

# Triumph Sports Six Club

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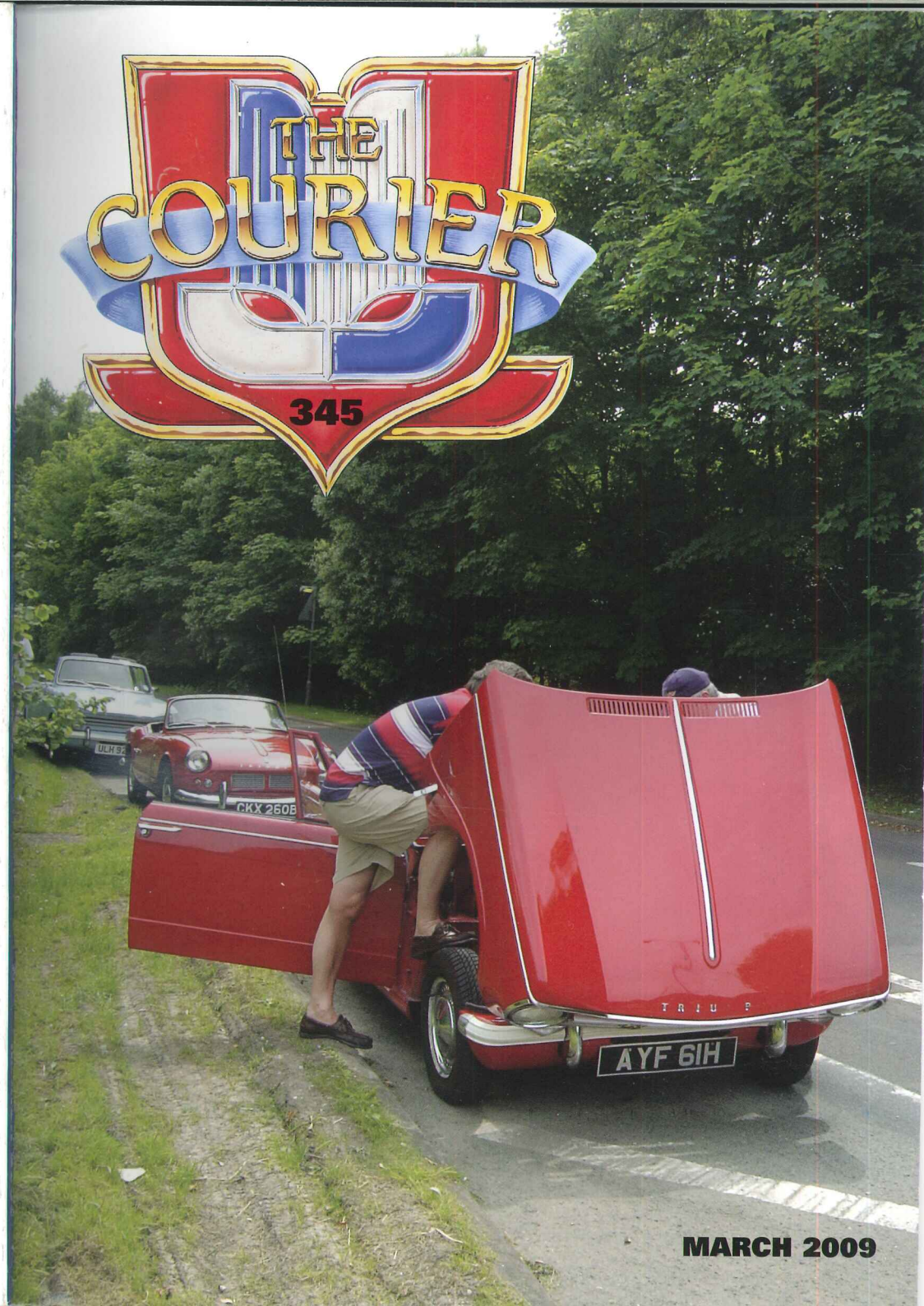
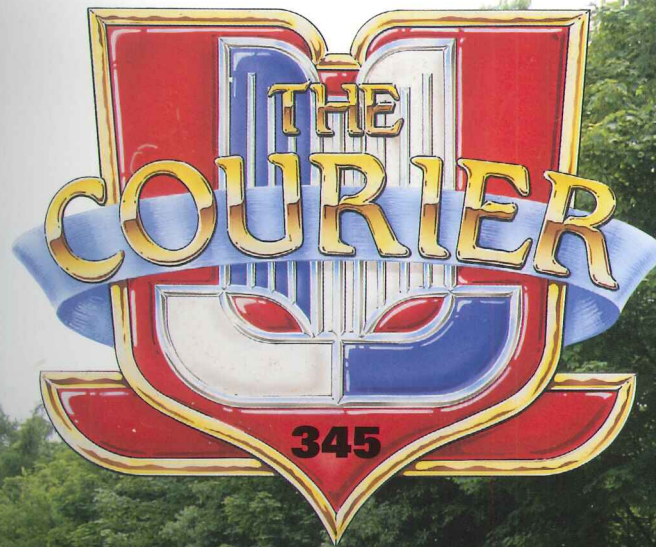
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**Founded - 1977**

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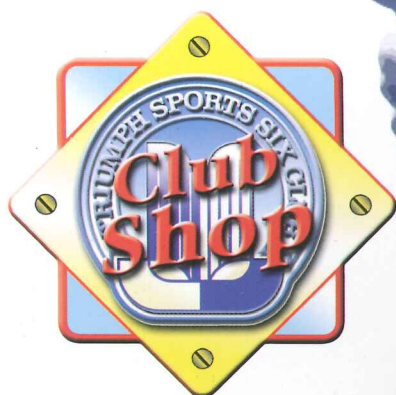
**MARCH 2009**



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- **Discount** – Club Shop prices include 20% discount for TSSC members.
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## The Courier

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THE TRIUMPH SPORTS SIX CLUB

No.345 Vol 30. MARCH 2009

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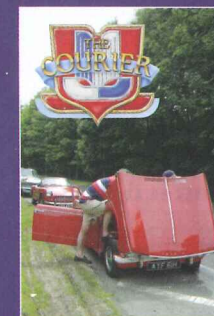
Dennis Barbet. Martin Cox. John & Pam Griffiths.

John Macartney. Fred Nicklin. Paul Richardson.

Bill & Jo Sunderland. Paul Swanson.

Peter Williams.

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.  
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GET THOSE TRIUMPHS OUT!  
TRADITIONAL CONVOY PIC!  
SURREY MEMBERS ON TOUR  
OF NORTH DOWNS  
PIC  
DARREN GROVES

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# T.S.S.C. Events Calendar

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

PLEASE SEND ALL 2009 EVENT  
INFORMATION TO TRUDI PRETTYJOHNS  
AT THE CLUB H.Q.

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### March 2009

**SUNDAY 29 MARCH 2009**  
CUMBRIA AREA SPRING  
FELL RUN CHALLENGE  
CONTACT ROY 01229 474077  
E- roy.anne@tiscali.co.uk

### May 2009

**FRI-MON 1/2/3/4 MAY 2009**  
THE ISLE OF WIGHT CAMPING  
WEEKEND APPULDURCOMBE  
CONTACT ANGELA 01983 281427

**SAT/ MON 2/4 MAY 2009**  
AVON AREA CLUB STAND  
FOOTMAN JAMES 30TH BRISTOL  
CLASSIC CAR SHOW SHEPTON MALLETT  
CONTACT JUNE 01454 327059

**SAT-SUN 9/10 MAY 2009**  
THE SOUTH OF ENGLAND MEET  
LEATHERHEAD SURREY  
CONTACT GUY 01672 514241

**SUN 24 MAY 2009**  
STANDARD TRIUMPH MARQUE DAY  
IMPERIAL WAR MUSEUM DUXFORD

**SAT-MON 23/25 MAY 2009**  
RETURN TO KERRY  
CONTACT PAUL 02890 292722 EVES

### June 2009

**FRI/SAT/SUN 12/13/14 JUNE 2009**  
YORKSHIRE DALES RUN  
& CONCOURS  
CONTACT RICHARD BRISCOE  
07766 354449

**FRI/SAT/SUN 19/20/21 JUNE 2009**  
DERWENT VALLEY AREA  
21ST PEAK RUN  
www.derwentvalley-tssc.org.uk

### July 2009

**SUN 5 JULY 2009**  
TSSC NORTHANTS AREA SHOW  
STANDARD & TRIUMPH RALLY  
WICKSTEED PARK NORTHANTS  
www.standard-triumphrally.co.uk

### August 2009

**SAT/SUN 15/16 AUGUST 2009**  
TSSC INTERNATIONAL FAMILY WEEKEND  
STAFFORD COUNTY SHOWGROUND

### September 2009

**FRI/SAT/SUN 4/5/6 SEPTEMBER 2009**  
THE 7TH LINCOLNSHIRE  
CAMPING WEEKEND  
CONTACT GARTH 01529 307302

**SAT/SUN 26/27 SEPTEMBER 2009**  
MILE OF TRIUMPHS  
BROAD FARM NORFOLK  
CONTACT JOE 01493 728764

### October 2009

**SUN 4 OCTOBER 2009**  
TSSC HERTS & BEDS AREA  
PRESENTS DUXFORD 2009  
ALL TRIUMPH DAY  
IMPERIAL WAR MUSEUM DUXFORD

## CLASSIC CAR SHOWS (CLUB INVITED)

### March 2009

**SUN 8 MARCH 2009**  
THE INTERNATIONAL TRIUMPH SHOW  
AND SPARES DAY  
STONELEIGH PARK WARWICKSHIRE  
TEL 0845 017 9683

## OVERSEAS EVENTS (CLUB INVITED)

### JULY 2009

**FRI-SUN 24-26 JULY 2009**  
TRIUMPH CLUB OF SWEDEN 30TH  
ANNIVERSARY MEETING  
CONTACT ODD HEDBERG  
E: odd@triumphclub.se www.triumphclub.se

# Comment

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

## Let's work together

I hope that as you are reading this, the March issue of the Courier, the weather has improved. While I write, the snow is on the ground and the forecast is for the whole month of February to be cold.

Last October I wrote in this column about the need for classic car clubs to work more closely together and although that's less than six months ago, the topic is so important that it is worth looking at further. As a new show season starts, it is the right time to reflect on why we need to work as closely as possible with our fellow-enthusiasts in other clubs.

Today, regrettably the classic car scene has fewer active enthusiasts than ten years ago but there are still (more or less) the same number of car clubs.

The Federation of British Historic Vehicle Clubs estimate that there has been a 30% fall in classic car use since 1997. Simple arithmetic tells us that most clubs have fewer members now than in the halcyon days of the late 1990's.

Meanwhile, we all want to see bigger, more exciting events. The overwhelming positive reaction to the 2008 Standard Triumph Marque Day illustrates the point well. Everyone who went and took the opportunity to drive the famous hillclimb track enjoyed the experience, and most people left with comments like "I want to do that again... soon!" or "How refreshing to have a dynamic event, not just rows of shiny parked cars." So last year's marque day was a success because it offered all of us a different, more exciting experience. But it could never have happened without the close cooperation of the Stag Owners Club, the TR Register and of course the TSSC. Why not? Because an event of this nature involves too big a financial outlay and risk for a single club, and because the large number of volunteer workers required to make the event a success could be drawn from three clubs, not just one.

So if we want more from our events, this really can only happen by clubs working together. We can also benefit from collaborating in other ways. As two examples, consider the political pressure that builds from time to time, against the use of classic cars. A single club lobbying on its own is unlikely to be heard. In this case, the classic car movement unites to lobby on matters of common interest through the Federation of British Historic Vehicle Clubs, giving us a much stronger voice. Another way we may benefit by combining forces is in



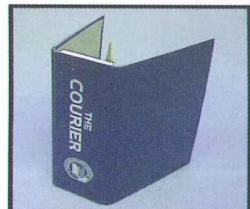
remanufacture of obsolete parts. Again, a single club may not have the demand or the resources to make remanufacture of a part economically feasible.

If the whole Triumph scene works together to remake, as an example, engine mounting rubbers, we can have a viable project.

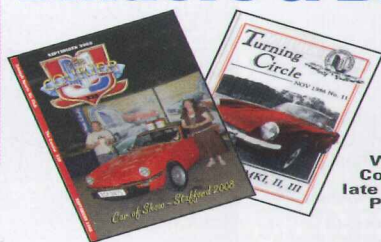
This year we have some examples coming up where Triumph clubs are working together. The Standard Triumph Marque Day is organised each year by a "lead club", chosen in rotation to stage the event on behalf of the forum. This year is the turn of Club Triumph, and both the TR Register and the TSSC have volunteered their support. By the way, the 2009 Marque Day will be held at the Imperial War Museum at Duxford, on Sunday 24th May. Looking further ahead, the TSSC is taking on the running of the biannual trip to Le Mans Classic in 2010, and we expect to be collaborating with the Stag Owners Club and other Triumph clubs to make this the biggest and best ever Triumph trip to Le Mans.

So we need to work with other clubs as it benefits all members and therefore all Triumph enthusiasts, and allows us to enjoy bigger events than a single club can offer. As Club Manager, I am committed to close co-operation between clubs, and I know that the whole Council of Management share this view.

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We have most back copies of The Courier available dating back to the late 70s, there are too many to list here. Please refer to [www.tssc.org.uk](http://www.tssc.org.uk) - Technical Directory Listings

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## NEWS REVIEW

### Your Monthly round up of all News of a Triumph Nature

#### JIGSAW Classic Triumph Invitation Race

Monday 25th May 2009,  
Mallory Park



Following the success of last years Classic Triumph race in 2008, Jigsaw will be holding another race this year, again at Mallory Park on Monday 25th May 2009, as part of the Classic Sports Car Club race weekend.

The race entry is by invitation and is open to a wide range of race prepared Classic Triumph models including Spitfire, GT6, Herald & Vitesse, TR2-6, Dolomite Sprints and Toledo, Standard 8 or 10, 2000, plus other Triumph engined production cars including Swallow Dorretti, Fairthorpe, Peerless & Warwick, with a National B race licence a minimum requirement. All cars should be prepared to a high standard of presentation and drivers behaviour, on and off the track will be expected to be of the same high standard.

If you would like to be considered for an entry and can meet the entry requirements please can you contact Jo at JIGSAW.

Email: jo@jigsawracingservices.co.uk, for further information.

For those of you who are just spectators, why not come along to Mallory and support your fellow Triumph Enthusiasts. A nice little circuit with good viewing all around so that you can see all the action, and with the Standard Triumph Marque day being held on Sunday 24th May at Duxford, it should make for an interesting weekend of Triumph events.

#### JIGSAW Expansion, Apologies and Open Day

**EXPANSION** Over the weekend of 6-9 March 2009 inclusive, Jigsaw will be moving to larger premises in Corby, about 10 miles from their current Desborough workshops, these larger premises will give them the opportunity to offer a wider range of services and a larger selection of spares for services through to restoration work. They will re-open for business at 9am, Tuesday 10th March.

**APOLOGIES** This move unfortunately clashes with the Triumph Spares Day at Stoneleigh on Sunday 8th March, and thus Jigsaw wish to apologise to everyone who had hoped to see them, they will not be attending the show this time sorry.

**OPEN DAY** - as a little compensations for not being at the Stoneleigh show Jigsaw will be opening their new workshops on Saturday 28th March, 9am to 4pm, and look forward to welcoming members and to showing them around their larger workshops. Jigsaw's new address, from 10th March, will be Unit G, Harlow House, Shelton Road, Willowbrook Ind Estate, CORBY. NN17 5XH.

**This open day coincides with the  
TSSC Club Shop being Open (10am  
till 1pm) perhaps you may like to  
make a day of it and visit both.**



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## HQ OPENING TIMES

**MARCH** - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 28TH 10.00 AM - 1 PM

**APRIL** - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**TSSC HQ OPEN WEEKEND**

SATURDAY 25TH 10.00 AM - 4 PM

SUNDAY 26TH 10.00 AM - 3 PM

The Club Shop will be attending the forthcoming show

#### International Triumph Show & Spares Day - Stoneleigh

**SUNDAY 8th March 2009**

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

#### TSSC Annual General Meeting

**THE ANNUAL GENERAL MEETING WILL BE HELD ON  
MARCH 1<sup>ST</sup> 2009 AT VILLAGE HALL, LUBENHAM, LEICS.**  
The Area Organisers Seminar will also be held prior to the AGM  
starting at 10.30 am at the same location

#### Council of Management Meetings

**5TH APRIL 2009**

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, Jasmine Cottage, Callestick, Cornwall. TR4 9LW.  
or email: gensec@tssc.org.uk



## Young Member's Co-ordinator



[www.facebook.com/group.php?gid=93511930542&ref=ts](http://www.facebook.com/group.php?gid=93511930542&ref=ts)  
e-mail. [chrisbaker\\_7@hotmail.com](mailto:chrisbaker_7@hotmail.com)

**Chris Baker**



## Recruiting more young members

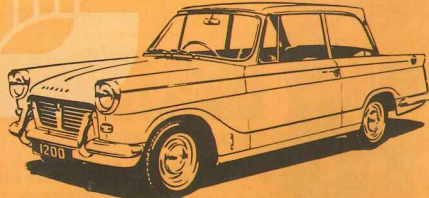
**S**ince spring is starting to creep up towards us it could be a good time to recommend classic Triumphs to your friends and relatives, show them the many positives of owning a classic car, imagine a car that doesn't depreciate even in this economic climate, a car that is cheap to run and insure, how they can be much more user friendly than they imagined and much more reliable and more importantly than anything, how classic cars make every little journey special. A good way to help

strengthen the club is to invite your friends and family to join the facebook page and get them talking to some of the members.

The stronger the club, the more the club can do for the members.

Good starter classics for young members are the Heralds, Spits and Dollies and Toledo's. Try to keep under 1500cc to keep the insurance down for drivers in their first few years of motoring. A good place I always feel to start to get the Triumph taste buds tingling is a good search on Ebay. May not seem to be the safest option in many peoples eyes but if the car isn't as described just walk away. Always take a friend or relative when looking at a car when you don't know the seller. To

## Good Starter Triumphs



## Young Members Co-ordinator



shirt to suit most owners. Hopefully we could see more designs become available as the Tees are sold so be sure to have a look or talk to your Area Organiser for more details.

A big thank you to all the new members of the facebook page and all the fantastic feedback, its really starting to grow now with people looking to buy and sell cars, people willing to give advice on cars.

Graham Bingham has put images of a Rover V8 Spitfire

tempt your friends link them to have a look at some nice looking examples. Online more than often there are many more pictures and a much more detailed description than you'd find in a classified add a lot more choice and also. Once you get a good idea of what kind of car you like and what you could afford to run, search for them in classifieds, other online car shops, in Google etc. Do the research on the cars, talk to club members about what to look for and what to avoid before you know it you'll know a lot about your chosen Triumph which puts you in a good position when viewing cars.

Be sure to check out the new T-Shirts available now from the Club Shop and through mail order. The two designs currently available are of an earlier 50s/60s car theme and a later 70s/80s car theme, so hopefully there is a t-



conversion on the site and is willing to share advice and tales of woe.

If you would like to be featured, send me pictures and a little information about you and your car and how you came about it and what you think about it etc.

Invite your friends and spread the word.

The Facebook Address is at the top of the previous page.

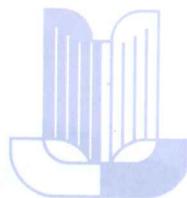
Thanks for reading.

Chris  
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**Dave Rumens**



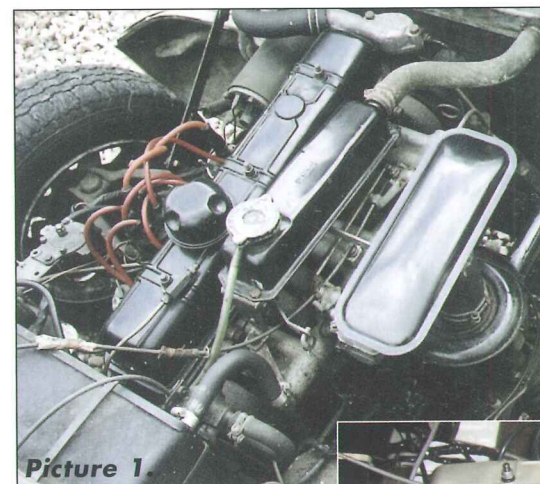
## Spring is around the corner

**H**ello everybody. With March here, hopefully winter will be on its way out by now. This should mean spring and that warm sunny weather should be just around the corner. Due to abundance of salt on the road and the general damp conditions most owners in the UK choose to keep their Vitesse off the road over the winter months. This is generally a good idea, providing you have serviced the car before the lay up and it has been stored in a dry environment. That aside with the weather improving it's now time to look at your Vitesse that's been sleeping quietly in the garage over the winter months and in theory just waiting for the next season to start. I did say in theory as due to the lack of use a number of problems may have developed that will prevent you driving your pride and joy out into that Spring sunshine.

The most likely areas to be affected after a winter lay-up in the average garage are the brakes and the clutch. The brakes can be freed up by stripping out the pads and cleaning, then carefully moving the pistons in and out. Don't try using any oil or WD40 as this could react with the rubber seals and could contaminate the brake fluid. And be very careful not to push the piston right out of the calliper: if you have some worn out pads use these to limit the piston movement. As for the clutch, I well remember the chap who went out to his garage to wake up his Vitesse after its winter sleep only to find the clutch was

stuck on. You probably know the feeling, you get out there with the engine started, the clutch pedal is pushed to the floor and when you try to select a gear there is a loud grating noises. You've got the picture, as that's what happened to one club member. His next move was to push the car out onto the road. He then started the engine whilst in gear with the clutch pedal de-pressed. Once the engine had fired up the car lurched forward and he then stamped on the brakes to try to un-stick the clutch and after several attempts the clutch cleared. However, this method is a bit hard on the poor old clutch and maybe ok if you have access to a private track but it is not advisable to use it on the public highway or come to that your garage! So what should he have done before using the drive and hope method? The first thing to do is to ensure the hydraulics are all working correctly. e.g. if you push down the clutch pedal then the clutch arm should move to its full extent. If yes, then chock down the clutch pedal to the floor with a piece of wood, leave it that way for around a week or so. Over this period start the engine, let it warm up and try to ease the car into gear. To prevent the car moving ensure both the handbrake and footbrake are fully on. If the gears start crunching, immediately stop trying to engage them and leave for a few days before trying again. Hopefully this method will free your clutch without damaging it or the risks involved when using the public road.

Have you ever noticed how the heater worked fine last season and now it blasts out



Picture 1.

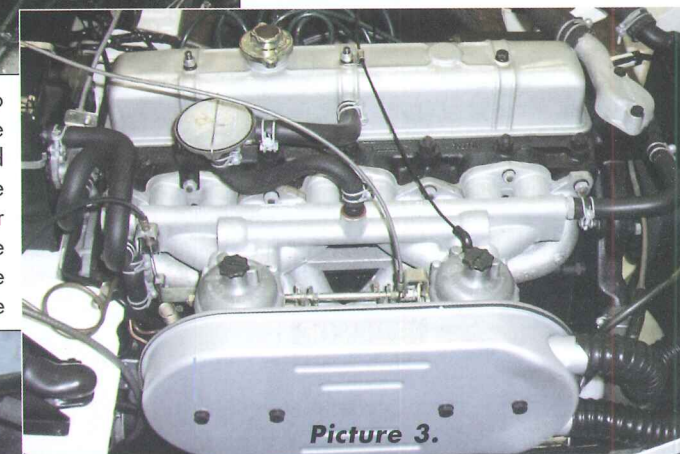
cold air just when you want to clear the windscreen. The problem is normally caused by a blockage either in the heater matrix or in the water feed pipes. The water pipe arrangement that feeds the heater system on all but the



Picture 2.

late 1600 Vitesse is less complicated, and as a result is generally more reliable, than the later models which are fitted with the water-heated

inlet manifold. Pictures 1 & 2 show the 1600 set-up where the hot water is fed to the heater from the head and returned from the heater to the water pump housing. Most blockages are either in the heater matrix or the return pipe. To clear these just flush out with a garden water hose. To ensure all the muck has been removed flush in both directions. As I have said, the later models are a bit more complicated and as a result have additional areas that can become blocked. Picture 3 shows the later arrangement where the hot water is passed through the inlet manifold to the heater

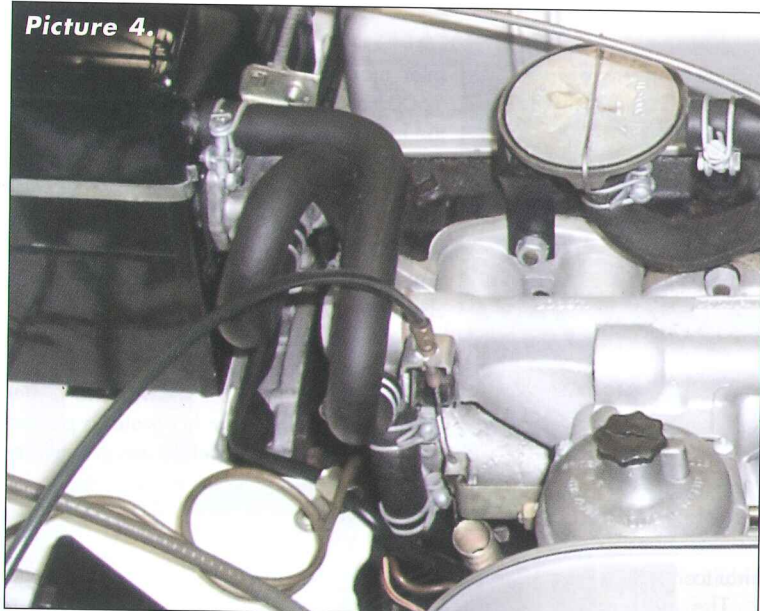


Picture 3.

valve. As with the earlier models the return from the heater feeds back to the water pump housing through the return pipe. The water flow is not at first obvious as all the heater connections are via a three way adaptor bolted to the inlet manifold. Picture 4 (overpage). The adaptor itself has a number of holes which feed the heater and return pipe. The problem is these holes can become blocked. This then leads to the blockage building up down through the manifold heater pipe. The net result is no hot water getting through to the heater. The adaptor is held in place with a banjo bolt, Picture 5 (overpage). If the water is not getting through the inlet manifold **DO NOT TRY TO UNDO THE BANJO BOLT** as it will



Picture 4.



garden water hose to the water pump end of the inlet manifold and very carefully pass a piece of wire down the adaptor pipes to clear out the holes. Once water starts to come out of the adaptor pipes then swap the garden hose from the water pump end to the adaptor end to force out any blockage found in the manifold heater pipe.

Well that's my stuff for this month and I will leave you with a Summer scene in *Picture 6*. Look at how

nearly always shear off. The reason for this is because the bolt is made of steel and the inlet

the sun has reflected off the white cars dazzling the camera!

Picture 5.



manifold of aluminium. As these are dissimilar metals an action takes place between the two which almost welds the bolt in place. The best way to clear the blockage is to connect a

Roll on Summer!

Good Vitessing and...

...Keep Running On All Six

David



Picture 6. Roll on Summer!

## practical CLASSICS

Give your Triumph the PC treatment

The October issue of Practical Classics is full of handy technical advice, and a huge variety of classic cars, including a beautifully restored Triumph TR3A. On sale now in most large supermarkets.



