lamp had a chrome finish applied to it. It became obvious on closer inspection that there were signs of this chrome coating having



been applied to all reflectors in the Stag rear lamps. I recalled seeing some chrome effect paint in the local discount shop and thought that it would be worth a try to replicate the original effect on the lamp reflectors. An interesting anomaly became apparent whilst



cleaning up a spare lamp unit to prepare it for a test spray. My Dad noticed some changes in the lamp reflectors themselves. If you look at the photo you can



see two distinct types of reflector appear to have been used and it looks as though at one point both types were used at the same time. The reflectors are fused onto the light unit so haven't been changed by anyone and the lamps are original units.

In order to prepare the lamps for restoration you need to clean up the plastic reflectors with a fine sandpaper



or wire wool. Clean carefully with panel wipe to remove any grease or oil. Mask up the rest of the lamp and then prime with a bright primer. After this primer coat has dried a couple of coats of chrome paint bring up the reflectors to a high gloss finish. A tip here or with any bright colour is to use a white primer rather than grey or red oxide as these colours can dull the final finish. It is also important to use the same colour primer on the complete job to ensure an even colour match. If you look at the before and after pictures

you can really see the difference with the reflectors. (Ok they



are TR7 lamps but he effect is clearer in this photo!) Complete this with new gaskets and LED bulbs and they should be first class rear lights.

One thing to remember is that if you purchase new

clear outer lenses, (Heading Photo) make sure that you fit them on a warm day and check them first as you may make fitting them easier by filing a small amount of plastic away from the lugs which hold them in position.

Now to the age old question referred to in the sub title – just how do you remove Stag cylinder heads?

There are many rumours out there as to how to remove Stag cylinder heads. According to EJ Wards, the cylinder heads are just about the most stubborn part to remove from any engine and any vehicle.

This was confirmed by a story where the studs and nuts were removed from an engine requiring an overhaul. The car was then driven around and this still did not break the seal between the cylinder heads and the block. It does make you think how on earth the gaskets actually manage to fail!

EJ Wards use a similar set up to that shown last month and acknowledge that it will take a while to remove a damaged cylinder head!

They also have the ability to place whole engines in penetrating oil!!! They have only given up on one engine which is still sitting behind one of their sheds! The heads do like to stick on the studs – the bolts normally come out of the head.

Here are some of the other suggestions we have been given recently:-

1) Take the rocker gear off the engine and remove the spark

plugs. Check the piston is at the bottom of its travel and fill the bores with oil, before putting the spark plug back in place. Turn the engine over to apply pressure to the underside of the cylinder and expect oil to fly everywhere.

2) Follow the same procedure as before but instead of oil feed a rope into the bore and fill as much of the bore as possible. Then turn the engine over and as the piston rises the rope should lift the head. This method appears to allow more pressure on the cylinder head.

I have even heard of whole cars being suspended on the cylinder heads to add the vehicle weight to assist in removing the head. The above carry a risk of damage to the engine parts so if unsure obtain a rebuilt engine.

If anyone has any ideas or photos of tricks that they have used to remove cylinder heads please send them in and I will pass those words of wisdom on.

By the time you have read this the first run of the year will have taken place. Alan from West Yorkshire has organised a Drive it Day run to York with the Stag Owners Club, TR Register and a number of other clubs all joining the run on its way from Birstall to York, via Ferrybridge services. Parking has been arranged in the centre of York next to Clifford Tower and the Castle Museum.

The day is going to be a good chance to start the fundraising for this years Dales run with the RNLI coming along to run a stall. Hopefully Alan will have booked the weather. See the article further on in the magazine for more detailson the Dales run. The booking form is also in the back of the magazine.

I would like to ask again for volunteers at Stafford to assist me with a small display of Stags (Maximum of three) your car will be displayed inside Bingley Hall and can if required be left inside overnight.

It is only your car on display, not you, so why not take advantage and park inside where it won't be too far to carry the bargains you will find!

Don't forget the Dales Run on 6th,7th and 8th of June

Keep running on eight

RICHARD



THE DALES RUN 2007

by Richard Briscoe

**IT'S GETTING CLOSE TO THE DALES RUN
WHICH IS GOING TO BE HELD ON THE
6TH, 7TH AND 8TH JUNE 2008.**

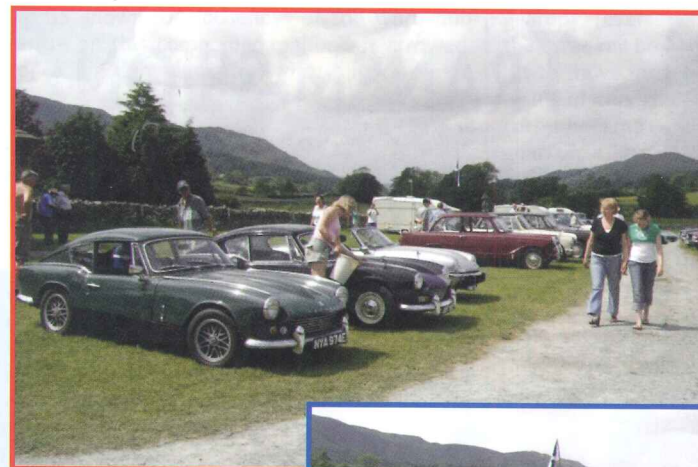
Last year, over 30 cars took part in the two day event and we raised over £400 for Yorkshire Sight Savers. The highlights of last years event included a run around some really beautiful countryside and a visit to Hawes via a number of scenic



views of the Dales. This gave everyone plenty of time to take in the scenery, which for once was bathed in the sunshine, which Alan had booked especially for us. The BBQ was attended by almost everyone, although at least

one member from TSSC North Yorkshire, believed he was abducted by aliens for a study of the local beer (his story!)

The evening entertainment was really enjoyed by all with everyone becoming addicted to Alan's horse racing game. The best hat and handbag competitions were then judged and Alan's "old bag" and Richard's "body bag" met the now customary funny but

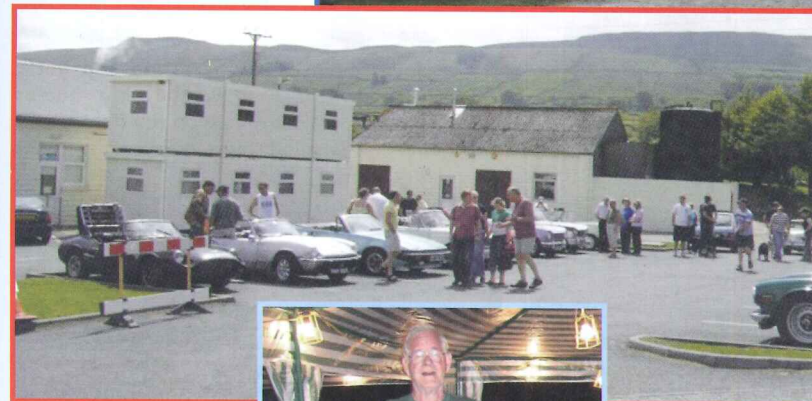


low standards!!!!!!

The Sunday run began with excellent weather again. The drive was another excellent one in and around Dent dale with some really excellent views. I had longer to see



GT6 without any obstacles on the quiet roads of North Yorkshire. They can't have been too quiet with a large convoy of Triumphs passing through though! We finally arrived in Hawes 5 minutes after everyone else. Alan then did his infamous 'how not to get out of a GT6' routine which had everyone in stitches and my cars wiring loom in pieces!



The day was finished off with the Run informal concours on the campsite with the prize awards presented by the campsite owner.

**This years
charity is the
RNLI Humber
Lifeboat.**

them than most, as I had to take a detour for fuel. At one point, Alan and I believed that we were in front of Martin and the rest of the convoy, so we waited for 20 minutes before realising that we must be behind them! We stopped twice more to wait for the convoy as I was able to drive my



Alan's "old bag"

Please come along to the run this year and support us in our bid to beat last years total.

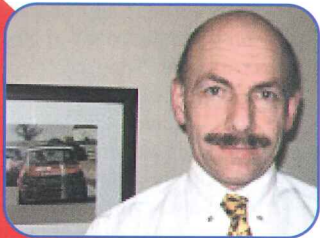
There will be a Saturday run, BBQ and night time entertainment.

On Sunday there will be an auto gymkhana and at the request of the village of Dent, a concours event open to the village.

All this and a chance to support the RNLI with a gift stall and raffle.

Look forward to seeing you all,

RICHARD.



TRANSMISSION IMPROVEMENTS III

Tony Lindsey-Dean Talking Transmissions

e-mail. tr@tssc.org.uk

FOR THE LAST PART OF
TRANSMISSION UP RATING
RELATING TO THE VITESSE/GT6
TRANSMISSION WE NEED TO
LOOK AT THE SELECTOR HUBS,
SELECTOR FORK TOP COVER
AND GEAR BOX CASING

The selector hubs under went various design modifications during the course of production. Early hubs were made with a 'white' metal centre. This material has a low friction rate so when new the hub would select smoothly. The negative side of using this material is that it is inherently soft and was prone to impact and compression wear over time and usage.

The compression wear occurs where the internal splines slide on the main shaft. When a gear is selected and the clutch released the hub outer is turned by the gear dogs which turn the hub centre splined to the main shaft. It is these faces of the internal splines that wear by compression loading as the hub takes the engine power and transfers that to

the main shaft. This results in an every increasing looseness of the hub internal to main shaft. This looseness has to be taken up each time there is a gear change producing a clunky transmission with audible take up



PIC 1

noise under initial acceleration and initial deceleration. Pic 01 shows the early hub on the left and newer design on the right.

Note the smaller engagement dogs on the earlier hub.



PIC 2

Pic 02 the wear and gouging on the softer white metal hub centre can clearly be seen on the right hand image. The later forged hub centre on the left just does not wear.

Pic 03 shows the looseness of the worn hub centre on this comp spec main shaft arrowed. For a smooth clunk free transmission there



PIC 3

should be the minimum of radial movement between hubs and main shaft. Over a period of time improvements were introduced to the hubs, one noticeable improvement was (pic 04) the under cutting of the engagement splines on



PIC 4

the inside of the hub outers. With the development of the deeper engagement dogs on gears and hubs the inner points of engagement on the hub outer were machined to taper inwards. The theory was that this would help keep the hub engaged better on the gear dogs helping to prevent the instance of jumping out of gear. Whether this has any great significance is debatable as the location and retention of the selector hubs to the gears is controlled by the selector fork top cover. With the best and tightest hubs chosen, new detent springs are fitted. I use after market ones with 10-20% stronger pressure.

With the introduction of the later single rail gearboxes modifications were introduced to the reverse idler, lay gear and 1st/2nd selector hub. Due to the new lay out of the single rail

gearbox, reverse moved from left and forward on the three rail box, to right and forward with a slight lift to move into the reverse gate. The unforeseen result of this change was that for left hand drive cars it became very easy for the driver to miss third gear on a hasty change and slip into reverse by mistake.

The net result was that a large number of transmissions were wrecked with the destruction of the reverse idler and the reverse gear on the lay gear.

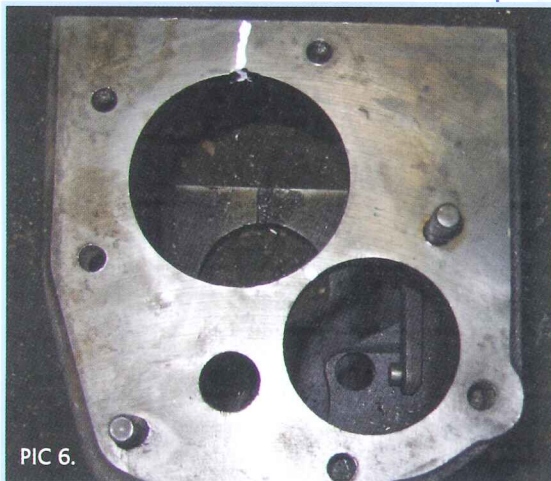
This pic (Pic 5) clearly shows the more rugged



PIC 5

reverse idler gear cut on the lay gear and selector hub outer and the chunkier reverse idler at (bottom) as compared with the original fine tooth set up found on original Vitesse & GT6 gear sets.

This did help reduce some of the failures, but an up grading of the springing needed to lift the gear lever into the reverse gate would have been more effective at preventing these failures. Having covered the basic theory of how to improve the load capacity and durability of these units from the internal components, basic checks must be made to ensure the gear casing is fit for purpose. Some gear cases will be better than others when the original machining tolerances are taken into consideration. A gear case that has the main bearing and lay shaft pin holes machined to bottom limit will have a tighter fit for the bearings and lay shaft over cases machined to the top limit. These tighter cases are more suited to making a top performing unit.



Pic 6 shows a case run with a badly worn main bearing so much so that it has cracked the cast



iron case, high lighted in white. There are also a great deal of variation in the bore size of the reverse idler shaft mounting hole. Some are a good tight fit where as other cases are particularly loose. Even with new gears a transmission unit with a looser fitting idler shaft output.

Pic 7 shows a case with poor reverse idle shaft support casting. This one will be more noisy in reverse gear than that of a tight fitting one. Also the amount of casting supporting this area does vary and a case with a generous amount of support casting should be preferred especially if used with a high torque engine.

Lastly we need to take a brief look at the selector top. This unit has the dual purpose of moving the selector hubs into engagement with the gears and then retaining them in position.

The selector top has no effect on the quality of the syncro mesh engagement. That is entirely controlled but the selector hub pre load created by the detent springs and the quality and effectiveness of the syncro cone.

The selector top must have good forks with no degree of wear. Running witness marks are normal and to be expected but the forks should not have noticeable wear steps on the engagement faces.

To make the detents work to the optimum, the top cover should be stripped and the detent springs checked and replaced if compressed. Also over time the small location holes for the detent springs and plungers become filled with old oil and debris consisting of a paste of metal and bronze particles.

Once this is removed and every thing cleaned and re oiled the quality of the selector rod retention increases dramatically.

The key elements to making a superior transmission lay in using the best parts and improve parts where necessary. Also having sufficient core of parts to be able to select only the best items with the best machined tolerances. It also requires a transmission builder who is prepared to take the necessary time to thoroughly evaluate all parts prior to building.

This typically takes three times as long as it would do to build a run of the mill transmission. But the results are well worth the effort.

Next time I will be looking at the very versatile big gearbox from the Saloon/TR/Sprint range of cars.

Est. 1975
Quality
 PARTS & ACCESSORIES

www.moss-europe.co.uk

THE NEW! MOSS CATALOGUES



Suspension
 Spax front shock absorber (TT3301) ... £59.95
 Koni front shock absorber (TT3302) ... £99.95
 Gaz front shock absorber (TT3303) ... £54.95



Lubricants
 Penrite classic 20W/50 5lt (GGL9044X) ... £21.95
 Millers motorsport CSS20w50 1lt (GGL4005X) ... £7.60
 Millers VSP+ octane booster (GGL4003X) ... £4.25
 Unipart antifreeze 2lt (GEC2002) ... £12.95



Phoenix Exhausts
 Manifold Spit MkIII-1500 (PXM1400) ... £239.90
 Manifold GT6 MkII-III (PXTH300) ... £419.94
 Twin box sports system (PXS5420) ... £294.95
 Big bore single box system (PXS5401) ... £224.95



K&N filters
 HS/HIF6 cent. mount 1 3/4" (KN56-1400A) ... £41.50
 Breather filter (KN62-1010) ... £17.65
 DCOE fitting 2 1/2" deep (KN56-9104) ... £53.94



Brakes
 In-line brake servo kit (TT3949Z) ... £129.95
 Spit Mintex brake pad set (TT34501) ... £49.95
 Spit Greenstuff brake pad set (TT3450G) ... £26.95

Out Now!
 The **NEW Spitfire** catalogue.
 (Also available for the Triumph: TR2-4A, TR5-6, TR7*)
 ...and its completely free!

Call: 0800 281 182

"It's FREE and packed full of quality new products, performance parts, accessories, detailed schematic drawings and descriptions." This catalogue really is a must have for any Spitfire enthusiast!
 For your free copy call: 0800 281 182 or e-mail: catalogues@moss-europe.co.uk

MG . Triumph . Spridget . Mini . MX-5

Moss London
 020 8867 2020

Moss Bradford
 01274 539 999

Moss Bristol
 0117 923 2523

Moss Manchester
 0161 480 6402

Moss On-line (Shop on-line)
www.moss-europe.co.uk

Free catalogues
 MG T-Type, MGA, MGB, Sprite & Midget, MGF TR2-4A, TR5-6, TR7, Classic Mini, Mazda MX-5 & Tools.
 Call: 0800 281 182
 e-mail: catalogues@moss-europe.co.uk

KEEPING THE GREAT MARQUES ALIVE

FREE Parts & Accessories Catalogues

Name _____	Please ✓ to request a catalogue:
Address _____	<input type="checkbox"/> MG T-Type <input type="checkbox"/> TR2-4A
Postcode _____	<input type="checkbox"/> MGA <input type="checkbox"/> TR5-6
E-mail _____	<input type="checkbox"/> MGB <input type="checkbox"/> TR7*
Tel no. _____	<input type="checkbox"/> Spridget 1958-66* <input type="checkbox"/> Spitfire IV-1500
	<input type="checkbox"/> Spridget 1967-79 <input type="checkbox"/> Classic Mini
	<input type="checkbox"/> MGF* <input type="checkbox"/> BMW Mini*
	<input type="checkbox"/> Restoration Tools <input type="checkbox"/> Mazda MX-5*

Send to: Customer Services, Moss Europe Ltd, Hampton Farm Ind. Est. Hanworth, Middlesex TW13 6DB



THE SLIPPERY SLOPES OF THE EXETER TRIAL

by Mike Crewes

**AS FEATURED ON CHANNELS 5,
5TH GEAR, 2008 STARTING
WITH THE EXETER TRIAL OVER
THE FIRST WEEKEND**

Your three intrepid competitors, Mike Warnes, TR7 (Class 5), Ian Lee, Triumph Sixpence (Class 8) and I, Herald 1200 Estate (Class 0) had all entered. Mike and Ian had Touring assemblies to complete before the start, with Mike starting at Plusha Services in Cornwall and Ian starting at Cirencester in Gloucestershire. In Class 0 we had to go direct to the start at the Haynes Motor Museum, Sparkford Somerset, just over 100 miles away.

We were first to arrive, giving time for a quick snack and a chance to look around the museum, which, considering it was midnight, was reasonably busy, but still allowed for great, if spooky, views of the cars.

Just before we left Ian arrived in time for a quick chat and then we said goodbyes. Mike arrived sometime later and we never caught up with him until the Sunday.

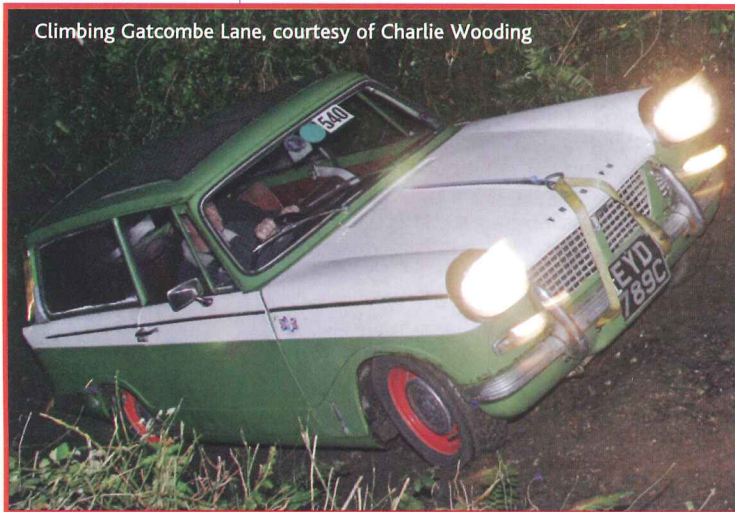
Out of the gate we were on our way, Car 540 purring its way to the second section, after the first had been cancelled due to lack of marshals. After 11/2 hours we arrived at our first climb, Gatcombe Lane. Ian and I had marshalled here last year, so we knew the hill. In the rain this is a very wet, steep and rough lane, but the Herald climbed it with no

problems, allowing for 2nd gear half way up. It was nice to be climbing and Gatcombe Lane had got us well and truly in the mood.

Through the lanes and 25 minutes later we were at Jobbles Lane. The access to the section was very rough and it felt as if we had already done a section just getting to it. Climbing Jobbles was going up a very steep, rough and slippery lane, but we managed to get the Herald up without too much drama. This section had been a bit trickier, but we were pleased that we had made it with a little hard work and some good bouncing from Claudia.

Bouncing, what's that all about? Well some sections require added traction, so many competitors, me

Climbing Gatcombe Lane, courtesy of Charlie Wooding



included, get their navigators to sit in the back and bounce up and down when necessary. Claudia is not particularly heavy, but every time her bum hits that rear seat the tyres get an extra load and often improved grip. It doesn't always work, but it can get you up hills that would otherwise prove impossible. The TR7 and Sixpence can't do this, because they are two seaters, but they sit just in front of the back axle

anyway, so bouncing can also work for them.

Anyway, having bounced up Jobbles Lane we were now back into the muddy RUPPs and back lanes to Stewarts Hill, half an hour away. Stewarts is more of what we are used to; very slippery, quite steep with a steep lip at the top, so you need plenty of momentum and lots of attack. We spun and slid our way to the section ends board, enjoying clearing the short and very sweet section.

Extricating ourselves from Stewarts we disappeared into the darkness to reappear at Plyford. Again the recent rain had washed out the track that takes you into the section and this was very rough. Many of the sections were covered in slippery mud from the recent rain, which was made worse by the solid foundations of the hills. Some were very difficult to get grip on. Plyford is also quite short, quite rough, a bit slippery, but not too steep.



Queuing at Fingle Bridge, courtesy of Claudia Wiles

The Herald showed it a clean pair of heels.

I relaxed a bit now on the drive to Higher Rill. I had marshalled here before and knew that the rough, steep lane had good grip and not much to worry about, but I had forgotten that the access lane is through some very deep and slippery mud. They had moved the start this year so that entry was down a steep bank, round a 90 degree right bend, then up the hill. Away we went with the precaution of Claudia in the back, I had learnt my lesson on a previous trial! Half way up this rough, water laden river we came to some unexpected mud, Claudia saw it too and was bouncing long before the wheels were spinning and our caution had proved right again; somehow we made it to the top and the water logged lane that takes you out again.

Ten minutes later we were at Core Hill and our first

special test. This was conducted on a level gravel lane. Start behind line A, cross line B with all four wheels, reverse back over line B with all four wheels and then forward to stop astride line C. Although this was against the clock it was quite straight forward and an opportunity to slide the Herald for the fun of it.

With a smile on our face we were quickly at Back Lane; rough, very steep and slippery.

With Claudia bouncing like a woman possessed we spun the wheels off the line and I gave the Herald the gun all the way up. She slipped and slithered, wheel spinning most of the way, but she was responding to the helm beautifully, another cleaned section behind us as we headed to Exeter Services for our compulsory stop and breakfast.