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**Andrew Burford**



**Gobal Warming,** bring it on!

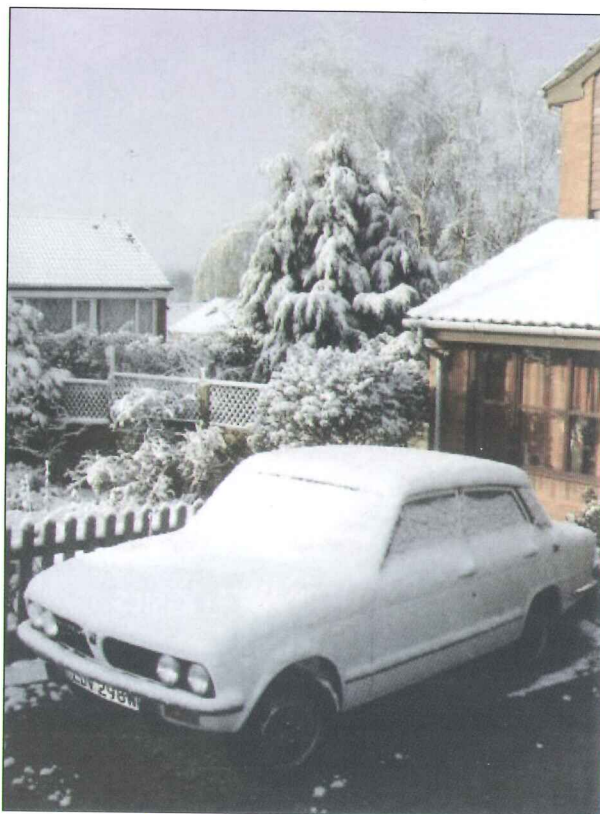
**H**i and welcome to the small saloon register. Good news is that I have caught up with all the IVR's and found some interesting facts that I'm getting more info on. I have also had quite a few replies with stories and pictures and will be sharing them with you.

First of all this very seasonal picture from Rob Marshall that shows a Dolomite after the snowfall. There are some that not only use their cars as daily drivers but don't have a nice warm dry garage.

The enemy is the salt on the road, which needs to be washed off, and when Spring comes check in all the little places where rust may start.

I also had a very interesting reply from Nigel Cross following the piece about Oil Filters and also overdrive conversions which is direct from the horses mouth.

*"I would like to comment on a couple of points in your piece in the February 2009 Courier. Firstly, let me introduce myself. My name is Nigel Cross and I have to admit that I am not actually a TSSC member, but my daughter Joanne is, so as a Triumph enthusiast, I read her magazine each month. I am a Stag Owners Club member, but I trust*



*that you will not hold that against me!*

*In my youth, I was fortunate to have worked for a few years in the late sixties/early seventies in Triumph's Engineering Dept at Fletchamstead North, firstly in the Technical Office and then in the Development Office. After I left Triumph, I was at Laycock, working on overdrive applications.*

Firstly, I would like to comment on the fitment of a J type overdrive to a 1300 Toledo. We did such a fitment at Laycock on the car of one of the service engineers, Chris Billings, who dealt with any warranty or other problems at Triumph. The conversion was done in about 1973 and used the proper Triumph three-rail small-car 4-synchro box, actually a late 1300 MkIV Spitfire box. Mountings and propshaft were 1850 Dolomite items (I can't remember if we had to alter the length of the propshaft or any of the flanges)..

The conversion was good and vice-free, except that, on the standard 4.1:1 axle and a 25% overdrive unit, the car was over-geared in o/d top. Cruising at 65/70 mph on a flattish motorway, it was great, - quieter, smoother and more economical. However, if you came to a hill, a strong headwind, or tried to go a bit faster, it was frustrating, there just wasn't enough torque. The car was significantly faster in direct rather than overdrive top (remember, genuine top speed on a 1300 Toledo was about 83 mph, quite modest by today's standards, and hardly groundbreaking for the early 70s). When overdrive was subsequently offered on the RWD 1500TC a couple of years later, the extra torque of the long-stroke 1493cc engine made all the difference, but the Overdrive option never had a big take-up on this model.

Secondly, I would like to comment on the dreaded bearing rattle that afflicts many 4-cyl pushrod Triumph engines on cold start-up, due to oil filter drain-down. Now all the OE specified filters were supposed to have a non-return valve to stop the contents of the filter draining back into the sump when standing. If you believe in the effectiveness of these, you are probably a member of the Flat Earth Society, and believe that you have fairies at the bottom of your garden!

Triumph would specify a particular supplier's filter for use on production, and approved service use, based on the supplier's claims as to the effectiveness of this non-return valve. When service and warranty complaints reached a certain level, that supplier would be

removed from the approved list and another supplier brought in.

The new supplier was probably one who was struck off the previous year for the same problem. So the three or four regular suppliers would rotate, without any of them offering a consistently better product while the problem persisted (as indeed it does to this day)..

As we know, similar problems also afflicted the 6-cyl pushrod engine, most surviving engines now have one of the readily-available pendant filter conversions which cures the problem.

I can vouch for this as I have had one on the 2 litre six in my Stag for almost 20 years.

As an example of the problem, I remember Ted Silver, the Experimental Engine Test foreman, having one of the first production 1300 Toledos in 1970. Even in his sympathetic hands, the cold start death-rattle required the fitment of a new engine under warranty before 1,000 miles had been covered.

I told Nigel that since he looks at his daughters Courier and he owns a Stag (amongst others) then it's fine to send in info to me and the TSSC welcomes all Triumph cars as we know.

Well does anyone else have comments on the oil filters? If you have found one that works then share it with us all (please).

I have details and pictures from a member about his new purchase, over to Sid.

*Hi Andrew,*

*I am emailing you regarding my Dolomite 1850HL, I've recently sold a Spitfire 1500 and was going to save the proceeds but I saw this little beauty on ebay and it was only 20 miles up the road from where I live, so I just had to go and have a look at it, it had just been re commissioned after being left in a garage for 4 years, the guy had rebuilt the cylinder head, put K & N filters on it, replaced the the standard wheels with refurbished Sprint alloys with new tyres and it sailed through the M.O.T. He has also fitted a Sony CD player and thrown in loads of spares, and there is 3 months tax left and I got it for the grand total of £1300 and it is an absolute belter, and it goes as good as it looks, the only downsides are that there is no overdrive and the driver's seat could do with a*





seeing it in the Courier as we don't seem to seem to see enough of them.  
Kindest regards

Sid

I have also details of a very nice low mileage 4 door Toledo which is for sale due to the recent death of the owner and also another one which as been in daily use.

If you're interested please let me know.

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

Also put a request on the forum for anyone who would like a Corgi Vanguard Toledo model as I personally think they are going to run out of

re trim but at this price I can't complain, I would recommend one of these cars to



anyone, they are a hoot to drive and as I have proved they won't break the bank, I hope I haven't bored you to death and I hope you can print this email and the attached photos in the next Courier. I have enclosed my IVR form for my 1977 Dolomite 1850. It has had only 3 owners from new and it still has the original bill of sale and service book. I look forward to

the Dolomite variations and colours soon.

If anyone is interested let me know by phone, mail, email, carrier pigeon, and, well you get the idea!

Well that's all for this month so let's hope after the cold winter we have a real hot summer. Safe Spring Motoring.

Andrew

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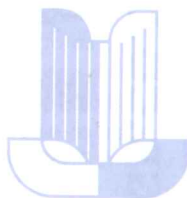






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**Colin Lindsay**



## Brake Time!

I've dug the GT6 out of its' Winter lay-up - not that I wanted to lay it up, but I had too many other projects which postponed any work I had intended to do - so it's now a matter of sorting out the damage that four months standing idle in a garage has done. I've rolled the car inside the garage to a new area periodically to avoid flat spots on the tyres and parked it in gear with the handbrake off to avoid the shoes sticking, but I was concerned about the front calipers having been inactive for so long. I'm fond of brakes, they help prevent abrupt stops, so I tend to be a bit paranoid about mine.

A close inspection soon showed a torn rubber seal and one sticking

piston, so I decided it was time for a quick overhaul.

Although I replaced my calipers some years ago, in many cases our cars can be fitted with incorrect calipers for the year



**Caliper Type**



**Original Torn Seal**

or model. If you look at the side of the caliper where the bleed nipple goes, you'll see a marking around the hole for the mounting bolt - this is the caliper type. Mine clearly says type 16P; you'll find late model MK2 and early Mk3 have a 16PB whilst very late MK3 - post KE 20,000 models - have a metric threaded 16PB. The easiest way to identify the caliper types is if the piston holds the rubber seal in place inside the bore, then

it's a 16P; if there's a separate spring clip and the seal goes over the bore, it's a 16 PB - I'll cover reconditioning these at a later date.

Thankfully my 16P calipers are simple to overhaul and it's only a matter of getting a kit either from a supplier or off my old favourite, eBay - around £14 for a kit. Remember to confirm that the kit does two calipers, some vendors sell kits for one side only. I decided to go the whole hog and replace the pistons too; ideally I'd have liked stainless steel pistons but as these were not available at the time of writing due to supply problems and the MOT examiner really does require brakes, I had to settle for standard, £16 for a set of four.

The outer seal simply pulls out by hand and mine was badly torn, allowing water and dirt to get into the caliper causing sticking and eventually, rusting.

Removing the old pistons is best done with compressed air although you can remove the caliper from the car and with the pads removed, pump the brake pedal to press out

caliper with your hand through the centre as you'll get a piston hard against the back of the knuckles, and secondly, if you remove one piston completely it makes it much harder to remove the remaining one, so try to loosen both as far as space will allow. If you find an aerosol can top the same diameter as the piston you can insert this into the empty side of the caliper and use it to block escaping air or fluid until the other piston pops out or just use the flat of your palm over the empty bore but as I've said - watch your fingers!

Once the pistons are out you can inspect



**Rust!**



**New but damaged!**

them for wear, and you'll probably find rust around the outer edges; mine were new in 2002 and time has taken its' toll. These will clean up with a bit of emery paper but as I'm replacing them anyway it didn't matter. Be sure to inspect the new pistons; one came out of the box already damaged and unuseable.

Looking into the caliper you can see the sealing ring which fits into a groove around the bore; pick it out with a long needle. Give the caliper a good wash-out with brake

cleaner; this is the time to inspect threads for damage and retap as required. Check the seal of the bleed nipple and the brake pipe by gently screwing it in by hand; it's both pistons. Gently does it - don't pump them so hard that they lock tight together! Two things you learn the hard way - if using compressed air, don't hold the



**Seal Fitted**

easier to clean up the threads now rather than when the caliper is back on the car.

**Piston Fit**

Lubricate everything with clean brake fluid and insert the new sealing ring back into the caliper - it will twist so make sure that it presents the same inner face throughout the entire circuit. Insert the outer seal into the retaining ring in the caliper bore, it's a fiddly job but persevere until it fits evenly all the way round. You can then gently press the new piston down into the caliper, through the slightly stretched

outer seal, keeping it straight as it will stick if allowed to angle. I use a piston wind-back tool, around £15 from Draper, to insert it completely flat. Leaving the piston just proud of the caliper, stretch the rubber seal over the circumference and press it into the groove on the piston top, finally pressing the piston fully into the bore. There should be no resistance - if it won't slide in, it won't slide out - old Chinese proverb.

And that's it! Refit the caliper to the car, screw in the brake pipe and bleed nipple, refit the pads and bleed the system. Remember to pump the brake pedal to get the pads tight to the disc otherwise the first time you try to stop when moving you'll have one of those wonderful heartstopping moments which will leave your nether regions trembling like a rabbit's top lip. Remember too that on fitting new pads give them time to bed in by gentle braking for the first few journeys.

**Windback tool****Finished!**

Brake joke time? The wife phoned me from the car complaining about a burning smell from the brakes which didn't seem to work any more. I told her to gently put the

handbrake on to assist when she wanted to stop. She replied: *"It is on.. it's been on ever since I left the shops..."*

I'll get me coat....

Colin

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Handbrake cable end fork 104749	£2.50
Rear wheel brake cylinder - 7 dia	£12.50
Rear brake lever 123135	£5.50
Clutch slave cylinder GSY103	£35.00

Clutch kit GCK160 (original)	£77.50
New distributor 1500 (exchange)	£57.50
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£4.00
HT lead set	£7.00
Recon starter motor (exchange)	£32.50
Recon w/wiper motor (exchange)	£40.00
Universal joint with grease nipple	£8.50
Dash top cover 815281	£29.50
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.50
Wheel arch to bulkhead seal 613666	£2.75
Hoods original I.C.I. material inc zip window	£160.00
Hoods vinyl inc zip window	£115.00
Inertia seat belts less warning light wire	£50.00 pair
Inertia seat belts less sensor OE	£60.00 pair
Inertia seat belts less warning light wire Red	£45.00 pair
Radiator cradle TKC 1761	£15.00

### GT6

Bonnet assembly Mk II	£695.00
Bonnet assembly Mk III 913766	£825.00
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 I/II 810841	£32.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late Mk III new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Dash veneer set Mk III 820073	£120.00
Steering lock 216449/UKC2719	£40.00
Recon Steering Rack (exchange)	£45.00
Seat belts	£50.00 pair
Non 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 rotolflex GBS750	£17.00
Brake shoe non rotolflex GBS746	£15.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.00
HT lead set	£10.00
Manifold Banjo Bolt 145155	£9.00

### TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£125.00
Mk I front panel (nose cone) 903258	£65.00
Mk I bonnet 903477	£115.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£125.00
Mk II boot lid 910506	£111.50
Mk II rear lamp panel 910509	£95.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£12.00
Rear centre bumper (estate) plain 576530	£85.00
Rear centre bumper (estate) for insert 917813	£85.00
Rear quarter bumper (saloon) plain 910158/9	£60.00
Rear quarter bumper (estate) 923444/5	£60.00
Rear bumper moulding (saloon) 824479	£20.00
Interior door knob 615888	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552	£57.50
Dash veneer set 2000TC/2500TC - ZKC3937	£57.50
Interior grab handle ZKC 701/711	£17.50

Boot carpet 728551	£18.00
Late Mk I 2000 steering wheel 307493	£20.00
Recon power steering rack (exchange)	£125.00
Recon manual steering rack (exchange)	£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	£55.00
Brake shoes Mk I (axle set)	£22.50
Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£17.50

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Dolomite h/lamp mount panel 724263/4	£27.50
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Dolomite Rear lamp assembly R/H TKC938	£50.00
Head lamp assembly 1300/1500 Dolo	£52.50
Headlamp bowl 1300/1500 Dolo	£22.50
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Boot floor carpet 1300 F.W.D. 617831	£15.00
Recon windscreen wiper motor (exchange)	£40.00
Dolomite 1300/1500 new exchange distributor	£52.50
Dolo 1300/1500 recon exch distributor	£47.50
Set of HT leads 1300/1500	£7.00
Set of Sprint H.T. leads	£37.50
Sprint Lucas distributor cap GDC134	£22.50
Set of HT leads 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
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Front subframe mounting cup washer 138626	£6.50
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Track rod end	£9.50
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Sprint brake shoes Original.E. GBS780	£16.50 set
Dolo 1500/1850 brake shoes GBS746	£15.00
Dolo 1500/1850 wheel cylinder GWS1502	£12.50
Sprint wheel cylinder GCW121	£12.50
Tank seal 1500H/1850H/Sprint 215652	£22.50



## HERALD 13/60 Register



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



**Derek Giles**

### Don't Panic - it's just Identification

**E**lsewhere in this issue you will see it is 13/60 IVR month, you are reminded/encouraged to send in an IVR for your car. One thing to remember is this is NOT the only time to get your car IVR'd, so don't panic and rush to do it. Anytime will do, just as long as you are happy to disclose (to me only) certain details about you and your car! All the information is held on a secure database on my PC.

On the current 13/60 register I have almost 2000 IVR entries dating back to the early 80's, all of this is filed in Commission number order, with a back up relating to registration numbers. From all of this I can check if a car is known or not. It would be nice if all club 13/60's (in any form) were detailed, but for many reasons this may never happen. I would however hope that the yearly reminder gets

you in the mood to put pen to paper and **FREEPOST** your form to the club.

All our cars (should) carry their own unique identification numbers, most of which you are asked to provide. Hopefully the following

details will help in identifying what might not be so obvious about your car.

First off if you have done major work on your car or taken the engine out you may have noticed a number on the chassis front cross-member. This was most likely used by the chassis maker to identify their production runs and was never used by Triumph. Next (photo 1) we have the commission number (VIN as it is now called) this is displayed on a plate on the L/H bulkhead above the bonnet catch hook. Also shown are the original trim colour



identifiers such as 19-11, (IE paint and interior) the final set of figures (BS AU48 1965) relate to the seatbelt fixings.

On the R/H bulkhead (photo 2) is the body number. From these 2 you can hopefully

identify the 'ORIGINAL CAR'. I say hopefully as it may be that restoration work has clouded this information, especially if the bulkhead has



been changed and the plates have not.

All 13/60's are designated with a '**GE**' prefix followed by its commission (overall production) number; the suffix letters then denote the '**BODY TYPE**'. **DL** is a Saloon, **CV** a Convertible and **SC** the Estate. Extra letters are used to show anything else relevant: **L** for **L/H** drive and **RS** for factory fitted sunroof. A similar situation applies to the BODY itself; this though has a (body production) number and the suffix letters **GET** for a **Saloon**; **RET** for a **Convertible** and **EET** for an **Estate**. If any of yours differ or are missing then you must assume work has taken place sometime during the life of the car.

Now we come to identifying engines and here

## Herald 13/60 Register

it should be a little easier. The 13/60 was originally fitted with either a 1296cc **GE** or **GK** engine. The later one incorporating a groove at the top of the bores to take a different head gasket, ala later Spitfires. This alone is worth noting if you are doing a top end overhaul as you CANNOT swap gaskets! What though, if like many of our cars, the engine has been changed? You obviously need to identify which one is fitted and we can tell this from the prefix letters.

Unlikely but possible would be **GA/GD/FC**, which are all 1200 engines:

**FD/FH**, both 1300 Spitfire so a good swap especially with ancillaries:

**FM**, 1500 Spitfire plenty of torque, but watch the revs:

**DG/DH**, 1300 Toledo, again good swap, similar to FD/FH:

**DM/DS/YC**, Dolly 1500 same as FM:

**RD/RF**, 1300 FWD a fiddly swap but a solid engine:

The above is not a definitive list, but these seem to be the common ones thrown up by the IVR's. One thing I would urge you to do is make sure '**ALL**' the V5c details are the same as the car and if not then get it changed ASAP!

I hope this hasn't confused you too much, but as always if in doubt contact me. Finally anytime you get a chance **PLEASE IVR** your car.

Cheers for now,

Derek

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**Trevor Collett**

## Never ending story

**Y**ou've heard me say it more than once; kit car builds are never finished. Take my Moss; by one definition it was finished in July 1984, when it passed its first MOT. (Mmm... silver anniversary coming up, must mark that somehow).

Although an MOT certificate meant the start of a great, well long anyway, motoring adventure, the addition and adjustment of various bits and pieces didn't stop. Just a couple of weeks ago I brought the car back from its lock-up garage to the home workshop to finish off a couple of jobs that I hadn't quite

got round to in the last, almost, 25 years.

Nothing major; painting the door catch mechanisms was one thing. Back in 1984 I fitted them just as they came off an old Mini in a breakers yard, in good working order but with not much paint. Spraying aerosol gloss black in a garage at around two degrees Celsius is not ideal, but needs must (when the temperature eventually starts to rise we don't want to be stuck in the garage without shutable doors, we want to be out on the open highway!).

Putting some trim on some raw edges of some 6mm ply around the interior was another job that I'd never got round to. Attaching the trim



**Triumph based Spartan**



to the edges around my custom-built centre console involved a significant dismantle and minor redesign. I'm going to take the opportunity to change the radio/cassette player to a radio/CD, not that I'm a great music listener, all I need are the sounds of the air being forced into the engine and being forced out again through the, Vauxhall Chevette, rear box – classical.

## I'm Spartan...acus

Looking through my database of Courier articles I reckoned there was one of our family of cars that I haven't featured for a while, namely, the Spartan.

The Spartan company was based in Nottinghamshire and the first Spartan car appeared in 1973. The car was the idea of Jim McIntyre and made use of Herald or Vitesse chassis and mechanics.

It's interesting to remember that at this time the Herald and Vitesse had only been out of production for two years – where were the donor

vehicles coming from?

There must have been enough customers with enough donor cars as sales were brisk. In those days there wasn't the competition in the field of Herald-based kit cars that there was going to be a few years later. I reckon for the first few years of production eager, Triumph-orientated car builders really only had the Spartan and the RMB Gentry to chose from; although there were one or two smaller players emerging around that time.

Some sources estimate that by 1977 a healthy, and profitable, 500 Spartans had been built. The Spartan team at Pinxton were not resting on their laurels; they developed their own chassis as an alternative to the Triumph one. This gave the car a longer wheelbase, enabling the body to become a 2+2.

A concern that all companies selling Herald-based kit cars shared, in the years after the Herald range of cars ceased production, was that the supply of parts would begin to dry up (little did they know). Spartan's answer to this was to re-engineer their chassis/body kit to





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take Cortina Mk3-5 mechanicals.

The Ford-based option was available from about 1980. The shape was subtly different from the Triumph car, but its jizz was similar. (If anyone's wondering, "jizz" is general impression, size and shape – it's a word often used by birdwatchers, like myself).

The Spartan continued to be popular and the company went on to produce other models. There was the Sherwood, which was a Cortina-based estate car that could be converted into a pick-up. This developed into the Starcraft, an impressive, six-wheeled, do it yourself motor home. The last Spartan model appeared in 1991 and was a Fiesta-based utility vehicle called the Treka.

These last three models didn't attain the same level of sales as the original roadster cars; the Spartan operation finally folded in 1995 after producing approximately 4,000 cars, which puts it up in the premier league of kit car producers.

The cars in the pictures here are just three of the Spartan cars I've come across over the years, all Triumph-based examples, obviously.

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# CLUB SHOP NEWS

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by Garth Jupp

## Please Log in

I've various bits and bobs to tell you about this month. Firstly for those of you that already use the online club shop to order parts and regalia, and for those of you that are contemplating using it, there is a very important thing to look out for. You need to make sure that you are logged in when buying from the Club Shop. There are two reasons for this, firstly and most importantly if you are not logged in you won't see the member's price and you will be charged the non members price which is 20% higher. Secondly I have to then issue a PayPal refund for the difference; this takes time and slows down

**LOGIN**

Hi, Garth Jupp

Logout

Administrator  
My Profile  
Check-In My Items  
Write a blog entry  
Show your blog

**WHO'S ONLINE**

We have 9 guests and  
32 members online

the process of getting your order out to you. It is easy to check if you are logged in before you make a purchase from the shop. On the homepage of the website that should see on the left hand side a blue bar that says Login, just below this it will say "Hi, /your name/" if it does not and shows the Username & password then you are not logged in and you will get charged the wrong price.

## Car Covers



Outdoor

While talking of the web shop, the sharp eyed regular visitors and those people that came to the Christmas open day will have noticed we have made a change regarding the suppliers of our car covers.

We now offer three types of cover (outdoor, indoor, & cockpit covers). We have changed to these covers as we believe they offer a better quality cover than the type we used to sell, and at a lower price than before so you win on both counts.

The outdoor cover is made of four layers of material, each of which has holes in it, and acts in a similar way to Gortex in clothing. The pores in the material will let moisture out, i.e. the cover breathes but the holes are not overlapping and thus are not large enough to let rain in. The older type of outdoor cover was 100% waterproof all over, but this meant that the only place it could breathe was around the vents which were positioned over the windscreen, the one place that a little bit of moisture does not matter. The new covers are breathable all over, and also have the advantage over the original ones in that they can be put away on a damp car.

The prices range from £115 to £125 which is

dependent on size of cover.

The indoor covers are available in the same size range as the outdoor covers and are

Indoor



made from a soft material called Supertex.

- \* 100% Dustproof.
- \* Super soft Fleece interior lining.
- \* Very breathable eliminating condensation.
- \* Supertex is also water resistant and is perfect in carports & barns.
- \* Available in Red, Blue & Green, supplied with storage bag.



Supertex is a man-made fabric that has many beneficial qualities for protecting your car. It has a very soft fleece lining giving a quilted feel for additional protection against knocks and potential scratches.

It is fully breathable whilst being totally dust proof, similar in concept to gortex to keep your car clean in the dustiest of garages or barns. Supertex is available in three colours. Supertex is also water resistant which makes it perfect for carports or open barns, even temporary outside use if you need use of the garage.

## Club Shop News

If you have cotton sheets or blankets on a car you are doing more harm than good for your car.

Natural fibres such as cotton absorb moisture from the atmosphere and will feel damp on a cold morning; this is keeping your car damp and will accelerate mildew etc. Also natural fibres are woven together and therefore when stretched open gaps in the fibres appear which allow dust through



Cockpit Cover

to your car increasing the potential for scratching. We recommend you remove any natural fibre sheets or covers and treat your car to a cover that works.

## Reliable Red Rotor Arms

We are pleased to announce that we will be stocking and selling rotor arms that have been manufactured by The Distributor Doctor. Modelled on the original, dependable 1960's



design, but made from modern materials on the latest machinery to very close tolerances.

**These RED ROTORS will not let you down.**

The integrally moulded brass inlay dispenses with the troublesome rivet used on most versions which is known to short circuit.

The increased insulation properties of the body make them suitable for use with high voltage coils & electronic ignition kits.

The spring steel clip



## DISTRIBUTOR DOCTOR

on the underside, in conjunction with a revised internal tolerance assures a really snug fit, even on old and slightly reduced diameter mountings.

Two types are available now, together covering most Lucas distributor equipped cars up to the mid 1970's.

### Part numbers:

**LU400051, DRB101, GRA2101, 4 cyls,**  
**LU418726, DRB106, GRA2102, 6 cyls.**

Both types will be available at **£6.95**, also the ignition service kits will be available with these rotor arms where applicable for **£4.50 more** than the current price with the standard replacement rotor arms.

## Silicone Hose Sets

Finally, as I am sure you will have seen, we have had manufactured complete sets of Silicone water/heater hoses for the Spitfire 1500. The intention was to role these out to the other models, unfortunately the sale of these kits so far has been a little disappointing. Now as the aims of the club are for promotion, preservation and restoration of our cars, part of that is to have parts that are either no longer available or currently only available in a sub standard form, remanufactured.

This is what we have done with the silicone hoses. However we have to balance that with how we spend the clubs resources, which is your and my money. We believe that these

hose sets are a worthwhile longterm investment for any owner along similar lines to the stainless steel exhaust systems that we offer.

To get the ball rolling for the other models that we have had enquires about, what I propose to do is to take deposits in cheque form until we have enough interest in each model to go ahead and have them made. The cheques won't be cashed until we are ready to ship the sets. If unfortunately there is not enough interest in a particular set then we will send the cheque back. Currently we only need ten people to make a set worth making, so go on treat your

pride and joy to a set of silicone hoses.

The current sets sell for **£73.40** The other sets are going to be of a similar price (some of the 6 cylinder sets may be a bit more due to length and increased number of hoses), obviously until the sets are commissioned the actual price can not be set.

So register your interest by sending me your full contact details, what exact model you are interested in and enclose a cheque for **£50** as a deposit.



Please note due to the vast range of modifications that people have done over the years we are only going to be making standard kits, if your car is slightly different then I am afraid you will have to make the judgement as to how suitable the specific kit will be.

Also we can do other colours than black, **BUT** these will only be made **AFTER** the initial batch has been made in black.

We would also need a minimum interest of 3 sets to be ordered to do these in another colour other than black.



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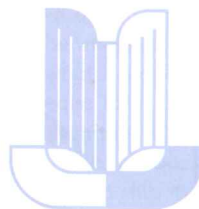
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**Nigel Clark**



## Lucas Petrol Injection Part 2

Time to look under the bonnet...

**A**s promised last month, here comes the second and final part of my exposé of the Lucas Petrol Injection system. Part 1 dealt with the components of the system that live in the boot, so this time we will look at the part of the system under the bonnet.

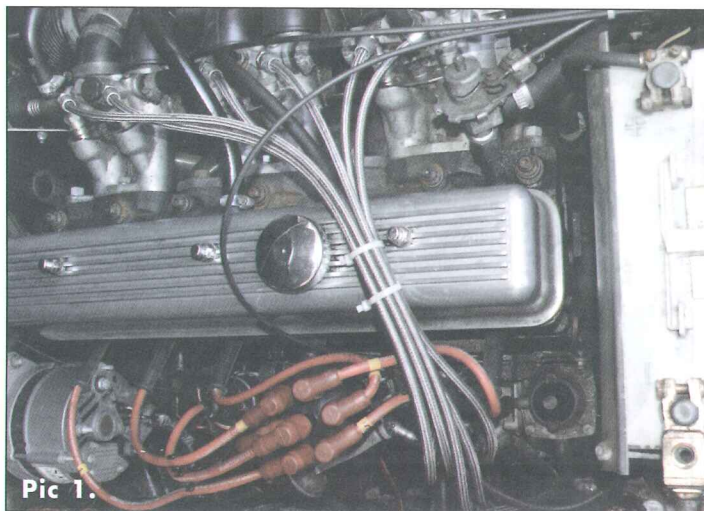
There's no need this month for me to extol the benefits of the Petrol Injection system against carburettors as that was covered last month. Suffice it to say that in good condition the Lucas system gives a combination of clean throttle response and torque at low revs, plus top end power, that is unmatched by carbs.

However, in the interests of health and safety the caution given last month should be repeated. The PI system operates with fuel pressurised to around 100psi, compared to the 3-4psi of a carb fuel pump. Whenever working on compo-

nents which are or could be pressurised, wear safety glasses and gloves, and be sure that any fuel squirted out under pressure cannot be ignited by flames or hot surfaces such as the exhaust. Whenever reassembling high pressure connections in the system, always make sure that the unions are clean and in good condition, then test carefully for leaks.

The under-bonnet components of the Lucas PI system are:

- **Metering unit**
- **Injectors**
- **Throttle bodies & linkage**
- **Air filter**

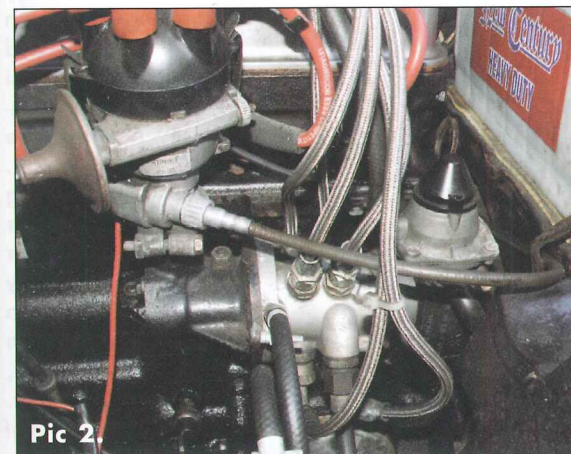


Pic 1.

All except the air filter can be seen in (Picture 1) (the air filter mounted in front of

the radiator).

If the high pressure fuel pump is the heart of the PI system, the metering unit must surely be the brain. The metering unit is driven at half engine speed by a skew gear taken off the distributor drive (Picture 2). Petrol is fed



Pic 2.

at high pressure into the metering unit where controlled pulses of fuel are fed to each cylinder in turn, timed to coincide with the induction stroke. The mixture is controlled by the metering unit depending on inlet manifold vacuum, hence the vacuum hose connecting the metering unit to a throttle body.

There is not enough space here, but if you would like to learn more about the detail of how the metering unit operates then try Roger Williams excellent book "How to Restore Triumph TR5/250 & TR6". The chapter on petrol injection gives far more detail on the whole system that is possible here.

There are a few maintenance tasks within the scope of us home mechanics but fortunately the metering unit is generally reliable, as any serious fault or recalibration will need the attention of a PI expert. Make sure that the

choke cable, connected to the enrichment lever on top of the metering unit is lubricated and adjusted; if this sticks the mixture will be richer than needed when warm. Removing the black plastic cover on the side of the metering unit reveals the mixture control track – make sure this is clean and well oiled, as if dry and corroded the mixture setting can become stuck.

Timing of the metering unit is important, so that the pulse of fuel is delivered to each cylinder at the start of the induction stroke. To adjust the timing, and for more information on other DIY tasks, the Haynes manual or the factory workshop manual are good sources.

From the metering unit, fuel is fed via non-return valves to high pressure lines to each injector. The non-return valves can be removed for cleaning, but always reassemble with new rub-

ber seals. Note that the injector lines for cylinders 2 and 5 are different, being secured by banjo bolts including the non-return valves due to the restricted clearance against the cylinder block. Take great care to align seals correctly when replacing the banjo bolts.



Pic 3.

Next we come to the injectors (Picture 3). The injector nozzle requires a pressure of around 50psi to open and pass fuel.



The injector lines should in theory be at this pressure when "at rest". As the metering unit delivers a pulse of fuel to the injector, the line pressure rises to about 100psi and

each pulse of fuel emerging from the injector as a cone-shaped spray (Picture 4).

If the cone is one sided, or fuel dribbles, or no fuel is delivered, there is likely to be a problem with the injector.

Usually injectors can be cleared by blowing through with compressed air at about 80psi (high enough pressure to cause the injector to open). If after blowing through the injector will still not deliver the correct spray cone, it will need to be replaced with a new exchange, reconditioned unit.

*Here's a top tip if your car starts to misfire on the road*

*and you suspect a blocked injector. Drive for a mile or two at around 3,000rpm, and try to accelerate with the choke pulled out. Try this a few times but only for up to 20 seconds at a time. If you are lucky, the high fuel flow caused by choke and large throttle opening will clear the blockage from the injector. This doesn't always work, in which case the injector will need blowing through with compressed air, as above.*

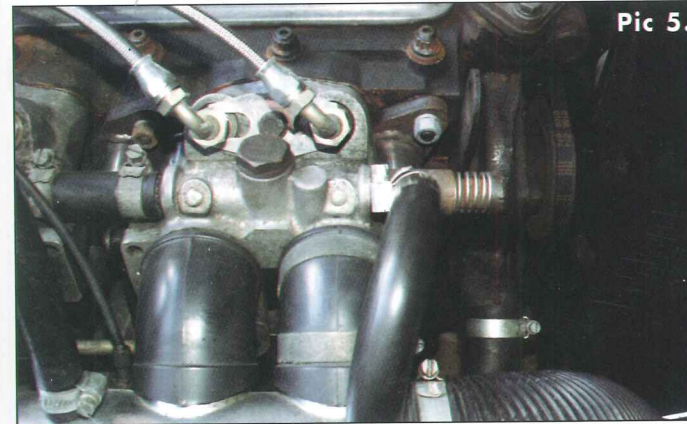
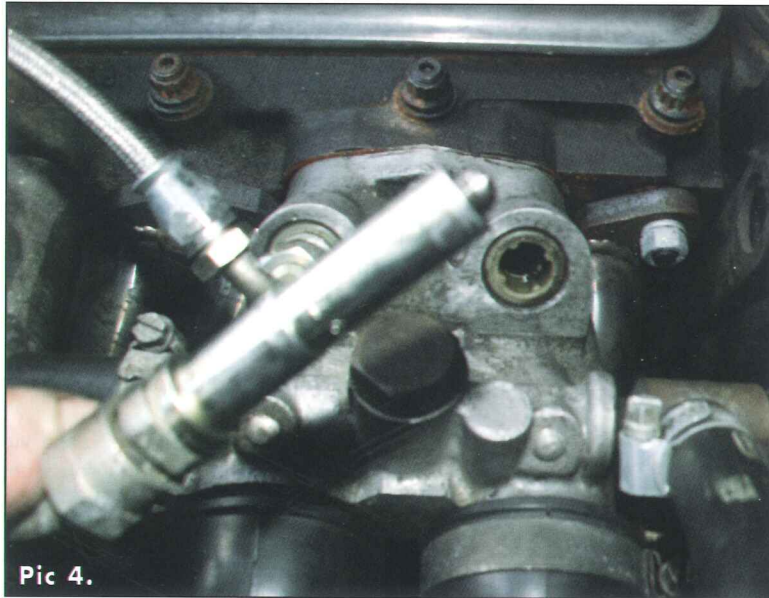
Next we come to the throttle bodies. Routine maintenance here consists of lubricating the linkages and throttle cable regularly, ensuring that there is not undue wear in the linkage or spindles, and setting/synchronising the opening of the throttle butterflies. Synchronising the butterflies is important to get clean response from low revs and at small throttle opening. Workshop manuals describe the process in detail. Note that the butterflies should be set so that at tickover, they are all just closed, then all open simultaneously as the accelerator is operated. Unlike with most carbs, the tickover is not set on the butterflies.

This brings us to the slow running valve (Picture 5). This air bleed valve allows enough air into the throttle bodies for the

standard canister; this offers slightly better airflow and can be cleaned and reused almost indefinitely.

That completes our look at the Lucas PI system. Armed with a good workshop manual, there is much that we DIY mechanics can do to maintain and even improve the system. However, reconditioning of metering units and injectors is definitely a job for experts. And when the PI system is in good condition, the power delivery and sheer driveability of a TR5 or 6 is simply outstanding.

Finally this month, another appeal for TR owners to write in. If you would like stories and pictures of your own TR's featured in this column, please write in to me. Any material on TR2, 3 or 4's would be especially welcome, so go on, get writing and share your TR experiences. The final picture is a beautiful TR5, owned by Bob Harrison, taken at the South of England meet last year.



engine to tickover, and tickover speed is very easily adjusted by turning the valve in (slower) or out (faster).

Last is the air filter, which is located in a metal canister in front of the radiator. The filter canister should be cleaned regularly and the standard filter replaced at least every 12,000 miles. A good option is to use a K&N filter element which fits into the



the injector opens, squirting fuel into the port. The fuel should emerge from the tip of the injector as a finely dispersed cone of spray.

The main problems with injectors are either blockage or leakage, due to dirt or seal failure. These problems usually show up as rough running, often with less than all six cylinders firing. There are two common ways to diagnose injector problems. First, feel each injector line in turn between index finger and thumb. A sharp pulse should be felt regularly, as the metering unit pulses and the injector opens (make sure that the injector lines are separate, not clipped together for this test, as pulses can appear to be transmitted from one line to another if tightly bundled). This approach will often show which injector is malfunctioning. The other method is to remove injectors one at a time with the engine running. Take care not to spray fuel near the exhaust or yourself, and make sure that nothing can be sucked into the injector port on the throttle body. With the engine running, you should see





e-mail:

tssctr7@hrgserv.plus.com

## Hugh Glossop



## All Revs and Noise

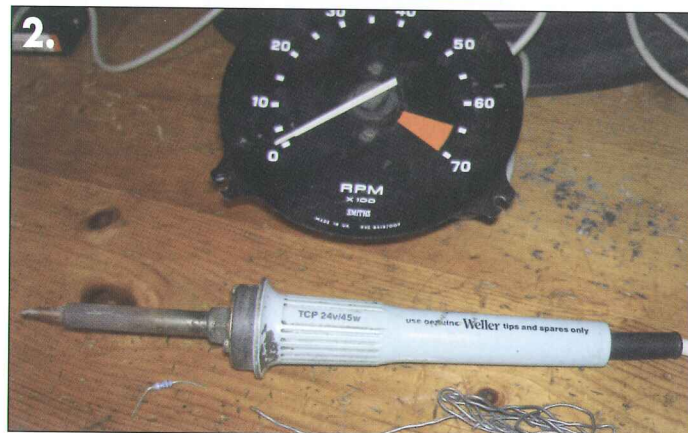
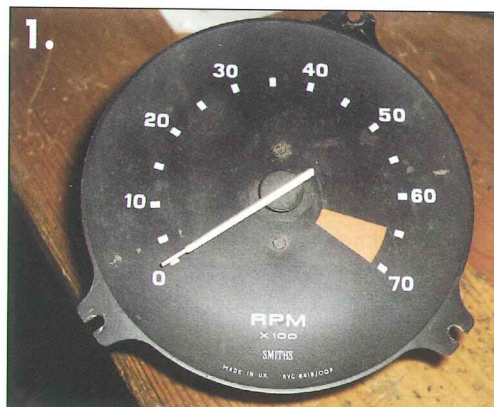
This is for those of you who don't want to spend a fortune purchasing an already converted tacho when converting the TR7 to a V8 engine. (Pic1)

The original TR8 tacho (BL Part No. TKC 2587) is no longer available. However, it is possible to convert the standard TR7 tacho for use in the TR8, the cost of the conversion being less than £1 in parts. This conversion should be well within the scope of most people, provided that it is done with care and in a good working environment.

There are two reasons to change the rev counter (tacho). Firstly the new tachometer has to take account of the extra four cylinders providing double the number of impulses actually required to read correctly (for example 6000 rpm on the tacho would actually be 3000 rpm on the engine), the V8 has also has a lower redline at between 5500 and 6500 depending on what engine you use (monster tuned one's excepted), the original 4 cylinder engine TR7 red line at 6500 rpm. On my own vehicle I didn't bother as the engine revs to 7000!!

The following items will be required for the conversion:-

- Good quality temperature controlled 15 - 25 Watt soldering iron with a 1mm to 2mm bit. (Pic2)
- 'MULTICORE' solder, for electronic work
- A 47k (47 kilo ohm), 0.125 (1/8) watt, 1% tolerance, metal film resistor. (From Maplins or somewhere similar)
- A pair of fine wire cutters.



I must emphasise that it is essential to use a soldering iron with a fine bit as suggested above. If you do not have one, try to borrow one. This job can not really be done with a blowlamp!!

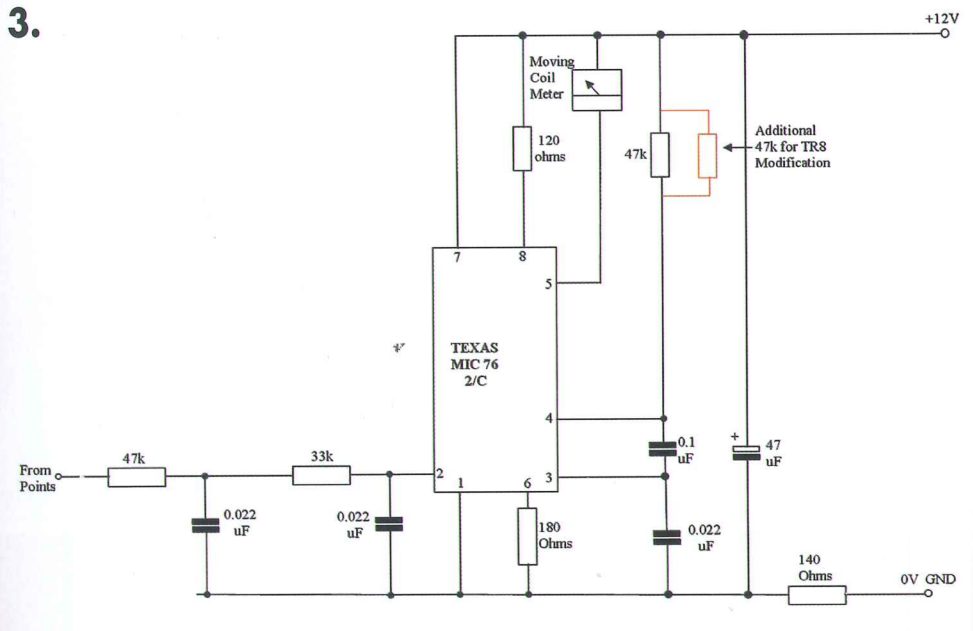
In the case of the procedure a picture is worth a thousand words so here we go-

*the dash board!!*

First off I won't insult you all by explaining the simple procedure of masking off the revised tacho redline and duly painting with a matching model makers paint

In **picture 3** we have the actual schematic diagram of the rev counter the extra 47k ohm

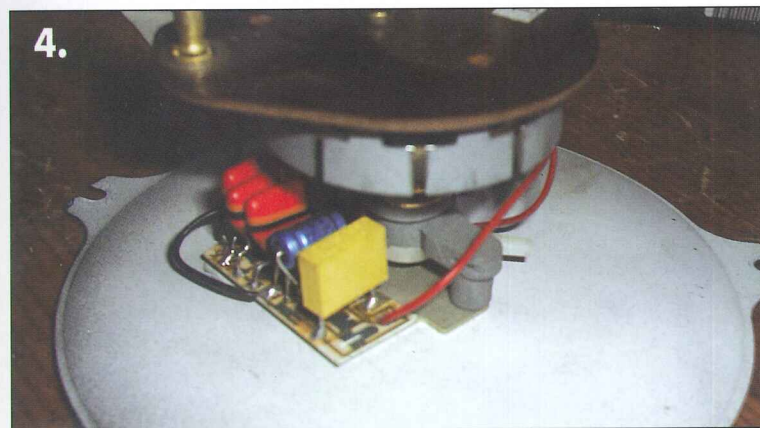
3.



Assuming that you have already removed the tacho from the instrument pod, *(don't forget the two screws holding the pod underneath*

resistor marked in red is all that is actually required, this halves the output to the moving coil meter that is calibrated in Revs Per Minute

4.



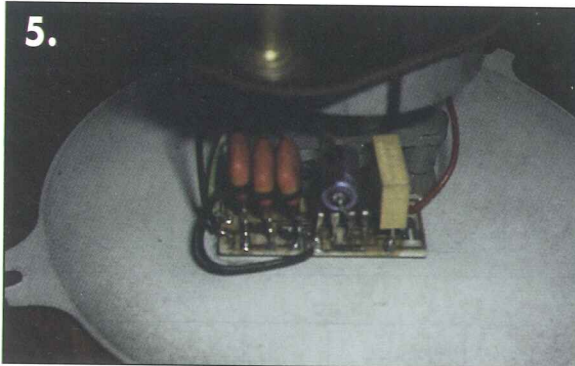
The physical connection of the resistor is between pin 4 of the mic2/c and the red 12v input wire

Pictures (4 & 5) are the before and picture (6 overpage) is the resistor fitted, it's a little fiddly but with a little care all things are possible.

In the circuit diagram there are several resistors that



5.



There you have it, the skinflint method of converting a TR7 4 cyl tach to an 8cyl tach without spending a fortune, the diagram for the tach and data sheet for the Texas IC took a hell of a lot of finding but we got there in the end ... just for you!

As a side issue how many of the Reg secs have TR7's? I know Richard, Dave, Guy/Suzie and myself, are there any others? Please Email me.

That's all for this month.

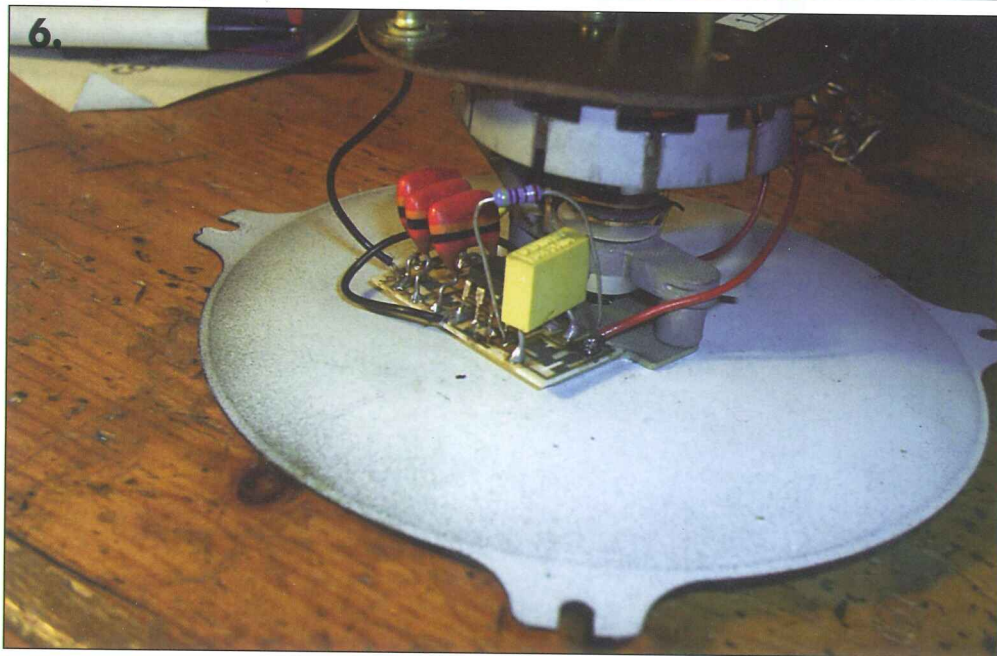
Hugh

physically don't appear to exist, this is because they are printed onto the substrate everything is mounted on, and excess heat or force with the soldering iron can damage them (be careful!), I have now done eight of these with total success, so can verify it works perfectly

To test without putting back into the car there are three terminals on the rear of the tach, (pic7) in the picture they are marked **+12v**, **- VE coil** and **ground**, which are all pretty self explanatory, requiring just three bits of wire to connect to the vehicle systems, alternatively refit to the pod and refit the pod loosely to test.



7.



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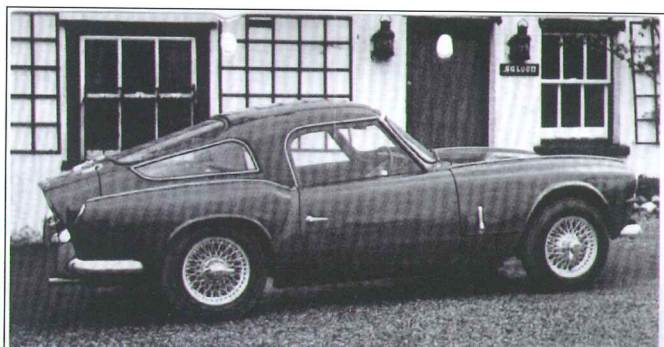
**Suzie Singleton**

## Winter Hardtops - the sequel

**F**ollowing on from last month's article I have a few more aftermarket hardtops to share with you this month, but first...

I was very pleased indeed to receive a letter from Eddie Thorne recently - even before February's article was published so it was spookily perfect timing. Eddie is a long-time member of the TSSC and has a very early Spitfire 4. He wrote

*"A long time ago, back in the early sixties, I kept a folder containing anything that related to Triumph. This included manufacturers brochures, magazine articles etc. Unfortunately the folder went missing for*



**THE ASHLEY LINE FOR TRIUMPH SPITFIRE 4**

*several years however, just before Christmas, while looking for something else, the folder was discovered at the back of a cupboard.*

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*Glancing through it again after all these years I noticed several items relating to Spitfire hardtops that I thought might be of interest to you so have enclosed some photocopies"*

See what I mean about that perfect timing!

The information Eddie sent included an Ashley brochure, plus an Ashley order form. The brochure doesn't appear to be dated but it does mention a Mk3 Spitfire so must date to 1967 onward. It offered various colours Royal Blue, Signal Red, White, Wedgewood Blue, Conifer Green, Black, Valencia Blue

and Jasmine. and listed a cash price of £59.

Another manufacturer who produced a similar 'Le Mans' style fastback top was

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MOTOR SPORT NOVEMBER 1970 1189

Williams and Pritchard, called the Sebring top in this advert. Mike Carter had one of these a couple of years ago that he was selling on ebay around the time we were selling an Ashley top we'd acquired with a Spitfire. At the time we weren't sure who had made it but it appears to have the same lines as in the advert, and this does mention 'optional windows in the roof'.

Just recently another hardtop has



turned up on ebay which looks to be another Williams and Pritchard one.

A photo of another fastback top show something very similar to the Ashley or Williams & Pritchard tops but with the fuel filler in yet another different site. This may have been as originally man-



ufactured although I'm sure it's feasible that an owner may have adapted this one for a particular purpose.

Lenham is the other well-known name for aftermarket hardtops. I found adverts in magazines from the early 1970s and Eddie came through again with a Lenham brochure.

The cost shown on the brochure was £48 for a



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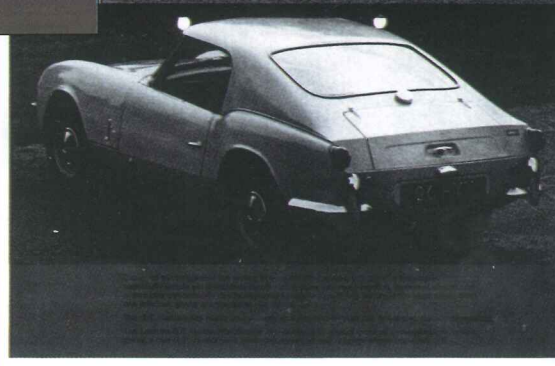
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colour moulded top in ivory white or  
£55 'cellulose painted in any  
Triumph Spitfire colour'.

According to a couple of articles I



THE  
**LENHAM G.T.**  
*Spitfire*  
FASTBACK HARDTOP & STREAMLINED BONNET



found on the net this apparently is the  
only Spitfire that Lenham themselves  
converted to Le Mans bodywork.

It competed in the Fordwater Trophy  
race at the Goodwood Revival  
in 2006.

I found a picture of what seems to be  
the same style hardtop on Amicale's  
website and I'm sure others must have  
been produced and sold but presum-



Andreas also wrote again  
to let me know that the  
ship in the background of  
the photo of his Spitfire  
last month was the sailing  
ship Gorch Fock which is  
a German naval training  
ship in Kiel.

And finally, perhaps this  
is the Sat Nav we should  
have bought for our cars!

**Suzie**

ably not actually fitted to a chassis by Lenham  
if the previous comments are accurate.

I'd just like to thank **Chris Dennis** from Rimmers  
and **Phil Roussel** who both wrote to me about  
the blue hood bag I mentioned last month that  
Andreas in Germany was looking for to fit his  
Spitfire. Chris noted that Rimmers had blue  
hoodbags in their latest flyer and Phil from  
Guernsey had acquired one with his Spitfire –  
which I'm hoping to hear more of in time.







e-mail. [tsscspit1500@aol.com](mailto:tsscspit1500@aol.com)

**Neil Johnson**



## The Diff Saga Continues

**R**emember last month when I found the diff oil on the outside of the diff? Well this month the diff is on the outside of the garage! That's the silver item in the photograph and that really is oil trickling out of the front seal!



Yes true to my word I got stuck in and rebuilt the Ebay bought diff, bought a new drive shaft (to match the other side which was replaced a few weeks before the car got laid up) and a new bearing set for the said drive shaft.

All this activity was generated by the MOT which unfortunately was a fail. Two simple things but un-noticeable until the test. The horn failed whilst being tested! And no amount of wire jiggling would make it work again; also the hand brake was only working on one wheel in any real fashion.