We arrived at Exeter half an hour early and they put us back on time, so we had 11/2 hours for breakfast and I managed a short 40 winks. It was almost

daylight as we left Exeter, out onto a busy M5, to turn down the A30 and head for Dartmoor.

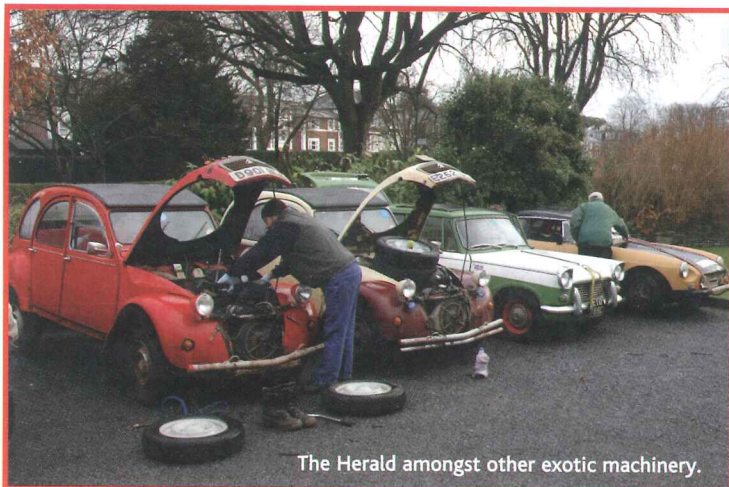
We soon arrived at Windout and remembered that this is a steep tarmac hill that is narrow and full of hairpin bends. What we didn't know was that it was covered in wet and slippery leaves. Going through the ford at the start, just to make sure your tyres are well lubricated, we attacked the hill; and it was just as well that we did. The Herald spun her

wheels several times and the corners seem to be steeper than I remember, but we made it, putting the stakes even higher if we had a failure now!

Not long later we were queuing for Fingle Bridge. This is a very very rough washed out track, that is very slippery and has loads of hairpin bends that get very slippery indeed. The last time I came this way I was amazed that the Herald cleared it and I was looking forward to it again with severe trepidation.

I went very quiet! The queue seemed to take ages as the marshals were letting all the bikes pass the cars and get back on their times. Still it gave Claudia time to get the camera out (as if she needed an excuse) and for me to have a look at the beautiful scenery that forms the banks of the river Teign.

It is a really beautiful spot that has its own hotel right on the river.



The Herald amongst other exotic machinery.

Soon enough we were on the start line with the marshal pointing out that there was a washed out drain after the first hairpin that had become a huge step in the lane. We got away well, rounded the first hairpin and looked for the step. Oh, right up there! As we approached I could see the enormity of it, a real car breaker, I could also see where all the bikes had gone up the bank to avoid it. Loosing a small amount of power, but trying to keep us going forwards we attacked. I put the offside two wheels up the slippery bank and watched as the hill disappeared behind the bonnet as the front nearside wheel hit the drain, then the rear hit and we were on two wheels. I guessed where the section was and worked to keep the Herald out of the ruts that were big enough to swallow her, more hairpins and lots of spectators cheering we had made it to the top with a big wave and cheer from the marshals. I punched the air with joy, we had done it again, this is about the limit for the Herald. The Herald's problem is the poor ground clearance, but at Fingle her narrow chassis is the advantage that allows me to move her about and find the grip between the ruts, she makes me work, but that just makes it sweeter when you clean the hill.

Elated we moved on.

Then there was Hitchcombe. This was very rough, very steep and very slippery up the side of a mountain with a sheer drop to one side. Some very exotic machinery was having lots of trouble here and the escape was to reverse back down the section to take the escape hill next to it. The failures were making the marshals work very hard and everyone was losing time here. We were allowed to give it a

run up to the start line, so I gave the Herald full throttle and headed up hill, Claudia bouncing like mad, but it was too much for the Herald's tyres and we eventually stopped with the wheels smoking and spinning.

Our first failure, we were devastated. We rolled back and took the slippery escape hill and just about made it out.

Very quickly we came to our second special test at Clifford. It was the same as before except that it was

on slippery mud and they had put line B around the blind side of a tree, meaning that you had to go around a hairpin to find it first. The marshals did their job really well and responded to my query of where to go with silence and a gentle point towards the start line. It was easier than it looked and we left there with just the one failure.

Pepperdon is another tarmac steep hill with loads of hairpins, which I remembered from the last time. Gently away, plenty of momentum, but don't let the wheels spin. The corners were very wet and slippery, but the Herald made light of it and we were all clean on this section too.

A gentle run through the rain soaked Dartmoor lanes brought us to our second compulsory stop and lunch. The villagers at Ilsington come out in force and open the village hall to us. Homemade hot and cold food at very reasonable prices always tempts competitors into the dry. This year they were proudly showing off their new kitchen that the proceeds of previous trials had paid for. We sat at a table with some spectators that had come all the way from central France to see the trial, very European!

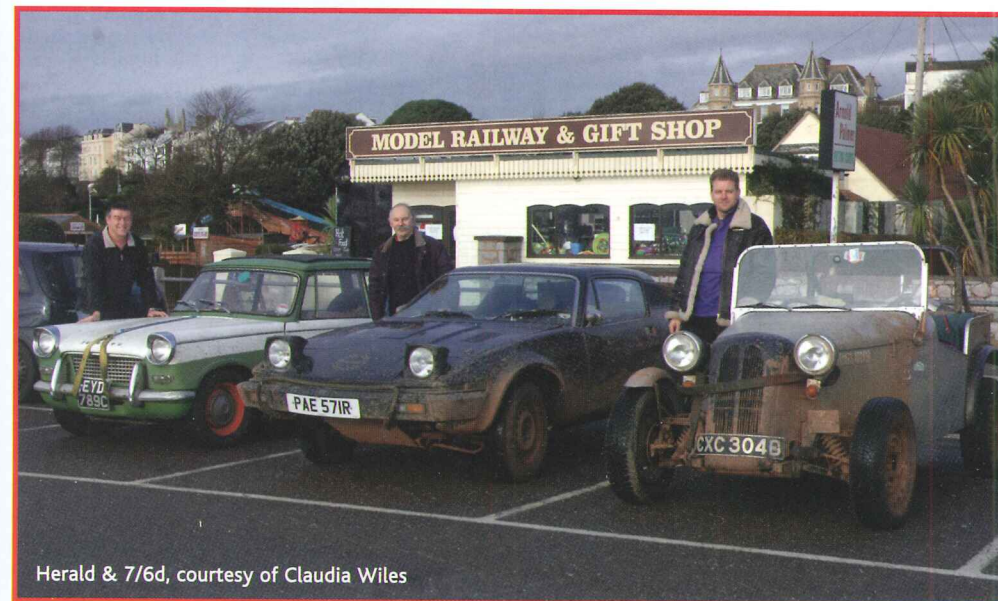
Fed and watered we moved on to Penhales Plantation and loads more spectators. This time we had a restart, always a tricky affair. You have to stop in exactly the right position in a box so that you can get grip to pull away again. So, away from the start climb a moderate hill to the restart and stop in the box. The marshal dropped his flag and away we went with hardly any wheel spin at all. Soon we were at the hairpin and it was very slippery, the car just would not turn in and I ended up with full lock on to get round. This killed our momentum and although we made it around the

hairpin the mud on the other side pulled us to stop with wheels spinning and smoking again. I tried to pull away, but it was no good, there just wasn't any grip.

I let the Herald run back to the bend and the marshal shouted to go right back across the bend, so I did. From here you either get towed up, or you give it the gun and go straight up getting grip where you can. I elected for the second option and with Claudia adding to rear

the section on three wheels and a mudguard (as seen on 5th Gear), but after a wheel change he had managed to complete the trial and was delighted with the result. Although we had done quite well, there are no awards in Class 0 if you fail anything.

The following day, Ian and I decided to meet up with Mike in his home town of Exmouth, well it's on the way home sort of.



Herald & 7/6d, courtesy of Claudia Wiles

wheel grip again, we spun our way at a crawl all of the way up to the cheers of the spectators and made it to the top. This was a failure for us, because we shouldn't have stopped apart from the restart.

We were two down, with one section left, a new one called Bay View, just over the top of the hill from Shaldon at the mouth of the river Teign. Bay View showed us a mild slope with slippery red Devon mud and gravel. The Herald easily put it behind her and we were on our way to the finish in Babbacombe.

We had finished the trial, undamaged and with two failures. Later at dinner we would meet up with some old friends and find that they weren't so lucky, Mikes TR7 was parked outside, so he made it, but we couldn't find each other. Ian thought he had managed a Bronze Award with only two failures, but later found that he had more failures than he realised. He was happy, though, he had done very well in the Sixpence's first long distance trial. The car had performed well first time out and he had learnt a lot. He was not quite damage free, his nearside front mudguard stay had broken on Fingle and punctured the tyre, so he finished

As we passed through Dawlish and down the banks of the river Exe we received several cheery waves from the Devon Area members on their way to Sunday Lunch, if only we had known.

Mikes' story of the trial was pretty good too, he had claimed a Silver Award; just one failure (at Simms Hill - see his youtube entry) and he also had a film of his climb up Wooston Steep (also on youtube). The three cars, covered in mud, drew quite a bit of attention in the seafront car park.

All in all a good weekend that we all enjoyed thoroughly, except that Ian's alternator packed up on the way home and he had to be recovered, but that was a small price to pay for all that fun.

We all agreed to enter the Lands End Trial at Easter and meet up again there.

We had definitely not shamed the name of Triumph and were all looking forward to more awards, maybe I can win a Class Award in Class 0, I came very close last year!

If you manage to come and watch us sometime, come up and say hello. Trial dates on page 4.



THE INDUSTRIAL HISTORY OF COVENTRY

by Paul Richardson ©

Known the world over for the production of motorcars, especially Standard Triumph models by we enthusiasts of the marque, the City of Coventry has an extremely varied industrial past.

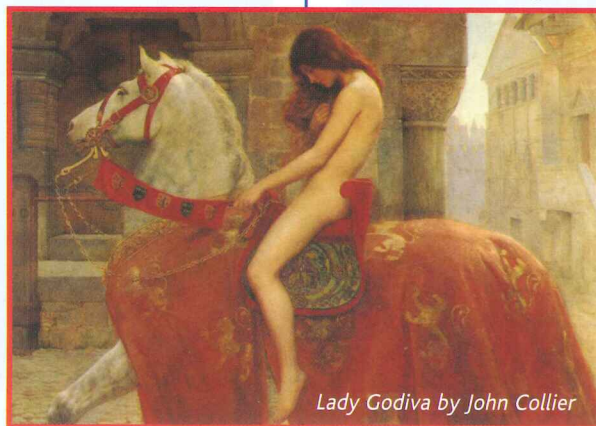
The City was founded after the building of a Benedictine Abbey in 1043 by Leofric, Earl of Mercia, and his wife Lady Godiva. Settlements soon developed in the area and small markets took place outside the Abbey gates. By 1300 a prosperous wool weaving and textile industry had developed in the area derived from the farming of sheep and cattle. This led to many wool dyers setting up business and the Coventry textile industry soon began to prosper.

Cloth dyed in 'Coventry Blue' became famous for its fade resistant quality and was exported all over Europe, and the blue shirts of the Coventry City football team remind us of this particular heritage today. Coventry's textile industry, which centred on the northern district of Hillfields by 1830, also led to an influx of French silk and ribbon weavers and the industry continued to expand. The City also started its equally famous clock and watch making industry in the mid 1800's, which centred on the then separate villages of Chapelfields and Earlsdon to the southwest.

The thriving cloth and ribbon weaving industry was crippled on the 11th February 1860 when it was announced in the House of Commons that the import duty on foreign ribbon was to be abolished. This, due to the subsequent import of foreign ribbon, led to a slump in the industry from which it never recovered. The Coventry watch making industry also thrived until competition from Swiss imports began its slow decline from 1900. The watchmaking trade was diverse with many independent watchmakers in the city of which Rotherhams was the largest.

By 1880 the manufacture of the pedal cycle had become another

string to the industrial bow of Coventry and by the 1890's there were scores of cycle manufacturers in the City. Coventry industry continued to diversify from



Lady Godiva by John Collier

the ailing ribbon weaving industry and a typical example is provided by the Riley family who moved from generations of ribbon weaving and loom manufacture to the manufacture of pedal cycles, motor cycles and, of course, motor cars.

From 1896 the formation of Daimler U.K. marked the start of the Coventry Motor Industry proper as four wheeled transport began to take over from the horse drawn carriage due to the advent of the internal combustion engine. The Standard Motor Company

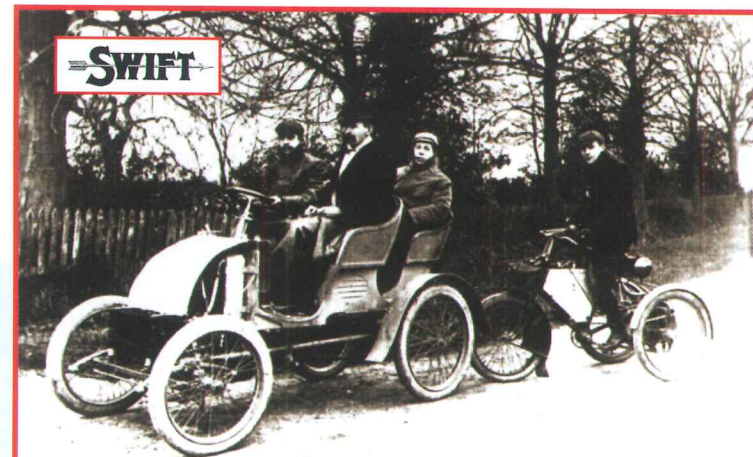
was formed in 1903 by Reginald Maudsley and many other motor manufacturers sprang up in Coventry.

Probably the most interesting example of industrial diversification in Coventry that led directly to the production of the motorcar started with the formation of the Coventry Machinists Company in 1847 (originally manufacturers of sewing machines) by James

Starley and Josia Turner. The Company moved into the manufacture of the early bicycle which was so successful that the company changed its name to the Swift Cycle Company. The Starley invented safety bicycle, which superseded the penny-farthing, had wheels of the same size and rear wheel chain drive. This bicycle was eventually manufactured by Rover from 1895. The Swift company later produced motor cycles and diversified again in 1902 to form the Swift Motor Company in Cheylesmore and by 1912 was one of the major motor manufacturers in Coventry.

Throughout the first world war the company also produced aero engines and armaments, and at war's end resumed production of quality hand built cars until the company closed in 1931 due to ever increasing competition from mass produced cars of larger companies.

Other examples of how Coventry industry moved from ribbon weaving and textiles to the manufacture of bicycles, motor cycles and motor cars is provided by the Hillman, Humber, Singer and Triumph companies. The name



The first Swift car - pic courtesy the Swift register, www.theswiftclub.co.uk

'Triumph' was chosen by German entrepreneur Siegfried Betteman as the trade name for his cycle business from which he exported British bicycles to mainland Europe. He subsequently started his own bicycle manufacturing business in Coventry in 1890 which led to the production of Triumph motor cycles for the army throughout world war one and the subsequent production of the first Triumph car in 1923 at the Priory road factory. We are all aware of how Sir John Black purchased the bankrupt Triumph Company just for the name



1919 Standard SLKS owned by John Cowder

towards the end of WW2 and the subsequent manufacture of the Triumph marque by the Standard Motor Company.

After WW1 the motorcar and support industries became the mainstay of Coventry industry, but by the early to mid thirties (having survived the industrial recession of the time) only the most successful motor manufacturers remained in the City like The Standard Motor Company, Rover, Alvis, Daimler, Riley, Lea Francis, Singer, Hillman, Humber (who took over Hillman in 1928), Armstrong Siddeley, Triumph, Lanchester - and SS Jaguar from 1934. From 1903 that great company, Coventry

Climax, singularly exemplifies diversity with its production of engines, electrical generators, fire pumps, forklift trucks, and world championship winning grand prix engines from 1958 to 1965.

In the mid 1880's Coventry's mechanised industry had become so large that tool making became an integral part of the City's industry. In 1888 the Alfred Herbert General Engineering Company was formed and by 1914 the company had 2000 employees making the machine tools that were vital for the continuing industrial growth of the City, and also became involved with the embryonic aircraft industry of the time. Alfred Herberts were the largest machine tool manufacturer in England in that era and obviously played a vital part in procurement throughout the 1st world war.

A.C. Wickman, another famous machine tool manufacturer, also set up business in the City in 1926. It's founder, Axel Wickman, was of Swedish origin and had trained at the huge Crupp engineering company in Germany. He introduced the use of tungsten carbide steel to the British machine tool industry in 1927 and also invented the multi spindle automatic lathe, which proved a major factor in reducing production costs for motor manufacturers. It has been estimated that over 100,000 specialised lathes and machine tools were supplied to British armament manufacturers by Alfred Herbert and Wickmans alone throughout WW2.

The Coventry Gauge and Tool Company on Fletchamstead Highway was another very important company producing gauges and machine tools. Probably one of its most important rolls in WW2 was the supply of machines to produce parts for the Rolls Royce Merlin engine and the Rotol variable pitch propeller.

The Standard Motor Company is a prime example of how the embryonic Coventry motor industry became involved with the emerging aircraft industry due to an understanding of mass production methods, which was obviously important on the outbreak of WW1. From 1914 Standard played an invaluable part in aircraft pro-



Bristol fighter

duction and produced over 1000 aircraft including the Bristol fighter, Sopwiths and other aircraft designed by the Royal Aircraft Establishment.

The city also attracted companies in the electrical and communications industries like the huge General Electric Company (GEC) and British Thompson Houston (BTH). A major achievement by GEC was the invention and production of the VHF radio link, which enabled

RAF squadron leaders, pilots and air bases to intercommunicate in WW2. When the company was bombed in April 1941, the importance of re-establishing manufacture of this VHS system was so vital that it was the only war problem in Coventry that came under the personal scrutiny of Sir Winston Churchill.

The BTH Company produced aircraft electrical systems including some 500,000 aircraft magnetos in world war two (having produced 40,000 in WW1). The Standard Motor Company played a vital part in aircraft production during WW2, which was recounted in detail in a previous issue on The Standard Motor Company Shadow Factories.

Watchmaker, Fred Lee, who used diamond bearings for accuracy in his watch and clock movements, made an interesting diversification when he decided to manufacture industrial diamonds in Coventry when such imports stopped on the outbreak of WW2.

His company subsequently played a major roll in supplying diamond bearings for compasses etc. used by the Army, Navy and Air force throughout the war. Many inventions were also designed in Coventry.

The removable pneumatic tyre and the Sturmy Archer three-speed gear for bicycles remain two of the most significant from the early industrial era.

Sir Frank Whittle, inventor of the jet engine was also a



1935 Triumph Gloria owned by Duncan Wood USA.

Coventry man.

At wars end in 1945, the Coventry motor industry and allied trades boomed until the sixties and we know only too well the successes of Standard Triumph products in the post war era. But by the late fifties Standard Triumph was beginning to feel the financial pinch, which was due in part to the onset of foreign competition that also began to affect sales throughout the British motor industry. In 1961 Standard Triumph was taken over by Leyland who also consumed the bulk of

the British motor industry thereafter. In the mid to late sixties a decline began in the industry from which it never recovered. We could speculate for hours on the why's and wherefor's, but failure to compete with overseas competition, for whatever reasons, was undoubtedly the major cause. I feel confident, however, that a new British owned motor industry of conse-

quence will eventually spring from the ashes of the old.



Triumph Reknown - photo taken at Fort Worth VTR Convention 1997. The American owner had a sign on the front of the car stating "Do not run your fingers over my bodywork and I will not run over your fingers!!"

We still have Morgan, that great Company, which has survived from 1910 (almost a century) and building cars with character, like Morgan, must be the answer.

A new, quality 'TRIUMPH' sports car designed and built in England would be a marvellous catalyst in my opinion, and what better place to build it than in Coventry!



1938 Triumph Dolomite owned by Alan Davis, England when this photo was taken, circa 1997.



FLYING THE TSSC FLAG

by Victor & Vivien Thompson

AREAS FLY THE FLAG FOR THE CLUB AT LOCAL SHOWS

The Club's Council of Management decided it was important for Council Members to attend and show their support to the Areas who take responsibility for organising the Club stand at various local events.

Not only is this to give practical help and support, but also to acknowledge the hard work and commitment this takes as well as giving a more 'visible' face to Council members..

I'm sure all my Council colleagues would agree that we owe a large dept of gratitude to those Areas that attend shows and spread the good word about the TSSC. Whilst Vivien and I don't want to

appear to give special praise, we never the less thought it was worth mentioning two recent shows we attended at Bristol and Alexandra Palace. We decided to go along to these show as we hadn't attended previously and were looking forward to something different. You may ask why travel all the way from South Yorkshire to Somerset for the Bristol Classic Car show, well yes it was a long way, but well

worth the journey. The Club stand was informal but none the less enthusiastic and it was especially nice to meet up with the team manning the stand. The show is rather deceiving as it took place in a number of halls, so at first glance it didn't seem to be very big, but



believe me it is, and was very busy. Whilst on the Club stand on Saturday visitors to the stand were frequent and everyone was greeted with a warm welcome and friendly chat, for me this is so important in making the TSSC a club for members by members, so a sincere well done to everyone involved and who supported the Club stand at the event.

Next stop we were in North London for the Alexandra Palace Car Show, the North London Area had

driven up to Club HQ for the stand, which looked very impressive. The show had a notable Triumph

presence with a number of Triumph clubs being present. Our stand had a very original Mk 1 2000 saloon which received a great deal of interest and a stunning Spitfire 1500 which John McCartney is raffling in aid of his charity drive across America next year. It was good to speak to Philip Willcocks and other North London members, we also got to speak to John, and by the look of things his raffle was given a helpful boost as the Spitfire received lots of admiring looks and raffle tickets were literally being sold like hot cakes, so good luck with that John.

I have to say we were very impressed with the show which was relaxed and friendly with some very interesting cars. I was particularly pleased as I managed to buy some very unusual cuff links, in silver with an enamelled

Standard Triumph Shield, they are very attractive (see photo). I've since had them dated as they are hall marked, made in Birmingham(logical) dated 1955, so if anyone out



there knows who they would have been given to, or why they were made, I'd be very interested to hear. The North London Area, really did a great job and it

was a pleasure to spend the weekend with them, I think we made quite a few friends so hopeful a few new members. I have to say though I think Vivien and I managed to confuse people as when chatting to people, naturally they made the assumption we were from North London, clearly we don't speak with a broad enough Yorkshire accent, ey up si thee! So when we explained we were foreigners from up North, you could see their puzzled expression.

Any how all credit the folk who manned the stand for a job very well done.