The horn was fixed in ten minutes after I got home, I was able to dismantle the horn just to discover a stuck contact. This was sprayed liberally with the tool in a can product and given a quick rub with a points file. Sorted!

The hand brake was more of an issue... the drums on both sides of the car were badly glazed and the shoes were more like mirrors!

Not much friction to stop the wheels turning. More frustrating though was the drive to the MOT station and back only added to the leaking diff and the horrible rattling whine from the rear of the car.

I decided to use my ten day retest period to the full, change the diff and the drive shaft / bearing at the same time as doing the brake repairs.

At the moment the car is on the axle stands needing the wheels and exhaust system putting back on and the retest

is booked for this afternoon! (Copy for the mag is late as a result..... sorry again Bernie)

The rebuild of the diff..... I know I promised to do a write up for this procedure whilst I was undertaking the work. Believe me and all the Haynes manuals this is not a job for the average diy mechanic so the write up has been reduced to a 'on the job description'. Buy an exchange unit!

I have access to presses, machinery and sophisticated measuring equipment and I was able to make some tooling to allow the pinion

bearings to be pressed off. The other bearings though, four in total, refused to move even with a five ton press assisting them. The only answer was delicate use of the grinder with a special thin cutting disc attached. Once they were off pressing the new ones on is a simple task but measuring the preload on these when reassembling is a procedure requiring patience diligence and one's own techniques depending on what your dial indicator gauge equipment is like!

The sun wheel and pinion set is another area of difficulty. Dismantling this set up is straight forward but I discovered all the shims were worn dramatically and the majority of them are no longer available from the normal major Triumph specialists.

I ended up using the cupped shims again and compensating for the wear in these by making new shims for the sun wheels as these are flat thrust washers. The items supplied, as these thrust washers were available to order were nothing like the items required. Either I ordered the wrong item or the item has been superseded by this incorrect item in error. However a few minutes on the lathe and the acquisition of a suitable phosphorous bronze type material produced two slightly thicker than normal thrust washers. Once the assembly was placed back

in the carrier the required zero back lash was achieved. The rest of the build requires precise measuring of turning torque for the pinion bearing pre load and careful measurement of end float for the carrier bearing preloads. Also you need to be able to stretch the casing to allow for the insertion of the require pre load shims. The pinion bearing preload is simple enough to measure if you have a small enough torque wrench. Fortunately my employer does. A work mate held the pinion and housing assembly in the vice whilst I operated the large

torque wrench required to tighten the drive flange nut and collapse the spacer which sets the preload. Then it was a matter of changing to the small torque wrench with a number of adapters to turn the pinion at the required torque of 15 to 20 pound inches! A number of changes of tooling were required because it is important not to over tighten the pinion drive flange or else the spacer will be collapsed too far rendering it scrap! Fitting the Crown wheel carrier back into the housing? You don't want to know. Just let's say we don't have the required stretching tool so fingers and soft hammers came into close contact with shims and bearing cups. Those soft hammers? Why are they called soft they still hurt a lot if you hit your fingers! I know I did!!

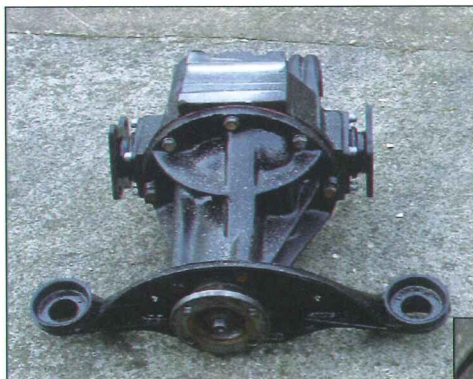
Believe me if you can, buy an exchange unit or have a professional rebuild it! I also discovered once all the crud had been cleaned off the main casing a crack in one of the side bearing locations. Fortunately it is cracked to the outside of the diff not the inside. It looks like one of the side bearing screws has come loose at some time and fouled one of the drive shaft flange bolts. The thread is very weak in that hole and so the bolt has been located with extra strong Loctite. Hope I don't have to take it apart again soon!



Some new bits then are ready for refitting. Rebuilt diff and new drive shaft with bearings are in the picture whilst they are clean!

Reassembling back to the car is easy enough just takes time and patience and care. The diff





is very heavy when you're on your back and the diff is potentially above your face. This is not clever so carefully use a jack



and suitable levers to position the diff. I get the two rear lugs into position but don't worry about the long bolt until the two front mountings can be temporarily located loosely.

Then I cajole the diff unit to the position where the long bolt can be inserted, finally correctly fitting the nuts washers and spacers in the two front locations.

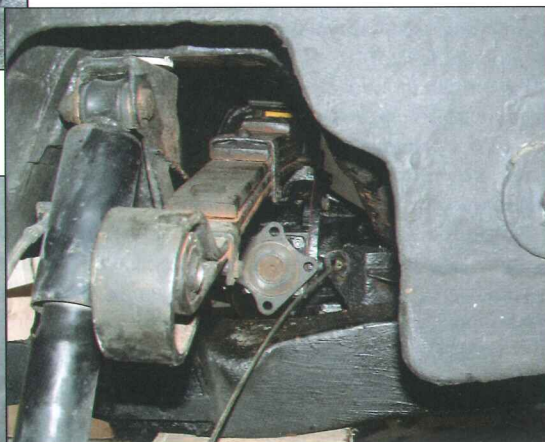
Space is a premium under here as can be seen in the photographs one with no diff and the other with the diff and spring in place!

Anyway potentially I have a car ready for retest!



In reference to the IVR we have a slight delay in new information.

My old PC (That's the computer by the way not a local bobby) has done the decent thing and retired! I have replaced the old failing unit with a new one but as yet haven't got round to transferring the IVR data. This will be done in the next day or two but not before this article goes to press. An update will be included then next time round.



I have included a photograph from a member. A recent weather event mixed with classic car use! Thanks to Sharon Walker and Steve Wilkinson. More to come from Steve in the near future!

That's it for this month but stay warm and safe.

Neil



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# FBHVC Update

## web. [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The following articles first appeared in the January 09 Edition of the FBHVC Newsletter.

The text has been taken complete and has not been subject to editing of any description.

### PAINT

Following a consultation in 2007, it was expected that the Department for the Environment, Food and Rural Affairs would publish regulations during 2008 introducing a licensing scheme to allow the continued sale of vehicle refinishing products that do not comply with regulations introduced in 2005 to limit volatile organic compound content. Most cellulose based products fall within that description.

Nothing happened until early January this year, when - quite unexpectedly - a 'Consultation on Implementation of the Paint Products Regulations 2005 Addressing Monitoring and Enforcement Issues' was published. At the time of writing this had not been considered by the FBHVC legislation team. This common-sense document recognises that the use of non-compliant paints is falling to near negligible levels as a result of economic considerations and so proposes not to set up a complicated (and therefore costly) licensing system. Instead, it is intended to introduce a code of practice for the sale of non-compliant products, which, if followed, would ensure that such products could be sold only for purposes that would have been permitted under a licensing scheme.

The down-side is that without the licensing scheme, the sale of non-compliant product would not comply fully with the terms of the derogation contained in the EU directive. To overcome this, the consultation proposes what amounts to a Nelsonian-eye approach to enforcement such that, provided the code of practice has been followed, it would not be in the public interest to take action.

Enforcement will be the responsibility of local authorities, and the consultation includes draft guidance for such authorities.

Three extracts from the guidance document may be of interest to home and small business users:

*...no action can be taken against vehicle bodyshops for using non-compliant paints (unless they consume enough solvent to require a permit [ $>1$  tonne/year in England and Wales,  $>2$  tonnes in Scotland]) ...*

*In relation to vehicle refinishing products, the 2005 Regulations apply to four-wheeled road vehicles only. Paints for motorbikes, agricultural vehicles and off road machinery (e.g. construction vehicles, train carriages) are not covered. However, vehicle refinishing products marketed for multiple uses must comply with the VOC limits in the 2005 Regulations if just one of those uses is the coating of four-wheeled road vehicles.*

*The Paints Products Directive says that a licensing scheme can be established to allow strictly limited amounts of non-compliant paint to be marketed for use for painting vintage vehicles or historic buildings. Because of the administrative complexities of setting up such a scheme and the burdens on those to whom it would apply, [it has been decided not to implement such a scheme] but to rely on local authorities taking a proportionate approach to enforcement.*

Those statements, between them, say that:

- it is the sale of non-compliant product that is regulated, not its use (if you have it, or can get it, you can use it);

- the supply of paint for purposes other than road vehicles is not affected by the 2005 regulations (so a supplier may sell you paint for your light aircraft, or railway carriage, provided it is not labelled as also being suitable for four wheeled-road vehicles: once you have bought it... see above); and

- a local authority is unlikely to take action against a supplier selling non-compliant paint unless he is blatantly selling large quantities of it for purposes other than vintage vehicles.

This may not be entirely ideal, but must be far better for end-users than the licensing scheme that was proposed in 2007.

The full consultation can be found at: [www.defra.gov.uk/corporate/consult/paint-products/index.htm](http://www.defra.gov.uk/corporate/consult/paint-products/index.htm) and the legislation team will be considering the proposals at its meeting towards the end of February.

Responses are due in to DEFRA by the end of March.

### FUEL TOPICS

#### ETHANOL IN PETROL

Following the articles in the last two newsletters we have had a number of letters about the effects of ethanol in petrol and so we have summarised the main points below.

At concentrations of less than 5% there is no obligation for the petrol pumps to be labelled at point of sale, so petrol on sale can be 0% - 5% ethanol. Ethanol is hygroscopic so manufacturers should have been added corrosion inhibitors to it before blending with petrol. Ethanol changes the volatility of the fuel which although it can give a slight benefit to cold starting this is at the expense of increased vapour lock problems and hot start problems in susceptible vehicles. Corrosion could be a problem if inhibitors are not used.

#### EFFECTS ON TANK SEALANTS ETC

Any tank sealant manufactured in USA should not be affected by ethanol (e.g. the Frost brand) as ethanol has been in USA petrol for some time. To be sure of avoiding problems

customers should check that any such product does indicate it can be used with fuel containing ethanol.

Many seals have a 'memory' and may leak when introduced to ethanol when they are old. The same type of seal may not leak when new.

Particles resulting from the breakdown of tank sealants and moving through the fuel system may also cause problems, although this would be for a finite time (until it has all been washed through). A solvent is available to remove existing tank sealant, Epoxy Remover made by Tank Cure. However the active ingredient in this product is methylene chloride, aka paint stripper, which is the subject of a proposed ban - see elsewhere in this newsletter.

#### FEEDBACK REQUIRED

At present the number of problems reported is very small in relation to the number of vehicles which could be affected. We will be monitoring the situation closely and would like to hear from anyone who is experiencing problems, giving full details of the vehicle concerned. If the situation is seen to be more widespread than we will look into the possibility of further research.

#### DFT RENEWABLE TRANSPORT FUEL OBLIGATIONS

The Federation were invited to contribute to a consultation from the Department for Transport about the variable rates of duty applicable between conventional petrol and biofuel and our response was as follows:

*The Federation of British Historic Vehicle Clubs would welcome a requirement for suppliers to ensure that gasoline blended with ethanol includes suitable anti-corrosion inhibitors to prevent corrosion in fuel systems of vehicles.*

To view the FBHVC Jan 09 Newsletter in its entirety please go to [www.fbhvc.co.uk](http://www.fbhvc.co.uk)





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Stag	£35.19	£10.29	£19.36	£35.70	£190.95	£205.63	£99.66	£21.17	£134.81	£167.44	£120.97	£21.80	n/a
TR4A/5	£12.93	£10.29	£15.86	£18.10	£134.57	£149.81	£102.87	£21.17	£155.82	£174.49	£151.28	£19.31	£28.34
TR6	£12.93	£10.29	£15.86	£18.10	£134.57	£149.81	£102.87	£21.17	£155.82	£174.49	£151.28	£19.31	£28.34
TR7	£16.39	£7.11	£11.69	£27.53	£186.99	n/a	£192.43	£21.17	£112.49	£129.19	£120.97	£20.55	£23.04
TR8	£49.87	£10.29	£14.93	£27.53	£186.99	n/a	£192.43	£21.17	£112.49	£129.19	£120.97	£20.55	£23.04
Spit/Herald	£14.69	£9.00	£15.45	£18.02	£130.88	£176.25	£110.00	£18.02	£110.06	£143.94	£110.00	£19.92	£24.85
GT6/Vitesse	£14.37	£10.29	£14.52	£18.02	£130.88	£176.25	£110.00	£18.02	£110.06	£143.94	£110.00	£23.61	£22.00
Dolomite	£35.70	£9.99	£12.88	£23.50	£143.35	n/a	£127.08	£23.50	£134.00	n/a	£120.46	£26.16	£28.02
2000/2500	£52.98	£10.29	£14.93	£35.70	£190.95	£205.63	£99.66	£21.17	£134.81	£167.44	£120.97	£32.03	n/a
SD1	£14.69	£10.29	£24.93	£31.16	£205.43	£187.94	£202.57	£30.35	£1160.49	£193.58	£52.71	£33.01	£40.34

BODY PANELS & BUMPERS									
	F/Wing	R/Wing	D/Skin	Sill	Bonnet	Boot Lid	F/Bumper	R/Bumper	Kit Assy
Stag	£250.00	£654.44	£67.55	£109.64	Enquire	£160.20	£369.13	£527.58	£27.58
TR4/5	£539.95	£500.54	£125.00	£38.46	Enquire	£489.95	£109.94	£229.95	£229.95
TR6	£275.00	£275.00	£125.00	£38.46	£455.00	£295.00	£264.38	£263.02	£263.02
TR7/8	£158.63	£332.82	£52.88	£36.75	£186.05	£235.00	£111.63	£102.81	£102.81
Spitfire	£53.33	£115.51	£53.65	£44.54	£925.00	£95.27	£317.34	£314.67	£314.67
GT6 (MK3)	£53.33	£115.51	£53.65	£44.54	£925.00	Enquire	£317.34	£314.67	£314.67
Herald	£94.00	£110.25	£80.01	£25.00	NLA	Enquire	£146.88	£146.88	£146.88
Vitesse	£125.00	£110.25	£80.01	£25.00	NLA	Enquire	£146.88	£146.88	£146.88
Dolomite	£81.03	£223.25	£93.92	£28.06	£149.62	£123.07	£223.90	£139.83	£139.83
2000/2500	£478.94	Enquire	£90.40	£30.71	£206.38	Enquire	£280.47	£180.83	£180.83
SD1	£52.88	£111.63	£76.32	£52.88	£123.07	£146.88	£118.45	£119.00	£119.00

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TR4A	-	£199.69	-	£249.69
TR5/6	-	£164.44	£223.19	£249.69
TR7/8	-	£158.63	£223.19	£226.19
Spitfire	£140.94	£164.44	£223.19	£226.19
Herald/Vit	£135.13	-	£170.38	£226.19

CARPET SETS				
(Top Quality - Tufted Pile)	Full range of colours			
Stag	£164.50	£146.13	£114.30	£139.78
TR4/5/6	£146.13	£114.30	£139.78	£105.75
TR7/TR8 Coupe	£114.30	£139.78	£105.75	£146.13
Spitfire	£105.75	£146.13	£111.63	£152.49
GT6	£146.13	£111.63	£152.49	£146.13
Herald/Vitesse	£111.63	£152.49	£146.13	£158.85
Dolomite	£152.49	£146.13	£158.85	£158.85
2000/2500/2.5	£146.13	£158.85	£158.85	£158.85
SD1	£158.85	£158.85	£158.85	£158.85

WATER PUMPS		
Stag/TR7/Dolomite	£185.00	£185.00
1850/Sprint	£185.00	£185.00
6 or 12 Vane	£186.92	£186.92
Repair Kit	£23.44	£23.44
TR4/4A	£55.81	£55.81
Triumph 6 Cylinder	£39.90	£39.90
Spitfire & Dolomite	£1300 & 1500	£30.90
TR8/SD1	£105.89	£105.89

SEAT BELTS (Inertia)		
Stag	Pair	£88.07
TR4/5/6	Each	£44.94
TR7/8 Coupe	Each	£29.38
TR7/8 Con	Each	£41.95
Spitfire/GT6	Each	£44.94
Herald/Vitesse	Each	£46.94
Dolomite	Each	£44.94
2000/2500/2.5	Each	£44.94
SD1	Each	£44.94

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TR4	£175.00
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- Sports (Part)	£117.44
TR5/6	£210.33
- Standard	£210.33
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Twin (Part)	£504.08
Single (Full)	£504.08
TR7	£186.83
- Standard	£186.83
- Sports (Part)	£178.01
TR8	£287.88
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- Single (Large Bore)	£211.44
Spitfire 1500	£186.83
- Standard	£186.83
- Sports (Part)	£222.08
GT6 MK3	£205.63
- Standard	£205.63
- Sports (Full)	£445.33
Herald	£129.25
- Standard	£129.25
- Sports Part	£217.38
Vitesse	£158.63
- Standard	£158.63
- Sports (Part)	£217.38
Dolomite	£233.83
- Standard	£233.83
- Sports	£363.08
1850/Sprint	£245.58
2000 - Standard	£220.31
2500/2.5 - Standard	£257.33
SD1 V8	£539.33
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**Richard Briscoe**

**Winter Fun**



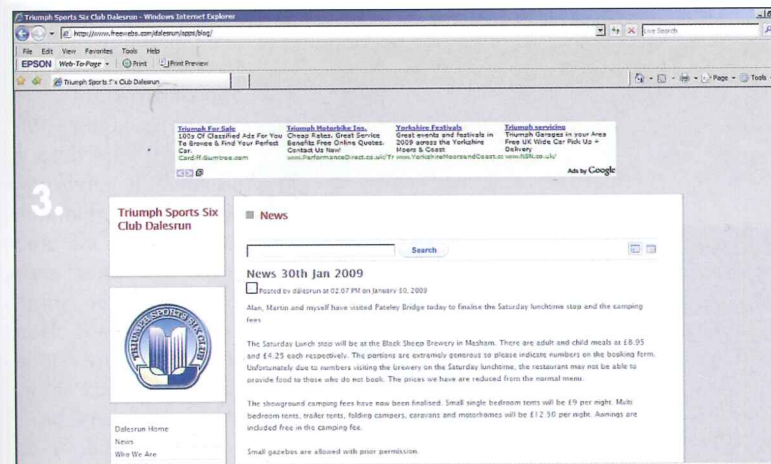
**W**ell it's that time of year again when jobs

start to pile up on the cars again. Unfortunately the weather is fighting back though! There is snow falling in copious amounts and despite everybody's efforts, there are six inches on the ground today in my bit of Yorkshire which has blocked most of the roads. There's no chance of taking the engine out of my donor car this weekend! As I write this I am trying to work out which MOT station to take the GT6 to for its first MOT since it ran out last June. I have not been doing anything Stag related for a while as the GT6 came back from the paint shop just before Christmas. Now the local MOT station has closed I have a choice of 4 miles down a motorway or 7 miles down a busy A road! The joys of a recession! It looks great now and the doors fit really well. I have cleaned everything up and spent the time to fix all sorts of niggling little problems whilst I have had the opportunity. The biggest problem was the CD changer not working when I re-installed it. I spent 3 hours with a multi meter trying to find the problem. Gave up on it and then realised the motor wasn't turning inside it. A swift thump jarred it back into life! If that is the biggest problem, I'm



happy! Just don't get me started on backlash in the drive train. Doesn't seem to matter which supplier you use, I think the skills needed to rebuild differentials have been lost. I don't drive the cars particularly hard but this is the fourth differential on the car. At least it's not falling apart though like the last three so that's a benefit!

Jobs to do on Stags are quite varied for the next few weeks. I've got my dad's rear suspension to rebuild, the rear deck to finish on mine and the engine to remove from my donor



car. It's going to be a bit hectic!

Now for a request, I am fast running out of subjects to write about so to ensure that the Stag section stays a monthly contribution rather than an occasional article please send me your tales and tribulations of being a Stag owner. I will do the writing if you can pass on the basics and some pictures. I can't keep this section interesting without your input.

On a completely different subject it's been a busy month for organising events. The Dalesrun is fully organised now apart from fine tuning the run on the Saturday.

To make information easier to obtain for visitors there is now a dedicated web page which can be found at [www.freewebs.com/dalesrun/](http://www.freewebs.com/dalesrun/)

Why am I telling you this? Well apart from it being a great weekend and it would be nice to see more Stags on the run, I've spent a fair amount of time designing the website. It's hard work but worth it in the end and should make passing information easier.

**Don't forget the Dalesrun on 12th to 14th June at Pateley Bridge!**

could be made even worse. The headlamp panel is a difficult area to keep an eye on because of the grills but it is a very vulnerable



area if the car in front throws up any salty spray. It is worth hosing this area down fairly often during the winter and also removing the grill once in a while to make sure there isn't a build up of dirt or rust starting in the headlamp panel. It can be difficult to repair! It's also well worth wiping wax oil or similar around the area behind the grill as well to help protect the bodywork. If you wanted to be extra sure you could even stone chip and carefully under seal this area as it is hidden by the grill.

**Back to Stag related matters.** You must check certain areas of the car regularly if you use your Stag through the winter. Even a restored car is vulnerable to corrosion setting in with all the rock salt being thrown around. And with the councils now resorting to using table salt in some areas matters





The next area is under the front of the car, the valance and lower radiator mounting panel can catch road debris and salt.

A good hose down and rust proofing session will benefit in the future.

The chassis legs and front out riggers are vulnerable to spray and salt thrown up from the front wheels. The front outriggers are a relatively easy prospect to replace but it's better to

protected with all sorts of protection in this area but Stags are not so it's well worth applying a good coat of quality under seal.

The boot floor area is also worth checking, particular attention being paid to the area at the rear wheel arch to boot floor joint. Keep the area clean and treat any stone chips before rust starts.

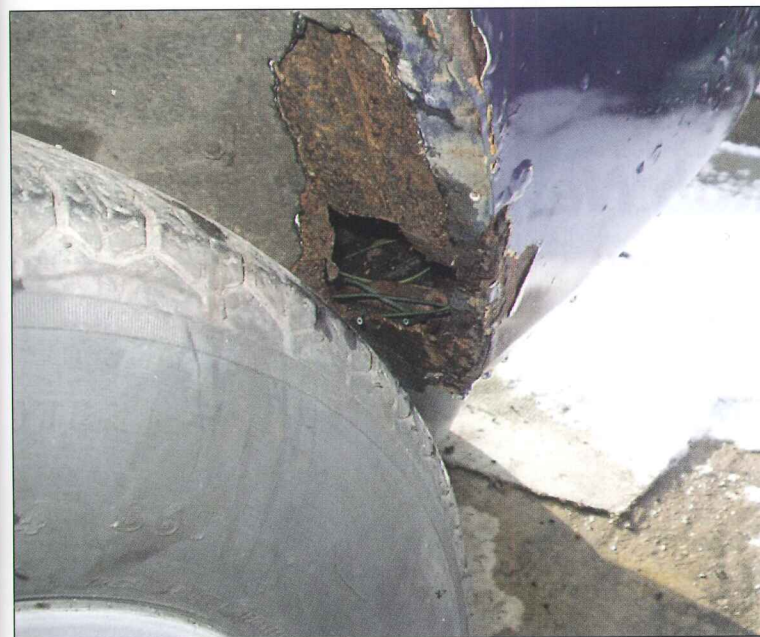
Mud flaps can be a good solution to problems in this area

and will reduce debris and spray thrown up onto the car bodywork. Of course you need to ensure that there is no break in the paintwork when you attach them and that dirt doesn't build up between the flap and the wheel arch.

The bumpers are also vulnerable to salt corrosion and there are a couple of fundamental points to remember here. The first thing is never ever use chrome polish on sound chrome bumpers. The chrome layer is only thin and the chrome polish is a fine abrasive. All you will do over time is polish the chrome layer through and rust will start to form. Chrome polish can however revamp bumpers where rust has started to show and put off the re-chroming bills for a couple of years.

I always use body wax and polish it up thoroughly.

The next point is to spray the bumpers with WD40 or similar to protect the chrome work from the salt. It wipes off easily and protects against rust. The WD-40



treatment also protects alloy wheels from oxidising during the winter.

One final reminder, please send your photos and ideas for articles to help me continue this section.

I also know where there is a very good hardtop for sale for around £200 so if you are interested, please give me a call and I will pass on the details.

Keep Running  
on eight,

Richard

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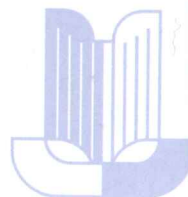
avoid the work if possible. Treat the internal cavities with wax protection and stone chip / under seal the outer surfaces. Modern cars are 56





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**Rob Newton-Allen**



## Wheely Good News!

I have recently been asked about wheels and which ones were right for a particular model and what colour they should be.. So hopefully here is a fairly definitive guide.

On commencement of production in 1959 all cars had what we call 'big slot' wheels, each wheel was a standard 3D rim with 4 equal slots 4" long x 3/8" wide.

This style of wheel was standard on all 948s and continued into 1200 production and ran until 1964 (GA164781)



From around June 59 the wheel colour was standardised to a steel colour Silver Grey, although some earlier cars did have body coloured wheels. During the early 60s some cars left the factory with Black wheels but there seems to be no reason for this, obviously it may have been a customer request but it



was never an official colour option. These wheels were normally fitted with 5.20 x 13 crossply tyres.

Herald estates and Couriers were fitted with a strengthened Heavy Duty version of the 'big slot' wheel and are recognised by the HD stamped each side of a wheel nut hole as above.

In July 1962 Standard Triumph launched this



strengthened version of the steel wheel, initially made for the Vitesse (from HB891) the narrow slot wheel was made standard across the whole Herald range as well.

Each slot now measured 4" x 1/8". Again a HD version was made for the estate.

March 63 saw the first colour change with the introduction of the 12/50 which came with



White painted wheels. Later this seemed to become the norm as all Heralds left the factory with White wheels.

With the launch of the Vitesse 2 litre another new wheel was made this time a 4 1/2 J wheel, this was also fitted to the 13/60 estate and now seems a very popular choice for those of you looking for that period 'boy racer' look with wider wheels on your Herald saloons and convertibles.

All wheels across the range were fitted with the factory standard chrome hub cap which is painted with red oxide paint on the inside and the 12/50 should be fitted with a pressed chrome slatted trim with a single hole for the tyre valve as pictured below.

My convertible has now been repatriated with its body tub and I will do a more detailed update next month along with an update of all things about the 50th anniversary. Just a quickie this month but I hope this has sorted out those of you who had written

to me on this wheely important matter.

Cheers

**Rob**





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## Guy Singleton

### The Car's The Star!



I have heard from David Westgate who is currently rebuilding his 2 litre convertible. He sent me some photos showing the 'during' stage of the project. He has now managed to get the body off the chassis ready to do the chassis repairs and the floors. I look forward to more updates on



lumps of fibreglass started their journey to Australia in a container that my brother Graham was sending as he and his family were emigrating. The parts arrived in Australia and a few months later Duane arranged for a truck driver friend to collect them and transport them across the country, eventually reaching Duane in July 2006.

his progress – and to seeing the finished result of his endeavours.

I now have a brief update on a story that goes back 4 years. Some of you may recall the story but if not I'll recap it here.

In January 2005 Duane de Gruchy in Australia found what may be the only Australian Bond (unless someone reading this knows otherwise!) Some months later in October he saw that the car was still in the scrapyard where he'd first seen it and bought the car. It was needing substantial repairs to the rear end but was otherwise relatively intact. Just before Christmas 2005 some large

It has taken until now for Duane to be ready to start the next part of the rebuild and a few months ago he was in touch again looking for a few more parts, including a centre console and even a pair of quarterlight rubbers. These are hens-teeth items and it was a wrench to let them go but this did seem to be a worthwhile project for them.

Another item Duane was looking for was a front grille. Although I thought I had a spare one I couldn't find one, but a plea Duane put out on the Bond owners email list ([http://autos.groups.yahoo.com/group/bond\\_equipe/](http://autos.groups.yahoo.com/group/bond_equipe/)) brought a response from Adrian

Schollick who delivered it to me to go into Duane's 'goody-box.' As you can imagine it was an 'interesting' prospect, trying to pack these for the long journey to Australia. Suzie and I eventually managed this – with the aid of two boxes and a lot of parcel tape – and sent them off at the end of January. These parts made it to the other side of the world rather more quickly than the first parts we sent by sea so, with luck, Duane now has most of the parts he'll need to complete the car. Good luck to him, and I hope we'll hear the next installment from Duane soon.



Duane has been able to use the Yahoo to good effect in his quest for the grille. If you haven't yet joined us then please do come and join us. It's a great way to contact other Bond owners around the world.

Rick Firth who bought a part-restored 2+2 I used to own has recently bought a 4s as a

companion to it, and to use as his everyday car. It looks good in the photos. Rick also sent a photo of another 4s he's discovered languishing in a garden in Yorkshire, this one not in quite as good condition!



You will remember that last month I told you about our journey to Preston to take part in a TV programme. Suzie and I found the episode of Inside Out North West (14th January) on the BBC's iPlayer and, after a long time downloading it on our slow broadband managed to sit and watch it. Rather strange seeing yourself on the telly! but I think they were quite kind to Bonds and did a good job.



Also harking back to last month I thought I'd include a photo of the fibreglass Bond door moulds we brought back from Harold





Beaumont. They are stored in the garage here if anyone feels they would like to use them to make fibreglass door skins for their 2 litre car.



And finally, going back one month further, you may remember the photo of the mini-bus load of Bond parts Bob Buckby took away with him I'm very pleased to be able to show you what he has managed to turn them into for the school production of Grease. Some of you may have already spotted this unlikely star gracing the pages of February's Triumph World. Suzie and

I were planning to go to Milton Keynes for the final night of the production this week but the weather wasn't kind to Bob and the kids as



snow has halted play. As I write this they are hoping to be able to complete their run next week and if so I hope we'll be able to get there to see it.





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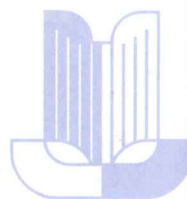




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**John Warren**

Export Sales Director - Standard Triumph



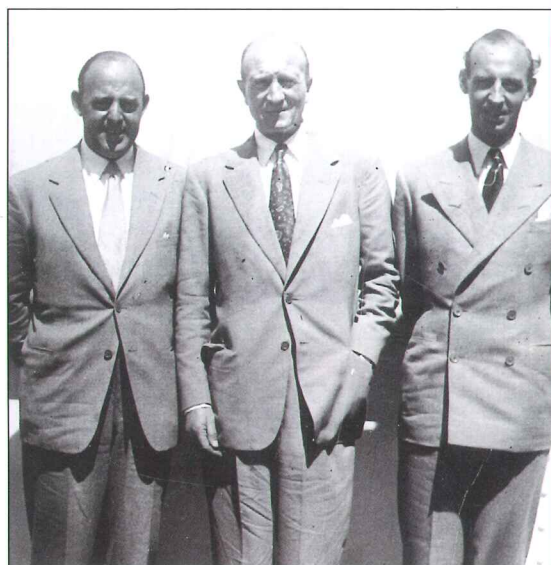
## Racing publicity and TR Sales in the USA

**A**s part of my research on Standard Triumph history, I interviewed John Warren, export sales director of the company, and my interviews with him were extremely informative. In transcripts of one of those interviews I stumbled upon recently, John spoke of the invaluable part motor racing played in the promotion of TR sales and highlighted how this played an essential roll in company sales policy in the USA.

John had a wonderful sense of humour, which brought this particular interview to my attention recently, and I'd like to share it with readers.

At the end of 1956 Standard Triumph exports had increased by 13 percent on a global basis and exports to the USA alone had doubled. In 1957 the Suez crisis had a marked effect on European trade which brought with it petrol rationing and an industrial recession which hampered sales of larger saloon cars throughout the motor industry. John Warren remarked of this era.

*"The problems associated with the Suez crisis, including petrol rationing and an exorbitant increase in petrol prices, created a downward slide in the home sales of our Vanguard range. However, appreciable advantage was gained by our company throughout 1956 by our concerted policy to increase our overseas sales*



**Left to Right. Mike Whitfield, Director, Sir John Black, Managing Director and John Warren Export Sales Director in Buenos Aires for a Sales promotional trip in 1951.**

*especially to our largest customer Australia. This export drive continued and early in 1957 I made a promotional trip to India and Ceylon. Our exports to America at the time were constantly expanding and centred on TR3 sales, which had doubled for 1956. This was extremely gratifying and a major plus for us was the enthusiasm of Americans to take part in rallying and racing.*

**John Warren**

*We received thousands of letters at the factory from TR owners from all over the globe describing their club racing successes and of all such correspondence I believe the American contingent was the most prolific throughout the fifties, and we also received encouraging communications on the same lines from our Canadian company."*

John first spiced up this interview when he reminded himself of a visit to Toronto with Sir

*and all the vehicles and reception committee will be at the other airport.' Knowing how furious Sir John would become with this news, and the fact that Drummond had organised the flight, I passed back the note upon which I wrote 'It has been nice knowing you!'*

John continued. "Further proof of how racing publicity can increase sales resulted from a board meeting in autumn 1956 to which your father was invited concerning publicity for the



**International celebrities Peter Ustinoff (left) and singer Abbe Lane visiting the Triumph stand at the New York Motor Show Circa 1958. John Warren (2nd from left) showing his guests around a TR3 accompanied by Alan Bethell (far right) Head of Standard Triumph New York.**

John Black for the official opening of the Canadian Subsidiary Company in the early fifties. He related. *"We were on the first leg of our return flight back to England from Toronto to New York, which included a meeting at our New York subsidiary of which I was a director. I was dozing next to a sleeping Sir John when I noticed a hand slowly and nervously reaching for me across Sir John. The hand belonged to the newly appointed head of our Canadian company travelling with us, Drummond Phillips, and the note read. 'We are not flying into the airport I thought we were at New York*

*TR3 in America. Sales of the TR2 in America had continued to expand most admirably from 1954, but this was to take on enormous acceleration after this autumn 1956 meeting. I proposed that as our sports car exports to America far exceeded sales in England and Europe we would be best placed to take part in a motor racing programme in America to*



further promote sales and indicate to our dealers over there that we were prepared to spend company money to promote the TR3 on their behalf. Ken was very enthusiastic and advocated that we should enter a works TR3 team in an internationally contested motor race of note in America. Ken discussed this with the racing authorities and concluded that the 12 hour endurance race run annually on the Sebring circuit in Florida was the premier sports car race in America. After further discussion involving Ivor Penrice our public relations manager it was decided to involve our associate company in New York who were thoroughly enamoured of the idea. Ken prepared three TR3's for the race in 1957 and inevitably Ken's team won their category against some formidable opposition. This achievement had an immediate effect on boosting TR3 sales throughout America in 1957, and because of this upsurge I had to visit our American distributors to discuss expanding our dealer network to meet demand. I decided to look up the details of our American sales at that time for you in my review of that year."

(N.B. John retained meticulous records and photo albums of his sales and promotional trips abroad and during my interviews with him he regularly consulted them.)

"I refer to a sales trip I made to America early in 1958, which involved a seven week tour of our main distributors involving coast to coast meetings and some twenty thousand miles of air flights and car journeys. In fact I wore out two suits on that occasion and my leather suitcase resembled an army kit bag that had survived the Battle of the Somme when I arrived home in England. My trip was specifically undertaken to organise further expansion of our dealership network in America and culminated in the New York Motor show where our New York subsidiary company, which we formed in February 1954, had their stand and orders were literally pouring in for TR3's. When I returned to England after the New York show, I announced at a press conference that our imports to America in the first two months of 1958 had tripled over the same period in 1957 and we had doubled our

number of main distributors in America to about five hundred and fifty to cope with sales demand. Without question the major influence of this increase in sales was directly attributable to the publicity gained at Sebring in 1957 because dealers and customers I met at the New York show chatted incessantly about



the TR3's excellent result in that race as the main reason behind sales. I also had with me as part of my sales portfolio for that trip a listing of TR successes in rallies and races put together jointly by Bryce Cousens our European sales manager based at our Belgian company and Jack Croft of our publicity department in Coventry. It detailed hundreds of rally and racing achievements by TR's in club events throughout Europe by their owners and the remarkable successes of your father's works team, which was also used for publicity in America. Our American distributors and dealers also expressed that the majority of TR2's and 3's were sold to customers who were keen to take part in races. With this in mind, I decided to obtain a factual account for

publicity purposes and instigated a survey through our distributors in America who produced questionnaires detailing the reasons why their customers bought TR's and the result was extremely interesting. To quote my review,

#### **New TRs awaiting delivery to New American Owners at Heathrow, prior to a Factory organised European Tour in 1958.**

eighty six per cent said they chose their TR because of its excellent performance, and of all the customers questioned sixty percent of them drove their TR's in rallies or races.

In fact there were many distributors in America who organised their own racing teams including Jarrard Motors of Pensacola, Florida who I remember as most pleasant people to deal with."

John then digressed again to recount his personal involvement in organising a 'rally' in Europe to promote TR3 sales because of

## **John Warren**

another amusing incident he remembered. John introduced it by saying.

"I tell this story of what I call the 'Monte Carlo Affair,' because of an amusing incident on this undertaking involving your father. I'd decided that we could do more to foster and promote American sales following dealer suggestions that many of their customers wished to collect their new cars in England and tour Europe. I subsequently organised trips whereby the Standard Motor Company chartered an aircraft from BOAC in which fifty to sixty Americans were flown to England and their new TR3's were awaiting them on the tarmac at Heathrow airport prior to a European tour. One such tour took place in May 1957 and when I met the group in Monte Carlo, brake problems had been experienced with a minority of cars whereby owners had to pump the brake pedal on occasions. I decided to phone your father back in Coventry to explain the problem. Ken decided this might have serious implications because of a repeated fault and flew out the next day with two of his mechanics. The problems were due to an isolated manufacturing fault with one of the brake parts in the system, which was thankfully rectified by Ken and his mechanics."

"However, to come to the point, on this tour we had the misfortune of the inclusion of a rather stropky TR driver who was, I thought, a little bumptious. He was constantly complaining and reminding everyone that he was a very experienced sports car driver and I decided to improve his education. I asked Ken if he would take this man on a road test in his car to impress on him how good his repaired brakes were. I winked at Ken and he immediately knew what I was after. Ken took the unsuspecting TR driver on a dangerous mountain pass he knew near Monte Carlo and drove at racing speeds. When Ken arrived back and drew to a halt, the ashen faced passenger almost had to have his fingers prised off the grab handle on the dashboard. He gave a thank you to Ken and myself, his attempt at a smile being betrayed by almost total facial paralysis."



# DUTCH NACHT RALLY

## CLUB TRIUMPH HOLLAND 2008

by Mike Charlton

One of my many thoughts has been that we should attend varied Triumph events and other classic car rallies. Whether driving Heralds, Spitfires or Stags, enjoying the good company of others and also other manufactures of classics is an absolute must.

It was with this in mind that we decided to enter and was accepted for a Club Triumph Holland night time tulip rally.

With three South Yorkshire cars we headed for Holland via the Hull Rotterdam ferry. Philip and Patrick in GT6, Andy and Paul in Sixfire and Richard and myself in Spitfire set off to eventually meet up with other CT and TSSC

members in Holten, some 140 miles into the Dutch countryside. After leaving the ferry we detoured into a small town after winding around dyke lined lanes, looking for a cafe in an area resembling a rather large garden centre.

From there we continued non stop and arrived in Holten and the hotel, at twelve noon. After settling in and meeting the organisers and Dutch attendees it was time to prepare the cars for the start of the event.

Not before a very good Chinese buffet in a local restaurant.

By now approximately 60 cars of different manufacture had assembled.

At 6pm the competitors started to depart on the



rally around the soon to be very dark lanes of the Dutch countryside. The 'official' start being some 1/2 mile away which one had to arrive at within a set time of leaving the Chinese restaurant.

Some seventy miles afterwards we arrived at the coffee stop at a Triumph workshop which also consisted of 'tests'.

One being the standing outside of ones own car, donning a blindfold, running to the car, jumping in and starting up and then driving 10 metres at the fastest you could go from stand still. Then after coffee, sticky bun and viewing two Sprints in the rolling road area, the tracing of a map, using a mirror to view (so as looking in reverse) which had to be done at speed.

The second stage began at around 9pm which became even more fast and furious than the first stage.

After criss crossing the local countryside and taking the odd wrong turn ( for some, up residents drives!) we finally arrived back at the Chinese at around 11.30pm. The plan then involved returning to the hotel and drinking until it was time to retire, after many tales of the trials and tribulations of the night.

All that night we had enjoyed the event with the hood down as it was a beautiful moonlit night. The following morning we were faced with a steady down pour of rain. After breakfast, a farewell to the hotel was bid as we began making our way to the village (not before some members had completed a round of mini golf in the rain) Topped up and ready to go we began the journey back to Rotterdam, via the trunk roads which took us to a lovely restau-

rant for an unplanned lunch. Whilst gazing out of the window a convoy of Stags, un attached to us, went sailing by in the ever present rain.

Finally after a murky motorway drive we arrived back at the ferry terminal ready for the 9 pm sailing. After taking advantage of arriving early we enjoyed a leisurely drink before sailing.



Morning brought the sunshine as we departed the ferry in Hull and the short motorway journey back to Doncaster.

The event we attended was thoroughly enjoyable from start to finish with no mishaps all the way through.

One we would do again given the opportunity. Hopefully with more events similar to this one in the pipeline.

Mike





# Readers Write ...

## Classic 'Status' ?

I am writing in response to the article by Colin Lindsay in the January Courier. There appears to be pre-set parameters relating to Veteran, Edwardian and Vintage vehicles. But nobody seems to have set similar parameters for Classic. It seems to have just happened. That means everything manufactured after 1930 is in the mix. Fifty years of automobile development in one block. That's a lot of innovation and development.

Personally, I think Classic, if that is what you want to call it, should end in 1970.

The model rail trade have for many years sold their items using an 'Era' system. Maybe something similar based either on chronology or significant development points. E.g. disc brakes or fuel injection, could be utilised?

With reference to the thorny issue of 'free tax' I'm sorry but I do feel that classic cars that are used as everyday transport ought to be subject to Road Fund Licencing. They do after all use the same facilities that 'modern motorists' allegedly are forced to pay for. Having said that I have no objection to classics having a reduced rate. To put that into perspective I also think it's high time caravans, trailers cyclists and equestrians should all have to subscribe to use the roads and in some cases forced into holding valid insurance. Classic cars that are only used periodically should naturally remain free of tax.

The phrase 'preserved in historically correct condition' is as Colin says extremely wide ranging and very vague. I am currently

employed as an insurance claims inspector, dealing mainly with collision enquiries. One question every interviewee is asked is 'Has the vehicle been modified?' This not only relates to modified engines or suspension but also includes simply changing steel wheels for alloys. Personally I feel that nobody should be penalised if they add some modern safety measures to their classic. Seat Belts, modern tyres and lighting would I think be acceptable. But what about the addition of disc brakes? These do require some mechanical modification, so would they be 'historically correct'?

Has anyone given any thought to who will police these new rules?

To borrow a model rail expression only a 'rivet counter, a concours judge or the owner will really know if any modifications are fitted to a particular car.

Maybe there will be Classic car Police riding round in Ford Zephyr Sixes or even Morris Minor pandas!

Hopefully the impracticality of operating this system will condemn the majority of it to the **B1N** file.

**Richard Mann**  
Norfolk

## Obvious Choice

My sister and her husband used to have a farm in Devon near Aveton Gifford and at high tide some of the buildings normally reached via the lane along the river were cut off when Stakes Road was covered.

The alternative route was a considerable distance round the hills so my brother-in-law

## READERS WRITE



decided the best answer was to have a vehicle capable of making the journey by road or water so that the animals could be fed at the appropriate times whatever the state of the tide.

On a visit to them in 1967 we couldn't resist a spin in the new car and these pictures show us having fun on New Year's Day.

I hope the quality of the copy might be OK for printing if you think this of sufficient interest, and anyway the register secretary might like the pictures for the archives!

Yours sincerely

**Jim Lovegrove**  
Lancashire





## PRESS RELEASE



### Standard Triumph Marque Day 2009

The Triumph Forum is pleased to announce that the Standard Triumph Marque Day 2009 will be held on Sunday 24th May 2009 at the Imperial War Museum Duxford, near Cambridge, CB2 4QR.

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, Brooklands and Prescott Hillclimb.

The Imperial War Museum at Duxford contains a truly fascinating and historic display of aircraft and fighting vehicles. The main attractions are the Air Space building, the American Air Museum, the Land Warfare Hall and the working airfield with regular movements of historic aircraft. Duxford is situated conveniently close to the M11, A14 and the city of Cambridge. Duxford makes an ideal stage for car shows and for a number of years has been the venue for the All Triumph Day organised by the Herts & Beds Area of the Triumph Sports Six Club.

The 2009 event will be organised by Club Triumph, supported by the TR Register and the Triumph Sports Six Club.

The organisers are planning a range of displays, including club stands and attendance by trade suppliers. One of the highlights will be the drawing of the winning ticket for a Triumph Spitfire being raffled by the Macartney Trust, a charity formed to generate funds for the treatment of Post Traumatic Stress Disorder.

Entry to the event will cost £9.95 per person (children under 16 free), which is payable to the Imperial War Museum at the gate. Entry to the Marque Day gives full access to the whole of the Imperial War Museum at Duxford, and represents a discount compared to the usual public entrance charge of £16. We regret that as Duxford is a working airfield, no dogs are allowed.

#### For further details please contact:

**Club Triumph** – STMD 2009, c/o Bob King, email. [rachelrobertking@talktalk.net](mailto:rachelrobertking@talktalk.net).

**TR Register** – 01235 818866, email. [office@tr-register.co.uk](mailto:office@tr-register.co.uk)

**Triumph Sports Six Club** – 01858 434424, email. [info@tssc.org.uk](mailto:info@tssc.org.uk)

Forum is the informal gathering of Standard and Triumph clubs working together to promote and preserve these famous marques.

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

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

Jan: <b>Bond</b>	Feb: <b>GT6</b>	Mar: <b>948/1200/1250/13/60</b>	Apr: <b>Spit IV/1500</b>
May: <b>Specials</b>	Jun: <b>Toledo/Dolomite</b>	Jul: <b>TR7/8</b>	Aug: <b>2000/2.5</b>
Sep: <b>Acclaim</b>	Oct: <b>Stag</b>	Nov: <b>Vitesse</b>	Dec: <b>Spit I/II/III</b>

### HERALD 948/1200/1250/13/60 INTERNATIONAL VEHICLE REGISTER

#### "948/1200/1250 IVRs"

With the Herald being the founding model of the TSSC it still surprises me to see the other models catching up and overtaking it in terms of recorded numbers on the IVR scheme. Though now having over 1000 cars recorded, we are catching up.... and Dick Plumridge still has some more old records to pass on to me. I have listed the earliest and latest cars we have on file, but in no way does this mean I am only looking for earlier or later cars. Every car counts, and if one of them turns out to be earlier or later than a previously listed car then that's just a bonus. Our newest car on file is GA249869DL, which is just 4 cars from the end of 1200 production. The newest 948 we have is an 'S' saloon which resides in Japan. Our oldest car (by build date) is still coupe Y128 closely followed by saloon G11. Probably our most famous car is now listed as X696 the 4 door prototype.

Please keep the IVR's coming in, whether through the official channels via the clubs freepost address or via email over the internet.

ROB

#### "13/60 IVRs"

Apart from this page all other aspects of the scheme remain as before! Rob and I each have our own way of dealing with respective IVR's and I will, from time to time, remind you of this in my normal column. So what do you do? Just fill in the form and freepost it! Once it gets to me I enter all the information on a database and then file the paperwork in commis-

sion number order. This gives me 2 reference points to work from.

I also maintain an extra (A-Z) list of registrations.

If you want a reply then PLEASE let me have an A5 or equivalent envelope as I send out 4 or 5 sheets of information!! This will point you toward s what may be a long and winding road to success or nowhere! Please take time filling in the form and make sure you record the information as accurately as possible! Whether you want a reply or not, a copy of any paperwork relevant to your car would be much appreciated! 'ALL' personal details are protected! The main aim is to keep a record of as many existing cars as possible and formulate a history for future generations of owners!

How well the scheme works is down to you, it will **NOT** work unless you the owners participate and take the time to record your cars details. If you are not sure about anything please do get in touch with me!!

DEREK



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

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## 2000/2500/2.5PI

TBA

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## CHILD PROTECTION OFFICERS

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



March 2009

Plus

## CLASSIFIED CARS & PARTS CONTENTS

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

# TSSC CUMBRIA SPRING FELL RUN CHALLENGE SUNDAY MARCH 29TH 2009

Starting from Grizebeck Petrol Station (A5902 postcode LA17 7XH) at 10.45am we will travel through the splendid scenery of the Duddon valley to Ulpha before turning over the little used road of Birker Fell and descending into the picturesque Eskdale Valley. Lunch at the Boot Inn, Boot. After lunch the challenging ascent of Hardknott Pass with it's magnificent views of Scar Fell and Coniston Old Man. Then onto Wynose Pass and the Langdale Valley.

Finally travelling along the shores of Coniston Water.  
Arriving back at Greenodd around 4pm

Entry is free and although it is for Triumph cars we will accept Euro boxes if driven by club members.

For further information contact Roy,  
Tel: 01229 474077

or email: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

Please advise on numbers if you are attending  
**This event is not for the faint hearted**





# 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: Pip.flegel@homecall.co.uk

## SCOTTISH AREAS

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

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. Eves.
CUMBRIA	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
LIVERPOOL	Lisa Garland: 0151 5491267 Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
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	Anthony Nicholls: 01709 872486	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- Servicemen's 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 Centurion - Newark Rd NORTH HYKENHAM	1st Wed. Eves.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Rolls Royce Social Club, Gate 1 HUCKNALL	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 4ZS	2nd Mon. 8pm.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 8pm.
WORCESTER	Stefan Graham: 01384 279686	The Berkley Arms - SPETCHLEY	1st Mon. 7.30pm

## WELSH AREAS

NORTH WALES	Michael Cohen: 01978 359263	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDULLAIS CONSERVATIVE CLUB	1st Tues. 8pm.
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	3rd Sunday Run Last WEDS. 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	Mark Talbot: 01603426539	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - LITTLE STONHAM	1st Tues. Eves.

## NORTHERN IRELAND

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

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Derek Skates: 07932 179459	The Duke of Cumberland - BARHAM	1st 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	Andy Cook: 01252 810828	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 Cock Horse - on B245 HILDENBOROUGH	Last 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 Seven Stars - STROUD	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
DORSET	Mark Bland: 01747 838066	The Star Inn - LIVERTON	3rd Wed. Eves.
GLOUCESTER	Jane Rowley: 01452 790126	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
SALISBURY	Adam Fiander: 01722 421427	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Greyhound Inn - WILTON Nr SALISBURY	3rd Tues. Eves.
WESSEX	Trevor Carlyle: 01425 475376	The Crown Inn - CATCOTT	2nd Tues 7.30pm
WYEDEAN	Clive Speaks: 01531 650035 or 07828 250517	Contact only	3rd Tues. 8pm
		White Lion - WHILTON Nr ROSS ON WYE	3rd Thurs. Eves.

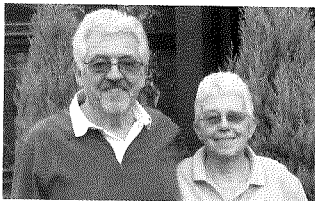
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## ALO REPORT . . . ANDOVER . . . AVON EAST BERKS . . . SOUTH BUCKS



### ANDOVER

Tel. 01672 514241  
e-mail: guy.singleton@virgin.net

Weather permitting we hope to see more of you at the February meeting – in just a few days time as we write this.

The March meeting will be on **12th March** at The Wyke Down.

And finally, a reminder about the Easter Monday show at Wyke Down, please contact us for application forms.

*Guy & Suzie*

### AVON

Tel. 01454 327059

AAAAAARRRRRRGGGGHHH!!!!

Ok, now I can start the report. February has been an interesting month. Club meet night saw one of the worst weather nights we have had for some time. However, some brave souls made it through the snow and we had a good evening.

Then came the Bristol Classic Car Show. Spitfire arranged courtesy of Tyler, back drop from Mick and all other items from ourselves. We were convinced the snow would disappear by the end of the week. How wrong can you be, it got worse. After checking the website, the show was still on so we went ahead and collected the hire van and Mick got his van loaded with the back drop. By 10.45 am, the plan had changed and the show was postponed!!! Sincere apologies to all who prepared for the show and hope I can count on your support for the re-arranged date which is **2 to 4 May**. Yes, a three day show, bank holiday weekend and a huge challenge. Not sure yet if we will have to change our theme, so watch this space. As you can guess, this has thrown a bit of a spanner in the works and we will need to make decisions quite quickly on what we do. It could also impact on other events in May. Any support will be greatly appreciated, so please get in touch. Hope to see as many of you as possible at the **March** meeting on **2nd**.

list of events:-  
Club meetings - **2 March; 6 April**. No meeting in May due to Bristol car show.  
Events:-  
**April** - Drive it day tbc  
**May 2 - 4** Bristol classic car show, Shepton Mallet  
**9-10 SEM**  
**June 6** Castlecombe action day  
Brean camping tbc  
**Aug 15-16** Stafford (50th birthday of the Herald)

Regards  
*June*

### EAST BERKS

Tel. 0775 3333500  
www.freewebs.com/eastberkstssc/index.htm  
e-mail: eastberks@tssc.org.uk

Dear All, I'm playing catch up with the report writing this month! With the new dates for the publishing of the Courier, I think we could always be a month behind! We had a good turn out for our January

Meeting. Mark Bren managed to come despite getting to Maidenhead in his Spitfire, then hearing knocking noises from the car, he turned round and headed for home, only to venture to the meet in his eurobox!

Many suggestions were made to him that evening, and I'm sure we'll hear the outcome of this at our next meeting!

Good to see Jeff Unsworth at the meetings and hearing about his Spitfire. Let's hope we see the car on the road at a meeting during the year.

I still haven't been able to get my Herald out of the garage! I have been recuperating after a horse riding fall and with all the snow we have had over the past week, the roads have been too salty to contemplate getting the car out. I have seen Dave E in his 13/60 with the hood down zooming about, enjoying the car! Also, another mention must go to Peter and Kate Game, who are also eager to get their Spitfire out. Let's hope the weather starts to improve, so we can start enjoying the cars again!