THE TRIUMPH SPORTS SIX CLUB PRESENTS

SOUTH OF ENGLAND MEET 2008

Including The Bond Equipe Camping Weekend
Leatherhead Leisure Centre

Saturday 10th and Sunday 11th 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

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



TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£40.00 UK £44.00 EUROPE £48.00 OVERSEAS

RENEWALS

£38.00 UK £42.00 EUROPE £46.00 OVERSEAS

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

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK

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

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

TSSC INSURANCE

FOOTMAN JAMES & CO LTD

Tel: 0845 458 6760 Fax: 0121 559 0814
FJ Breakdown Recovery - 0800 132 278

PETER D JAMES LIMITED

Tel: 0845 0999 500 Fax: 0845 2233 020

ADRIAN FLUX

Tel: 0800 089 0337

VALUATION SERVICE

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

TSSC LIBRARY

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

CLUB SHOP e-mail: clubshop@tssc.org.uk

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

MAGAZINE COPY DATE

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

DEFINITION OF DEADLINE - Last date by which
copy can be included in the publication,
assuming space is still available. Always try
and work well in advance of the deadline.

TSSC, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
e-mail: courier@tssc.org.uk

TSSC ACCOUNTS e-mail: accounts@tssc.org.uk

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

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

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

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

TECHNICAL SECRETARIES

Richard Stubbs, 10 Beehive Way, Woodhatch, Surrey. RH2 8BY
Tel: 07802 229465 and Clint Grimmer Tel: 07899 914970
e-mail: technical@tssc.org.uk

HERALD 948/1200

Rob Newton-Allen, 42 Langford Road, Weston-Super-Mare. Avon.
BS23 3PG. Tel: 07786 478753 e-mail: herald@tssc.org.uk

HERALD 1360

Derek Giles 10 Canterbury Close, Worle, Weston-S-Mare. BS22 7TS.
Tel: 01934 515376 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: spitfires.tssc@virgin.net

SPITFIRE Mk IV/ 1500

Neil Johnson, 8 Lister Grove, Heysham, Lancs. LA3 2DF.
Tel: 01524 855709 Eves e-mail: tsscspit1500@aol.com

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
Northern Ireland. BT62 2DU.
Tel: 028 38 849063 e-mail: gt6@tssc.org.uk

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: bond.equipe@virgin.net

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 01372 452292 e-mail: specials@tssc.org.uk

2000/2500/2.5PI

John Macartney. 32 Avon Street, Evesham
Worcestershire. WR11 4LQ
Tel: 01386 424401 e-mail: bigsixtriumphs@tssc.org.uk

STAG

Richard Briscoe. 1 College Farm Close, Whitley, Nr Goole,
North Yorkshire. DN14 0UY.
Tel: 07766 354449 e-mail: stag@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.
Tel: 0116 267 1688 (Eves/Weekends)
e-mail: TriumphToledo@aol.com

TR Technical Enquiries

Tony Lindsey-Dean
Tel: 01359 269777 e-mail: tr@tssc.org.uk

TR7

Hugh Glossop. 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells,
Powys. LD4 4DR
Tel: 01591 610433 e-mail: tscstr7@aol.com

TRIUMPH ACCLAIM

Michael Hancock. Beech Croft Cottage, School Lane, Baslow,
Bakewell. DE45 1RZ. Tel: 01246 583261 (6pm to 8pm)
e-mail: hank@ukonline.co.uk

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARY

Gary Russell, 87 Cemetery Road, Kearsley, Lancashire. BL4 7SE.
Tel: 07748 280063 e-mail: overseastssc@ntlworld.com

MODIFIED TRIUMPHS

Jonathan Binnington, 58 Woodruff Way, Tamebridge, Walsall.
West Mids. WS5 4RL. e-mail: thebinnys@aol.com

TRIUMPH ARCHIVE

Dick Plumridge, 30 Canons Lane, Tadworth, Surrey. KT20 6DP.
Tel: 01737 358337 e-mail: dick.plumridge@btinternet.com

INTERNATIONAL WEEKEND EVENT MANAGER

Claire & Nigel Hill, 32 Holly Hill Road, Selston, Nottinghamshire. NG16 6EF.
Tel: 07971 017012 e-mail: international@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISER

Vivien and Victor Thompson
Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster,
South Yorkshire. DN5 7LG. Tel: 01302 850740
e-mail: concours@tssc.org.uk

AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,
Dolphinholme, Lancaster. LA2 9DQ. Tel: 01524 791607
e-mail: pip1272frank@homecall.co.uk

COMPETITION SECRETARY

Nigel Gibbins, Woodside, 199 Upper Halliford Road, Shepperton,
Middlesex. TW17 8FN. Tel: 01932 765577
e-mail: racing@tssc.org.uk

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740
Julie Hill Tel: 07813 589799



May 2008

Plus

CLASSIFIED CARS & PARTS

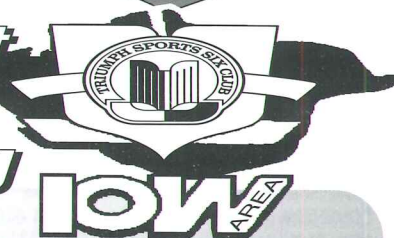
CONTENTS

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

Isle of Wight

Area

19th Camping
Weekend



Friday 2nd - Monday 5th
May 2008 inclusive - at

Appuldurcombe Gardens
Holiday Park - Wroxall

**Fantastic fun for all the family and
children of all ages, convoys, raffle, quiz
and much more!**

**Please book in advance your camping and
adult entertainment tickets to
receive a limited edition souvenir mug.
Contact 07884 006 237 / 01983 281427
(evenings) or email info@triumph-iw.co.uk
for more info.**



AREA DIRECTORY

This Directory is kept up-to-date by the Area Liaison Officer so that Members may meet with other Members and enjoy the social side of the Club. Any Member is welcome to attend any meeting and take a friend. Why not contact your local Area Organiser and find out what's happening.

IF AREA DIRECTORY ENTRY IS IN GREY THEN PLEASE REGISTER OFFICIALLY!!!
YOU ARE MEETING WITHOUT TSSC INSURANCE COVER!

DIRECTORY CHANGES TO AREA LIAISON OFFICERS
PIP FLEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL: P.p.flegel@homecall.co.uk

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. Eves.
CUMBRIA	Roy Ross: 01229 474077	Advertised in News monthly	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Saracens Head - Paddock Lane WARBURTON WA13 9TH	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning: 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm 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	2nd Mon. Eves.
SOUTH YORKS	Richard Measures: 01302 788396 Mike Charlton: 01302 537290	The Manvers Arms, ADWICK UPON DEARNE	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 Eves.
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	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsden: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.

STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	Roger Haywood: 07969 024999	Schofields Pub - GREAT BARR BIRMINGHAM	1st Tues. 8pm.
	West Midlands Police Social & Athletic Club, Pershore RD, Edgbaston BIRMINGHAM		3rd Tues. 8pm.
WORCESTER	Stefan Graham: 01384 279686	The Berkley Arms - SPETCHLEY	1st Mon. 7.30pm

WELSH AREAS

NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDDULAI CONSERVATIVE CLUB	1st Tues. 8pm 3rd Sunday Run
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	Last Mon. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 01223 836535	The Unicorn - TRUMPINGTON CB2 9LA.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	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 Hagg: 028 2564 2770	Nortel Social & Athletic Club - WHITEABBEY	1st Wed. 8pm.
------------------	-----------------------------	--	---------------

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 Thurs. 8pm.
GATWICK	Sue & Paul Cottingham: 01342 843290 Steve Fielder: 01403 254334	White Hart - ARDINGLY/TURNERS HILL Roving Meet - phone for details	1st Wed. 8pm. 3rd Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Del Holman: 01732 743747	The Windmill - WEALD, SEVENOAKS	1st Tues. Eves.
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
SOUTHERN	Suzie Singleton: 01672 514241	The George & Falcon - WARNFORD, A32	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Green Man, Lewes Rd - RINGMER	1st Tues. Eves.
THAMES	Mickey Hazell & Julie Hill: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. Eves.

SOUTH WESTERN AREAS

ANDOVER	Guy Singleton: 01672 514241	The Wyke Down - ANDOVER SP11 6LX	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Jasper Bacon: 01747 871379	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
GLOUCESTER	Jane Rowley: 01452 790126	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SALISBURY	Adam Fiander: 01722 421427	The Swan - STOFORD (A36) SALISBURY	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Crown Inn - CATCOTT	2nd Mon 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Contact only	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 01531 650035 or 07828 250517	New Inn - ST OWEN'S CROSS	3rd Thurs. Eves.

OVERSEAS Contacts

BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens 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
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd., Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Pado dos Arcos
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

Tel. 01524 791607
e-mail: pip1272frank@homecall.co.uk

Thank you to all those that attended the Area Organisers Seminar/AGM and also to the many Area Organisers that sent in their apologies it is much appreciated I have not listed the apologies as I don't think it is necessary.

Well you should have all received your copy of the minutes from the Area Organiser Seminar/AGM from Angie if you haven't please get in touch with me, remember any questions or suggestions I will put forward to our next council meeting June 15th.

Your views are important, as you and the members are the life blood of this club.

If you require Hi Viz jackets with TSSC printed on the back don't forget get them ordered from Garth.

Generic TSSC Calendars complete with TSSC Events, Insurance information and fabulous pictures of our cars at events throughout the year can be purchased from Bernard Robinson at Sunderland Court for a mere £3.00, maybe next year you might just like to design your own and Bernie will produce them for you, best you had get your order in early so you have them available for your members for the new year.

Well Trudi and Nigel are still managing to get around to Area meetings they have been to Cambridge and Northants early in April, making it seven areas since Xmas brilliant!!!! Frank and myself have done five and we are planning to do the three Yorkshire areas within the next 6 weeks.



Frank myself and some of our members have just been to Cumbria Area and what a most friendly and accommodating lot they are!! Roy the Area Organiser and his wife took us for a fantastic run (see Mr

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

Area news for details) and had lunch with them, it was a great day and we look forward to seeing them again in the future. It is a beautiful part of the world with really friendly members, it would be good to see some more Triumph enthusiasts join Roy and his Area, you would be made most welcome.

We also went to the Cheshire Area where we met Henry the Area Organiser and one or two of the members. Henry is busy juggling his numerous visits abroad with work and being an Area Organiser (it's not easy) the nice evenings are just around the corner so get yourselves over there you never know you may just enjoy it.

Frank and I will be at Triumph Marquee Day and we hope to be meeting up with one or two of you there, we are really looking forward to that. The next Area Organisers Seminar will be at Stafford.

Don't forget if you can offer any help to Clare and Nigel Hill who are really busy getting Stafford organised please get in touch with them they do a fantastic job and really need our support.

Area Draw Congratulations to **Northern Ireland** you are this month's lucky winners please get in touch with Angie for your regalia vouchers.

See you all soon

Pip/Frank

ANDOVER

Tel. 01672 514241
e-mail: guysingleton@virgin.net

We have to start with the March meeting which was very well attended, so much so that we had to move into the extra room at the pub. All our regulars turned out as well as some new members. It was good to see Key who has just bought a Bond Equipe 2+2 needing restoration and also Brendan and Frankie who we have not seen for some time.

The Wyke Down show on Easter Monday was also well attended with support from Newbury and Southern Areas. The weather was cold, with some snow, so we did not camp the night before, but did take the caravan to act as Tea Wagon, which it did admirably. We had at least 15 cars and the caravan, not bad, the largest Club stand at the show, we understand. Well done TSSC. We and others also did quite well at the autjumble.

The April meet was a slightly smaller gathering than the previous month. John brought along photos of his GT6, as it has been in the past, in good condition and as it is currently, looking rather less gleaming, as he is part-way through his 3rd restoration of the car.

Club cars this month were Southampton Bob's MkIV Spitfire and our 2 litre Bond convertible - just fresh from its MoT failure! - an exhaust leak and a rear shock absorber leak, so not too bad, but as it was already out of the garage it seemed to make sense to take it out for a spin - with Eskimo Suzie all wrapped up in the seat beside me! Hopefully by next month I will have fixed the problems and the car will have its MoT. Hopefully too it will be light enough - and warm enough - for some other club cars to come out to play.

The next meet will be at The Wyke Down

on **8th May**, followed swiftly by SEM on **10th and 11th May**. Also in May is the Standard Triumph Marquee Day at Prescott Hill Climb on **Sunday 18th May** so the show season is starting to get seriously under way.

Guy

AVON

Tel. 01454 327059

A quick report this month as I am a few hours over the deadline. Don't forget your booking forms and money for Breen need to be with me by the end of May. It is going to be a great weekend and good value for money. Also please think about getting in touch if you want a pass for the castle Combe Action Day in June. It is a great days entertainment and the club displays are a big part of the day. We had a good turnout at last months meeting, so lets hope it is hot and sunny in May for our meeting on Monday 5 May.

June

Events list:-

May

3rd to 4th Steam and vintage show, Monmouth. Contact

John Norman 01600 891261

5th Abergavenny toy and train collectors fair/vehicle display. Contact

John Fletcher 01873 830926

10th-11th TSSC SEM. Contact

suzie.singleton@virgin.net

10th - 11th Castle Combe steam rally.

Tel 01454 294117

18th May Standard Triumph Marquee

Day, Prescott hill climb. Contact TSSC.

June

14th Castle Combe Retro and Sportscar action day, Avon area club stand.

27 - 29 CHRISTMAS BREEN. IT'S

BACK!!!!!! FULL DETAILS IN APRIL'S

COURIER. (S.T.I.R.)

July

11th - 13th Le Mans.

August

2nd - 3rd Wroughton Classic

9th - 10th Hay-on-Wye (TBC)

16th-17th TSSC International, Stafford.

SOUTH BUCKS

Tel. 07818 052276
www.tssc.org.uk/southbucks
email southbucks@tssc.org.uk

Hello once again!

Yes, its Carl back in the chair, as Dan has been sunning himself on Gibraltar, calling it working, and then on training course which sounded very scary! When you see him next, ask about it!

The monthly meet at The Squirrel saw Paul and Liz Lucas with their pretend dog! It is a dog really, but is the size and has the hair of a big sheep! Paul was sporting his new purchase of a rather nice (if like that sort of thing!) BMW 3 Series touring, so the dog travels around in some comfort!

Charles, Phil and I made up the rest of small, but enjoyable TSSC South Bucks group with varying discussions on many differing subjects.

The Ace night was well attended, with around 40 classic cars with a couple of Triumphs in the car park. As my Stag is still

CAMBRIDGE CANTERBURY . . . CHESHIRE

in hibernation, my SD1 Vitesse was in attendance. I know we go on about it, but if you do every want to take a run down there for the classic car night, contact Dan and he we let you know the details.

Now, this edition will probably hit your floor in early May, I know some of you will be in the Isle of Wight. Unfortunately, I am working away all that preceding week, and won't arrive back in time. So, if you are like me and can't go, then you can always try the Beaconsfield Classic car show which I am told is **Sunday 4th May** at the Beaconsfield Football club which is a fund raiser for local charities Dan will have details by the time you see this.

That show kicks off the show season, with one every weekend of early May! The following weekend (**10th / 11th**) will be the South of England meet at Leatherhead on the Saturday and Sunday. I'm sure we will have a few members going, so if want to join in, let Dan know and see if we can turn up together. It's also the 'Classics on the Aquarium at Denham, near Watford on the **Sunday** if you can't make the SOE show. I have never been, but I have heard it's pretty good. Look up Watford and District Classic car club for details.

If you fancy a noisy, smoky night (tyre not nicotine!) the Spring riot is at The Ace on **Wednesday 7th May**, and the Classic car night is the following **Tuesday (13th)**. The Sunday after that (**18th May**) is one of the best shows (in my opinion!) of the year. It has masses of cars, trucks, buses, motorbikes etc, plus auto jumble, country fare, arts and crafts, and lots for the kids and whole family to do. We have had a display here for the last four years, and this year we will be there again. If you want to come along, please let Dan know well in advance so we can get the right size area. This is course if you're not going to the Triumph National day at Prescott!

The monthly meet is **Wednesday 21st May** at The Squirrel, Penn Street, near High Wycombe. If you have never been, please do come along one time, you never know, you may even enjoy it!

Anyway, I am sure just like me, that your looking forward to the show season, getting your Triumph all cleaned, polished and legal (not in that order, honest Mr Crews!) and catch up with friends that you haven't seen since the end of the last summer, or the opportunity to make some new ones. Hope you see you at an event soon! Take care,

Carl.

CAMBRIDGE

Tel. 01223 836535
e-mail: tssc-cambridge@rochfort.org

A bumper turnout this month, with several new members turning up, and with a nice selection of Club cars in the car park, mine included as promised last month. However we were all eclipsed by Peter's TR6. The car might have been red, but the rest of us were green with envy. Note to self as AO - make sure Peter is away on holiday when when organising a local mini-Concours, otherwise we know who will win - and apparently his Spitfire is even better than his TR6, Grrrr.

A big thank you to Trudi and Nigel from

the Club HQ and Terence and Bill from the Lavenham Press for visiting the area meeting. I hope you all enjoyed your visit, you are more than welcome to come along and join us any time you want.

Welcome also to new local area members Maurice, Brian and Christine, and also Darren the Cambridge area AO from yesterday. Not forgetting Dave Cox who drove over from Stowmarket for the evening. Hopefully we see you all again next month. Brian and Christine, remember you really "want" to restore and enjoy the Spitfire - there are plenty of us to provide advice on getting it back on the road again, and there are no stupid questions, only stupid answers.

At about 9pm we were disturbed by the arrival of an old Routemaster bus trying to get into the public carpark. Very strange, this was a Triumph club meeting, not a bus club meeting - but it soon transpired that several of the locals from the pub had come to Gibraltar to collect it and drive it home, a 4 day non-stop drive from Gibraltar to Cambridge - serious respect!

And finally, if you are looking for something to do over the **1st May Bank Holiday** weekend, there is the Shuttleworth Classic car show at the Old Warden airfield near Biggleswade - well worth a visit.

The next meeting will be on Bank Holiday **Monday 5th May**, 8pm onwards.

The dates for the rest of 2008 are **Monday 2nd June, 7th July, 4th August, 1st September, 6th October, 3rd November, 1st December.**

Kevin

CANTERBURY

Tel. 07932 179459

The new season has certainly started with a flurry, snow flurry's that is and only the brave ventured out to Chatham Dockyard over Easter. I have to admit not being one of them. Chatham can be nippy at the best of times, but I didn't fancy dodging the snow showers. Lightweight!

Cliff never having gone before made the effort and so did some from the Essex area by all accounts. Good show.

During the last AO's seminar at HQ I spoke to one of the Essex AO's and he mentioned that they met just over the Dartford bridge on a Sunday lunchtime and invited us over. A Sunday jaunt over the water might just be the ticket, maybe later in the year. We have also received another invite to the TR Registers meet at The Halfway House at Charing and I will hopefully have met their AO at the Drive it Day run to Manston to discuss a day most suitable for all.

Steve has passed me a number of entries for the Hamstreet show on the **8th June**. As usual it clashes with the Sandwich Classic and I am desperately trying to see how I can do both as Steve says it is very good.

Another show that I have got wind of is the Herne Bay Show on the **3rd May**. Unfortunately I only found out at the last minute so all places are taken, but there is another on the **16th August**, so if you're not going to Stafford and fancy a day at the 'Bay I have the paperwork.

If anyone is thinking of going to SEM on



the **Sunday** let me know and we will arrange a time and place to meet on the way. Hopefully a drier day than last year. Lastly I have received the list of members in our area, which way exceeds those that we see at meetings. I know that some have to travel a fair distance and this side of the club might not 'float your boat' as they say. With the lighter evenings it would be nice to see some different faces, it doesn't matter what condition your car is in, or even it is not finished. That is the idea of the club, to pass on our experiences and know how and appreciate our cars. If you are not sure give me a call.

All the best

Deil

CHESHIRE

Tel. 01625 425845
e-mail: cheshire@tssc.org.uk
www.tssc.org.uk/cheshire

You'd better all be sat down and well away from sharp objects or other things that may injure you if you are surprised. Your organiser has located and installed the web site creation software, done the same with the FTP software, and updated the web site! It's still the same layout as before but now it's on the organiser's own PC (and not on the PC of she who must be obeyed) and therefore stands a chance of being updated on a more regular basis. As I type, it looks like something's going on at the TSSC web site (on a sample of 2, you can't get at the area web sites from there) but in the meantime try <http://homepage.nptl-world.com/linds.jones/index.htm>.

We were pleasantly surprised to be joined by Pip and Frank at our meeting this month. It's quite a way from Lancaster to Bollington (my cheapo map software says it should take 1 hour and 27 minutes!!) which means our Area Liaison officers are taking their job seriously. We talked about all sorts of things like Le Mans, the competing qualities of Ireland Scotland (I only drink the whisky made in Scotland so for me it's no contest), Chris Hewitt of Totally Triumph fame (who is apparently running a guest house in Scotland, a bit of a departure from repairing Triumphs). We also exchanged lists of events, and I was presented with a rather nice TSSC badge to indicate I'm an 'organiser', so you'll be able to tell who I am at the next meeting. Paul surprised us all (well, me at least) by turning up in newly acquired Bond Equipe, bought recently via ebay from a man in Wolverhampton. I put my foot in it by saying that white wasn't a good colour (as Dave has a white Vitesse I then kept quiet on the subject) but the car itself is rather nice, in excellent order, original, and sounds really nice (the exhaust is a bit louder than the exhaust on my Vitesse, and



CHESHIRE Cont.

when Paul used the right hand pedal to leave the Cock car park there was little doubt as to how many revs he was using). This particular model of Bond is considerably longer than the Vitesse on which it is based - I'll need a little more research here but 1 foot 5 inches longer could be the figure.

Adrian is still preparing his GT6 for its MOT. The latest report is that the clutch has been bled, but the wheel cylinders (which were brand new about 15 years ago and unused until very recently) have apparently decided to leak so there is more delay. Looking back at my records it would appear that I re-used my old brake cylinders with new seals rather than new cylinders, and these have lasted over 20 years, so there must be a moral there some where. I have a recollection that my wheel cylinder restoration technique was to stick a rotary wire bush (on the end of the Black & Decker) up the cylinder to clean it out, which sounds vicious but obviously worked.

I took Heap the Vitesse for his MOT on Saturday, and was talking with the MOT man about Adrian's GT6 (everyone knows everyone in Macclesfield, it seems), and warned him that the GT6 MOT visit was moderately imminent. He responded that it had been moderately imminent for at least the last two years, and also commented about the succession of slightly damaged Peugeots that went through Adrian's hands and provided diversion from the serious business of getting the GT6 on the road.

Looking at my records again, the forms for the Tatton shows arrived here on the 7th of March last year, so either I've been struck off Mr Holme's list or he's seriously late this year. Hopefully we will have something in time for next meeting or the whole thing will get very difficult! Our next meeting is on **Thursday 1 May** at the Thingy and Pheasant in Bollington. Then we're into the run season (which probably means the weather will be other than wonderful...)