We also had a good turn out for our February Meeting, which luckily survived the cold snap we have been having! Great to catch up with Trevor. Colin is still working on his Spitfire gearbox, which has been given house-room now!! Mark Bren told us the knocking wasn't a cat, but in fact a wheel nut that had become loose. He certainly had us all laughing describing his efforts finding this knocking noise, including standing up in the car with hood down whilst it was travelling to identify where the noise was coming from!!

We are planning a trip to the History on Wheels Motor Museum (and just for Colin, The Diana Collection!) at Eton Wick on **Sunday 29th March**. Entry to the museum is £5.00 per person, OAPs £4.00. Please do let me know if you wish to visit this museum.

I will be looking to organise a pub lunch in the not too distant future.

I have already received entry papers for Aston Clinton Show, which is being held on **Sunday 17th May**. Please contact me if you wish to enter this show. Also coming up is the International Triumph Show at Stoneleigh on **8th March**. I think I might travel up to for this.

Our next meeting is on the **10th March** at the Shire Horse, Maidenhead.

**April** meeting is **14th**.

Please do come along and support your local group. Meetings from 20.00hrs.

With kind regards

*Helen*

### SOUTH BUCKS

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

Hello all. At the AGM I volunteered, and was seconded, as the AO for 2009. The form has been filled in and signed. I have not heard any suggestions or comments about the meeting place or time, so it will remain the Squirrel in Penn Street, third Wednesday of every month from 8pm onward. The calendar of events for next year has not been finalised yet, so any suggestions are still welcome.

## CANTERBURY . . . CHESHIRE CORNWALL

The Ace cafe was interesting last month. Carl and I turned up, as we do every month, in what I consider a bona-fide classic, my Triumph Stag only to be told at the gate that there may not be space for me in the car park. Since it's usually very quiet during winter months this surprised me, although I was quite glad as that meant plenty of classics to look round after my customary burger 'n' chips. I then took a closer look at what was in the car park and instead of seeing Alfa Romeo spiders, E-type Jaguars and maybe even a few other Triumphs it was instead full of rough old C-class mercs and E36 BMW's. There was even a brace of mid 90's Volvo's. I suggested to the marshal that if there really wasn't space that some of these cars could be moved to make way, only to be informed that they were 'retro rides' and as such deserved there place in the car park. A good natured and polite discussion between myself, the marshal and Carl then took place regarding what is a classic, and what is just manky old rubbish which does not deserve to be there. A space was eventually found for me and for once I did not have to worry that my Stag was letting down the standard of the car park. I hope things are back to normal for this month.

The Chiltern Hills Vintage Vehicle rally at Aston Clinton is probably our biggest local show, and we have been going for quite a few years now. Due to the success (or should I say nearly chaos) of last year the organisers are encouraging people to pre-book. I have the forms (which I can e-mail), late entries are now £10 and will have a separate area.

The date for this years show is **17th May**, go to [chilternhillsrally.org.uk](http://chilternhillsrally.org.uk) for more details.

The dates and themes for this years Goodwood breakfast club have been announced, anyone fancy going down? Supercar **Sunday** was great last year (**7th June**) and soft top **Sunday (2nd August)** could be good if the weather is nice.

The next meeting is on **March 18th** at the Squirrel in Penn Street from 8pm onwards. See you there!

*Daniel.*

### CANTERBURY

Tel. 07932 179459

Our first 'do' of the year, the post Christmas meal, seemed to go ok, with a good number enjoying the meal and the 'makes your brain hurt' quiz compiled by Dave. The questions were very clever, but I think the lad should get out more.

Thanks to Charles for doing all the organising. Top bloke!

Luckily by meet day all the snow had disappeared and the pub was as busy as ever, a pleasing turnout. It was nice to see some old faces namely Dennis, Steve, Ian, Tony and Cliff. Cliff has been busy running the Margate Indoor Bowls, but managed to get away so as sort out a date for our annual ball (sorry, wood) chucking session followed by a meal. The date put forward is **Sunday 5th April** at 11AM. Phil has volunteered to work out a little road run beforehand, so if this comes off we might meet earlier if anyone is interested. It will

cost no more than £10 all in. I will need numbers by next meet, so if you are interested let me know via usual channels.

A big welcome back to the fold Andy Cheeseman, who had been a member back in 1982. Way before my time.

He has a 1600 Vitesse which he has kept ticking over for many years and has decided to put it back on the road. Hope there is not too much to do.

A few events have been trickling in and I hope to compile an up to date list ready for next meet. Thanks to those who have passed them on. If you cannot make it and require a list let me know and I will post or e-mail you a copy. As it is the Herald's 50th anniversary year and the report from the last Stafford so positive I would like to make the effort and attend this year. I know Ed is keen to take his Herald up. Any more takers? - make it like the old days.

Also the Standard Triumph Marquee Day is to be held at Duxford in **May**. This is organised by the Triumph Forum and so while many of us go to the TSSC event later in the year this, in theory, should be a bigger event. I for one am undecided.

I will contact West Kent about meeting them at a convenient point to join them on their Drive It Day run on the **26th April**. Should have it sorted by next meet.

Something else that came to my attention last year, too late to attend, was a meet held three or four times during the summer evenings at a 50's/60's diner near Brands Hatch. Might be something worth looking into.

Latest Events

**5th April** - Bowls at Margate  
**3rd May** - Herne Bay Classic Car & Bike Show

**17th May** - Faversham Classic  
**21st June** - Ravenswood School

**12th July** - Darling Buds  
**29th August** - Herne Bay Car Show

*Dell*

### CHESHIRE

Tel. 01625 425845  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)  
www.tssc.org.uk/cheshire

It seems we've had a spot of cold weather of late, and most Triumphs are in their garages (warm and dry, we hope). Warm is a relative term here, because it's cold in my garage and \*\*\*\*\* cold outside, which means that while the rubbish has moved out of the big garage (anyone want a trailer?) it's still too cold in there for a delicate soul like myself to start pulling things off engines.

Adrian has advised that he has the new carpets stationed in the loft, and there is a similar problem to mine about the temperature in the garage when it comes to fitting them. Paul refused to be drawn about the possibility of progress on the Leek GT6. We also discussed the delicate issue of car covers, and I seem to be the only one who has two curtains sewn together as a cover, the others have been out and spent real money to buy covers intended for motor cars (one was described as suitable for an MX-5 and then went on to say it wasn't suitable for convertibles, which appears to be a bit of a



contradiction)

It looks like we are planning an Area Outing to Stoneleigh on the **8th of March**, which probably means a compression ignition barge leaving Macclesfield for Stoneleigh via Leek on the day. As this is just after the **March** meeting, we'll make plans then.

I shall try and find some interesting video (embarrassing for some) to show at the next meeting, with the usual proviso that my employers haven't shipped me to some far off land (northern Spain) at that time.

A further note that with the back roads being like skating rinks this week, the journey back from the funny farm has been via Fallibroome Road rather than Whirley, and a bright red GT6 mkIII has been observed parked outside a house on that route, with snow adorning the roof.

So at least one Triumph is breaking the garage rule above.

Our next meeting is on **Thursday 5th of March** at the usual venue, the Cock and Wotsit in Bollington. See you there.

*Henry*

### CORNWALL

I'm sorry that you've got to put up with another report from me this month, but unfortunately Tony's mother is not well and he needs time to look after her. I am sure that you will all join me in wishing her well.

So, what's been happening? Well, we haven't had a meeting since the last report, but by the time you read this we will have. More next month, particularly on how well the 3M Quiz went. 3M Quiz? Mike's Musical Madness! Forty cryptic clues to guess bands and music artists.

Drive It Day, **Sunday 26th April**, we are now hoping to drive to Cotehele Quay and have lunch. It just needs the catering manager to make it to work through the snow and it's sorted. We will probably meet at The Hawkins Arms, Zelah at around 10 am and perhaps meet up with East Cornwall members en route. Our expected route at the moment includes the A30 to Bodmin and then the A38 to near Liskeard, before we head across country. It would be nice to have a fairly large convoy.

If you want to join in, either come along to a meeting and let me know, or email me at [mikecrews@standard-triumph.com](mailto:mikecrews@standard-triumph.com). We hope to meet up with Devon Area for lunch at Cotehele.

Plans for events are coming in thick and fast, we are getting invitations from all over the place, more news nearer the time. One thing I am considering, since the demise of my Trilling Herald is Marshalling on the Lands End Trial on Easter Saturday. If you're interested in





## CORNWALL . . . COVENTRY CUMBRIA . . . DERWENT VALLEY . . . DEVON

Looking forward to seeing you all next month at The Bull and Butcher **Tuesday 3rd March** from 7:30 onwards.  
Regards,

*Kevin*

### CUMBRIA

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

We had a good turn out for our meeting at Hayes Garden Centre. Unfortunately there were very few bargains for the Ladies and things were a bit pricey, so after a quick coffee our next port of call was the pub at the top of Kirkstone Pass.

There were hundreds of people up there all skiing and sledding in the snow, very picturesque.

Welcome to Richard and Kath Midgley who have a Mk5 spit. Apologies to them for us not having any flags on our table at the garden centre and them having to search for us. We are not that usually disorganised, maybe it's the weather.

My request for members photo's of their cars in the last issue of the Courier has started a slow trickle of them, I really need a lot more if we are going to fill the display boards. Please e-mail, give or send them to me.

**March 29th** Fell Run Challenge. Meet at 10.45 Grizebeck petrol station A5092, the post code for those who want to use sat nav LA17 7XH. The advert for the event was in last months Courier but there is a mistake on it. The road should read A5092 and not A5091, not sure how this happened but they don't call us Triumph nuts for nothing. Anyone who needs more info or who has yet to confirm they are coming, please get in touch with me. Best to e-mail if you can. It looks like that there could be a good turn out.

The route and Rally Plates will be given to each entrant at Grizebeck. There is no map reading involved.

As result of a request from our North Cumbrian members the club will have a stand again at the Heathersgill Vintage Rally ( Carlisle Airport) on **Sunday 3rd May**. All entrants to be in place by 10 am. I have the entry forms.

For those suffering from Sads disease, including myself, you will all be pleased to know that February was the last Sunday winter meet until the Autumn. From now it is Shows and Runs.

There is a new Steam Fair for this year to be held in Carlisle at Rickerby Park. Border City Steam Fair, **23rd 24th 25th May**. We are possibly looking to have a club stand at this event if there is sufficient interest. Camping is available. More about this next month when I have more details.

From **6th March to 21st March** unfortunately I will be away on my annual migration to the sun, the Red Sea this time, therefore there will be a delay in returning messages. Safe motoring,

*Roy*

### IMPORTANT NOTE

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please

### DERWENT VALLEY

Tel. 01623 487323  
[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)  
e-mail: [roger@derwentvalley-tssc.org.uk](mailto:roger@derwentvalley-tssc.org.uk)

If you need cheering up during these hard times then get yourself down to Derwent Valley's monthly meeting, at Smalley Common Ex-Serviceman's Club on the first Tuesday of the month. New member Dave Lewis did just that and had a great time. Well worth travelling from Lichfield and he said he will definitely come again.

News on Barnaby Bear - he's back in the Country after going on holiday to Thailand with Bill and Pat. Pictures of him and his 'Thai' bride are on facebook.

It was good to see Stewart's face again and thanks for his help with the raffle. It's good when we all muck in.

I am happy to let you know that Mike Mayfield's Dolly is going to be re-born thanks to ebay and some very rare parts. Mike also did the quiz on the night but would you believe it the men got beat again by clever Donna with a top score of 19.

Could I ask if any members have got baby photograph's of themselves, if so forward them to John Eade or myself.

It's for a competition he is doing for the Peak Run. Speaking of which, we have confirmed Nailor's (Home of Belper Town Football Club) as the venue for **Saturday** night's party.

Also congratulations to the first three entries for the 2009 Peak Run who receive free entry and they are....

Dates for your diary:

**3rd March** - monthly meeting at Smalley Common from 8pm.

**8th March** - International spares day at NAC Stoneleigh from 10am.

**17th March** - Peak Run Committee Meeting - 8pm.

**29th March** - Cumbria's Spring Fell Run.

**7th April** - monthly meeting at Smalley Common from 8pm.

Bye for Now

*Roger*

### DEVON

Tel. 01548 821348  
[www.tssc.org.uk/devon](http://www.tssc.org.uk/devon)  
e-mail: [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)

Devon's first Sunday outing of 2009 saw 7 Triumphs meet up at the Smugglers Inn near Teignmouth. Mat, having sold his GT6 on E-Bay (new home near Bristol) brought his very smart Rover SD, and Chris's Spitfire was sporting a new red hard top. Torquay Matt brought both his 13/60 and his Mum, Dawn, with her recently acquired 13/60. Well fed, Allan and Jackie led us through Teignmouth, Coombeinteighhead and Bickington to the House of Marbles at Bovey Tracey for tea. Luckily the freezing weather relented overnight, and we were able to enjoy the day without the added hazard of icy roads. We had been expecting Mike Crewes and his brother Andy to join us after completing the Exeter Trial, but Mike told us afterwards that the car had not been running

well towards the end, and they thought it better to drive straight home before they had a problem, though they completed the Trial successfully. Also competing, but with a motorbike and sidecar, were Pete and Shani Adams - at least they did not take the Stag!

January Club Night saw a first since we have been AOs. NO Triumphs in the car park. Not surprising as the weather was truly foul. However, it was a well attended and convivial meeting. It was good to see Mark Bridgeman, who having only recently put the Spitfire back on the road, had done his back in, and has been hors de combat. Attending an Area meeting for the first time for some years was Martin from Newton Poppleford who has a Stag and a GT6 he has had for over 20 years. Julie from Plymouth became our newest member - welcome to TSSC. Simon brought along his classic owning friends Clem and Mark. Kipper came all the way from Honiton despite the weather and was in deep discussion with Mark B about the rebuild of his Spitfire. Supporting acts were Allan & Jackie and yet another Mark (2.5pi). The first evening meeting of the North Devon group took place at the Old Station Inn at Blackmoor Gate on the edge of Exmoor. A venue fairly central for our North Devon members, and several came along for a chat. A new face at this meeting was Steven who expressed an interest in future events. Snow fell while they were in the pub so John reported a careful drive home.

A very cold but dry 1 February saw 8 Triumphs and Chris's E-Type meet at Exeter. It would have been 9 if Allan's brakes had not failed when he left home. It could have been worse. Martin, having come to Club Night, brought his very smart red GT6 on his first Club outing for a while and we hope he will join us again soon. Paul had his newly restored Vitesse on her maiden Club outing and it was good to see him after a while away. Brian and Anita led us on a scenic drive round East Devon, finishing at the White Horse Inn near Feniton for lunch. The trip was not without incident, as Dan had a rare breakdown in his Herald, found to be a failed rotor arm.

Knight of the road was Allan, who after lunch took Dan and Terry home so they could return to effect recovery.

March too has an early event, our **Sunday** outing is on the **1st** again. We will meet up at 12 noon at the Drum Inn at Cockington, Torquay where lunch has been arranged by Mat and Dan. Remember, parking is VERY limited so turn up early.

**March** Club Night is on **Wednesday 18th** at the Star, Liverton and remember the night before, on the **17th**, at the Old Station House Inn at Blackmoor Gate.

The Skittles match against the Devon TR Register has now been booked for **Saturday 28 March**, at the Westward Inn, Lee Mill, just off the A38. Please note this is a week on from the suggested date - the pub was booked by the MG Club that night! Please let us know if you are coming to this, as we need to book numbers for food and contact us for details of start time which, as we go to press, has not

## ESSEX

been decided. Hope some Stag Owners and Dolomite Club members will join us there.

Looking forward to **April**, remember we are planning another trip to the Isle of Wight weekend (**1 - 4 May**), so if you are interested please contact us asap. Camping and static caravans on site, and reduced ferry prices if we book through the campsite. Always an enjoyable weekend, why not join us?

Our **April** outing will be on **Sunday 5th**. An **EARLY START**, aiming to leave Exeter Services at 9.30 am to drive to Hatherleigh, where we will meet up with Sarah and Andree who will take us to Bradworthy Motor Museum where we will have lunch. **Diary Dates**

**Sunday 1 March** 12 noon Drum Inn, Cockington Torquay

**Tuesday 17 March** North Devon meet at Old Station Inn, Blackmoor Gate

**Wednesday 18 March** Club Night at the Star Inn, Liverton

**Saturday 28 March** Skittles at Westward Inn, Lee Mill

**Sunday 5 April** 9.30 Exeter Services - Hatherleigh - Bradworthy

## ESSEX

Tel. 01375 672072  
[www.freewebs.com/essextssc](http://www.freewebs.com/essextssc)

Hi all, well I did make a full page but spread over two pages last month, let's see how my ramblings do this month, the weather has not been suitable for getting the Triumphs out lots of salt on the roads and as I write this there is 2 foot of snow out side the window but there have been a few club activities this month despite the weather. more further on in my report.

Now to the important bits what is happening in Allan's office? (Garage)

Got gearbox, lost engine. I now have the overdrive gearbox in my possession, the idea to use a lorry firm did not come off. John and I took the trusty Honda to Derbyshire and picked it up (boys day out) we left at 07:00 up the M1 changing drivers half way, Jane (the sat nav) got us to the village we needed but we could not find the farm with the Triumph work shop, a few phone calls later, mobile phones are great when they work, and we had the name of the road programmed into Jane, it turns out we had driven past the end of the farm road and not even seen it.

Found the work shop, we were welcomed with a cup of Coffee (thanks Reg High peak classics) the gearbox was all tied down on a pallet as it was expected to be put on a lorry, it was swiftly untied and put in the back of the Honda along with the prop shaft and gear lever, then time to look around the work shop not the scenery, 3 Spitfires and a Stag in the work shop. Reg's racing spit with Motorcycle carbs and all the goodies, a nice red Spit and a rotten yellow Spit that had contained the overdrive gearbox. Had to stop chatting to get back on the road south, next priority, lunch, found a lovely old pub right on a sharp bend in the road "The Wanted", we opted for chicken, bacon, cheese, toasties lovely then home changing driver again on the way 415 miles later, I have the

gear box THANKS JOHN.

The new engine is a different story, I have been successful in winning a unleaded head on eBay, the same firm does short engines as well. As I have been planning the engine swap for a while I have been watching what price the short engines have been going for. Bid put in, finishing Friday 19:40, great I thought get home from work make a coffee (cannot do anything without a coffee) then on the computer and check how I am doing", best laid plans of mice and men," turned the computer on and it didn't want to play, 2 hours later gave up. Janet then spent all day Saturday on the phone to every one, still not working right, I will have to take it some were and get it fixed as none of my spanners seem to fit it, anyway back to the short 1500 Spitfire engine, I lost it by £5 (I was not happy) but as Robert the Bruce said "try try again" I have now spoken to the firm that do the work on the blocks and they should be phoning me when they get the next 1500 Spit engine in.

I warned you last month I would go on about my engine rebuild

Joe and I have started stripping the old 1500 engine I bought or should I say Joe (14) is stripping it, I am cleaning up the parts he is taking off and trying to curb his enthusiasm to get it in to as many bits as possible as quick as possible, it is now on the engine stand saving a lot of back ache. THANKS FOR YOUR HELP JOE

If I do much more about my engine it will turn into a feature and not the Essex area report, so onto what the club has been up to.

Out and about this month has been a little hectic for a winter month, a mystery tour, visit to North London TSSC, club day, Tinkering day, west Kent TSSC, and Essex TR Drivers club

Mystery tour 11th January, there was only one taker for the tour that was Team Hill, John Donna and Lucy as there was only the two cars, plastic ones, as the roads were covered in salt we decided to meet at Battlesbridge and look around the antiques centre. We arrived parked up and waited, then came the phone call the A13 is blocked off, team Hill will be late, so we went to lunch in the restaurant, this is on the top floor, by the time you have claimed 4 flights of stairs you need a coffee (there I go again) lunch was a full cooked breakfast, now fit to go exploring the toot or antiques as they call them, some parts of my car are older than some of the stuff being sold here. Halfway through the third floor, John Donna and Lucy arrive needing lunch, we all go back up to the top floor, more coffee for me and cooked breakfasts for team Hill then we all went toot hunting.

There is a small shop doing toy cars, there were three Triumphs in there, two I already



## CORNWALL Cont.

joining me, it can be great fun, just let me know.

More next month, it would be nice to see some of you for a natter over a pint at a meeting.

Roll on summer.

*Mike*

## COVENTRY

Tel. 02476 410180  
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There were 7 of us at our last meeting at The Bull and Butcher in February, a good turn-out give the winter conditions, but we nearly roasted in front of the open log fire in the snug bar. Hopefully, the weather conditions, together with the extended daylight will result in more people getting along as we approach Spring / Summer.

We have been meeting as the Coventry Area TSSC for over 10 years. When I bought my MK 2 Vitesse, I discovered that there was no local Triumph meeting, so I decided to create one. We initially met at The Weaver's Arms near Fillongley, but moved to The Bull and Butcher around 3 years ago to make use of the better facilities, notably car park & summer paddock. Thanks to you all, our meetings are well supported, with a good variety of Triumph cars in at the Bull and Butcher throughout the spring, summer and autumn. Long may this continue! We also attend a number of local classic car shows during the season. However, after careful consideration, I have decided to step-down as Area Organiser, as I feel it is time for someone else to take on the role. If you would like to consider taking on the role, please contact me and I will offer whatever support you need, but it need not be a very time consuming role. As the TSSC Area Organiser, you need to e-mail a monthly news report to The Courier magazine, and attend the monthly meetings regularly. It's up to you how much time and effort is put into supporting local / national classic car events such as Stoneleigh or Stafford.

Perhaps a new face with renewed enthusiasm for the forthcoming season would benefit the Group. I intend to continue attending the monthly meetings at Corley Moor, and feel confident that what we have at The Bull and Butcher is too special to lose. We always welcome new (and old!) members, so why not get along and join us if you can. Details as below.

Don't forget The Stoneleigh event **Sunday 8th March**, see The Courier for details. It's probably the best of it's kind, and timed to get the bits and pieces to get your Triumph looking its best in time for new year season.





## ESSEX Cont.

have but the third, a TR7 slot car smaller than scalextric, had no price on and there was no one to ask. So we moved on, John looked at a Beano annual the same age as his car and also a Eagle annual but the woman would not do a deal for them both. John has now found them my old friend eBay for a lot less.

We then went to a local aquatics centre as John has just bought a new fish tank. I could not believe the number of different fish there were there, they also had a marquee with the last of the Christmas bits in, I bought a candle (skinflint) but both John and I would have liked the marquee for a workshop, and then home. Well not quite we went via the Hills for a coffee and a look at the new fish tank, the tank is a story in its self but maybe at a later date

North London TSSC 12th January. I picked John up 19:50 and off we went around the M25 (what a joy) we arrived at the pub 21:55, no sign of any Triumphs but in we went anyway and yes it was the right pub, and the right night, there were 5 triumph owners there when we arrived as we chatted and partook of no, not coffee this time, but diet coke for me and fosters for John, by the time we were leaving another 5 members had turned up and joined in the conversation but as we had an hour to get home we had to leave, thanks for making us welcome.

Club day 18th January. Sunny Sunday and Tallulah would not start I think she has heard the rumour I am working on a new engine. Theodore started so Janet & Joe went in the TR7, I went in, you guessed it, the Honda, I think it should be a honorary Triumph the amount it gets mentioned.



There were only 3 Triumphs turned out. John's Herald, Rodney & Katrina's Spitfire and Janet's TR7, but we had a surprise visit from our man in Spain (Sir Gary & Lady Chris) Gary had only come over to try and find a bracket and bulb holder for the volt meter he bought, I had a spare on a spare dash in the garage which was collected after the club meeting but the bulb holder caused a bomb scare at the air port when the x-ray machine spotted the wiring coming out of it and Gary had all his bags un packed and a lot of questions to answer, the customs man was obviously not a classic car fan. Chris said she is not ever travelling with Gary again, it was too embarrassing.

Tinkering day 24 Jan. This was a good

## ESSEX . . . GLOUCESTER



day, the weather stayed dry all day for us, I had to do some work on a modern car first thing, the daughters car delaminated its brake shoes but with that out the way, down to the enjoyable bits. Steve brought over his Herald "Freddie" he wanted to stop the gear lever rattling, we soon had the carpet out, the gear box tunnel was in good nick, that came out with out a problem and there it was, the gearbox and all the linkages ready to work on. Steve had brought a kit with him with all the bits in, when we took it apart it looked as if someone had tried to bodge it in the past with a large rubber washer and some spring washers. We figured out what went wrong and what was missing from the linkage and it turned out to be two plastic spacers that hold a bush in place that were missing and making the gear lever wobbly, we also replaced the gearbox mounts while we had it open, this was a bit more of a struggle lifting the gearbox enough to get the new ones in but it was done with the help of a few coffees and my son-in-law.

Then on to Janet's TR7 "Theodore", a pre MOT check on one of the rear brakes

Boys will be Boys  
West Kent TSSC 27th January. Spreading our self thin this week, John went to West Kent TSSC and was made very welcome, he meet up with Malcolm (Sir across the water) an adopted Essex member.

TR Drivers club 28th January. Janet and I took Theodore, her TR7, to the Essex TR Drivers club (I know how to show a girl a good time) Phil and his members made us most welcome and we weren't the only brave soles in a Triumph, there were 2 others in the wet car park, that made 3 on a wet January night, not bad.

There was lots of talk about what engine should be in a TR7 I think the biggest V8 that will fit won.

**March 7th/8th** club trip to Coventry museum on the Saturday, over night at a travel lodge in Stoneleigh, all Triumph day on the **Sunday**.

**March 14th** Brooklands if the weather is ok.

**March 15th** club day. I hope Tallulah will play this time as she now has a new fuel pump.

**April 12th/13th** Medway steam at Chatham.

**April 12th** old timers at Maldon

**April 19th** club day

More information can be found on the club web site [www.freewebs.co.uk/essex/tssc/](http://www.freewebs.co.uk/essex/tssc/) or come along to the club or one of the events and say hello, we are very friendly (honest) and the kettle is on a lot of the time at shows and we do have spare cups, hope to see a few new faces this year.

Alan

## GLOUCESTER

Tel. 01452 790126  
[www.tssc.org.uk/glooucester](http://www.tssc.org.uk/glooucester)

The first meeting in 2009 saw Jane handing out the area calendars as they were quickly being snapped up and not surprising with an impressive selection of members cars being used at last years events.

If you don't have one but would like to get hold of a copy then contact Jane but be quick as I believe there are only a few left. If you want to see your car in next years calendar then make sure to be out and about in your classic so we can get pictures.

Jane also handed out a 2009 calendar of events for the year, though not definitive it's a great reminder of what's going on throughout the year. A very handy reminder on the kitchen/office pinboard. These are available from Jane and if you would like a copy then give her a ring and I'm sure she could pop one in the post to you or better still come along and collect one in person from a area meeting.

It's surprising how many members are in the area that we don't get to see, like the gentleman I took home to Brockworth one night. I didn't get your name but you own a Spitty and had just acquired a GT6 for resto. It would be great to see you at one of our meetings.

Unfortunately we as an area are temporarily homeless as the Kings Head has closed. We're sad to see Mike and his team leave the pub as they've always given us the warmest of welcomes. We wish Mike well with his future endeavours.