Henry

COVENTRY

Tel. 02476 410180
e-mail: tssc.coventry@hotmail.com

I was looking forward to driving my Spitfire 1500 to our last meeting, but it developed a fuel leak at the front carburettor the day before the meeting! I was tempted to chance it, but given the nature of the fault, I decided against it. Nigel and Steve gave me 'some stick' for not arriving in my Triumph, but there was not time

CHESHIRE . . . COVENTRY . . . CUMBRIA . . . DERWENT VALLEY

to resolve the problem. The Triumph meeting is a useful event to seek advice and sympathy - but you only get the former with our lot! I discovered that the needle valve is the most likely cause, with a puddle of fuel forming on top of the float chamber. I paid a visit to Canley Classics with list of bits and pieces, including a pair of needle valves to fix the above. I have also bought a stainless steel exhaust system which will be fitted prior to the MOT. There was another good attendance at the April TSSC Meeting at the Bull and Butcher, including Graham Allen with his gleaming red 13/60, Phil and Lyn Smith enjoying their white Spitfire. The restoration for these Triumph cars is never really complete, as there is always something else to be fixed, refurbished, or improved. However, we need to use them as and when we can.

The 100 years of Coventry Motoring (IMechE) event at Gaydon is **Sunday 11th May**. We hope to get half a dozen Triumph cars along to this local gathering. The Heritage Centre is well worth a visit, as it boasts excellent collection on British vehicles, including unique Triumph, Rover, Austin and Jaguar prototypes. We can discuss this one at next meeting, but hopefully meet up at Princethorpe en route, and travel together to Gaydon along The Fosse.

The Birdingbury Festival is **Saturday 12th & Sunday 13th July**. Hope you have got around to entering this, if not you can attend on the day to see the interesting display of classic cars, American motors, 1st & 2nd World War military vehicles, and of course the steam traction engines. Other attractions include traditional fairground rides, folk and jazz bands, country craft stalls. There is something here for everyone!

Hope you can make it along to our next meeting on **Tuesday 6th May** at The Bull and Butcher, Corley Moor at 7:30 onwards. Let's hope for fine weather, please park in the paddock towards end of the overflow carpark. It's good to see all these cars assembled together, during this all-too short summer season. Get-out more often in the Triumph! Regards,

Kevin

CUMBRIA

Tel. 01229 474077
e-mail: roy.anne@tiscali.co.uk

Firstly thanks to the Manchester Area and our Area Liaison Officers, Frank and Pip for their attendance at the March meeting at the Boot Inn. It was very much appreciated by all from the Cumbria area.

Sixteen TSSC members attended, Helen and Roger in his Acclaim, Nigel and Sue with their Mk5 Spitfire and Anne and I with our Mk3 Spitfire. Pip and Frank in their Stag headed the Manchester Area group. The weather improved during the day with the sun coming out at lunch time, but still not warm enough for us to drive with the tops down, only just above freezing on the fell tops.

Having rendezvoused with the Manchester area at Grizebek the route to Boot took us to Duddon Bridge and Ulpha before turning left and crossing Birker Fell,

then descending into Eskdale and on to Boot. After lunch at the Boot Inn and a wander around the working water mill, the convoy set off for Hardknott Pass, by now the cloud had lifted and the sun was shining, the view from the top of Hardknott Pass were spectacular. After Hardknott the route took us over Wrynose Pass and then on through Little Lacton before turning south towards Coniston and along the shores of Conistown Water. Spring is the best time to see the Lakes as the views are not blocked by the leaves on the trees. For some it was the first time that they had driven over the Passes and I hope you all enjoyed the experience. All credit must go to our classic Triumphs for making the trip without incident. This tour could become an annual event?

Our next meeting will be at The Vintage Show, Carlisle Airport, **Sunday 4th May**. **There will be no meeting the last Sunday of April.**

If any Area are thinking about trips to the Lakes and would like assistance with Tour routes, please get in touch with me.

Safe motoring

Roy

DERWENT VALLEY

Tel. 01623 487323
www.derwentvalley-tssc.fsnet.co.uk
e-mail: derwentvalley@tssc.org.uk

There was no fooling the DV lot, with Dave Dawson's projected Q1 test no sooner had he put a question; the right answer was given in seconds. Part two of the quiz (naming local villages) took a lot longer and was won by a brand new member, Neil, who came in his newly acquired Vitesse. If any more people from around Derbyshire would like to come along to a Tuesday night meeting they would be most welcome.

Talking of classic cars its good to see Colin and Angie's Stag (Robert) back on the road after a long mechanical absence (Although covered in dirt and dust because he claimed he had not had time to wash it...or maybe he just was so desperate to drive it on the open road). Stuart Charles' newly painted stag is being put together as we speak, fortunately escaping without damage from a mishap whilst unloading off the trailer. However, my own TR4 (Bess) is in a thousand pieces after a repair gone overboard and will not see the light of day for some considerable time.

It was a good raffle again plenty of prizes including a tin of 'Mushy Peas' wrapped in a pink ribbon. I wonder where they came from...Barbara?

Mike rounded off the night with his future events list and giving out entry forms to those who needed them. Let the sunshine this year and give us a chance to get out and about in our beloved cars. Thank you all for your help and support at the meetings, without it there wouldn't be one.

Dates for your diary

6th May Derwent Valley's monthly meeting at the Smalley Common Ex-Serviceman's club.

10th and 11th May South of England Meet (SEM). See Courier for details.

11th May Newark and Notts County Show including the classic car rally.

DEVON . . . ESSEX

1st June A7 Autokarna, Wollaton Park, Nottingham.

3rd June Derwent Valley's monthly meeting at the Smalley Common Ex-Serviceman's club.

6th, 7th and 8th Yorkshire Dales Run and camping weekend

Bye for now

Roger

DEVON

Tel. 01548 821348
www.tssc.org.uk/devon
e-mail: devon2005@tssc.org.uk

New boy on the block at Club night was Adrian from Plymouth, who has recently found a MkII GT6 very close to home with Mathew's help. Like many of us he has returned to the Triumph fold after some years away. We were also joined by John and Michael Partridge, visiting from Monmouth and we look forward to them coming along when they are in the area with Michael's Acclaim.

Our Jassy needed help to pass her MOT this year - new steering rack feels much firmer now!

Defying the weather forecast - snow, sleet etc, 7 Triumphs and 2 moderns left Exeter led by organiser Dave on a drive to North Devon. On his first run with us was Simon in his lovely original 2000 but now with a manual box. Most of us encountered the white stuff (no not milk!) en route to Exeter but we left it all behind heading north. At Dunster, in a hail shower, we met up with Phil and the gang from Somerset, and here Brian & Anita caught up with us, adding another 4 to our number, and at County Gate we were joined by John & Joan and the North Devon contingent - another 4. Our first sighting of Stephen's rebuilt Spitfire. From there we drove through Porlock - we all made it up the hill without fault - and when we stopped for our picnic at the Valley of the Rocks near Lynton, we were joined by John E with his newly restored 13/60, ex member Alan with his very smart Vitesse and Mike with a 2000. Eventually, we had a massive 18 Triumphs



out and the cameras were out in force. It was far too cold for any of us to brave the walk to Watersmeet which Dave had planned - but will save that for a warmer day. We dispersed in various directions after lunch - we explored Lynton - where Dave decided to start home early because of a mysterious noise from the back end. Unfortunately he broke down at Wellington and had to wait for the RAC, spoiling a very successful day for him. We think this was one of our most enjoyable runs and having a picnic was ideal for all those members with tinies. Dave was not the only one with problems that day - Chris G's Spitfire was making rear axle noises, so he

stayed home to sort it, and Mathew got as far as Carew Garage where his GT6 decided not to start, and he was another RAC 'customer'.

We will be on the way to the Isle of Wight when the Courier hits the doorstep and will report next month! On **Sunday 11 May** we have been invited to a Meet & Greet with other Triumph Clubs in the area. The brainchild of Andy Moss (Dolomite & Stag clubs), and other clubs invited are the Dolomites, Stags, and Club Triumph. Venue is Route 38 at Trerulefoot Roundabout on the A38 just into Cornwall, to meet there at 11 - 11.30 am. We think it would be nice for a group of us to meet up beforehand at Pear Tree Cross, Ashburton, to leave there at 10.00 prompt. Andy would like an idea of numbers so please let us know if you are interested. We expect a good number will go up to Prescott for Marque Day - a first for us and we are looking forward to it. **May Club Night** at the Star will be **Wednesday 21st** - hope to see you there!

There will be no Club run at the beginning of **June** - but there is a show at Killerton House - if you wish to make an individual entry contact christina.lefley@nationaltrust.org.uk.

If you have not sent us your entry for **POWDERHAM** by now you may be too late - contact us if you wish to go please. BRANSCOMBE is ON and we will have the Club Stand there too, on **Sunday 27 July**, this year unfortunately it again clashes with TOWC Riviera Classic Show on Paignton Green. As we hold the trophy from Branscombe for Best Club Stand (from 2006), we will have the Club Stand at Branscombe NOT at TOWC, although we know that some members will be at Paignton Green. Entries for Branscombe are on the expensive side - £10 per car this year - the most expensive we have come across - is it too much now? I have been told that we are limited to 20 cars only - I understand that 6 members have entered already or held over their entries from last year, leaving us only 14 spaces unbooked. At the time of writing we have identified 3 who already have tickets - we need to know if you already have a ticket or if you want to go, please contact us asap so that we can get the entries in before the closing date. It will be first come - first served, so time is of the essence.

May 2 - 5 Isle of Wight Trip
Sunday 11 Meet & Greet with other Triumph Clubs Route 38 (Trerulefoot)
Sunday 18 Triumph Marque Day at Prescott
Wednesday 21 Club Night at the Star Liverton

Sue & John

ESSEX

Tel. 01375 672072
www.freewebs.com/essexstsc

The club meeting this month was down on numbers people, must have known I was at HQ that day. If you haven't been to a club meeting before, try and visit this summer, even if you don't have your car on the road at the moment. Check the web site www.freewebs.com/essexstsc/ as the club meets on the **third Sunday** lunch time a

few of us may be at shows if you don't want to come to the club meeting pub, come along to a show and say hello - the kettle is always on and all are welcome to stop and chat.

So it begins

08:30 March morning Lakeside services



Easter Monday we went to Chatham dock yard a regular show for Essex, there were six brave souls and three cars, Janet and Joe in the TR7(Theodore) John, Donna, and Lucy, in the Herald and me in the Spitfire (Talulla). The weather was sun, rain, snow, all within one hour, the museum then got very busy, we attracted interest from: Triumph World magazine with all three cars being photographed, Classic Car Weekly photographed John's Herald and interviewed him (perhaps we will make the press). The only problem on the day was my flat tyre, I had two new tyres fitted on the Thursday and on the way to Chatham on Monday I thought the car was handing very funny and I had the comment from the tyre man about the wheel rim being a bit buckled, going around in my head. As I drove in to the dock yard I caught my exhaust on the speed hump, I thought the car went over it last year, when I had parked up I found one of the new tyres flat. I now have a dilemma sort out the tyre or put the kettle on for a coffee, no contest get the kettle on, then start asking around for a foot pump, thanks to the owner of a very nice blue TR6 for the loan of a foot pump, I made it home safe

Sunday the 6th April 9 of us went to the Halfway House to celebrate the 30th birthday of the Essex area of the "Triumph Sport Six Club" slightly younger than the national club but about the same age as some of our cars; a good time, lots of car chat, service was a bit slow. I organised a cake as a bit of a surprise which went down well (John Donna & Lucy had



theirs delivered to their house as John was poorly)



ESSEX Cont.

Hope to see you at one of the club meetings or at a show some time in the summer please come and say hello we are a friendly bunch really. You can find all the information on the club days and the shows on the web site (www.freewebs.com/essextscc/) if you go on to the site please leave comments on the visitors book or get involved in the message board, if you do not have access to the web you can contact me (Allan Area Organiser) 07715449332 or John (web and show organiser) 07938526324 for further information.

What next? It starts getting very hectic this month there is something every week end to go to if you wish, here are the events the club is going to attend - hope to see you at some of them

May 3rd Herne Bay Classic Car show
May 4th 5th Bedfordshire Classic Motor show Old Warden, Shuttlesworth

May 10th 11th South of England Meet (SEM) Leatherhead Leisure Centre
May 17th Motor Vehicles of The Last Century, Little Totham Essex

May 18th club day Halfway house
May 18th Faversham Classic Car & Bike Show, Faversham Kent

May 25th Classic Car & Tudor Fun, Lamer Marney Tower. Nr Colchester Essex

Allan

GATWICK

Tel. 01403 254334
or 01342 843290

'Well spring is on it's way and the better weather is on the horizon (or so we thought) and then the snow came so not ideal weather to have the top down on the Spitfire! The good news is that it only lasted a day, it is odd how your idea of fun changes when you get older. When I was young it was the best thing to toboggan down the hill, now I would rather sit by the fire and just look at the snow and think about the car and what needs doing on it before the real spring comes along.

News update this month, Paul & I worked all over the Easter weekend to rub down and re-spray our Standard Flying 8, a very stressful weekend and due to the cold weather the paint had a hard time of drying so much so we are having to flat it off!! I think we both went back to work for a rest. David P and James are busy re-building the engine in James's Herald also at the moment which is coming along nicely and they are hoping to bring this to the Blindley Heath Country Show.

The first Wednesday meet was busy with lots of talk of cars, the Isle of Wight TSSC trip and the first Car show of the year at

ESSEX . . . GATWICK . . . GLOUCESTER HERTS & BEDS . . . WEST KENT

Blindley Heath Country Show (Byers Lane, Blindley Heath). This is on over the **Sunday 4th & Monday 5th of the Bank Holiday in May**, and we will again be setting up the vintage garage complete with petrol pumps, so we look forward to seeing you there.

On the **18th May** we are going to the Lavender Line, a small preserved railway in East Sussex, all cars are welcome and we will be arriving in time for lunch and hopefully have a cream tea in the afternoon, if you would like to come along, please give us a call to let us know.

Other dates for your diary;

22 June - a visit to the working Museum at Amberley - TBC

12/13 July - Ardingly Vintage Vehicle show

We are always on the look out for more places to visit so if you think a somewhere good to go please get in touch. See you all soon

Steve, Paul & Sue

GLOUCESTER

Tel. 01452 790126
www.tscc.org.uk/glooucester

Firstly a quick thank you to the people that enquired as to the whereabouts of last month's news.

I actually knew that there wouldn't be one first but I do however apologise for it not being there, the pressure of work and a very busy schedule finally got the better of me. I must point out that it's only the third time it has been missed in the eight years that I've been writing it so three out of ninety six ain't bad.

I'm not going to go back over what I missed partly because my diary was stolen from my car when it was broken into and as a result I'm missing a couple of months anyway.

There's not been too much to report on anyway but the Coleford carnival of transport saw a few brave souls out to brave the early Easter weekend weather.

Malcolm and Ruth were there along with Paul and Ian & Alice. Jane went along as a guest of Dave & Karen and the Cotswold Classic car club.

The area meeting was busy with people confirming the LeMans bookings and also talk about the Angouleme trip too.

If by the time you read this you wish to take part in either of the two events at Prescott you should get a move on as the booking is filling up very quickly. See you at an event soon.

Andy

Events.

Fri-Mon May 2nd-5th The Isle of Wight camping weekend.

Wednesday May 7th A pub run to the Beacon Inn at Haresfield, Glos

Sunday May 11th The Cleeve Vale Rotary open classic at Prescott hill.

Sat-Sun 17th-18th May The Standard Triumph Marquee day at Prescott hill.

Monday May 19th Area meeting at The Kings Head, Norton.

Tuesday June 3rd Pub run to the Lower Lode at Lower Lode, Tewkesbury.

HERTS & BEDS

Tel. 01582 750943
e-mail: peter.h.lewis@ntlworld.com

Hello folks last months meeting had a good buzz, it was really good to have a visit by Nigel Clark and Trudi Prettyjohns from club HQ much thanks for their effort to drive down to meet up, it was Easter Monday..

There being Peter/Jill, Barry/Vivien, Alan/Judy, Carl, Pete F, Dave F, Kevin, Ray, Stuart, Les, Sam, Vin, regulars and newcomer Martin Chambers who runs a red GT6 on his first area visit. Also thanks to Tim Hunt from the Club Triumph Group...Quite a triumphant evening Thanks to you all...

Chris didn't make the meet but his Spitfire bulkhead is looking finished, just needs a finish coat and its ready for his trip to LeMans, along with Rays' Burlington which has now got the overdrive shoe-horned in ready for some French cruising. Mark has added more panels to his Spitfire but balanced the repairs by removing the rear valence. One Day!!

Drive it day is a bit undecided there's 15 booked for the carvery at the Moorhens, and a runout to the Vauxhall heritage centre in Luton is open free if you have a classic,, there was a plan to run up to HQ but this will be now in the summer with a trip to the Pub at Foxton locks TBA

We have devised an initial Area Calendar of events which is e mailed around the group, this will be developed through the year

I've had some troubles with the swing spring and will have a Bill Rarebits4C Courier unit fitted ready to report at the next meeting,,no more rock and roll ???

We have got Barry's Stag running after replacing the jack shaft but it kept stopping, found the inertia switch was dropping the pump voltage to 4volts !!!! Stuarts' Bond replacement does not start, the choke is seized, the start of some TLC, and thanks to Stuart and Pete have made a poster up to put in the Pub display board to advertise the area and meetings.

The A O seminar and AGM was constructive and I have the notes to pass around next meeting,

I am continuing to assist with the web site and currently transferring or adding missing component text in the online shop. The message board is worth a visit its getting quite lively with a whole range of topics from the techy to the insane its all good fun

If you get this early the next meet is due **Monday 28th April and 26th May** The Three Moorhens Hitchin 8pm think that's about it regards....

Peter

WEST KENT

Tel. 01732 743747
WestKent@tscc.org.uk

Attendance at the April meeting was the usual regulars, but we had a lot of business to attend to.

Firstly, however, for the **May 6th meeting** we will be having one of Sue and

LANCASHIRE LEICESTER & RUTLAND

Julian's infamous quizzes. So be there. All other Areas are invited too. Perhaps it could become an Inter Area do. If you are coming, the Windmill is at TN14 6PN.

Next, news has come in of a freebee show on the front at Herne Bay on **Saturday 3rd May**. Malcolm has more details than I have and I can't find much on the web.

Malcolm is also seeking support for a show that includes classic cars in Chatham Dockyard on **Saturday 31st May**, to celebrate an anniversary of the Boy's Brigade. Entry £6.

Drive It Day. We had news that the Kent Area of the Stag Owners Club, had decided that they would join us for our run out instead of organising their own. Welcome to the SOC, and to several members of the TR Register who also joined us.

In return we have been invited to join the SOC for their European Stag Meeting on **Friday 9th May**, for a ride on the Kent & East Sussex Railway. For just £8 each you get a trip, pulled by live steam, leaving Tenterden Station at 12 noon, with the return from Bodiam leaving at 3:30 pm. Phone 01233-626525 is all you need to do to reserve a place. The set up is that SOC Kent has volunteered to run their ESM this year, for all Stag clubs in Europe, and they expect a turn out of about 80 cars.

This is followed immediately by SEM on **10-11th May**. I really must have a garage clear out on the Saturday. And the following weekend **17-18 May** is the Standard Triumph weekend at Prescott Hill Climb site. If you read the adverts in the Courier, this should be a really good weekend. I'll be there.

Next is the Classic Sandwich (**6 - 8 June**), Sue and Julian's now perennial weekend show in aid of the Kent Air Ambulance. All other Areas that read this are invited. It's an excellent weekend with a good band on Saturday, free drinks, a tour and visit to somewhere interesting in Kent, and a display of our cars on the quay, plus lots more. Contact julz@juand-sue.net Google Classic Sandwich

My lack of enthusiasm hasn't, it seems, put you off Bromley Pageant, (**Sunday 15th June**), so I have booked a club pitch for 10 cars, which includes 10 drivers and 10 passengers. This will cost you £5 per car. Money next month please. When we know we've got a place, we can decide whether we do a theme or just a display.

The former Hop Farm Show has moved to Boughton Monchelsea on **5-6 July**. Details to follow via Steve.

Another freebee seems to be the Darling Buds Classic Car Show on **Sunday 13th July** - at least it seems to be free if you book in advance. Just turn up though, and it'll cost you £5. This clashes with Ardingly, Classic Le Mans and the Kent County Show - at which Canterbury usually man the stand.

Don't forget the International at Stafford, moved to **15-16-17 August** this year (and possibly all even years in future to avoid the clash with Le Mans). Sorry but I'll not get to this one this year.

The date for Duxford has been confirmed as **14th September** and the Triumph gathering is said to return to the old site near the café at the north end of the site instead of being out in the sticks miles from exhibits.

Now I must get off to the garage to get the V8 on the road by SEM. On a trailer would be failure!
Keep Triumphant.

Del

LANCASHIRE

Tel. 01772 469354
kollerton@hotmail.co.uk

The March meeting was again a little quiet, but being the night after a Bank Holiday, it was only to be expected, saying that we still had 13 members turn up. The evening was taken up with a quiz just for fun, the winners I believe were Chris and Dennis with a magnificent 18/25, while the booby prize if we had one would have truly gone to Marcus, with a measly 7/25, dear oh dear, never mind the only way is up!

By now we should have had our first Sunday run of the season, on the 27th April, "the fog and salt" around the Ayesgarth, Kettlewell and Hawes area organised by Geordie, and I will give a brief report on this next month. The fog and salt took its name from the first time we did the run a few years ago to see the Ribbleshead Viaduct and it was so foggy and damp we couldn't see it, lets hope we had better weather this year.

The season is now on the verge of starting up, and calendars for the next few months activities have been forwarded to all on my email list, if you have not got one and would like one please let me know, or if you would like to be added to my contacts list again please let me know at kollerton@hotmail.co.uk. Some of the shows we regularly attend will be in the near future, Capesthorpe Hall, Cholmondeley Castle, Hoghton Towers, if you want me to get you tickets I need to know ASAP. Details and booking forms if you want to get your own ticket can be found at www.classicshows.org, remember you need to book early if you want the discount tickets. Another weekend a few of us went to last year and we found to be really well organised was the Dent weekend held by the Yorkshire Area, and I know I, and a few others from Lancashire are definitely going to attend. Details of this weekend are included in the Courier Mag.

If anyone wants to organise a run out or a weekend away, or want me to please let me know.
GOOD NEWS, The Herald of Doom is once again on the road, and is in use as my daily driver, a big thanks to Sid Bennett Senior for all the time and help he gave me on more than a few Saturday mornings and to other members for their advice and loan of their specialist tools.
Cheers

Kev

LEICESTER & RUTLAND

Tel. 01664 850253

Our first area day out of the year proved to be a great success. On Sunday 30 March we met at either the Brant Hotel or Fosse Park and proceeded in an orderly procession to Bourton on the Water, Gloucestershire. Eleven Triumph's were able to park in front of the local car museum in the centre of the village and two non



Triumph's in the nearby car park. Lucy had her priorities spot on and had soon organised lunch with the local hotel for about twenty of us.

The museum owner appreciated our display and we attracted much interest from the many visitors to the village and its other attractions. As my car park ticket lasted only until three o'clock I left early but members enjoyed the warm spring weather before making the journey home.

Sunday 6th April saw us at the Abbey Pumping Station Museum Steam Day and despite the early morning snow, seventeen Triumph's, including our friends from the Northampton area made a good display in the grounds. Too cold for picnics this year, but still an interesting day out for the area.

Soon be able to hold most of our meetings in the car park of the Brant as the weather improves. With so many members turning up for our area meetings these days, the conservatory is getting a little cramped, and we rely on the diners moving out before the meeting starts.

April 20th is Drive it Day and I have planned a surprise run for the area, meeting at the Brant. Report next month. Dates for your diary

May 4th We hope to attend the Leicestershire Show being held at Melton Mowbray Airfield on the B6047 between Great Dalby and Melton. Told if we turn up in a classic car we should be able to get in free and display our cars for the day.

May 18th Meet the Area day All you local members who do not manage to come along to the monthly meetings and wish to join us for part of the day, we are meeting from 11.00 a.m at Rutland Water, Empingham car park on the north shore for a picnic. Hope to bring the gas BBQ and the club banner/flag so you should find us alongside our Triumph's.

June 1st will see us at the Brooksby Hall open day and we have been told that we may have our own display area adjacent to the large car park this year. Let's hope so.

June 7th is the Evesham Show and we intend to visit as an area for the day. Last year was a great day out so all we need is the weather.

The weekend of **14/15th June** will see the area attending the Stapleford Steam Rally and once again I am organising a gentleman's cooking evening where we try to provide a meal for our partners in the nicest way possible. Last year, despite the rain and the mud, we did not lose one member to food poisoning.

July and August are just as busy, so roll on summer.

Dave

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



LINCOLNSHIRE

Tel. 01529 307302
www.lincstssc.co.uk
garth@lincstssc.co.uk

STOP PRESS THE DATE OF THE LINCOLNSHIRE CAMPING WEEKEND IS NOW 29 to 31ST AUGUST 2008.

Owing to a miss understanding between the campsite and ourselves we have had to change the date. I have had to choose the weekend before so that it did not clash with either Duxford or the Mile of Triumphs. I apologise for any inconvenience it has caused anyone. Please note this is **NOT** the Bank Holiday weekend, it is the one after.

While I am in the apologising mode, Ellie and I would like to offer our apologies to anyone we missed on the Louth run at the end of March. We delayed coming out of Lincoln and then got stuck behind a Sunday driver, unfortunately the PI was misfiring so I was not keen on trying to overtake and have it run out of steam half way past! When we got to Louth we saw (at least) one person (sorry I've forgotten your name) in a very nice Herald, who kindly waited for us, but we have a feeling we missed more of you.

We have decided to hold a couple of extra trial evening meetings in Louth over the summer. Meeting at the Golden Fleece again in Louth at 8.30pm on **Wed June 18th and Wed July 16th**.

Hopefully most of you will be dragging your cars out and dusting them off to get them out and about now the weather is improving, Phil has his Herald in the body shop getting the door bottoms repaired in time for the Isle of Wight trip, Keith has now got his GT6 restoration in for painting, and I have been busy fitting a new hood with help from Tony to the herald along with inertia reel seatbelts (with strengthening struts, which I hope will be the prototypes for the ones we are going to get made for the club shop) I have also fitted new shocks all round and new front springs, also the jaguar leather heated seats that I got from Tom in the Surrey area. Once all the important running bits are fixed and the car has a new MOT then I will get the heating and electric lumbar adjustment connected up and working! Out of interest, although perhaps a little too far for some, there is a new MOT testing garage set up by two young lads who are into Triumphs, down at Lutterworth. However they are only doing MOT's, no repairs so they have no vested interest in failing a car as they won't get any work from it, and also they will be interpreting the regulations as they should be for our cars. I hope they do well and will be trying them out soon and will report back.

Well that's it for this month, Phil, Will, Ellie

LINCOLNSHIRE . . . MANCHESTER

and I will just be back from the Isle of Wight so should have plenty of tales to tell.
Cheers

Garth

MANCHESTER

Tel. 01524 791607
www.tssc-manchester.org.uk

We have plenty to report this month. Seven of us visited the Cumbria Area for Sunday lunch at the Boot Inn Erskine. The Scenery was breathless it certainly is a beautiful part of the country. Roy the Area Organiser has a smart little Spitfire MK111 capable of doing a ton that he rallies. He took us on a run over Hardknott Pass and Wrynose Pass, it was absolutely stunning, if not a bit scary as wheels were spinning and a sheer drop on either side, it certainly isn't a run for the faint hearted. Thanks Roy we had a fabulous time.

We have just spent a great week end at Ironbridge, 16 of us in eight Triumphs descended on the Grays Hotel Telford Friday afternoon, where we spent the rest of Friday slobbering, swimming in the heated swimming pool and getting a bit worse for wear in the evening.

We started the day at Blist Hill (Victoria Museum) and there was plenty to see, old crafts, Victorian banks and Inns, butchers and bakers and yes even the candlestick maker. We were able to go in the bank and change our money for old halfpennies and farthings and spend it around the village. We all did our own thing from museum to museum. There are 10 museums in approximately a 6 mile radius so there were lots to do although some of us will be revisiting later on in the year as we ran out of time to see everything.

Saturday evening was spent in the Hotel bar and restaurant where we had a few drinks and a quiz. Paul, Pete, Frank 1 & 2 and Janet, tried to beat young Corey at pool. Paul must be unlucky as the restaurant forgot his meal Friday night and half his meal Saturday night and this is not the first time; it always seems to happen to Paul.

I think we had a great time and everyone enjoyed themselves except Les who managed to pick up some sort of Victorian Virus and spent Saturday night talking to Ralph & Hughie. Sunday morning we set



off for home with all the Triumphs buried in 3 inches of snow.

Now we haven't had an Ode for ages and it is one of the cleanest Kerry has penned, nothing for Bernie to do, but it demonstrates some of the more bizarre things we got up to.

Ode to Iron Bridge by Kes Cottrell

The Wench is back by popular demand
Well it sounds slightly better than
'Out on Remand'

The start of Spring marks
Triumph Season
I'll give you 'The Ode' if you
give me the reason.

Our Vit broke down before if got
off the drive
The weekend away took a
sudden nose-dive
But I was well prepared with my
sandwich platter
Till it slid off the seat, in the
footwell did splatter.

We took in the sights around
Iron Bridge
It was so bloomin cold it was
warmer in the fridge
The Victorian Museum put on
a good show
But by Saturday night it had
started to snow.

A dip in the pool left Pip
bobbing upside down
Couldn't tell if she was drowning
or acting the clown
Then 'The Eternity Ring' caused a
bit of a stir
'Coz I've not got one, neither's
Janet or Ler.

When things go missing they're
usually Pip's

But the restaurant managed to lose
Paul's fish n chips
Then disaster struck leaving
Les somewhat ill
Tucked up in bed after the toilet did fill.

At the cutting edge of fashion is
Ler and her shoes

While Pip tends to opt for new
teeth she can lose

You may be wondering if this
is such a hard job

Apparently so, they won't fit in her gob.

You'll get more than you bargain for
wearing Pip's jacket

There's a surprise to be had if you
look in the pocket

Making a break for freedom was
the new set of dentures

How many Odes have been dedicated to
Pip's misadventures?

But don't be offended if you've
not had a mention

I'm watching you all and it is
my intention

Our next soiree is the Prescott Hill Climb
So be on your guard 'coz I'll get
you next time!

The area meeting was well attended this month with 29 members present, plenty of barracking and all things back to normal (brilliant) it was good to see everyone especially those we haven't seen for a while and apologies from Steve & Jo who were busy at anti natal!

We discussed any interest in Ireland next year as it needs careful planning it is the general consensus that we will be doing B/B so watch this space, anyone having any ideas or suggestions please get in touch with me, all ideas are very much appreciated.

We have a full calendar this year from Triumph Marquee Day in **May** to Silverstone in **July** (thanks Paul for organising that) to the Area BBQ in **September**.

NEWBURY NORFOLK . . . NORTH EAST

Please can you remember all those on the Dales Run (Dent) £37 Peak Run, (£12) A6 Run (£20 and Houghton Towers (£2.50) Please bring your monies to the next meeting. Next important Dates to remember are Next Area Meeting **6th May** 8ish Saracens Head, Warburton.
Triumph Marquee Day (Prescott Hillclimb) **16th May**
Hope you enjoy your Triumphant Year

Dip/Frank

NEWBURY

Tel. 01635 868640
dave.rumens@btinternet.com
mary.rumens@btinternet.com

Rather a quiet time of year at the moment but as you can see from the events list below things are starting to busy up now. Some people braved the freezing temperatures and went to Wyke Down, but bid a hasty retreat when dark snow clouds approached. There was quite a good turnout of cars despite the weather.

We had a good meeting at beginning of April, with over 20 people. We had 2 new faces at the meet: Michael, who lives not far from the pub and has a nice magenta 1500 Spitfire and John who has recently rejoined the TSSC and is now looking for a 1500 Spit. He had a Triumph several years ago as his main car, but is now looking for a good one as a second car. Welcome to you both and we hope to see you again at our meetings and events.

Several people have ordered Area polos and fleeces. We will be sending another order off later in the year. Thank you to Sarah for organising this.

At our committee meeting we discussed what to do with club funds. We could subsidise an event, except that not everyone would benefit, except possibly Christmas when nearly everyone comes. Another idea was equipment/tools for the area, but what? The gazoeb problem is solved (free of charge) as Alistair has possibly two sources who have a pop-up surplus to requirements. Sean is kindly going to sort out area banners to attach. Any other ideas on how to spend area money (for the benefit of all area members please!!!!) will be welcome. Alistair has contact with someone who organises race/track days at Croft Circuit in the north of England and there may be an opportunity for us to take advantage of this, again more details when we have available dates. Don't forget to get snapping (good quality) photos of cars and people for the area calendar, and e-mail them to me.

Good news on the Saturday Lunchtime Classic Car meets. Following the demise of the meets at the Bull, a new venue is going to do the same thing. The Bell at Aldworth (carry on NE through Hermitage) will be running the meets on the 3rd Saturday each month the same as the Bull. We think they will be running a BBQ. (but not for Sandy and Mary!!!!) and they have a field available as well as the car park. They should have started in April.

I have booked some places for Sunday lunch on the way home from our camping weekend on **June 15th**. I know this is Father's Day and some people will want to

go straight home. As long as you let me know a couple of weeks before if you want lunch or not that will be fine. We will be sorting out arrangements for food for the Friday evening, as we thought a trip to the pub would not be happening this year after the experience of last time!

Events:

3rd May Skittles at Aldermaston
7.30 start

5th May Popham Fly and Drive (must be pre-booked to display car)

6th May visit Hants and Berks area
10th -11th May South of England meet, Leatherhead

17th May Classic Car meet at the Bull, Aldworth 11a.m. - 3 p.m.

18th May Standard Triumph Marquee Day at Prescott Hill climb

Next meetings:

Wednesdays 14th and 28th May starting about 7.30 p.m. at the Spotted Dog, Cold Ash

Keep 'em flying.

Mary and Dave R.

NORFOLK

Tel. 01493 728764

Well, in spite of very little improvement in the weather, things are starting to move with a number of events already visited.

A number of members went to the Daffodil Festival at Langley School and had a very enjoyable day out. The weather was bright and sunny if a little chilly, particularly in the morning. Congratulations to Bill and Maureen on winning the trophy for best post-1955 car with his GT6, which is a regular winner and a credit to Bill.

We then, in company with the Norfolk Triumph Motorcycle Club, visited Reymonston House, the home of Wing Cdr Ken Wallis the inventor of the Auto Gyro, Little Nellie being the best known one after her appearance in the James Bond movie 'You Only Live Twice'. He is a remarkable man and at 92 has a wonderful memory with no reference to notes during our two hour visit. His flying display is awesome and he obviously still gets a real thrill from flying these great little machines.

As our next meeting is not until **12th May**, due to the Bank Holiday, anyone wishing to attend the Wymondham Old Timers on **May 4th**, or the Broadland MG run on the **5th May**, I would suggest you contact David direct. The same applies to the Halesworth Lions event on the **11th May**.

John gave us a brief talk on his visit to London. He and Brenda, along with other representatives of Royal Mail from the East Anglian region, were invited to a presentation weekend, to acknowledge the achievement of being the highest fundraising area within Royal Mail last year. As a result they were presented with a cheque for a further £1,000.00 to be donated to East Anglia's Children's Hospices.

We had our usual raffle during the evening and many thanks to Bill and Maureen for organising it this month.

The evening finished with another quiz set by John which taxed everyone's brains.



Congratulations to the two teams who were joint winners, Sue and Brenda, Elaine and Steve. Our many thanks to John once again for providing the entertainment.

Finally, I have been a member of the TSSC for 15 years and written the monthly news letter for most of that time so I feel the time has come for someone else to take over the job, mainly to add a bit of variety and a change of style. There was little response by way of volunteers to do this when I put it to the members, and in the end Laurie agreed to do it for the June newsletter. Hopefully, next month a volunteer will come forward to either take this on permanently or different club members doing it on a rotation basis.

Drive safely,

Joe and Sue

NORTH EAST

Tel. 07917 738091
e-mail: northeast@tssc.org.uk

Hi, April, Springtime, sunshine and light nights, perfect weather for driving round in a classic. Well not Sunday. Cold and snowy it was up here. Geoff was the only one to bring a club car to the meet, probably so he could hang the back end out on the way home, which fortunately he stopped short of in the pub. Good turnout though, nice to see so many faces.

"What news on cars then?" I hear you ask, well as I write, mine awaits a new prop and some welding to the floorpan. Following the Bowery school of thought I added some copper pipe fittings into the cooling system so I now run an expansion rather than overflow bottle, also, the new ignition system is almost in and should be running for the next meet. Joes Vitesse convertible made the journey south to Willow Triumph for completion. Ian Longmire has painted his Spit, an interesting colour scheme. Should you see it round the Hartlepool area you'll understand. He just needs to sort out some leaky brakes before getting it MOT'd. Aaron has done his engine change from 1200 to 1500 with O/D, he just has a few jobs (as if there's ever just a few!) left to complete to get Okie back out on the road. Matthews Herald V8 has a fan, needs an exhaust and other minor (ha ha) jobs to finish. Should be interesting when done.

Most others are just waiting for some nice weather to drive them.

Forthcoming events, **May** sees Runswick Bay Triumph weekend, a supper run TBA, **June 8th** Holy Island, **June 22nd** the Counties run where we hope to meet up with Mike Charlton and some of his Yorkshire area, **July 6th** MG Northumbria's BIG show in Corbridge, see Sports Car Supplies for an entry form. **July 10th** off to CLM. Our proposed camping venue isn't anymore, a previous



NORTH EAST . . . NORTHANTS NORTHERN IRELAND . . . PETERBOROUGH

● NORTH EAST Cont

car club did some damage to the site and the operator will never have another, so we are on the lookout for a new venue.

Pub shenanigans, just why was Julie flushed with a little tear after going outside with Matthew?

Why did Mick have a dodgy pic of part of his anatomy on his phone, when he obviously couldn't have taken it himself? More next time.....

All the best,
Mark
TTOTM, Trouble removing bearings? Use force to loosen the ball race, this will free the inner race or outer depending on the bearing position. Then run weld onto the remaining race. If it's on a shaft the race expands and drops off, if it's inside a housing, it'll expand and then shrink back more and fall out.

● NORTHANTS

Tel. 01933 229992
www.tssc-northants.org
e-mail: tsscnorthants@aol.co.uk

It seems an awful lot has happened since I last sat down to write this column. The Area organisers meeting was very well attended. Many people travelled very long distances to be there. It was very interesting and the meeting displayed a real passion for our club. The main thing that I feel came from the meeting was there was new ideas in the way the club communicates with its members. The clubs main website is now fully back on line and the growing number of area website are playing an important role in this.

However it was very much agreed The Courier would remain the primary source of information. I brought back a number of ideas that I will be planning to roll out over the coming months.

Our first event of the season was our treasure hunt on the 30th March. After checking the weather forecast we set of with some trepidation. When we reached the starting point the sun was shining and it continued throughout the day. The route and clues took us around some areas many of us very rarely see and was great fun driving through some of Northamptonshire's prettiest villages. The finishing point was at Fermyn Woods near Oundle. Colin & Jane came first, Karon & I came second. 8 cars participated 5 of which where Triumphs with a total of 18 people. Our sincere thanks to Pat and John for putting on this event.

The following weekend was the Abbey Pump House in Leicester. This event has become very popular and is fast gaining a reputation for the day that you are almost guaranteed to see snow, this year it didn't

disappoint. Despite being cold the sun shone all day and was an enjoyable afternoon. There was a very impressive display of Triumphs including a very nice Herald coupe. Thanks to Leicester area for letting us join them.

Our area website is doing very well. We are getting over 40 hit's a week and some good feedback. The forum has some interesting, fun and quite frankly bizarre posts. Also there have been some entries on the Our Members page. If you would like to add your photo and descriptions email me your entry to tsscnorthants@aol.co.uk or log on to www.tssc-northants.org to view our site. If there is something you would like to see on our pages let me know and I will do my utmost to make it appear.

Nigel Clark and Trudi Prettyjohns from the Club HQ attended our area meeting on the 9th April also we welcomed James Aldridge (Red spit MK IV) and Gareth Mason (Green Spit MK III). It was a good meeting and the room had a real buzz. The area meeting is the life blood of our club and it was good to see you all there.

Next up: TSSC Spring Open weekend **19th 20th April**. IOW camping weekend **2nd May**. South of England Meet **10th 11th May**. Standard Triumph Marque Day Prescott hill climb **18th May**. For more information see our web site.

Our next area meeting will be at Elwes Arms, Great Billing on **Wednesday 14th May**. Old and new members are always welcome. I hope to see you there.

Adam

● NORTHERN IRELAND

Tel. 028 2564 2770
northernireland@tssc.org.uk

Blimey what a shock I had when I returned to Northern Ireland in the first week of April after a three week holiday in South Africa. As I flew into Heathrow I could see the fields covered in snow and it wasn't much better when I landed at the George Best City Airport minus our luggage. Not the fault of Terminal 5 I might add. As I have been away for some time I have had to rely on the Robinson family, thank you, for some of the content.

Larne was poorly attended with only Paul and Jackie there and the same applied to the Eglinton show as well. Thankfully Paul did the needful in relation to the flyers for our own show on **Saturday 10th May** at Lisburn in support of the mayors show. Clearly the weather had a great deal to do with the numbers attending each of these shows. The truncheon oiling went ahead as planned at Carrickfergus but again the numbers were smaller then usual due to the weather so there may be an opportunity to run the event again at a different location.

The monthly meeting discussed our show and related matters and a gazebo is to be bought in time for our show and Kilbroney on **Saturday 6th September** - I hope that we will look really professional never mind the fact that we may have to use it due to the Northern Ireland weather. That reminds me we are hoping to have Angie Hill over from the club to attend our show so let's have a big turnout on the day.

A new date and location were discussed in relation to our monthly meetings in an attempt to raise the profile of the club and give others the opportunity to attend meetings. No decision has been made and no doubt the matter will be discussed further as the year progresses.

By the time you read this the Argory will be over and we will have had the opportunity to see round the house again and see the changes that have taken place. It is at this time every year I mention the capacity that Stephan has in respect of the consumption of the dreaded burger and so I will mention it again to keep everyone happy. I must say that I liked them as well and I know a few others did too.

Monday May 5th sees us attending the Shanes Castle Steam Rally at Antrim that is now run over two days. Places for classic cars are now becoming harder to get as the entry forms increase each year for other different types of machinery and engines that now attend the show. The fact that there is no entry fee, free lunch and a finishers award does help to increase the entry although there is, quite rightly, an expectation of a donation to the yearly charity that is the Macmillan Cancer Support this year.

This is just the beginning of a busy week for us all as at the end of it we have our own Triumph Classic Car Show 2008 at Wallace Park, Lisburn on **Saturday 10th May** from 10 am to 4 pm. The Club is proud to support Lisburn City Council Mayor's Parade/Fun Day. There will be a Concours competition for all to enter where there will be five categories giving all the opportunity to walk away with a well deserved prize - never mind the finishers award for all who enter. I have already seen one and it is well worth the entry fee alone. There is even a prize for Cruised, Used and Totally Abused category. Some people, I am convinced, work hard all year to try and win this particular trophy at the show and there is always a goodly number of cars in the frame for the award. Remember to bring you half dozen/dozen tray bakes for the tea stall and support Jackie in her efforts to make the day better for everyone keeping us well fed.

As mentioned last month we have our run to the Isle of Skye from **24/26 May** with at least seven cars taking part and this promises to be an interesting run with, we hope, the opportunity to meet some of the TSSC members from Central and West Scotland. To round off the first half of the year we have the Claudy Classic Car Show (there is always a lovely lunch provided) on **Saturday 7th June** with us meeting at 10 for 10.30 am at the Elk Inn, Toomebridge and the Norman Edmunds Run on **Saturday 28th June** with full details provided later by Alan (F).

See you all at the next meeting on **Wednesday 7th May** if not beforehand.

Douglas.

● PETERBOROUGH

Tel. 01778 560507/01780470358

Pip and Frank are enthusiastically shaking us, as Area organisers, to provide details of our Area website. Now then, who out there is/or are competent enough to

SCOTLAND CENTRAL WEST SOMERSET



step up and take this challenge forward so we can pop photo's on the TSSC website and other details of our forthcoming events. For those in the know, and the time, it must be fairly easy!!

Andrew Turner gave us a couple of small prizes for the monthly raffles at our photohoot for the calendar at the Bertie Arms. Many thanks Andrew for the Dashpot Dampener Oil. I have always wondered what the grade is for the dashpots and now I know. We now all now know where we can get the oil from too. I appreciate that those running on Webers and Dellorto's don't need this info, but we lesser mortals on SU's and Strombergs do have fun too. PS There is still one of these to be won in a forthcoming raffle.

Talking of calendars have you received yours yet? No? Well, all you have to do is contact Paul and rub his palm with a £5 note to get your copy of our superb limited number production run. Whilst mentioning calendars have you received your event list for the year with the event co-ordinator details? No, well all you have to do is phone either Paul or myself (our contact details are at the front of this section) and we will forward one by the most convenient method.

Steve Abbott has just acquired a new baby. It's black! His wife is very happy about it, in fact they are both over the moon with their new addition to the family. It was made in Italy and is 850kgs of recycled Ferrari. Yes, it's a beautiful black ALFA 147 Coupe. Sorry about this drooling folks, but we have an Alfa in the family as well. Now if only you get a Triumph badge stuck on the back of that coupe Steve?