We're in the process of selecting a new meeting venue so if you're unsure about where the meeting is please contact Jane and she'll let you know.

Paul kindly chauffeured Barry and I to the bits and pieces auto jumble at Malvern. The show was a little disappointing as far as the number of traders but we had a thorough look around none the less.

Due to Bits and pieces clashing with our planned run to the Coventry motor museum we decided to move the run back a week.

On a very brisk Sunday morning we took a cruise along the A46 to Coventry. One modern car, three classics and a vintage car did the trip. The Museum was very welcoming and as we'd rung ahead we were given secure parking in the museums grounds. The displays were really good especially the 60's and 70's hall which was closed for a refurb on our last visit, there was a really good array of Triumph cars and memorabilia too.

David Turner did the honours and led the group there and after pushing a quite substantial Bentley around the museum car park to get it started David led us out too, although the A46 turnoff eluded him and after a couple of trips around the ring road we headed for home. The down side was the amount of salt on the roads but by the time we'd got to the Alcester services all the steam coming from the Bentley had cleaned the front of my Herald a treat, cheers Vince.

That's this month's roundup keep an eye on the events list and we look forward to

## HANTS & BERKS . . . HERTS & BEDS ISLE OF WIGHT . . . WEST KENT

seeing you out and about soon.

Andy

Events.

**Sunday March 1st** coffee and cake at Barry's 10-12  
**Sunday March 8th** the Triumph show and spares day at Stoneleigh  
**Monday March 16th** area meeting - venue to be arranged at time of going to print.

## HANTS & BERKS

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

A bit of a quite month last month, the snow and ice came with a vengeance to our area and so I decided to cancel the February area meeting. Normal service should be resumed this month though and we may even have a few extra prizes for the naff raffle to make up for the fact that there was no tat to take away last month! All this talk of snow and ice and yet the show season is only a few weeks away with the Isle of Wight camping weekend being the first major event that our area will be attending on mass. Hope it's warmed up a bit by then!

The Stoneleigh spares day is on **8th March** this month, no doubt there will be a few from our area attending hoping to dispose of some spares or purchase more.. All the best.

Andy

## HERTS & BEDS

Tel. 01582 750943  
e-mail: [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com)

We had a rather lively discussion at our meeting in January and tried to get some agreement on what and where we go with some pre thought up events which turned into a horns nest and as with many groups a diversity of replies..it will be alright on the night. It was Nice to see out of 15 members of TSSC and CT we had newcomers's Bob Deamer from Hitchin, Randall Merino from Tring both with 13/60 and Ct member Andy Nicholls Spitfire (and more) from Norway thanks for coming. Yes that's Norway !!!

There are a number of events to visit in the planning, here's a few clues for your calendar Luton festival of Transport is **June 14th** free if pre booked. Kimbolton Castle Sporting Bears Charity Classic is **19th July**, £5 at the gate on the day.

For BOTH these events we can pre book tickets to get you on the club pitch.. you must let me know so I know the numbers involved.

Pencil in our ALL TRIUMPH DAY at Duxford IWM which has been set as **4th October** £9.95ea under 16s free, pay at the gate.

There will be a trip to the MK living Museum this is being arranged early in the year for **April 19th** and we hope to include other groups within our zone to make a good turnout of cars, expected to be admission for £5 per Triumph car full.

National Classic Drive it day is **April 26th** and we will probably meet up at the Vauxhall Heritage site Luton and drive off

into the sun from there to a log fire and a noggin and natter.

There will be a run down to the RAF Museum(Free) at Hendon soon, but date again not pegged down yet.

Adam for Northants TSSC has asked if we want to visit their weekend at Wicksteed park **July 3/4/5th** where you can camp or just a day visit.

Most of the regular visitors to the Pub Meets are on my Email list of ramblings, if you want to be added you don't have to turn up just let me know and I will add you to the odd lines of diatribe and incorrect dates that I circulate far too often ....again let me know

That's about it for now, let's look forward to a good year of motoring.

When you get this the next meeting is **23rd March** at the 3 Moorhens Hitchin regards

Peter

## ISLE OF WIGHT

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

Since this is being written before the next area meeting there is not much to say about that yet.

However, I do know Angela has been very busy updating the area website so please take a minute to have a look and fill in your diaries - [www.triumph-iw.co.uk](http://www.triumph-iw.co.uk) hopefully we will see you at some of the events listed.

Here are the dates for **March** so far:  
**Sun 1st** VHVC Mad March Hare Day Run - Meeting in Medina Car Park at 1.30pm for 2pm start

**Sun 8th** Triumph Show and Spares Day - Stoneleigh, Warwickshire, CV8 2LZ. Open from 10am - 4pm. Admission prices Adults £10, OAP's £8. Free parking.

More info available from [www.classiccarshows.org.uk/triumph.html](http://www.classiccarshows.org.uk/triumph.html)

**Tue 10th** VHVC Club meeting - Chequers Inn, Rookley from 8pm.

**Sun 15th** MG's Tramps Soup Kitchen - Meeting at Haylands Farm at 12pm for soup and roll £3.50, coffee/tea cakes/biscuits £1.50. Possible game s/ run in the afternoon.

**Mon 16th** IW Triumph Club meeting - [www.triumph-iw.co.uk/about-us.htm](http://www.triumph-iw.co.uk/about-us.htm) All Triumph owners / enthusiasts welcome, the free club catering for all clubs! At the Woodman Arms, Wootton from 8pm

**Sun 29th** VHVC No Headlights Tea Run - Meeting in Medina Car Park at 2pm for 2.30 pm start

As you can see we are a busy area and love to join in with other clubs too, don't be shy, come along and meet us and enjoy the fun for yourselves.

Regards

Tracy

## WEST KENT

Tel. 01732 743747  
[www.freewebs.co.uk/tssc-west-kent/](http://www.freewebs.co.uk/tssc-west-kent/)

By the time you all read this we'll have had the chance to try out our new meeting venue -The Cock Horse- on the B245 at Hildenborough, for the first time. After the



way we were greeted for our Christmas dinner, those of us at the dinner think you'll all like it.

What a good turnout we had for the January meeting. So much going on. Steve has the route planned for the FBHV Drive-It-Day run, and we arranged that he and I would go out to reconnoitre the run, the timing and the places and hostilities to visit en route. Malcolm brought along a whole sheaf of photocopies of info about shows, many north of the Thames. Welcome also to John Hill, Essex AO.

Now to get down to forthcoming events. If you want an orderly printout of them all, take a look at our web-site at <http://www.freewebs.co.uk/tssc-west-kent/eventsactivities.htm>, where Steve will have made an abbreviated printable list.

**March 1st** Club AO seminar and AGM in Lubenham village hall at 10:30 and 2pm.

**March 8th** ST show and spares day at Stoneleigh. 10am

Tony has also identified a new set of auto-jumbles here in Kent on four dates: **March 8th, June 21st, September 20th, and December 13th**, at Market Hall, Lock Meadow Leisure Park, Hart Street, Maidstone. It's indoors, costs just £1.50. Phone 01732 840 787 for more info.

**April 13th** We have chosen **Easter Monday** to go to the Medway Festival of Steam and Transport. It's a freebie for exhibitors (driver, one passenger and in classic cars). I'm applying for 10 cars places. To park together we'll have to meet in the external car park so we can be accompanied in together.

Essex Area should be there too, and possibly Canterbury, so we should have a good display.

**April 26th**. Drive-It-Day run around Kent, on, leaving Hildenborough at about 10.00am, taking in Yalding, Bodingham, Tenterden and Biddenden and ending up at Headcorn Airfield where there is a WW2 museum

**May 2 - 4th**. Merton Show is a new one to us. It's at Merton Farm, Merton Lane, Canterbury. Info from Malcolm or John Hill.

**May 9 - 10th** has been confirmed for our South of England Meet (SEM) at Leatherhead. A good chance to buy or sell all those spares.

**May 24th**. Members of Club Triumph are organising this years ST Marque Day at Duxford. This is a chance to get in to Duxford at a cheaper price, and to see their superb collection of aircraft, and their restoration hangers; far more delicate skills than we use!

**June 12 - 14th** Classic Sandwich is Sue and Julian's big event and this year moves to Martin Mill 3 or 4 miles north of Dover, at the site next to MM rail station. Ads will be in the Courier, and of course, all info from S&J at our meetings.

**June 13th**. Just to add to the crowded





## WEST KENT . . . LANCASHIRE LEICESTER & RUTLAND . . . LIVERPOOL . . . MANCHESTER

### WEST KENT Cont

events this month, there is a clash with the Triumph Cars gathering at the Ace Café on the North Circular Road which some members of the area are interested in going to, and on **June 14th** with Bromley Pageant in Bromley.

**June 21st**, Marden Motor Club has invited us to join their Treasure Hunt, with Barbecue to follow. Probable start is from the village car park. **June 21st** is Father's Day when surely dads can do what they choose.)

**July 11 - 12th**, Ardingly Vintage and Classic Vehicle Show

**July 12th**, The Darling Buds Show at Bethersden, has been highly recommended for several years. At just £2 per vehicle, it looks good value, and I've booked places for 7 cars - but if there are more that want to come, entry is still £2 per car. More info later, or see

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

**July 19th** Wings, Wheels and Steam, Groombridge Place.

**August 5 - 16th** Vintage Transport Weekend, Bluebell Line, Sheffield Park.

**October 4th**, TSSC's All Triumph Day at Duxford, run by Herts and Beds Area.

There are several of our regular shows for which no info is yet available. These are Ardingly Autojumble in **November**, Boughton Monchelsea in **July**, Autorama in Tunbridge Wells usually in **August**, the Coolings Nursery meet, and the Kent County Show at Detling (on **17-19 July**).

Best wishes, and keep Triumphant,

*Del*

### LANCASHIRE

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

For the first meeting of 2009, the meeting was fairly well attended with approx 16 bums on seats though there was a lack of Triumphs on the car park with only Kevin Makin turning up in his, even I didn't turn up in one of mine, the GT6 is SORN with no MOT, a little unloved but tucked up nice and warm in the garage, whilst my Herald just won't start and the weather being the what it has recently I'm too soft to work on it.

Our meeting as always seemed to go quite well, a quiz being held which Dennis again won, though this time I think I had him on the back foot as his score was lower than usual, goddam that man is bright, and the prize of five English pounds was well deserved, please spend it wisely.

I have sold tickets for our "after Christmas raffle" over two months and by the time you are reading this will have been drawn, this has given us a good monetary start to

2009, which will help towards raffle/quiz prizes throughout the year.

A big thank you to all members who donated prizes towards the raffle, your help is very much appreciated.

Calendars for the coming season have been emailed to all members on my list, and hard copies presented at the meeting, if anyone has events to add, or would like copies please email me at: [kollerton@hotmail.co.uk](mailto:kollerton@hotmail.co.uk).

There is not a great deal to report on as yet, and no one to poke fun at, not even Stuart (I have a TR7 honest) so this month's article is a little boring. Worry not I'm watching you, and no doubt I will get some more interesting gossip.

All the best

*Kevin*

### LEICESTER & RUTLAND Tel. 01664 850253

Despite the snowdrifts and the icy ungritted roads, our February area meeting was well attended with almost twenty members. I started by announcing that we had little to discuss and we could all go home early. Bad mistake. We had so many events taking place in 2009 put forward by the area members that it turned out to be a long and productive meeting.

The January annual quiz attracted some twenty eight contestants including Nigel and Trudi from HO. The winning team was Andy/John Muschialli, John Watson and Stuart. Well done to you all.

Last month I mentioned the date for our visit to the Abbey Pumping Station as April 19th, but we have decided to go to the event on the **28th June** instead, as it is more attuned to classic cars. **Cancel the 19th April.**

Our first meeting is at Melton Mowbray on **Thursday 12th February** when we visit the Dickinson & Morris Ye Olde Pork Pie shoppe to learn how to make our very own pork pie. We have 26 local members being joined by 7 from the Northants area and 6 from the Lincolnshire area. Guess who has to go next day to collect all the members pies. Me. Oh how I love pork pie, so if I fail to deliver yours.....

I have been asked to organise a trip out towards the end of March, and members liked the idea of a route taking us to a hostelry for lunch and finishing at the Coventry Transport Museum so that we can park our locally made cars in front of the building.

Events for **May** came thick and fast, being The Leicestershire County Show on **Sunday 3rd May**, the Transport Festival at Snibston Museum on **Sunday 17th May** and the Standard Triumph Marque day at the Imperial War Museum, Duxford on **Sunday 24th May**. Any suggestions for the weekend of the **10th May**, chaps. Amongst that lot, we also have a visit by the area to a well known motorcycle manufacturer in Hinckley to enjoy.

No, no free samples.

Lots of events in **June/July** coming up but details nearer the time. Also our own Sunshine Rally sometime in **August**.

The range of our area clothing continues to expand, and is being well supported by the members, especially those suitable

for the winter. If this weather continues snow shoes and beaver hats with the club/area logo on may have to be added. PS. Does any one know why pork pies have a hole in the top crust.....

*Dave*

### LIVERPOOL Tel. 0151 5491267

Greetings! Thanks to all who have attended our meetings since our inception everyone seems to be getting a lot out of it, if anything, it's making me even more determined to get my Spitfire back on the road after it's lengthy rebuild. As much fun as snow can be, we seem to have escaped the worst of the recent cold snap up here, so hopefully this trend will continue, and at last we may have our monthly meet without any precipitation for once! As the weather (hopefully) improves, we're looking at organising a couple of runs out into the great unknown, so we'll be canvassing opinion at our next meet.

If that doesn't work out, we'll be doing a "mystery drive" instead!!

Also, shamelessly pinching an idea from the Manchester Area, we'll be holding a competition to design a logo for the Liverpool Area, so start thinking and designing now!!

Those of you residing in the Liverpool area should by now have received an invitation to join us at the Liverpool Area meeting, hope to see you at the Derby Arms, Knowsley Village, **3rd Tuesday of the month**, for some chat and the now legendary sandwiches!

Cheers,

*Alex*

### MANCHESTER Tel. 01524 791607 [www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Nothing to report on the Run front this month, again we have had to cancel our Nuts & Boltons run in January and the Haworth Run in February both due to Adverse Weather Conditions. Hopefully "The Holmfirth Run" on the **15th March** will have a better chance.

A big Welcome to John Shaw from Stockport with a Herald 13/60, it was good to see you, we hoped you enjoyed the meeting and that we were not too rowdy and most importantly we will see you again at the March meeting.

It was good to see young Gary again, we missed you even though you walked away with a fantastic raffle prize.

The Area Meeting was very well attended even though the weather conditions were bad, we had 40 members present. Including Trudi & Nigel, we have been attending meetings for 14 years and it is the first time we have had any sort of presence from H/Q and it was very much appreciated from all the members, we hope you enjoyed it too.

The Area Calendars are fantastic as usual. Thanks Pete absolutely Brilliant as usual!!!

We have had a small technical hitch with our new logo but hopefully it is all sorted out now, we will be ordering new lines of

regalia soon but as usual we need your input and ideas, it has been suggested that we will have a sale of our old regalia at Tatton Park this year so another good reason to go and maybe bag a bargain.

Bookings are coming thick and fast so for next month please can you bring your Deposits of £13.50 for a day out at the "The Chomondley Pageant of Power" (pronounced Chumley) **18/19th July** this event will be organised by Les, Will the members that are booked onto the Tudor Trail (Sliembridge) in **August** and could not attend the meeting please send me your deposits of £25 thank you.

Paul is busy booking Silverstone **24/26 July** and thanks for all the deposits for the hook ups, now it is the turn of the Borrowers please can you bring your Deposits of £35 per unit to the next meeting please.

The Cumbria Run is the **29th March**; details will be handed out at the next meeting also names will be taken for Tatton Park, dates for all these events are on the website, our calendars and if you require an events list please get in touch with us in the usual way.

The Scotland trip will be put on hold this year as we all felt it is to early in the year and is too short notice to get organised. This does not mean we will not be doing a trip to Scotland sometime in the year. Watch This Space!!!!

We have also decided we will be doing Le Mans **2010**, we last did it in 2006 and although it was the first time, we also learned one or two valuable lessons, therefore organising this spectacular event actually starts now, so all help and suggestions and provisional names will be most welcome.

The Area BBQ has been pencilled in for the **16th May** so again watch this space??

In AOB at the meeting Les asked Nigel & Trudi about having a Trophy Winners Gallery on the TSSC website? or indeed any kind of picture gallery? Nigel has promised to check it out.

There is a lot of interest in the Standard Triumph Marque Day on **24th May** at Duxford, camping is limited so please let me have names as soon as possible.

Phew!!! I'm exhausted with that lot, So remember if you can't make a meeting and you would like to attend any of these events please get in touch in the usual way.

Important Dates to Remember in **March**  
**Tuesday March 3rd** - Area Meeting  
Saracens Head 8ish.

**Sunday 8th March** - Stoneleigh.  
**Sunday 15th March** - Holmfirth Run.  
**Sunday 29th March** - Cumbria Run.  
Enjoy Your Triumphs 2009  
Cheers

*Dip/Frank*

### NEWBURY

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The naff raffle went well. We had a wide range of objects from the tasteful (fluffy pink visor organiser) to the basic (loo brush) and the curious (what do you do

## NEWBURY . . . NORFOLK NORTH EAST



### IMPORTANT NOTE

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please

happened in terms of organised outings and isn't likely to until the end of **March**. Bill and Red John have put together an events list up to August for this year and they will be handing out revisions as we receive more information about local shows. This list, and the future revisions, will also be available on the Norfolk-TSSC website should any of you good readers be interested.

As well as attending the organised shows, we are hoping to organise between ourselves a few **Sunday** runs, the first of which is provisionally scheduled for **5th April**, visiting Flixton Air Museum for lunch, followed by a scenic tour to Beccles. Other outings include a scenic route on **19th April** stopping at a pub for lunch and a picnic at Holkham Hall provisionally set for **24th May**. Maybe even a midweek curry night somewhere as well.

Yellow John, once again organised a diabolically difficult quiz. This was won by Joe and Sue. My good lady wife and I were lucky not to end up with a score of nil points.

Adrian brought a bit of culture to the meeting with a slide show of their trips to Laon and Angouleme in France during 2007. Unfortunately the DVD player loaned out by Caistor Hall wouldn't play the media - their staff came to rescue by providing us with a laptop to plug into their wide screen TV that done the business. The area around Laon looked absolutely lovely, whilst Angouleme organises its own annual classic street circuit race. Another lovely place to visit.

The MOT event will be taking shape with the first meeting of the committee meeting on 19th February - venue Laurie & Mandy's.

Till next month. Hopefully the weather will have abated, letting us drive our classics to the full.

The next meeting is on **2nd March**.

*Laurie*

with this metal kitchen utensil whose instructions are all in French?) Some things people had been keeping in their garage for years and several people were as usual quite pleased with what they got!

The committee have thought of a couple of new ideas this year. If you haven't received a calendar of events either electronically or hard copy do let me know. Don't forget to get your Wyke Down and Popham entry forms off. The latter has an upper limit of numbers because of the airfield status, so get yours off as soon as because there are strictly no late entries. Let's hope the weather is better for both these events this year, as last years one was bitterly cold and snowy and the other was rained off. We don't as yet know when the Newbury show is.

Our quiz against the TR register is on **Wednesday 25th March** at the George and Dragon, Wolverton Townsend. Cost is £13.50 a head (not £12.50 as I said last month). We still have some places, but I will to know asap. Menu choices as last year and we would like to have a 7.45p.m. start please. The final numbers will be sent to the pub on **Thursday 19th March** so let us know if you are not on the list and want to come!

The Standard Triumph Marque Day this year will be at Duxford Airfield near Cambridge on **24th May**. Quite a good museum to see there and there could be a plane or two flying perhaps.

The organiser of the Shalbourne show has confirmed it will run again this year, but with a £5 per head charge this time, so you will not be expected to make any voluntary donations.

As always the committee is open to suggestions on how to spend area funds. No, funding your restoration project doesn't cut any ice!! We will be buying little shields for our Cars in the Car Park evening, but that is only a few pounds.

Will probably bump into some of you at Stoneleigh, weighed down with all those bargains.

Next meetings

**March 11th** at The Spotted Dog, Cold Ash starting about 7.30p.m.

No meeting at the Spotted Dog on **25th March** (Quiz evening at Wolverton Townsend)  
Events

**1st March** TSSC AGM  
**8th March** Triumph Day at Stoneleigh  
**25th March** Quiz with TR Register at Wolverton Townsend Start 7.45p.m.

**13th April** Wyke Down Spring vehicle Meet

Keep 'em flying. *Mary and Dave R.*

### NORFOLK

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[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

"It was a dark and stormy night ..." - the classic start to the 1830 novel by Edward Bulwer-Lytton. For stormy, substitute snowy, very snowy. We arrived at the February meeting expecting it to be almost empty, but it was bulging at the seams. Well done to everyone who made it.

As can be expected, nothing much has

### NORTH EAST

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Hi all. Quite a decent turnout in February in spite of the atrocious weather. For the first time I can recall since I started with the NE area in 1998, we didn't have any club cars outside. Not to worry, I'm sure it'll change back to normal next month. If you are attending next month, try and be there for 8:30pm in case the pub has another live band on. They weren't bad, but unlike the





## NORTH EAST NORTHANTS . . . NORTHERN IRELAND

### NORTHANTS

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### NORTHERN IRELAND

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As I am writing our area news this month the snow is falling, my Herald has not put a tyre outside its garage for quite some time and quite frankly I have done very little over the last month. I am sure I am displaying symptoms of cabin fever, if I watch another episode of Top Gear on Dave I think I will explode.

We welcomed two new members to our January area meeting. Mike who has a Spitfire 1500 and has a fascinating web site of the work he has carried out on his car. It is well worth a look his web address is www.spitfire1500.co.uk have a look and enjoy! Also Ian who has recently purchased a Stag. Welcome to you both. I hope you enjoyed our meeting and I look forward to seeing you again soon.

It is this time of year that our thoughts turn to preparing our cars for the year ahead. Ideally Stoneleigh International Triumph show and spares day is on the 8th March and is perfect for collecting the parts you need. Remember that the TSSC club shop will be there so you can place your order and collect it at the show saving on the postage. As you are working on your car take a couple of photos and make some notes and pass them on to me. I would love to hear about the work you have done and I can make a reference section on our web site.

I hope you are finding our web site interesting. It has been on line for a year now and has grown to over 30 pages. Most recently I have developed a video page where you will find video clips. Over this year I will be out and about at shows and events with a video camera and I will post clips on our site. Also there will be a Download page with useful documents for you to download. We will also be updating the photo archive and will keep adding event reports over this year. I hope that the site will become a place you can go to and remember the times you spent with TSSC-Northants. I am looking into the possibility of including a blog so you can add your thoughts along the way. I am interested in your thoughts and ideas because most of all it's your site.

I will be attending the AO's seminar on 1st March so if you have any queries about the club you would like me to take up at the meeting please do not hesitate to contact me. You can email me at tssc-northants@aol.co.uk or telephone on 01933 229992.

Our 2009 event, TSSC Northants Standard & Triumph Rally, which is on 3rd 4th & 5th July will be at Wicksteed Park, Kettering. It is our first event of this kind and we would love to see as many of you there as possible so put it in your diary and we will guarantee you a great weekend.

Visit www.standard-triumphrally.co.uk for all the information you need

Our next area meeting will be at Elwes Arms, Great Billing on Wednesday 11th March. Old and new members are always welcome.

Adam

Hasn't the weather been terrible! I am sitting writing this report and the snow is just falling down as if there is going to be no end to it. With this cold weather it's a wonder that any work is being done to our cars at this time of year. Well enough about the weather and think of better things to do.

At the time of writing over thirty have said that they will attend our Annual Dinner at the Chimney Corner and by the time you read the March Courier it will all be over. No doubt we will have had a wonderful time and meal - yes you should have been there as well.

We had our monthly meeting on 4th Feb that was reasonably well attended with Alastair Mulholland and his wife making a welcome return to the fold. The night had an added interest as a number of us brought our models along and we had "a bit of a show" to all who were interested. Paul had a very comprehensive collection of Triumph models and he gave us all a talk on the background to his collection and the models themselves. He also had a film theme on some other models that he had brought along - again very interesting. Not to be outdone, from the female side of the membership, Jacqui brought along her collection of James Bond items that spanned from the old to the new in film terms. We were also treated to a number of models from Alastair, Michael and Alan (F) again with an explanation of their origins. Alan mentioned the fact that the models he had brought along originated from the late Norman Edmund who had given them to his son each Christmas. Not to be outdone I brought along a number of my own models that included Triumph police vehicles, DAF trucks from Tekno and Corgi, DAF trucks (again) in a small scale from Herpa and a small selection of my bus collection from EFE and Corgi. As someone said, quietly, I was lucky that Heather wasn't able to climb into my model room to see what was there.

As mentioned last month our area meeting on 4th March will take the form of a "Quiz Nite" with teams of 4/5 at the Chimney Corner Hotel, Mallusk at 7.45 pm for 8 so why not come along and make a night of it. There will be a small entry fee for each team taking part. It is hoped that the night will be over by about 10 pm. Please plan to be there and support the organisers. I have been given notice of the Ultimate Car Show that takes place at Larne and we have been invited to attend. It is on Sun. 29th Mar. from noon to 5 pm and we have been allocated 5 places at the show - please plan to attend. I have already sent out details to all those on my email list.

Our April meeting is on the 1st and then the Annual trunnion oiling/engine tuning



## PETERBOROUGH SCOTLAND CENTRAL WEST

on Sat 4th and then two runs available on Sun. 5th April - Eglington Classic Car Show and the Triumph club run.

In relation to the "Run to Kerry" on the 2nd Bank Holiday in May we now have eighteen plus cars registered and thirty seven people committed to attend what has all the hallmarks of being a great weekend - so if you haven't booked your place get in contact with Paul (R) as soon as possible before all the available hotels are gone. Remember your entry fee as it will be used towards a very nice and appropriate finishers award.

As you are all aware by now Kilbroney is no longer with us and the show has moved to Ballymena on Sat 27th June.

Well, just to make you aware I have collected the Finishers Award for the 2008 show and all of you who were BOOKED in the TSSC Club Stand are entitled to an award so get in contact with me and I will hand your award over to you in person. Better still come along to the "Quiz Nite" or the trunnion oiling and collect it there. Look forward to seeing you shortly.

Doug.

### PETERBOROUGH

Tel. 01778 560507/01780470358

This is an apology on Paul and myself account in advance of changes we may have to make in the reporting procedure for the future. You may be slightly aware that its official there we are in a credit crunch (and a bit more besides) at the moment!! Head Office at Lubenham have made the decision to change the 'mailing house' which distributes the superb production of the Courier magazine you are reading now. This change will save the Club £3000.00 per annum, which we are sure you will agree is a very worthwhile saving. We are promised the magazine will still drop onto our door mats in the 1st week of the month as now. BUT however, it does come at a cost to the Peterborough Area and 4 others, to the degree that Paul and myself have to have our report in to Bernie the Editor at least 3 days earlier than at present. Generally speaking most of our reports are generated and written up on the night of the meeting and e-mailed across to Lubenham in the early hours of the Tuesday after the meeting. I think it is fair to say that the news you will get in the future will be one of three forms. It may be news, it may be through our crystal ball gazing as it will have to be at least three weeks premature (man who lives by crystal ball, eats ground glass!) or it really will be history as it will be close on 2 months old!! However, we will do our best to keep you up to date.