This news is going to print before we have the meeting due to the dates of the Courier going to print, so apologise if the news from the Club Night will be a tad late but it will reach you in early June. It's frightening when you realise how quickly the year is going by and we've already put the clocks forward. Why do we have to keep changing these every year? Answers on postage paid only postcards, please. Apologies for not being at the Club Night, but we had booked a few days at a new holiday destination - Terminal 5, Heathrow! Superb queuing, over priced food, brilliant entertainment acts - they make your luggage disappear before your very eyes - absolutely first class! They even have gone to the trouble to ensure there are no visible security personnel to spoil the serene effect. They even organised snow and ice to skate on.

The GT6 is not roadworthy at present as the callipers are being treated to stainless pistons, braided hoses, etc and I am waiting for some 'speed bleeder nipples' to arrive. I am investing in these as its damn high impossible to get a helping hand when I want to bleed the brakes. Interestingly I dropped into Halfords the other day just to check if they sold these nipples and spanners to fit them - oh dear! Brake bleeding nipples, don't know what you mean mate! What are they for then? I think I got the 'April Fool' who now works there 52 weeks of the year! Well at least it was an education as to where you can get an air freshener for any make and year of car from, or even a pair of dangly dice!

How about a competition to find who can have his car photographed against a sign/s or monument/s that signifies anything

Triumph? Who knows one of them (or even they) could possibly be used in next years Calendar. The only trouble is people such as Brian, Jeff and Steve have more than one vehicle, so they should be top of the class! No excuses there then, boys!

We look forward to meeting up with friends old and new at our next Club night, which is as usual, the second (2nd) Monday of the month ie the **12th of May** at the BERTIE ARMS, Uffington, Near Stamford PE9 4SZ at around 8.00pm. The raffle is held just after the refreshments have been served. Come and be welcome, and have a noggin, raffle n'roll with the lads and possibly lassies on the 12th.

Hoped you enjoyed your Federation of British Historic Vehicles 'Drive It Day' on the 21st of April. It was really good fun to cruise around the countryside at a sedate speed with the caravans behind you getting the blame for ensuring there was a long queue of frustrated traffic. See you all soon. Regards

Doug

● SCOT CENT WEST

Tel. 0141 952 4624
centralandwestscotland@tssc.org.uk

Well sunfertime is here, lighter evenings. Nine people turned up for the April meet. Soon we will be in double figures. Dave was the only one in a club car. The first outing of the year for his Spitfire. We welcomed Scott who has a Herald saloon and is a new member; his car however is an old friend, good to see it has a new home. Jim didn't bring his Herald but turned up with 4 tyres, which, went to Scott. See the benefits of attending the meetings? Robert kindly donated some sheet steel to my Spitfire, I have started welding (finally) to find the gas is running out. Also, a tip, wear gloves, I have one pink UV burned hand and one normal coloured one. I also took the guard off the grinder. Oops, I have a nice disc width cut across one of my burned fingers now, still attached to my hand though.

The Lanark autojumble turned out to be a success. A 5am start though, to get the trailer loaded (remember the clocks changed) thanks to Ian, Dennis, and Iain for help with the stall and Robert for backup. At one stage we were manning 6 various stalls (nature calls). Not so many Triumph people out, but we sold a few items and have a little money in the area piggybank. We also gave some stuff away rather than bring it back. Everyone went home happy and for once I did not buy a single thing! The auto jumble will be a regular event on the calendar now to raise funds for the following year, as it worked well.

The shows we will attend are provisionally as follows:

11 May - Dean Castle
29 June - Leven

3 August ? Eglinton PLEASE NOTE THIS SHOW HAS BEEN CANCELLED.
17 August - Stafford or Chateherault
23/24 August - Culzean Autoclassica Chateherault will be entrusted to Colin, as I am at Stafford. I will do the entries and paperwork etc. It's free, run by the Local Council, and you get a goody bag. Culzean will now be the only show we will all be together at, 8 cars are coming from Manchester. So try to make it if you can,

we are curious to see what the new format show will be like.

The Northern Ireland Area are travelling to Skye during the **May** holiday weekend. Would anybody like to meet up with them? Possibly somewhere at Loch Lomond.

I know of a Mk 2 or 3 Spitfire in a yard in Muirhead for spares. Condition poor. There may also be some Vitesse spares coming up. More details as I get them. There is also a Mk4 Spitfire for sale due to injury, to driver Jim Sinclair not the car, hope the arm is healing. Again it is a familiar car and ex concours car. It is highly tuned, balanced and lightened with double webbers etc plus Triumph accessories and some spares. Phone me for details if you are interested. It will be mot'd and ready for summer.

The shows are a bit less this year due to the Stafford date change and Eglinton being cancelled. I am in the process of preparing the forms for the shows. There is still plenty of time. As ever I am looking for run suggestions (Autumn)? If you want to attend any of the shows please phone me or see me at the meetings.

The next meeting is at Lochinch on **Wednesday 7th May**. See you there.

Gregor G

● SOMERSET

somersetaremeet@tiscali.co.uk
Tel. 01275 340336

Another month has flown by and the clocks have gone so the evenings are getting lighter, and my Herald is seeing some use - no the spitfire is not finished yet, and yes I know it is taking forever!! I also earned myself the breakdown award as after the meeting in March I drove the Herald home and parked it up, but when I next went to it the lovely little thing would not start, luckily it was just the coil so an easy fix.

The Lynton run organised by the Devon area was a great day which went ahead despite weather warnings as it was sunny! and three somerset cars, Pete, Rich and I attended, meeting at Bridgwater for 10am and then onto Dunster to meet the Devon group. In all, 17 cars were present and an impressive sight to see including mainly Heralds and Vitesse's, but also Spitfires, a Stag, TR7, Toledo, Sprint and a couple of 2000's - oh and a smart car? Anyway onto Lynton with nothing in our way except for a small hill called Porlock Hill - okay, I like a challenge so here goes then. My 1200 Herald, with two adults, two kids and a boot full of stuff went in following Rich's 1360, a Sprint behind me and Vitesse behind that. Anyway 10mph was fine for my car - in first from about the first bend!! The 1360 pulled away slightly, the Sprint and Vitesse kept closing up and then dropping back so seemed to have a minuscule amount of extra power available and my wife reckoned she could



SOMERSET Cont

have walked up quicker, but I don't care the car did it and we got to the top, but I don't know if I would rush to do it again. Anyway, confusion followed in Lynton as different cars went in different directions, but somehow we ended up at the Valley of rocks - well worth a visit if you have not been. Anyway, a picnic (in the cars) followed as it was slightly windy (not me) and then the Somerset group decided to make tracks, partly because of the distance, but also because we had a poorly child on board, who needed to be at home, so off we set again and had a trouble free run back.....Well, I had a trouble free run back.....so did Pete.....so that leaves.....er.....who remains?.....oh yes Richard and his wife.

Unfortunately, and all joking aside, it was not their fault in anyway and Rich, his wife and baby were all okay, but coming out of Minehead in slow moving traffic, the car two behind Rich did not stop and pushed a car into the back of his Herald at 15 to 20mph. Luckily nobody was injured and I understand he managed to drive home, but there is damage to the car, although the extent of which I don't know. In all 150 miles covered in a very fun day, so thanks Devon area for the invite, and making us feel so welcome, perhaps I can arrange a drive out and return the favour?

Anyway, this is written before the meeting on 14th April so I haven't got a clue what happens, but I am sure it was/is a good one.

If you know of other events to add to the calendar then let me know, but so far;

April 20th - Drive it day and trip to Westonbirt.

April 27th - Wiscombe Hill Climb.

10-11th May SEM - Suzie Singleton is point of contact.

Next meeting on **12th May** (1 year since Somerset group set up again.)

27th July Branscombe - Devon Stand.

Phil

SOUTHERN

Tel. 01672 514 241

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

Despite a rainy day 2 Triumphs turned up at The Seven Stars at Stroud the March Sunday lunch, as well as about 12 adults and 5 children. Mark G brought along Mikes recently bought Triumph 2.5PI, while Mike brought his Stag. Paul and Carol showed a slide show on a laptop of their early fifties Dennis fire engine under restoration. Not a body off job apparently, (adding new meaning to 'a new set of hoses required'.

Discussions took place about the S.E.M. on **10th/11th May**, the probable

SOMERSET . . . SOUTHERN SUFFOLK

Midsummer Madness weekend of the **21st/22nd June** and the Cornwall camping weekend of **27th June** as well as various other shows we are attending in the next 3 months.

Easter Monday was the Wyke Down show near Andover. The TSSC groups from Andover, Southern and Newbury combined to ensure the club was the biggest club stand at the show. There were 15 Triumphs on a cold but dry day, for a show that appears to be expanding each year. Alan and Wendy and Mark S attended from the Southern area. While out and about in deepest Somerset looking at a GT6 MK11, I saw an even rarer TR4 derivative, a GTR-4-Dove. This is a 4-seater TR4, with a sloping tailgate like a GT6, of which there were only about 50 manufactured.

The April regular meet at The George and Falcon at Warnford was very well attended by Triumph members and an impressive range of cars on a warm Springs evening. There was a range of later TR cars with Peters TR4A, Pauls TR5, Mark D TR6 and Guy and Suzie in their TR7. There were 2 GT6s, Neil Fs MK1 and Colin R MK111. Also, there were 3 Spitfires, Mikes Stag and his 2.5PI, driven by son Mark G and Dave R in his Vitesse saloon. Mark G reported that his Herald was still in bits around the house and garden awaiting rebuild with a new chassis and driving his Dads 2.5PI was strange with modern gadgets like power-steering fitted.

Note: For the next few months the Regular meets will be at The Seven Stars at Stroud, near Petersfield, due to the short-term closure of The George and Falcon' at Warnford.

May Events:

3rd-5th May: Abbey Hill Steam Show, Yeovil Showground

5th May: Annual Aero Autojumble Popham Airfield, Hants (Club stand)

6th May: Regular meeting at The Seven Stars, at Stroud, near Petersfield, GU32 3PG

10th - 11th May: TSSC South of England Show -

Leatherhead Leisure Centre

15th May: Roaming Meet - The Dears Hut, Griggs Green, Liphook, GU30 7PE

17th-18th May: Beaulieu Spring Autojumble and Classic Car Mart - New Forest

18th May: STER, Prescott Hill Climbing Course, Gloucestershire

3rd June: Regular meeting at 'The Seven Stars, at Stroud, near Petersfield, GU32 3PG

Mark

SUFFOLK

Tel. 01206 250360

Suffolk@tssc.org.uk

There was a good turn out at the April meeting, and even though it was April Fools day, I decided that everyone had suffered enough with the quiz the previous month, and left the 2nd part of the quiz at home. I think I will use it next year. Be afraid, be very afraid. If I can't get my brother to X-ray parts of Triumphs then I might have to get him to do parts of me for identification.

Peter unfortunately couldn't make it along due to a holiday, not one for him this time, but a holiday for his daughter who is staying with him, and even though I am

sure she was begging him to bring her along to the Magpie for a good night out with the boys (and girls), he said he had better places for them to be! The consequence of that is that I am at the helm of the area news again. If anyone wants to volunteer to help out with them, please let Peter or myself know.

There were a couple of new faces round the tables, and they were being kept more than entertained by some of the regular members so apologies for not getting a chance to speak to you. The talk round my table was of the trip to Holland that some of us had completed a few weeks before. We had taken part in an event organised by Club Triumph Holland. A short resume of our trip courtesy of Dave Cox follows the Area News.

I have been told about a Mk3 Spitfire for sale locally, just got an MOT after 10-odd years in storage. Contact me (details in the back of the Courier) if you want details.

Also local member Peter Gibson has a set of standard Mk4 Spitfire steel wheels free to a good home.

Contact me for details.

The next meets will be on the **6th May, 3rd June, and the 1st of July**. We will be having our annual 'Fill The Carpark night' at the **July** meeting so put it in your diaries NOW! Cheers

Colin

We set out on Friday morning this time for the "5th Nacht van het Oosten" (affectionately known as the Chinese Rally to us Brits) organised by Club Triumph Holland. Last year we travelled on the Saturday and just about made it to the start in time. Having learnt our lesson this year we had the chance to look round some Dutch towns en route and enjoy a relaxed Chinese meal before the start, the meal being the source of the name.

We had met up along the way with other TSSC members Mike and Philip Charlton and Doug Foreman and a selection of Club Triumph members and in all 10 British crews lined up at the start.

The rally is completed by following tulip diagrams and instructions (in Dutch naturally) and checking mileages (kilometers-ages?) for turnings, with a coffee stop this year at a Triumph specialists at the halfway point and 3 "special" stages along the 125 mile route. This also gave Don Cook a chance to fiddle with his distributor as his GT6 had a misfire (still there from the CT 10CR - Colin).

The special stages consisted of a timed section from the start where you had to maintain 45kph over about 8 miles, a blindfolded drive for the main driver in which you had to walk to your car, get in, start it and drive exactly 10m forward and stop astride a line (easy if you don't had an immobiliser in your car!) and finally a navigational test for the co-driver. This consisted of plotting a course on a sheet looking at the map in a mirror. Colin's wife Michelle beat the other 71 entrants on this task, and overall my daughter Laura and I came third and won a trophy as the best placed Brits. Not bad for her first attempt at navigating.

Dave Cox.

IMPORTANT NOTE

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

SURREY . . . SUSSEX THAMES

SURREY

Tel. 0208 8733022

Welcome to the beginning of the summer show season and lets hope for some nice sunny weather to drive our cars with the roves down or the sun-roofs open (if we have them). We are off to the Isle of Wight Camping Weekend the first weekend in **May** and then if you go to the SEM on the **9th** you will find us there on Friday night. If you are camping for the weekend remember to bring your cheese, wine and whisky for the usual post bar closing chat under the stars. Adam will likely to be doing trunnion oiling (or onion troling) again. So remember to pay him a visit, as a 10 minute inspection to your front suspension and an oiling of the vertical link every year can prevent a very annoying situation where you find yourself stuck in the middle of the road with the front of the chassis on the tarmac.

May will be a very busy month as the weekend after (**17th and 18th**) we are off to Prescott Hill Climb for the Standard Triumph Day. We will be up there on the Friday night as I have heard that there is a pub just down the road which does very good beer and has a kittle ally. Perhaps we can get a team together and challenge some other areas to a completion.

We then have a weekend off from car shows and then we have a stand at the Woking Hospice Car Show on **1st June**. The show opens officially at 12 noon but they need the cars to get there by 11am. If you have received an application form (as you went last year) and want to go this year, please can I ask you to complete it and send it to me (please phone for my address) or bring to the SEM.

You still need to make the cheque payable to Woking Hospice and enclose with your form. I will then post on the forms together so that they can allocate the correct amount of space for our stand. If you apply directly you will be allocated a space in the individual parking area. If you have not been before I can either post you the form to complete or you can pick one up from me at the SEM.

I hope we manage to see Toms car at the slow this year as he has been busy finishing off the winter maintenance, however it did sound serious.

The front suspension has needed a rebuild but Tom had trouble removing the lower wishbone. In desperation he had to resort to the angle grinder to remove the trunnion and chassis shackle. I hope he managed to repair it and put it all back together, well not the cut pieces or he would have to have used a very good superglue.

Meeting this month - **Wednesday 28th May** at the Well House Inn, Chipstead Lane, Lower Kingswood

Karen

SUSSEX

Tel. 01273 566593

Well, this month I have the opportunity to blow my own trumpet (and not like Stafford a couple of years ago). I won the ERMIC Winter Series as a Driver and Doug won the Navigator title. The series is a set of Sunday evening road rallies around East Sussex, and great fun. To be fair I owe

my success entirely to John and Doug, both of whom navigated for me. But the true winners are the Triumphs, as we beat Mini's, Subaru's Escort's and other assorted modern motors.

Moving on I have little to add to my post last month, except I do wish to add some detail about our "Treasure Hunt" on **Sunday June 22nd**. It will start at the Green Man in Ringmer, and end in Hove with a barbecue. There will be an entry fee, probably about £3-5 a head to cover food etc. If a profit is made then that will go towards my fundraising for the RNLI, if that's alright with everybody.

I also need to confirm the Sunday Convoy details for Leatherhead, **11th May**. Meet at the Peace Pottage Services on the A23 leaving promptly at 9am. And bring a mug if you hope to get a cuppa! I may be already up there having camped overnight, but a late decision will be made on that.

The meetings seem to have grown a little on a permanent basis, and that's good, some fresh or returning blood. And the amount of experience is astounding, there seems to be at least one person who can answer any given (Triumph related) question. So if you need advice, just turn up, we are a friendly bunch, honest. Or am I trying too hard?

Clive

THAMES

Tel. 0777 362 3807

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

Hello all, It's been all fun and games for us here at Thames Area, read on and enjoy. It turns out that my Acclaim is not poorly at all, after further investigation the mayo inside the oil filler cap is a common occurrence and the radiator water is just murky, so no need to remove the head yet. We have had our first club stand at Shalford Show all be it rather wet and blooming chilly too, but a good turn out of Triumph's (a hardy bunch of motorists us lot!)

13th March

Julie and I are off to the Fox & Castle in my Acclaim on this wet evening. In the Fox & Castle we are joined by Tony H, Andy K, Rob W, George B, Oliver, Dave L, Chris C, John & Anthea L. There were three Triumph's in the car park this night, Andy's GT6 Mk3 (which is up for sale, a very nice car) Rob's 2000 Mk2 saloon and my Acclaim these were keeping Tony's MGB GT company. Work on our Triumphs continues, Oliver's 2000 estate passed its MoT. It was good to see Chris, John & Anthea back after a short absence.

16th March

The Acclaim has now proven itself and put to rest any niggling problems we thought it had after a faultless run up to the Ao's and AGM at Lubenham and back. It was good to meet up with friends there. The meetings went well and the minutes will be available to read at our social meetings at the Fox & Castle. Julie has put her name forward to become another Child Protection Officer for the club. Julie wishes to add:-

On Saturday 15th we set off for Lubenham in Leicestershire with me hugging my little secret close to my heart. Mickey was to be awarded the member of the year award, and he had no idea about any of it. In November '07 Claire H phoned



me and asked me "if Mickey would be up for the member of the year". I told her "yes, and he deserved it" and so I had to keep this to myself for four months. (The hardest thing I've ever done.) We spent the night at a Premier Inn and the next day set off for the meeting at 10:30. After getting through all the formalities and a lovely buffet lunch it was time for the AGM after which Mike C got up and started to tell us about this wonderful guy who had built the scaffolding for "It's a Knockout" at Stafford one year and has helped at S.E.M weekends and many other things too numerous to mention. A guy who is liked by all. It was not until Mike said about being deserted for the trips to Antarctica that Mickey looked at me with a big grin red faced and said "oh s#t!"

Bill Sunderland our club president presented Mickey with a silver trophy and it was the proudest moment of my life seeing him accept the award. I was also presented with a lovely bouquet of flowers. I would like to thank the club HQ staff for the refreshments and a wonderful day

Julie H

24th March

Guildford Lions Easter Show, we received an invite to this years show and a request for Club Stands. Thames Area put in for a stand we managed to get eight cars interested in the show at short notice. Easter this year was very early and the weather was not very promising. Due to the bad weather three cars did not turn up (quite wisely), but the hardened core did. Julie and I were in the Vitesse, Karrie (my little Sis) and Michael were in my battered Acclaim, George & Chris came in George's Vitesse. We all braved the cold showers of rain, sleet and snow to get the gazebo up and anchored down, put out our TSSC banners and flag flying high. We all sheltered under our gazebo and warmed up with tea and coffee and a lovely home made chocolate cake made by Julie and Georges lemon cake. Awaiting for more Triumphs to turn up.

Sandie W turned up in a beautiful Dolomite Sprint and gladly joined our ranks as did Mike A in a 2000 estate Mk2, Martin and Cynthia turned up in their lovely Spitfire 1500, Andy K & Paul M-S turned up in their GT6 Mk3 (which is up for sale). We also had a member of Club Triumph park up his Herald convertible (with a coupe hard top). After a brief hello and introductions he was off to work on the Eagle radio stand. We also had a member of the Stag owners group, who turned up after the other two Stags had left. Other Triumphs were a 2.5 Pi saloon Mk2 & a nice looking TR5. Out of the nearly Fifty cars on show thirteen were Triumph's.

Although the weather did not brighten up as promised, the show carried on until the cold got to much, the car boot sellers had long gone, the tug of war teams were lapping up the muddy conditions, the stall holders looked very miserable and cus-



THAMES Cont

tomers were few and far between. As we were packing up, the main attraction "its a knock out" were doing there best to liven things up, but a new bout of showers followed us out of the show grounds. It is a great shame as the past couple of years the weather had been very kind to this great family show.

27th March
It's a dry, but chilly evening on our way to the Fox & Castle in the Acclaim. Inside the warm pub we are greeted by George B, Andy K, Paul M-S and their friend in his new Corsa (Andy & Paul both apologise) Robert L (Hope you enjoyed yourself), Rob W, Oliver & Dave L, as well as Mike H. Three Triumph's kept each other company in the car park, they where Rob's 2000 Mk2 Saloon, Mike's Herald 13/60 convertible (its 1st outing for 2008) and my Acclaim. We had a very enjoyable night chatting away, Andy K has brought himself a Stag (which we hope to see at the next meeting) and is trying to sell his GT6. Dave & Oliver both have poorly 2000 /2.5Pi's, hopefully getting them back on the road will not cause them too much trouble. Other talk was of IoW camping weekend, SEM and other Car Show coming up very soon.

Our next meeting's at the Fox & Castle are in **May on the 8th & 22nd** & in **June on the 5th & 19th**. Come and join us for a warm welcome. Call me for further details on 07773623807 please.

up coming events are :-
2nd/5th May IoW camping weekend
10th/11th May S.E.M. Leatherhead
18th May Aston Clinton Show
18th May Standard - Triumph Day Prescott

1st June Woking Hospice show
6th/8th June Beale Park Boat & Classic Car display (new)
8th June Festival of Transport Frimley to Farnham
15th June Bromley Pageant
Best Wishes

Mickey & Julie

NORTH WALES

Tel. 01978 359263
www.triumphwales.co.uk

The evening run held on 8th March was well attended. I could not attend myself but understand from Debbie and Lynn it was a success and they were pleased to arrive at the final resting venue ahead of everyone else in their Spitfire. Well done Debbie and Lynn.

The skittle evening at Bickford Poacher on 14th was a great evening. We had the skittle room for the whole evening and teams were set up and several hours of fun for everyone took place with the winners gaining a small trophy! The room held tables as well and we all sat down to a hot pot

THAMES . . . NORTH WALES SOUTH WALES . . . WEST MIDLANDS

supper, all in all a good evening.

Weston park on 23rd was a cold windy day but good turnout. I spent most of the time hunting the numerous stalls looking for parts for Roger's recent buy, a 13/60 convertible with a 1500 plus overdrive train. Advertised in club magazine, I drove it back from Northants and boy did it go on the motorway, not sure of my speed as Speedo never got beyond 50mph! but gather Roger in his modern box had problems keeping up! Lots of work to do in it but should turn out a nice machine in time. You can't miss it on the road as it's a very vivid yellow, Daytona Yellow I understand.

Lots of events ahead in May so let's see you at a future meeting at Pandly

Michael

SOUTH WALES

Tel. 02920 868203

March meeting saw the return of Cliff & Cherry, Clive & Sheila from extended holidays. Alwyn has just left for his. So numbers at meetings have risen!

Derek reports on the Coleford show:
Fortune favours the brave I believe is the phrase best used to sum up those who are willing to drive deep into the heart of the forest of dean on a cold bank holiday Monday. Sarah and I were lucky enough to find three volunteers daft, I mean courageous enough to join us Haydn in his Vitesse, and Chris and his mate (sorry terrible with names) in the Spitfire. We set off from Taylor cafe at 8.45 (or slightly earlier if you believe Howard) on a fortunately trouble free journey and were quickly guided to our positions low down in the town centre. Once we had booked in we made our way to the VI for tea and bacon sandwich, bumping into Indiana Jayne and Carol on the way. The weather although cold remained favourable all day and a good attendance of both entrants and spectators was recorded. I know there have been issues with this show in the past but this year went without a hitch so just remember to get those forms off early next year and as Easter will be the middle of April next year there's no excuse.(just bring a big coat) cheers

Derek

By the time you read this our first mid month run of the Summer Season would have taken place. If you would like to participate in others and cannot get to the monthly meeting give me a ring for details.

Events in May:

South Wales Classic Car Show Pencoed
11th May
Standard Triumph marque day -
Prescott Hill -
18th May
Seaside Run, VMCC - **18th May**
See you at the 'Park' last Monday of the month. Regards

Howard

WEST MIDLANDS

Tel. 07969 024999

For our West Midland members this month I have good news, bad news and even worse news, so I will start off with the worse news, so that it gets better.



It is with a great deal of sadness that on behalf of West Midlands members I announce the death of one of our oldest members Jack Berry. Jack was 84 years of age, and although he had not driven a Triumph motor car for the last couple of years he was still an enthusiastic supporter of the club, and loved to attend meetings and give everyone the benefit of his experience. He died after only a short illness and was cremated at Sutton Coldfield Crematorium. A large contingent of members from the West Midlands Triumph Club attended the service, and the hearse was followed into the crematorium by a couple of our immaculate cars.

Jack would have been proud of his send off, and he will sadly be missed at our meetings.

Now the bad news. Unfortunately our regular meeting place, the 'Drakes Drum' pub in Old Oscott Lane, Great Barr, Birmingham is being refurbished so we will not be able to meet there for the next two months. The problem is that we will not know until after the alterations have been completed whether the 'Drakes Drum' will be suitable for our meetings or able to offer us facilities.

So, I have made arrangements for us to meet at **Schofields pub** (previously known as 'The Trees' public house) situated in Queslett Road at the junction with Collingwood Drive, Great Barr, Birmingham. To reach **Schofields Pub** from our normal meeting place the 'Drakes Drum'. Travel along the Aldridge Road out of City, at the traffic island Aldridge Road at Queslett Road turn right and **Schofields Pub** is situated at the next traffic island on Queslett Road travelling towards Sutton Coldfield.

See you there.

Quite a number of members have voiced the opinion that meeting once a month during summer months is not sufficient so when we met for our last meeting on Tuesday 1st April, the mystery tour took members to a new venue, the West Midlands Police Social and Athletic Club in Pershore Road, Edgbaston, Birmingham. The management have made us very welcome so with effect from the month of

WIRRAL WORCESTER . . . WYEDEAN

May and through the summer until and including the month of September, a meeting will be held at this new venue on the **3rd Tuesday of each month**, starting at 7.30pm.

Meetings for May will now be :-
Tuesday 6th May - Schofields Pub, Queslett Road, Great Barr, Birmingham.
Tuesday 20th May 2008 - West Midlands Police Social Club, Pershore Road, Edgbaston, Birmingham.
If you are not sure of either venue, give me a ring on 0796 9024999.
That's all folks. Cheers

Roger

WIRRAL

Tel. 0151 339 4150

Hello again to all our readers and as we now go into the merry merry month of May let us hope that Spring has finally sprung. As Andy mentioned in his April write up there was a run organised for Good Friday. We were invited to join up with the TR Register, North Wales and Red Rose areas. We arrived at the car park at the Pontysillite aqueduct in Trevor at noon in Monsoon like rain. As this was still persisting at hour later we decided to opt out of the mountain part of the run to Llanarmon and instead headed for the comfort zone of the 'Britannia Inn' at the foot of the Horseshoe Pass where we enjoyed a very relaxed lunch prior to a drive back across the moors to the Wirral. Four cars from our lot attended so at least we showed willing. The T R Register mustered about twenty cars for this event so methinks the pub in Llanarmon might well have been a tad crowded had we all have been there.

Easter Monday saw Paul O'Brien and myself at the Midlands Festival of Transport at Weston Park on the Staffs/Shropshire border. With Easter so early this year the weather was a trifle iffy to say the least, it didn't actually rain, no, it hailed a hailed a couple of times. Any way we stuck it out to the bitter end and got ourselves a brass plaque. Overall the attendance was down on previous years. Our leader 'Call me Dave' opted out of this trip, he phoned me early in the morning and said he thought the weather would not be too good. I ask you what's a spot of hail between friends!!

We have now put together a programme of events for 2008 right up to October in fact, all concerned will get a copy but as a quick reminder we have Choldmondley Castle on Sunday 11th May, Prestatyn Classic Car Run and Show on Sunday 25th/Monday 26th May and then Tatton Park on Saturday 31st May/Sunday 1st June. There are lots of other outings you will see in the list being sent out.

As Andy mentioned, our Mine Host at the 'Cottage Loaf' pub is doing us proud with tasty snacks free and gratis. On April it was chips and onion rings which all the gannets promptly devoured; you'd think they weren't fed at home.

The following events will be all over by the time you read this as they will have taken place on the 19th/20th April. The Association of Historic Vehicle Clubs has decreed that 20th April should be 'Drive It Day' (never mind Global Warming) so we are having a get together in the car park of the 'Cottage Loaf' pub, as many Triumphs

as possible please, we shall erect a gazebo on the lawn and hope the public will turn out to view us and have a chat over a noggin or even lunch. Another event is at the Greasby Methodist Church Car Park on Saturday 19th April, 9 am until Noon. It appears that the Minister owns a vintage car (I know not what) and would like to see a gathering at his Church. Also I am told a free breakfast will be provided, that should attract all the aforementioned gannets, so let's give the Minister our support even if it does mean you have to get out of bed earlier than usual on a Saturday morning.

That about winds it up for this month folks, its Andy's turn in June, I will be back in July, meanwhile buff up your bonnets and beetle along the bye-ways.
CHEERS

Ray

WORCESTER

Tel. 01384 279686
www.tssc.org.uk/worcester

The night of our April meeting was cold but thankfully free of snow, and saw just under 20 members glad to be gathered in the warmth of The Berkeley Arms, leaving several club cars in the car park.

Apologies from Mel and Richard and Di. Apologies also from John Bentley in New Zealand via email, who is still managing to spot the odd classic.

After the usual raffle an updated contacts list and events calendar were handed out. Members were also given the details of the extra monthly informal pub meets and the various venues. The first of which is on **Wednesday 21st May** at The Lenchford Inn, Near Shrawley, WR6 6TB on the B4196 Ombersley/Holt Heath to Stourport Road, meet 7.30 - 8 pm

The Camping Weekend / BBQ have been provisionally booked for **Friday 27th June / Saturday 28th June** at Lickhill Manor Caravan Park, Stourport. This date has been chosen, as in previous years, to coincide with the Far Forest School Classic Car Show to enable members to attend if they wish. The camping rates remain the same as last year and members who do not want to camp are invited to come along for the day on Saturday. Members were asked to sign the list if they want to attend.

A run for the 'Drive It' day on Sunday 20th April has been arranged and I hope was a success by the time you read this!

Copies of the Worcester Area contact card were available for members to take, in the hope of passing them on to any Triumph drivers they might meet, while out and about.

As Sylv and I won't be at the May meeting John Cocks has kindly offered to lead the proceedings and be Raffle Dolly for the night! In the event of no willing scribe to write the May report, I apologise in advance if the Worcester Area is not represented in next month's Courier.

Dates for your Diary:

6th May - Monthly meeting, Berkeley Arms
10th May - Droitwich Spa Classic Event
13th May - Wythall Green Classic Car meet
18th May - Standard Triumph day at Prescott



21st May - Pub meet at Lenchford Inn, Shrawley
25th & 26th May - Ragley Hall Classic Transport Event.

Sief

WYEDEAN

Tel. 07828 250517 or 01531 650035

Don't forget!! Saturday 3rd May Run into the Hills of Mid Wales Details below in the Calendar section

We had a good March meeting which saw us joined by Peter Williams (usually attends Worcester Area but we can cure him of that, well at least we are closer :-)) and Gloucester Area Organiser Jane Rowley. Nice to see you both. Hugh Glossop and I were up at HQ earlier in March and I was able to give members a report on both the Area Organisers Seminar and the 2008 AGM and really all I can add is how positive everything is looking for our Club. We really must organise another Area Run to HQ. I don't think that many of our current members have been there. It really is well worth it to see the museum, club shop and archives. Apart from anything it is a lovely drive up the Fosse Way from Stowe so a visit is worth it for that alone. Oh yes and the small matter of a free buffet lunch on the end of it!

There that got your attention didn't it?
I have been reliably informed that all the V8s are now back on the road after their Winter repose and by the time you read this, will have scared the badges off the MGs at our joint meet. What's that? Is my TR7 on the road yet? Er no. Too many cars fighting for priority with Karina's Celica bullying its way to the front of the queue with various electrical gremlins. I've found 3 fuse boxes so far, which only leaves two more and apparently, those are hidden behind interior trim. I mean come on guys! Don't forget, see you at the The New Inn on the **3rd** and please bring some dry weather!

Calendar:

MAY

Saturday 3rd May Run into the Hills of Mid Wales Meet up at 10am at the New Inn Run into Mid Wales with lunch at the Neudd Arms Hotel Llanwrtyd Wells (they do a great curry menu as well as all the usual favourites) Then up into the hills for an afternoon run before returning to the New Inn St Owen's Cross to disperse or for a spot of supper as the mood takes you.

4th May Monmouth Show which I know that a number of our members are planning to attend.

15th May Pub Meet New Inn St. Owens Cross 8pm
Standard Triumph Marquee Day at Prescott Hill Climb (home of the Bugatti Owners Club in case you didn't know) We've got to go to this, it is right on the doorstep and any volunteers to help would be welcome as well and you get free entry!



WYEDEAN Cont

JUNE

3rd June Tour of Herefordshire's Black and White Villages Meet up at 10am New Inn St. Owen's Cross then off we go. If the timing is right, we should be at Dunkerton's Cider around lunch time so refreshments can be had here and maybe a tour around the Cider Mill? Return to New Inn

19th June Pub Meet New Inn St. Owens Cross 8pm

JULY

11th, 12th and 13th Classic LeMans which is being attended by a number of our members

17th July Pub Meet New Inn St. Owens Cross 8pm

AUGUST

2nd August Cotswold Run. Having been deluged with requests we are doing this again. Leaving the New Inn at 10am and then up to the Old Mill at Withington which really is in an idyllic setting. Even have crayfish in the stream through the garden. **10th August:** The Three Cocks Steam & Vintage Rally is held on the second Sunday in August and is well worth either attending or exhibiting. <http://www.three-cocks.org.uk/Rally.htm>

21st August Pub Meet New Inn St. Owens Cross 8pm

SEPTEMBER

Saturday 6th September The Wye Deane Mountains and Beach run!!!! Yes folks it's back. 2004 Drizzle, 2005 Sunburn, 2006 drowned, in that order so we should be in for some great weather this year. This is a full day's run (a very full day indeed) leaving The New Inn at 9:30am prompt to head up and over the Cambrian Mountains of Mid Wales via the lakes and dams. We will then have a picnic/BBQ on the beach at Borth before heading down the coast to recross the Mountains and then back to Herefordshire. Bring a full tank of petrol and anything needed to encourage the sun. Another pick up point could be the services at Crossgates if the demand is there. To return to the New Inn in the evening.

18th September Pub Meet New Inn St. Owens Cross 8pm

OCTOBER

16th October Pub Meet New Inn St. Owens Cross 8pm

25th October Autumn Colour Run 9:30am at The New Inn to run up to Westonbirt Aboretum. we can get group rates for this which are not to be sneezed at and if enough interest is shown then a guided walk lasting about 1 1/2 hours can be arranged.

NOVEMBER

20th November Pub Meet New Inn St. Owens Cross 8pm

DECEMBER

18th December Pub Meet New Inn St. Owens Cross 8pm

WYEDEAN . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

Some more events in the pipe line but that will do to be going on with. Please do contact me about attending anything or with ideas for events that you may have. 01531 650035 or 07828 250517 Regards

Clive

SOUTH YORKS

Tel. 01302 788390/01302 537290
www.southyorks-tssc.org.uk

We have begun the 2008 classic car season early on, with quite a bit of activity for all. The last few weeks have been no exception - a trip to Holland for a Tulip Rally was really fantastic for six South Yorkshire members in three cars, travelling to Rotterdam via Hull and having three days in the company of other TSSC and CT members. Rallying around the lanes of Holland and Germany was certainly something to write about, so we have, and it should be in an up and coming issue of the Courier.

A local classic run organiser has started to put on small static shows outside a nearby pub, whereby a mixed number of classics are put on show whilst their owners have a chat/mouth/pint interface. The first of these was attended by a variety of different cars and also three of our club cars. Due to the mixed weather however, most of the chatting was done in front of a coal fire! More of these will be attended at later dates.

A vote for attendance at either Prescott or North Yorkshire's Runswick Bay was taken at the last meet and subsequently four cars will be going to Prescott and about eight cars will balance the cliffs of Runswick for the weekend (**16/18th May**).

A Classics in the Country run is in the planning for **May 11th**, with the hope of enjoying the local countryside and refreshments. Uncle Mike says that prizes will be available!

We have been in contact with North East TSSC, as they have a number of cars going to the Classic Le Mans this year. Initial ideas are that both our areas will have a 'test' run for the cars and maybe joining up for a meeting in either the Dales on **June 22nd** or North Yorkshire in **May**. More information later on that topic later, but even if you are not going to Le Mans it will still be a good run out in the club cars to meet up with those North Easterners...

There's also the possibility of meeting up with the Leicester Area at one of their events.

Our monthly meetings have been well

attended and really lively with a good, friendly atmosphere. The last official meeting produced three more winners of the raffle - Julie (M), Paula and James won prizes and Gareth won the 50/50 cash prize on the footy card. There's a rumour that James only attends to win prizes! 'Al Coholic' won The Sting prize by guessing Emerson Fitipaldi correctly, and duly won a small bottle of wine.

Adventurous projects are still in process to get cars ready for the Classic Le Mans which is only now only 13 (THIRTEEN!) weeks away. All the fees have been paid and the additional hotel in France is booked. Roll on **July!**

Having sent out 100 fliers to TSSC area members who do not attend meetings, we have now been receiving a trickle of responses telling us what the 'absent members' own and additional information. Thanks all. From this exercise we will try and formulate a library and keep in touch in one way shape or form.

That's all for this month from South Yorkshire, just remember if you need that little bit of advice or information, we will be at the Manvers Arms twice a month, where we'll try very hard to accommodate your mechanical needs.

Oh - and it's 'drive it day' on the 20th - full steam to Elsecar!

Richard/Mike

WEST YORKS

Tel. 01274 781814
www.tssc.org.uk/westyorks

Hi all. The Dalesrun and camping weekend will soon be on us if you have not booked yet please do so ASAP. We are already up on last years bookings. We will be having a Saturday run, BBQ and entertainment. On the Sunday there is an auto gymkhana with an unguided run for those who wish to do this instead. If you have not looked at the web site for a while, it is being regularly updated with new items. Check it out on www.westyorks-tssc.org.uk.

This months club night went very well, we had 24 members in attendance and 4 club cars. Now the lighter nights are with us, we should have more cars in the car park. We have lots of members out in the West Yorkshire area that we would like to see at the club nights and with lots going on this year do come a long lets have your support with our 2 camps, runs and shows.

Keep your Triumph wheels turning.

Alan

**TSSC
Herts & Beds
Present**

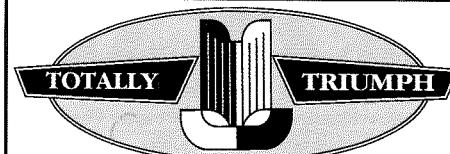
DUXFORD 2008

ALL TRIUMPH DAY

**IMPERIAL WAR MUSEUM
DUXFORD**

SUNDAY September 14th 2008

More details to Come.



CLASSIC CAR SHOW

Northern Ireland

Saturday 10th May - Wallace Park

Lisburn - County Antrim

Supported by

Lisburn City Council,

Chic Doig Classic Sportscars,

RIMMER BROTHERS Ltd.

Details from:

northernireland@tssc.org.uk

or Douglas on

028 2564 2770 or 07707 288*233

Northamptonshire Area 4th Camping Weekend



13th - 14th & 15th June 2008

**Emberton Country
Park**

15 minutes from M1 Junction 15

**Northants Area proudly presents
our 4th camping weekend set
amongst the woodlands and lakes
of Emberton Country Park.**

**The park has excellent camping
facilities and is an ideal family
weekend away. Quiz and games
for children and adults over the
weekend, convoy and day trip on
Saturday plus evening BBQ and a
members choice concours on
Sunday. Come and join us for
what will be a great weekend.**

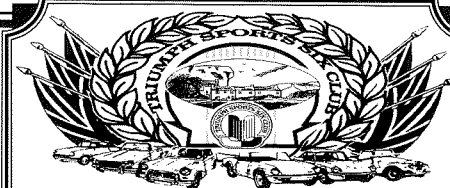
Prices - £19.00 per night

£3.00 electric hookup

For booking and enquires contact

Adam Easton

on 01933 229992 eve's.



18th YORKSHIRE

DALES RUN,

CAMPING WEEKEND,

BBQ & CONCOURS

6th, 7th & 8th

June 2008

Starting at 10.30am from High Lining 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 as well as the Eden and Lyvenet Valleys. There will be a lunchtime pub stop en route and a barbecue will be held at the site about 5.30pm (salad and bread supplied, please bring your own choice of meat.) Evening entertainment has been organised and there is a pub nearby. West and North Yorkshire are going to be organising something, so come along and enjoy yourself. On Sunday, we will be holding a driving skills competition and an informal Concours with the villagers of Dent in attendance.

All profits from the weekend are being donated to the R.N.L.I., in particular the Humber Lifeboat at Spurn Point

This year we have the following:

Completely separate area on the campsite A scenic run through the Yorkshire Dales as well as the Eden and Lyvenet Valleys (Approx 80 miles) Pub Lunch on the Saturday run Raffle with quality prizes (Donations welcome) Night time entertainment with Alan's infamous Racing and quiz "Dress the age of your classic" theme night Alien fancy dress competition with two age groups Children's games and activities Dog friendly campsite Access to the site will be sign posted. Please arrive with a full tank of fuel. 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 preferential rates.

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. Queries to: dalesrun@yahoo.co.uk or tel 07766 354449

Name:
Address:

Tel: e-mail:

Club Area: Car: Reg No:

Nights camping - Friday Saturday

Single Adult £10 per night 2 Adults sharing £13.50 per night

Family (2 Adults + 2 Children) £16.50 per night

Extra adults @ £5 per night

Extra Children @ £2.50 per night

Electric Hook Up required £1.50 per night (Limited Availability)

I will be attending the following days

Saturday run Sunday Skills test / Concours

Weekend price per car is £10, single day is £6

E.g. Family of 2 adults and 2 children camping 2 nights

and attending both days will be £43 Total enclosed £

There is plenty of Bed and breakfast accommodation within one to five minutes walk for non - campers.

The Classic Sandwich

**Derwent Valley
Triumph Sports Six Club's
The 20th Peak Run**

The 20th 21st and 22nd June 2008 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 FREE barbeque.

On the Saturday we will spend the day at Arkwright's Cromford Mill near Matlock Bath, where you can explore the mills, walk along the canal, visit the Masson Mills shops and restaurant or walk into Matlock Bath. 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 on Sunday morning we embark on 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 Derbyshire - Kedleston Hall for the presentation of the 'Car of the Peak Run' and 'Peoples Choice' awards plus the bumper raffle.

For more information visit our website - www.derwentvalley-tssc.fsnet.co.uk

Booking form for Peak Run 2008

Name.....
Address.....
Post Code.....
Phone No..... E-mail.....
Car Make..... Model.....
Registration No..... TSSC membership..... (If Member)
Cost £12.00 per Car - available on advance bookings until 14th June 2008.
(Cost on day £14.00 per car).

Please send application form together with your cheque made payable to
Derwent Valley Area TSSC to:
**Peak Run 2008, c/o David Dawson, 28 Routh Avenue,
Castle Donnington, Leicestershire. DE74 2NA.**

Telephone enquiries: David Dawson 01332 810004 or Roger Buck 01623 487323.

Tour and visit to a place of interest
Saturday evening live entertainment
Crooked Style - back by popular demand
Free drinks both nights
Fun Friday
Walking Treasure Hunt
Quiz (answers to both on Saturday night!)
Display on the Quay, Sunday (10 - 14.00)
Charity Raffle in aid of The Kent Air Ambulance
Rally Plaque
Commemorative plaque
Programme
Friday & Saturday BBQ
Breakfast available Saturday & Sunday

All for just £6.00 per person, kids go free
Camping available £13.50 per pitch per night in advance, £14.50 on the day

Why not come along and help us help
Kent Air Ambulance Trust - over £6,000 raise to date
6 - 8 June 2008

Sandwich Leisure Park
Woodnesborough Rd, Sandwich, Kent
7 Riding Lane, Hildenborough, Kent, TN11 9HX
Tel: 01732 - 834481, Mobile: 07884 433141,
classicsandwich@juandue.net www.juandue.net
Fax 01732 - 834882
The Classic Sandwich - suits all tastes

**Derwent Valley
Triumph Sports Six Club's
The 20th Peak Run**

The 20th 21st and 22nd June 2008 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 FREE barbeque.

On the Saturday we will spend the day at Arkwright's Cromford Mill near Matlock Bath, where you can explore the mills, walk along the canal, visit the Masson Mills shops and restaurant or walk into Matlock Bath. 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 on Sunday morning we embark on 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 Derbyshire - Kedleston Hall for the presentation of the 'Car of the Peak Run' and 'Peoples Choice' awards plus the bumper raffle.

For more information visit our website - www.derwentvalley-tssc.fsnet.co.uk

Booking form for Peak Run 2008

Name.....
Address.....
Post Code.....
Phone No..... E-mail.....
Car Make..... Model.....
Registration No..... TSSC membership..... (If Member)
Cost £12.00 per Car - available on advance bookings until 14th June 2008.
(Cost on day £14.00 per car).

Please send application form together with your cheque made payable to
Derwent Valley Area TSSC to:
**Peak Run 2008, c/o David Dawson, 28 Routh Avenue,
Castle Donnington, Leicestershire. DE74 2NA.**

Telephone enquiries: David Dawson 01332 810004 or Roger Buck 01623 487323.

S. T. I. R.

AVON AREA CAMPING WEEKEND
27th to 29th JUNE 2008

WARREN FARM HOLIDAY CENTRE, BREAD

IT'S CHRISTMAS TIME IN JUNE
DOWN AT WARREN FARM
BBQ IN SAND DUNES
LET'S HOPE IT WILL BE WARM

**FREE AWNINGS, FREE SECOND CAR, FREE DOGS,
FREE ADDITIONAL PERSONS.**

CHRISTMAS LUNCH IN CHEDDAR
AT THE RIVERSIDE
CAN'T GET ANY BETTER
AT THIS EXTRA VIOLETTIDE

ELECTRIC HOOK UP £2.00 PER NIGHT
SHOWERS SUP A GO

**BEACHCOMBER INN ON SITE OFFERS FOOD
AND CARVERY AND LIVE ENTERTAINMENT.**

ONE MILE FROM BREAD LEISURE CENTRE.

**WEEKEND ENTERTAINMENT PROGRAMME, TBC
BUT INTENDED TO BE A CHILL OUT WEEKEND.**

**CONFIRMATION OF BOOKING AND
PAYMENT PLEASE BY END OF MAY.**

CONTACT JUNE ON 01454 327059.

SO BRING YOUR TREES AND LIGHTS
YOU KNOW IT WILL MAKE SENSE
TO SPEND A COUPLE OF NIGHTS
AT SANTA'S RALLY IN TENTS

SANTA'S
TOTALLY
IN-TENTS
RALLY

**Triumph Sports Six
Club**

Leicester and Rutland

**THE 25TH
SUNSHINE RALLY**

Sunday 3rd August 2008
Show opens at 11am

Club Stand Auto Jumble Concourse
Games Refreshments

ALL CLASSIC CARS AND BIKES WELCOME

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

CLASSIFIED

SPITFIRE

1500 1978. Red. Overdrive. Very good condition. 10 months MOT. Fully restored (Photographic record) New Brake master cylinder. Lots of original history. Hard/Soft tops. 71,000 miles. £3,450 ONO. D Hughes (Chester) 01978 854985.

Spitfire 4 MK1. 1963. Pelican White. 2nd Owner. Soft Top. MOT TAX. New body panels. Good runner. £3,950. John (Weston Super Mare) 01934 820352.

MKIV 1971. Valencia Blue. Tax Exempt. 12 months MOT. Overdrive. Restored and Resprayed 2007. £3,200. Steve (Glos) 07778 660825.

1500 1976. Overdrive. Red. Professionally restored 1995. Still in excellent condition. TSSC Valuation £4,400. MOT. Taxed. Summer use only. £ 2,650. Mike (Essex) 01279 629955.

MKIV 1300 1972. Tax exempt. Red. Electric fan. Braided hoses. MX5 Seats. Solid car in good overall condition. MOT April 2009.

£1,795 Chris (Suffolk) 01284 728224. Mob 07789 845017.

Mk IV Red, 1974. Overdrive, Stainless Steel semi-sports exhaust Full Restoration late 90s Excellent condition Agreed Value £5,300. £3,800 Mark (Oxford) 01235 530854.

1500 1978 Body-off restoration c2004, standard specification, brooklands green, all steel, full tonneau, MOT April 2009, Tax Nov 2008, TSSC Valuation A1 £4,200 (Sept 2007) £3,250 Richard (Birmingham) 0121 453 9217 evgs/weekend or 07909 585037

1500 O/D H/S Tops. 76,700 miles. No MOT/tax. Engine, g/box at £3,000. New rear, front mechanics. FSH. Bodytub requires work. £800 Lauren (Coventry) 02476 262281

1500.1981. Home improvements for sale of 1500 Spitfire, new soft top & frame, hard top, recon seats, roll bar, no tax, MOT until July, 84,000 miles. £1900. John (Norwich) 01493 748599

Cars For Sale Cars For Sale Cars For Sale

JY CLASSICS
**SERVICE, RESTORATION & SALE OF
TRIUMPH SPORTS CARS**

CASH PAID

**FOR
YOUR
SPITFIRE!**

TEL: 01494 866087
E-MAIL: sales@jyclassics.co.uk
Website www.jyclassics.co.uk

1500 1978. Inca Yellow. 74,000. Owned over 20 years. Always garaged. FSH but no MOT or Tax. Offers please. Linda (Bristol) 0030 2834 20208.

HERALD

13/60 CONVERTIBLE 1971. Saffron. Present owner 33 years. Reconditioned Engine. Off road last five years. Restoration or spares. Not - Drivable. £300. Buyers Collects. Alexis. (Reading) 0118 9479511.

13/60 CONVERTIBLE Red. G Reg 68. A1 condition. TSSC Valuation £5,500. Accept £3,500. Martin (Leicester) 0116 2330405.

Cars For Sale Cars For Sale Cars For Sale

TSSC INSURANCE PANEL. CALL FOR A NO OBLIGATION QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND BREAKDOWN RECOVERY FOOTMAN JAMES 0845 458 6760 ADRIAN FLUX 0800 089 0337 PETER D JAMES 0845 0999 500

VITESSE

MKII CONVERTIBLE. 2 Ltr. Cherished/Garaged. Bought 2002. 2,600 miles only during ownership. Over GBP £2,500 spent. Overdrive, Clutch, Gearbox, Carpets. Drives Fantastic. GBP £4,500. Mark (Brighton) 01273 330493.

Cars For Sale Cars For Sale Cars For Sale

(Nottingham) 01159 215040.

MKII 1970. Whit, red interior. Tax & MOT. A2 plus condition. Same owner 20 years. Offers over £3,000. Numerous spares if required, negotiable with car only. Oakes. (Birmingham) 0121 7470412.

MKII SALOON 1969 Valencia Blue. Webasto. Full mechanical rebuild on new chassis 2004/5 - Engine rebuilt with new crank/bearings, 7000 miles since. New g/box, excellent o/d/rive, Rear Telescopic spax conversion. Front GAZ adjustable. Moulded carpets. MOT August. Body presentable but needs attention to detail. FJ valuation £2800. Mail for pics and details of all work done as too much to list here. Offers around £1650. Andrew Parry 01974 202272 eMail: parry.andy@btopenworld.com

MKII SALOON. Fern Green. Full Sunroof. Leather. Garaged. Very reliable. Previous owner 32 years. 1970.. MOT. Tax exempt. £1,450 ONO. Tony (Stockport) 0161 432 3261.

MKII CONVERTIBLE. 1968. Wedgewood Blue. MWK 667G. BL Road Test car. MOT/Tax to March 09. Mechanically sound, some bodywork restoration required. Drive away £1,250. Mob. No. 07794 110536.. Mike

GENTRY

GENTRY (RMB) 1967 "E" Reg 2+2 Seating. Triumph based with rebuilt 1300cc engine (original 1147 available) MOT Sept 08. Old English White. Owned for over 8 years. Rear rack. Radio. Air horns. Wooden Steering wheel. Sadly not being used. Priced to sell £2,750 ONO. Also purpose built trailer if interested at extra cost. Gary (Lancashire) 01942 816730 Eves.

**You Can Now
PLACE YOUR ADVERT
ONLINE AT
www.tssc.org.uk**

**TSSC INSURANCE PANEL.
CALL FOR A NO OBLIGATION QUOTE.
LIMITED AND UNLIMITED MILEAGE WITH AGREED
VALUE AND BREAKDOWN RECOVERY
FOOTMAN JAMES 0845 458 6760
PETER D JAMES 0845 0999 500
ADRIAN FLUX 0800 089 0337**

GT6

MK1 1967. Racing Green. Sound early model. Little used since major re-build 10 years ago. Very original. Twin S/S exhaust, Leather interior. Valued at £7,500. £3,500 OVNO. Ian (Letchworth) 07710 153222.

GT6 CONVERTIBLE (E reg), professional conversion, BRG, wirewheels, new hood and carpets, overdrive, in excellent condition. Re-advertised due to time waster. Genuine reason for sale, £4,995 ono. Tel. 07800 551363.

MKIII 1972. Magenta. 2.5 Recon Engine. Recon Overdrive. Sprint Alloys. Sunroof. CD Player. Leather Seats. Fully re-furnished 2002. Tax exempt. VGC £5,800. Jim (Herts) 01438 238979.

MK1. White. Superb. Also MK1 Convertible, White. Knockout. Must go. Need the space. e-mail for specifications peterholmes@lbbeds.plus.com Peter (South Beds) 01525 375903.

MKIII 1973. Magenta. Non Rotoflex. Cond 1. New panels and running gear replaced over 23 years ownership. S/S Exhaust. Well Kept car. No Winter use. 6 months Tax. 6 months MOT. Value £5,000. £3,750 OVNO. MJ Smith (Nottingham) 01159614386 Mob 07717 021681.

PARTS

MKIV Spitfire, single rail j-type gearbox non-overdrive, complete with prop shaft, removed in August 2007 to upgrade for an overdrive version. In perfect working order no noises clean and tidy complete with mounting plate. (Pick up only) £50 - £100. Sargent (London) 07830 160209.

1500 Unleaded engine. Supplied from Triumph Specialist but never used. Much money spent, looks lovely and fully painted. £300. David (Horley) 01293 410880.

VITESSE Aldon ignition unit. New, unused, not wanted. Lucas, LU-166AP12 pos/earth £55. Ron (W.Sussex) 01444 454029.

HERALD 13/60 gearbox. £20. Differential £20. Rear LH/RH Halfshafts/bearing housing Diff flanges & U.J.s £20 each Starter motor £10 ONO offers. Bryan (W. Mids) 0121 3081543.

"SEATS"

Rebuilt Original Seats Exchange - Ask Mike

Vinyl Seats (pair) £250 or Leather Seats (pair) £395

Seat cover new bases only £28

All Triumphs/any Classic ASK Delivery Anywhere

Tel Daytime or Evenings

Tel. 01752 227789

"Classic British Sportscar Trim"

Visa - Mastercard - Switch Accepted

Cars For Sale
Cars For Sale
Cars For Sale

MKIII. Hello all who have viewed my GT6 mk3. I am dropping the price of the car to £2000 ono for those who haven't seen it on the TSSC website Please get in touch if this is a more realistic buy! £ 2000 Richard (Whitstable) 07973 801535.

MK2 convertible with a MK3 spit body and GT6 doors and bonnet. The car was built by Chic Doig in 1989 on a new GT6 chassis driven by a fresh 2.5 engine with strengthened 1850 box and J type overdrive. The brakes and suspension have been fully rebuilt over last year with front Avo's with uprated springs, rear Konis, Goodridge hoses, polybushes, Hardy Spicer UJ's etc. Needs some tidying/attention but good/sound and fun classic. £3600 o.n.o. Matt (London) 07733 137231.

MKIII Early RED (1971 - no tax). Extensive history file dating back to 1972. Much recent work including complete body restoration and respray in original Signal Red (with photos). Excellent throughout. Current MOT. New Rotoflex joints, shocks, brakes, front springs and more. Many spares. Large back catalogue of TSSC magazines included. Very original spec. £5,500. Angus (Royston) 01763 260071

GT6 MKIII Stainless Steel Exhaust. Semi Sports less manifold. VGC £50 OVNO. Brian (Essex) 01702 600315.

COURIER magazines. 116 copies. 80s to 2000s. Plus 5 Turning Circle Magazines. Offers Simon (Lancs) 01253 883838.

STAG Front seats. Black with runners. Good Condition. £35 each. Michael (Wrexham) 01978 359263.

GT6 MKIII New Kenlowe fan kit (13/B/Tri) £85. Unipart water pump £35. Mintex brake pads (imperial calipers) £30. ALL BOXED AND UNUSED. Alan/Cathy (Herts) 01920 420151.

VITESSE MKII Restored chassis, Bulkhead, Engine, Gearbox, Dash, Windscreen, Steering, Tank, Chrome Trim, Valances. V5C SORN. £350 (Lot) Also O/D gearbox Recon £300. Both £600 Bargain. (Norfolk) 0771 2239693.

GT6 parts - Free to good home! Set of 4 4.5J wheels with chrome trims all with barely worn Dunlop SP6 tyres. Standard exhaust manifold. Stainless steel downpipe to suit the above. Collection only. nr. M1 junction 22 Jon McGowan. eMail: jm150@le.ac.uk

STAG breaking for spares. Mk1 and Mk2 all parts available. Please ring for more details. Nigel (Notts) 08976 163006.

FREE standard exhaust for MKII 2litre Vitesse used, but solid (and heavy) Derek Bourne 07961 759902

HERALD engine (gd prefix) Taken out of my jc midge which had been in a fire-looks very smart apart from slight burn marks on rocker cover. running but with my distributor from my other engine. Like it to go to some one who needs it-suffering from e bay idiot alert hoping the club will provide a more suitable home. Money not necessary. Collection from

M.W. Restorations GT6 SPECIALISTS

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up.

FOR DETAILS RING THE WORKSHOP ON :

01799 584994

Saffron Walden, Essex.

e-mail: mwrestore@aol.com

MKIII 1973 Mimosa Yellow. A1 show condition, MOT, taxed, always garaged, used daily, miniute alloy wheels, 4 new tyres. Stage II unleaded head, s/s sports exhaust, o/drive, good history, many spares. £4,600 Rob (Ascot) 01344 625642 or 07725649348.

Parts For Sale
Parts For Sale
Parts For Sale

leeds only. Martin (Leeds) 01132 873516

MIKE PAPWORTH

COVENTRY M6 JUNCTION 3

**TRANSMISSION SERVICES,
And Restoration**

**OVERDRIVE CONVERSIONS,
DIFFERENTIALS, O/D UNITS
1/2 SHAFTS ROTOFLEX AND STD,
ALL ENGINE WORK,
MOT & WELDING WORK
VEHICLE MOVEMENTS UK,**

**Herald - Spitfire - Vitesse - GT6
TR4/5/6 - 2.5 - Dolomite**

**UNFINISHED PROJECTS-BREAKERS,
ANY NEW UNUSED PARTS REQD.,**

07768 775 170 - 02476 644499

Email mike.papworth1@btopenworld.com

SPIT/GT6 SPARES. MK3 Hardtop £35, Half shafts rebuilt £100, Rear valence new £50, Hoodframe £75, Windscreen £25, W/screen chrome top £15, Door glasses £25ea, Rear bumpers £25 MK4 Passenger seat black £50 GT6 MK1/2 Rear bumpers £75, Chromewing strips £5ea Other smaller items. David (Oxford) eMail: yandt33@aol.com 08976 163006.

VITESSE 1600 - recon full engine Professional re-conditioned 1600full engine, HB28256HE, dry stored one year, re-furbed ancillaries etc. ready to bolt straight in. Genuine reason for sale. £850.00 Jason (Hampshire) 07798 721284.

PARTS WANTED

WANTED, Good full set of Vitesse alloy bumpers, and 2 Vitesse / Herald rear overriders. Collect at SEM ?? Del Holman 01732 743747 West Kent.

VITESSE Carpet / Gearbox Tunnel Wanted. My Vitesse passed it's MOT just last week, though looks a little shabby. A reasonably priced Gearbox Tunnel and Carpet are top of my list Many thanks, Rob. (London/Kent) 07981 228699

CARS WANTED

UK buyer seeks Mk3 I'm seeking my first classic in the form of a Mk3, or earlier marque, which must be running, MOT'd, servicable and will ideally have good evidence of a well-looked-after classic. If the right car turns up I will buy. If you're considering selling such a vehicle please get in touch Simon (Gloucs) 07769 886597

VITESSE wanted Mk2 convertible Original spec preferred Right money for right car Jeff Wickham 01268 734557.

NEED HELP FIXING YOUR TRIUMPH? We can repair all Club cars to A1 condition including MoT, mechanical servicing work, bodywork and paintwork. Or we can carry out the major restoration work while you strip the car down and fit it up. A good way to save some of your hard earned cash for those New parts. For an estimate call Mike at MW Restorations 01799 584994 (Essex / Herts / Cambs border) email: mwrestore@aol.com

**YOU CAN NOW
PLACE YOUR
ADVERT
ONLINE AT
www.tssc.org.uk**

TRIUMPH TRADE SERVICES

SPITBITZ

EST. 36 YEARS www.spitbitz.co.uk

**FRIENDLY FAMILY BUSINESS ESTABLISHED 36 YEARS
WE HAVE THE LARGEST STOCK OF SPITFIRE/GT6/VITESSE
& HERALD USED PARTS IN THE U.K.**

**ALL ON THE SHELF AND READY FOR FAST MAIL ORDER.
VARIOUS NEW PARTS ALSO AVAILABLE.**

SO WHY NOT BUY WHERE THE TRADE BUY AT TRADE PRICES

TEL/FAX: +44 (0)118 9 732648

E-MAIL: INFO@SPITBITZ.CO.UK

ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED

ALSO CARS BOUGHT AND SOLD, ANY CONDITION & ANY PRICE CONSIDERED

DOUGLAS MOTOR SERVICES

**SPECIALIST RESTORATION AND
REPAIRS FOR THE TRIUMPH
OWNER**

**SERVICING AND MOT WORK
FULL BODYSHOP FACILITIES
EX TRIUMPH DISTRIBUTOR
40 YEARS EXPERIENCE**

**GRAFTON INDUSTRIAL EST
NORTHAMPTON
01604 632201**

www.dmsport.co.uk

BRODIE MOTOR SERVICES

**RESTORATIONS, MOT
WORK, SERVICING ON ALL
MAKES OF TRIUMPH**

**AT VERY
COMPETITIVE PRICES
OVER 20 YEARS
EXPERIENCE**

**FRIENDLY SERVICE
TEL: 01206 562597**

www.brodiemotorservices.co.uk

COLCHESTER

TOTALLY TRIUMPH

Open 7 days North West Dedicated Triumph Workshop Established 1988

01565 777 577 MOBILE 07860 26 62 62

**SPITFIRE - HERALD - GT6 - VITESSE - TR7/8 - STAG -
DOLOMITE - 2000/2500 - KIT CARS**

**Service - Repairs - MOT's - Bodywork - Restorations New & Used Parts
Chassis, Bodies, Engines (any spec), rebuilt to order (collection & delivery)
Vehicle collection & delivery nationwide 24hr Recovery**

JUST OFF M6/M56 (North Cheshire) PHONE FOR DIRECTIONS

WEST COUNTRY TRIUMPH

★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
★ Accident repairs, resprays ★ Full or part restoration,
★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order



Tel/Fax 01666 822476

**MALMESBURY, WILTS
www.westcountrytriumph.com
e-mail: raybrown@westcountrytriumph.co.uk**

OFFICE 01592 722999
PARTS DEPOT & FAX 01592 722666

131 JAMPHLARS ROAD
CARDENDEN FIFE
SCOTLAND

CHIC DOIG

CLASSIC SPORTSCARS

CONTACT THE EXPERTS
SCOTLAND'S LARGEST
MG & TRIUMPH
DEALER

FAST MAIL ORDER SERVICE
FROM A BOLT TO A BODYSHELL
NEW OR SECONDHAND
WE WILL TRY TO HELP YOU
WHATEVER THE CAR TYPE

www.CHRIS WITOR.com

TRIUMPH 2000, 2.5 SPECIALIST

WIDE RANGE OF PERFORMANCE AND STANDARD SPARES

TEL: 07000 200025
Mon - Fri, 9 - 1 & 1.30 - 5.30
FAX: 01749 671404

Our 4-page Ad can be viewed in the Triumph 2000/2500/2.5 Register Magazine 'Six Appeal'

THE COURIER ADVERTISING FORM

The Courier is the best and most cost effective medium for selling your Triumph, and there's now an added bonus. For ONLY an extra £15.00, you can reach an additional 1.3 Million classic car enthusiasts. Your advertisement can appear in a special TSSC section in Classic Car Weekly and in Colour in Practical Classics magazine (Add £5.00 to total advert cost for full colour photograph in Practical Classics), the best selling practical car magazines on sale today (**published in the next available issue**). **NOTE:- EMAP publications deadlines differ to Courier.** Simply complete the form below indicating clearly whether you want your advertisement to appear in The Courier And Practical Classics/Classic Car Weekly, or The Courier only.



ALL ADVERTS PLACED WILL
APPEAR ON THE TSSC
INTERNET WEBSITE. FREE!

Do you wish your advert to appear on the TSSC Website? ☐

PLEASE ADD £5 TO TOTAL OF PRACTICAL CLASSICS ADVERTS IF SUPPLYING COLOUR PHOTO.

Tick as appropriate.

Tick as appropriate.

Tick as appropriate.

Cheques/Postal Orders (Payable to TSSC Ltd.) or your
Visa/ Mastercard/Maestro must accompany your ad.



<input type="checkbox"/>	THE COURIER AND 2 ABOVE MAGAZINES
<input type="checkbox"/>	Triumphs for Sale/Wanted:
<input type="checkbox"/>	Members
<input type="checkbox"/>	Non Members
<input type="checkbox"/>	£29.00
<input type="checkbox"/>	£37.70

THE COURIER AND 2 ABOVE MAGAZINES
Triumphs for Sale/Wanted: Members £29.00
Non Members £37.70

Non Members	£22.75
Members	£17.50
Non Members	£27.75

THE COURIER (ONLY)
Triumphs for Sale: Members **£14.00**

Triumphs for Sale:	Members	£14.00
Non Members	Non Members	£18.20

Spares for Sale(Non Trade) Members 25 words only Free

Spares Wanted:	Members	£2.50
Spares for Sale/Wanted:	Non Members	£3.25

Triumphs Wanted Members/Non Members £3.25

Membership No. _____ (if applicable)

MODEL + Mk

Contact Name

Location

Tel: (STD)

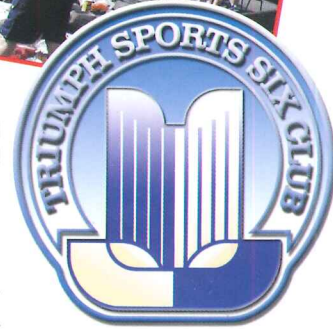
Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TF.

PLEASE NOTE: The T.S.S.C. reserves the right to refuse or withdraw any advertisement at its discretion and cannot be held responsible for printing errors. Advertisements received too late for a particular issue will automatically be inserted in the following issue.

Advertisements placed CANNOT be cancelled Non members wishing to receive a copy of The Courier, add £2.50 to total.

JOIN THE TSSC
Tel: 01858 434424
Web: www.tssc.org.uk

Have Fun - Save
Money - Show it off
Restore it - Race it
Improve it - Protect it
Attend Events in it
Make friends - Go to
Monthly Meetings in it
Check out its History
Be proud of it
Use it as YOU want
Find another one!
Have Fun and...



For all of the above and more, we offer - Monthly Magazine - Parts Insurance - Events - Technical Assistance - Website - Club Shop HQ Museum - Local Meetings - Full Time enthusiastic Staff