We are endeavouring to set up our website details, so that those of you who are 'pootah' literate can see what is going on and make your own contributions.

Well the winter has finally arrived in February and the snow brought the country to a standstill again. It was good to see so many members at the regular Monday meeting again despite the atrocious weather conditions that we have endured over the last few days. Cars were actually stuck in the car park. We actually had to dig a Mondeo out as well as push it, but Wayne (what a brave man he is) left his V8 Grinnall on the road. Could somebody please let

me know the difference between brave and mad? Paul texted from his bed to say that he was very ill. We all hope you are now recovered Paul.

Andy phoned to give his apologies for the meeting. He has been giving the brakes of his 1500 FWD some maintenance over the winter months. However when he comes to start it and move it, lo and behold the same thing that happened last year has occurred again. It's the sticking clutch problem. You'll have to wedge a bit of wood on the pedal next year Andy.

If you are not a regular attendee at the monthly meetings and you do have an e-mail address and you would like to receive news of the events we are considering attending through the year, possibly you would let us know your contact details. You may have an event which we do not attend at present, or even new members into the area are unaware of, if that's the case let us know and we will pop it onto the list.

Now then folks, here's some news. We do have a fairly radically modified Spitfire to show up at the meetings when the better weather arrives. Somebody unkindly said 'its only got room in the boot for two tennis rackets and a ball!' Sav has converted his Spit to run on gas (LPG). Yes the 'gas man cometh'!

For those with still some money to spend, especially after the Christmas plastic card payments, the gas and electricity bills, don't forget the International Triumph Show and Spares day at Stoneleigh on Sunday the 8th of March and if you don't find what you want there is the sale at Rimmer Bros at Lincoln until the 31st of March.

Paul and myself intend being at the AO's meeting prior to the AGM at Lubenham on Sunday the 1st of March. If there is a burning issue that you would like discussed on your behalf and this Courier arrives before that meeting, please could you let us know.

Our next meeting is on Monday the 9th of March (always the 2nd Monday of the month) at the Bertie Arms at Uffington, Nr. Stamford, PE9 4SZ at around 8.00pm. All members welcome, old and new. Come and join us for a natter, a drink, a raffle and a roll.

As I don't have a weather forecast for March at the time of writing, and not consulted the seaweed hanging over the door and not seeing Old Moores Almanac for 2009, I am just hoping that March sees us into a better weather cycle and we can travel the country roads spotting the snowdrops and daffodils in brilliant sunshine! Dreaming always brings out the best in me. 'Keep to the left' and see you on the 9th of March.

Regards

Doug

### SCOT CENT WEST

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The February meeting coincided with a little snow and a certain Mr Beckham playing at the nearby stadium. After threading through the football traffic, five of us managed to Lochinch. The snow was not deep enough for an area snowman competition, but David had a new convertible (Astra) to



look at. Martin found out that you cannot doughnut a 4x4 with traction control. Dave's CRV still said we were in a forest. Iain and myself had just driven through hordes of Rangers fans in an Alfa and me in a Fiat. (AC Milan were the visiting side). Having left a snow crop circle on the car park, well sort of, we went inside.

A bit more news for this month, the SVVF yearbook is out, but as suspected there are some shows cancelled. A provisional 2009 Show Calendar is as follows:

26th April - Area Run ? Drive It Day ? to Loch Lomond Area - To Be Confirmed next month.

April - Lanark Autojumble CANCELLED

10th May - Dean Castle

28th June - Leven

August - Eglington Show CANCELLED

16th August - Chateaufort or Stafford

29/30th August - Culzean Autoclassica

20th September - Selkirk

It was decided to try the Selkirk show to make up for the cancellations. Let me know if you want to attend, so I can book a stand area etc. Entry details to be determined. Further details will be published as I get them. If interest is good we will have a Club Stand at each show.

I had my Spitfire out on one of the coldest evenings in January, with the top down, to support the 60th Anniversary of the start of the Monte Carlo Rally from Glasgow. I only saw it in the local paper, and had a quick dash to get the Spitfire. Thanks to the Max Power Corsa boys who helped me push the Spitfire onto the pavement when it stopped (bad distributor connection wire). Once at the Kelvingrove Art Galleries, and running well, the Spitfire was parked up, to see 507s, 607s, 707s and 807s rally cars from the Caledonian Car Club marking the days when the Monte Carlo Rally had multiple start points (usually at the RSAC in Glasgow), all leading to the famous finish point. A good collection of machinery from 2 stroke Saabs to Lotus Cortinas, plus a 13/60 and a GT6, were having a closed run to the former RSAC HQ in Glasgow and then up to Loch Lomond.

That is all the news for now. Think about the shows you would like to attend and I will organise places for the above events.

I have a Vitesse / Herald saloon roll over bar up for grabs. Made of steel and substantial (Aleybars) Might fit convertible you would have to try it or alter it? Collection only.

The next meeting is on Wednesday 4th March at Lochinch, Pollok Country Park, G41 4SN.

I am still looking for old photos of club events going way back, can you help? I will return any photos. If you are using sat-nav continue on into the park and you will find the meeting, it's clearer when you get into the park, there is only one route through so you will pass us at some stage.

The park is sign-posted Burrell Collection; we are towards the city/box side of the park.

Remember the next meeting is on

## NORTH EAST Cont

quiz, we can't turn them down in the conservatory area.

Well done to Mick and Julie who organised the curry night in January, good turnout and nice food enjoyed, good few bonus points earned there. Geoff, Michael and Martin are probably going to organise another night, in a Chinese restaurant in Durham this time though.

Ken and Steve are well on with sorting a campsite for August, they are off for a day trip to visit the candidates. Ken is also arranging a run for early April, starting in North Shields and down the coast via the Tyne Tunnel to around Hartlepool before returning via an inland route. Once the route is sorted we'll pass on pickup points for those in the south to join as the run progresses.

On behalf of Brian, I'm passing on thanks to Geoff, who helped out with an engine change and advice outside in very low temperatures in January. Good egg bonus points for Geoff.

Numpy points this month are going to Martin. Having attended a chiropodist for toenail treatment for quite a while, which involved careful filing away of nail, and payment of money, Martin studied and thought (possibly inadvisably), "I could do that myself." Armed with a dremel (!) he tried, and succeeded, but not without complications. Suffice to say, don't try this at home kids.

I'm sending our calendar pics off to the club as well, they should be back ready for the March meeting, £5.00 each, they'll run on from the current ones which end in March.

We'll also decide on a Holy Island trip date in March.

Given that the Courier is likely to be coming out later than previously, try and get along to the meets to find out what's going on.

Can anyone predict a really wet Saturday or Sunday in June/July for the offroading trip down in Dalby Forest?

Right, time to go and send the calendar pics, all the best

Mark

TTOTM

When buying replacement OD parts, make sure they are for the version you have.....

## IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 8th of Month please





## SCOT CENT WEST

**Wednesday 4th March** at Lochinch.  
Hope to see you there.

*Gregor G.*

## SCOT NORTH EAST

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

Hi, The "Grampian Triumph Clubs" events sheet should have been sent (by e-mail) to all the TSSC members last month.

If you have not got yours please let me know, drop me an e-mail at: [dannysportssix@btinternet.com](mailto:dannysportssix@btinternet.com).

Check out our N E area blog this can be accessed from the TSSC website area directory.

Our next clubnight meeting is on the **28th March** at the Lairhilllock, from 19:30.

Hope to see you at some of this years events.

Cheers

*Danny*

## SOUTHERN

Tel. 01672 514 241  
e-mail: [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)  
<http://triumphsouth.20m.com>

January's Sunday lunch at the West Meon Hut saw both the Goodling and Sharkey families at lunch. It was busy there as ever, but getting there early meant we had no problems getting tables. As before the beer offerings were not to connoisseur Mark S's liking, but the two for one on food makes it a much more economical place for lunch so we thought it made sense to go back there for the next couple of months' Sunday lunches, at least to make a change from the 7 Stars.

Guy and Suzie stated they were pleased that several members are now taking on various aspects of running the area, but re-iterated that as we need to get the area registered and they hadn't heard from anyone else happy to be the Area Organiser, Guy & Suzie agreed to register as Area Organisers for 2009. Guy's job move to Oxford might now be delayed until about May, but then they envisage things being more difficult to get to the evening meetings.

Suzie said she hopes that during this coming year one or two of you will take over as Area Organiser for 2010, (and they are prepared to help the new AO as requested) but do feel that it is time to hand over the reins, and do not propose to stand for the post for 2010.

The February Regular meet at The Seven Stars was a very cold night, with snow and freezing ice deterring all but the bravest from attending. Among the subjects discussed were Mark S re-foaming Jackie's

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

Spitfire seats, waxoyl and alternative rust preventative treatments and the need to recoat regularly.

The subject of attending more local, village fetes were discussed with the Fete at Wisborough on the A272 mentioned as a possible event.

The Bath and West show at Shepton Mallet was cancelled due to the heavy snow showers the day before the event.

### March Events:

**1st March:** Goodwood Breakfast  
**3rd March:** Regular meeting at 'The Seven Stars', Stroud on the A272 near Petersfield, GU32 3PG

**8th March:** Double LL Indoor Autojumble, The Grange Centre, Midhurst, (between 10am and 4pm).

**15th March:** Roaming Sunday lunch at The Meon Hut, at West Meon, (on the A32 north of the A272)

**19th March:** Informal Classic Car Meet at 'The Deer's Hut, Griggs Green, Liphook, GU30 7PD.

**5th April:** Goodwood Breakfast  
**7th April:** Regular meeting at 'The Seven Stars', Stroud on the A272 near Petersfield, GU32 3PG

*Mark*

## SUFFOLK

Tel. 01206 250360  
[Suffolk@tssc.org.uk](http://Suffolk@tssc.org.uk)

Still cold, snow about, and still 2 Triumphs (Mike's Dolomite again) arrived at February's meeting.

On the way to the Magpie, Chris announced that he had put in a bid on eBay for a straight six Stag. The auction ended about 10:20 that night so he had primed a daughter to monitor it for him and to let him know if his maximum bid price was exceeded. He had not seen the car but the owner had started it up so that he could hear the engine over his mobile phone, and it sounded fine. But we all wondered, was it that car that he heard, and what about the smoke, one can't hear that on a phone! Around 10:20 his mobile rang - ah ha, we thought, he has been outbid in the last 20 seconds of the auction. A minute later in walks a beaming Chris, now the proud owner of that Stag. He admits the bodywork is poor but he likes a challenge; Lyall, previous owner of a Stag, reckons he has got one. Fortunately it's an early Stag so will be tax exempt - that saving will at least be handy to help fund the re-build. Oh, and its got to be ready in just over two years for an arranged trip to Corsica (or was that Sardinia?). Wednesday's job was to arrange its transport back to Suffolk.

Lindsay still has a misfire problem on his Spitfire despite having replaced several ignition parts. He now wonders if it is a carburation problem, but on hearing the symptoms, several of us think it more likely an electrical problem. Probably hear more next time.

The subject of Rotaflex couplings came up. Apparently ones from the original manufacturer, Metalstick, are not available and it is said that the pattern ones now available are not that good and do not last more than a few years. Colin thought Metalstick only manufactured them in small batches when there was enough demand. However on the TSSC message board it was being expressed that Metalstick do not make them any more.

Will have to wait and seem what happens. Fortunately there are other options to replace the Rotaflex couplings completely using various other drive shaft combinations, some of which are available commercially, for a price. Hope mine stay ok.

Now, remember that the annual meal and quiz will be held on our next meeting and so the meeting will start at 7:30 instead of 8:00. Colin is preparing the quiz as I write this. However, at February's meeting the Magpie's heating was broken and the kitchen was flooded so there was no food. Hopefully this will all be resolved before next month. Let Colin know if you are coming to the meal. Just one slight snag, you may not have your Courier before the next meeting. It's Saturday 7th as I write this and I still have not had my Courier, so it looks like the new mailing arrangements are a return to the bad old days of several years ago!

The next meeting is **Tuesday 3rd March** (at 7:30) followed by the **7th April** and **5th May**. Be at the Magpie, 7:30 on **Tuesday 3rd March**.

*Peter*

## SURREY

Tel. 0208 8733022

The Surrey Area has been a bit quiet this month with all the snow. I hope some of you managed to get some pictures of your Triumphs in the snow for next years' calendar. We had over a foot of snow on the 1st February but Adam and I had parked our cars 'nose in' the drive on Sunday night, otherwise I would have had a great picture of 3 Triumphs all covered in snow in our front garden.

Luckily the January meeting was prior to all the snow and was well attended for a winter month meeting. We discussed the events that we are planning on going to this year. Spring being just round the corner (honestly it is) there was a lot of discussion regarding the Isle of Wight camping weekend over the first May bank holiday. It will be the 20th anniversary of this event this year and Adam and I will have been to all but 1 and are already booked to go this year, well the caravan and ferry are booked anyway.

There was also a large amount of talk about the Goodwood Festival of Speed and The Goodwood Breakfast Club. The Good Wood Road Race Club have extended their Sunday morning meetings at the race circuit to start in **March**. The **1st March** is Mini Mayhem so is not very applicable to our cars but the next meeting on **5th April** is 'Fabulous Family Favourites'. I'm sure there won't be anyone to dispute that the Triumph Herald was an archetypal family car of the 60s along with the other 4seater Triumphs like the Toledo, Dolomite and 2000s (more 70s cars though). Therefore if the weather is favourable we will be making our way down to Goodwood race circuit for around 8 to 8:30am on **Sunday 5th April**. It doesn't cost anything to get in and is a great opportunity to have a look around the circuit for free and admire a lot of very nice classic cars while you have breakfast. If you want more info please look at the Goodwood web site:

[www.goodwood.co.uk](http://www.goodwood.co.uk) and click on Motorsport then Breakfast Club. If

## SUSSEX . . . THAMES NORTH WALES . . . SOUTH WALES

enough people want to go we may organise a convoy but it will be a very early start. Other dates for your diaries (if you don't have a Surrey Area Calendar):

**Stonleigh Triumph Show and Spares Day - March 8th**  
**New Forest Run - April 26th**  
**Isle of Wight Camping Weekend May 1st to 4th**

**South of England Meeting (Leatherhead) - May 9th and 10th**  
**Woking Hospice Classic Car Show May 31st**

**Ardingly Vintage Classic Vehicle Show July 11th and 12th**  
**Cranleigh Lions Classic Car Show August 16th**  
**Windsor Classic Car Show & Autojumble September 13th**

See you at the next meeting:  
**Wednesday 25 March**, at the Well House Inn, Chipstead Lane, Lower Kingswood from 8pm onwards.

*Karen*

## SUSSEX

Tel. 01273 566593

Firstly my apologies for no news in Feb. Came down to my forgetfulness, though to be fair there was not a great deal to tell. Indeed that is the same this month. The plans for the excellent Triumph Spares Day at Stonleigh are plodding along. Doug, Pete and myself have booked a pair of adjoining stalls giving a 10m frontage, should be enough! I hope to clear a lot of parts left over from my Vitesse and also take some of the tasty bits off my crashed spitfire, so I can hopefully raise the cash to buy a replacement car to Zetec. This time the aim is 160bhp and cv rototax rear. All sound expensive, but do-able I hope.

The Feb meeting was a bit thin on the ground, maybe down to the snow and police advice. Doug made his 500 yard journey in his Transit, Pete was in his Herald and that was it for club cars. Vic had a birthday outing apparently, explaining his absence. Maybe he had a bath and shave too, but then again we have only just had Christmas.

Plans are afoot for later in the year, but please try to get the SEM **9/10 May**, fantastic and camping is a hoot. Especially if the sun shines.

As to other events, I WILL try to organise a Treasure Hunt this year, maybe involve another area too to boost numbers and make it worthwhile. **July** may be a good time, but that will be discussed soon I hope.

Well that's it folks, hope to see a few more in **March**.

*Clive*

## THAMES

Tel. 0777 362 3807  
e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Greeting's all. The rebuilding of my Vitesse seats has had a set back as one of the frames is from a Mk1 Vitesse, and as such the recovering kit will not fit properly. Work has started on Julie's Acclaim. The rear suspension on the drivers side has been taken off to allow me to get to the rust in the inner wheel arch and start to

weld in new metal. The battered Acclaim is going strongly as always. The car show invites have started to come through the post, so if you want to go to a particular show let me know and we will do our best to get you the info you need. Also the Farnham show in April is on Sunday 5th of April not the 4th as stated before.

15th Jan: It's a chilly evening on the way to the Fox & Castle. Julie and I are in our faithful battered Acclaim. In the cosy pub we have the wonderful company of Andy K, George B, Rob W, Dave L, Mark M, Tony H & Oliver. Triumph's in the car park were Andy's Stag, Rob's 2000 Mk2 saloon Mark's Vitesse Mk2 saloon, Tony's Spitfire 1500, Oliver's 2000 Mk1 saloon and our Acclaim. The four of us that won the Quiz at last Dec meeting enjoyed our free meal. The landlord has warmed to us and we are still made to feel very welcome. The meals are still of a high standard although the menu does not change very often and most of us now have a favourite meal to enjoy. Work on our Triumph's has been very active. Andy has cured the overdrive problem on his Stag as well as fitting the hardtop for winter, fitting new headlights and alloy wheels for the summer, just need time to wash it now as it's in daily service. Rob's finished the welding to his Mk1 2000 as well as painted the underside and now is working on the rear diff. Oliver got his Mk1 2000 back from Enginuity all fixed and is very happy, but has had some small jobs to sort out since. Chris C has sent his Mk3 Spitfire off to be resprayed.

29th Jan: Julie and I collect Nina J on the way to the meeting at the Fox & Castle in our battered Acclaim. We are joined this chilly evening by George B, Andy K & Paul M-S, Dave L, Rob W, Mark M, Mike H, John L. From Surrey Area we had a visit from Adam C with some of their calendars for sale. Triumph's in the car park where Andy's Stag, Dave's 2.5Pi Mk2 saloon, Rob's 2000 Mk2 saloon, Mark's Vitesse Mk2 saloon, Adam's Vitesse Mk1 and our battered Acclaim. Talk was of the coming shows, Nina's hols and Stonleigh show coming soon. Work on our Triumph's has been:- George has started replacing the suspension bushes with poly bushes on his Vitesse, Andy plans to change the timing chains on his Stag, Rob has filled and primed the rear wing on his Mk1 2000. Mark has been cleaning up around the master cylinders and bulkhead on his Vitesse Saloon.

Our next meetings at the Fox & Castle are from 8pm in **March on the 12th & 26th** and in **April on the 9th & 23rd**. Please come and join us for a warm welcome or call me on 07773 623807.

Up coming events are on:  
**1st Mar** AO's Meeting & AGM  
**8th Mar** International Triumph show Stonleigh  
**5th April** Farnham classic car show  
**13th April** Shalford Guildford Lions Easter Show

Best Wishes

*Mickey & Julie*

## IMPORTANT NOTE

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please



## NORTH WALES

Tel. 01978 359263  
[www.triumphwales.co.uk](http://www.triumphwales.co.uk)

Looking ahead we already have a fairly full calendar of events for 2009! Our first big show will be Midlands Festival of Transport at Weston Park over Easter Weekend (**12th/13th April**). Always a good event and as Easter is later this year I hope it will be a little warmer! Note that International Triumph show at Stonleigh is later this year, into **March 8th**, always good if you want some spares or maybe another Triumph?

On that note I intend to visit Brightwells Spring Sale of Classic Cars on **March 18th** at Leominster perhaps to add another vehicle to my collection? Even if you do not want to buy it's a great day looking around the classic cars of all ages and getting some idea how the market is going. You do not have to purchase a catalogue to view the cars, housed in a large out-building as actual saleroom is in a separate building.

Other events will be:-

Llandudno Transport Festival  
**23/4th May**

Jersey International Festival of Racing  
**5/6/7th June**

Classic and Performance Show,  
Tatton Park **30/31st May**  
Chomondley Castle Classic Show

**May 10th**

Prestatyn Rally and Show **24/25th May**  
And also a social event with the MG Group at the Beckerton Arms Pub a skittle alley, so promises to be a good evening on **March 28th!**

Safe Motoring

*Michael*

## SOUTH WALES

Tel. 02920 868203

January saw the first of our Wednesday night meetings and a warm welcome was extended to two new members; Simon Adams and Stephen Attenborough, both with GT6's and the only club cars on the night!! Hope to see both Stephen and Simon as regular attendees. Also thanks to our regular members who braved the winter weather.

At each monthly meeting we will plan a mid month run for the following month, with a member volunteering to organise the run. So if you fancy either organising a run or just joining in but cannot attend a meeting, just give me a call.

Entries for the South Wales Classic Car Club show, held in Pencoed need to be in by **April 1st**. It is hoped that the Area will be well represented at the first show of the season for our Area.

See you at the 'Park' last **WEDNESDAY** of the month. Regards

*Howard*





## WEST MIDLANDS . . . WIRRAL . . . WYEDEAN NORTH YORKS . . . SOUTH YORKS . . . WEST YORKS

### WEST MIDLANDS

Tel. 07969 024999

The north winds will blow and we shall have snow, and brother during the week prior to our meeting on Tuesday 3rd February 2009, it snowed and snowed. I was therefore most surprised but also delighted on attending our meeting at the Drakes Drum to see a total of 26 hardy souls attending their monthly meeting. Not only that but three classic Triumphs were parked on the forecourt of the pub, shivering in the cold but still game to show that classics are still all weather vehicles. Chris Allen although not attending the meeting preferring the warmth of Grand Canaria, had prepared a challenging quiz for us that night which was presented by Ken. Five teams competed and the standard was high. Half the questions were to do with motoring and the others general knowledge. The winners with 23 correct answers out of 26 was the team 'Push', receiving bottles of wine each for their efforts. Second was team 'Club Triumph', and third 'Triumph Groupies' our all female team. Well done everyone and thanks again Chris and Ken.

At next months meeting on **Tuesday 3rd March**, we look forward to receiving visitors from Head Office, and I will be happy to receive your deposits of £5.95 for the Curry and Skittles night to be held on **Tuesday 17th March 2009**. Full details will be available at that meeting or if you are not able to attend give me a ring to reserve a place.

We are also trying to arrange an outing for **Sunday 26th April**, which has been designated 'Drive it Day' when we hope that anyone who has a classic motor car will be out on the road driving.

The International Triumph Show and Spares Day normally held in February is this year being held on **Sunday 8th March** at the Stoneleigh Showground, if anyone needs parts and cannot get to the show, then at our next meeting on the **3rd March**, bring a note of your wants and club members attending will attempt to obtain the bits you need for you.

That's all for now... Keep up your revs and air in your tyres... Best regards

*Roger*

### WIRRAL

Tel. 0151 339 4150

Hi everyone. There is nothing to report this month except that the February monthly meeting was very well attended compared to previous years. The snow certainly did not stop anyone attending that night, unlike the south of the country which always grinds to a halt if there is any more than a couple of inches of snow!! I think the real reason for the excel-

lent turnout was that nobody wanted to miss Martin in a pair of Chef's pants, kindly loaned to him by the landlord after his full pint glass inexplicably shattered in his hand. Martin escaped unhurt except for very wet jeans.

I've not got any show details through yet, but as soon as I do, I'll let you all know. That's about it for this month. Take care.

*Andy*

### WYEDEAN

Tel. 07828 250517 or 01531 650035

**Well we have a new venue. The White Lion at Wilton near Ross-on-Wye** (or Ross-in-Wye the way the river looks)

Take the exit for Ross at the roundabout with the ESSO garage on the A40 and then take the first right after about 50yds. Pub on left, parking behind it as well as in front. Good beers, good food and a lovely terrace to enjoy the Wye in the summer.

We will have a summer this year, I've been promised one and I'll be happy to share it. Look forward to seeing you all on the **19th March** especially you 8 Ross-on-Wye members, you lot will be able to walk there. All the best

*Clive*

### NORTH YORKS

Tel. 01723 500385

Hi all, it's Mike writing the report again. Our Nige has apparently spent too much time in the staff canteen, and has subsequently got lots of work to catch up on. Still, he was at last night's meeting, where he regaled us with thrilling tales of his diving exploits - to much ribaldry from the two ladies present, who shall remain nameless. I won't embarrass Grace and Christine by revealing their names, suffice to say there was reference to black rubber and suggestions as to what form the diving took.

Oh, and Keith Lister - also present at the meeting - had knowledge of one of the female participants in the diving course - no, not in the biblical sense! - and from his description of the lady (the word "nubile" springs to mind) we could see why Nigel goes diving!

Looking at what I've written so far, it appears I've mentioned everyone at the meeting bar Richard Briscoe - the Stag Man - and myself. The mathematically minded amongst you will quickly calculate that only SIX members attended last night - I know it was a cold and damp night, but North Yorks members - WHERE WERE YOU? You don't have to be driving a club car, a eurobox is quite acceptable, it's your company we should enjoy!

Next month I hope to have details of some N. Yorks specific activities for this year, in the meantime don't forget the Yorkshire Dales Ruen and Camping Weekend, **June 12th, 13th and 14th**, and the Drive It Day, **April 26th** from Leeds to Eden Camp near Malton - see Courier for details, or give me a ring.

Cheers

*Mike*

#### IMPORTANT NOTE

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please

### SOUTH YORKS

Tel. 01709 872486  
[www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk)

Hi Guys! Well March is upon us already, so what's happened since last time you heard from us. Well we have a new addition to the Triumph family, a GT6 Mk2 that now belongs to Tony Nicholls and is in full working order for the summer fun.

We also had a social night on the 31st of January at Barnsley Bowl with 23 adults and 6 children attending which was a fun night for all, but once the competitiveness was over in 3rd place was Mike Charlton, 2nd place was Steve Hawcroft and in 1st place was Matt Dale, then with food calling most of us headed for KFC for chicken and chips.

Unfortunately for the February meeting we had to get on the phone and send out the emails as due to the heavy snow we had to cancel our meeting and move it to a later date in the month, but looking on from this were looking to discuss our annual camping weekend which is taking place in **August** (more details later).

Well that's about it for this month guys so Happy Triumphanting.

*Tony & Kathryn*

### WEST YORKS

Tel. 01274 781814  
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi all, our club night in January was taken up by the annual dinner. The evening was very well attended by 30 members, the feed back on the night and afterwards was positive. We and hot and plentiful good food and good night was had by all, and your very good company.

Drive it day is on 26th of April this year. Our run is to Eden Camp near Malton, North Yorkshire. Eden Camp was originally a prisoner of war camp built in 1942. This is the only modern history themed museum of its type in the world with 32 huts all with a different themes. The site caters for all age groups. You must try the prisoners canteen for your lunch with war time food i.e. sausages and mash, corn beef ash, etc.

The aim of drive it day is simply to be seen so that the public is reminded that historic vehicles exist and that there are lots of people preserving them as our history. It also aims to show how little they are seen by the public and actually used on the roads. Historic vehicles make up only a tiny fraction of normal traffic on our roads, so we do not contribute a great deal to climate change. Ring me to book in at a discount price Alan 01274 781814 or 07944 909823

There will be two starting places for the run No 1 - THE OLD RED LION on the A64 at Seacroft 8.45 to 9.15 for coffee No 2 - Tesco supermarket on the A1036 at Askham Bar at 9.30 to 10.00 with everyone arriving at Eden Camp at around 11.00. We will be limited to 40 cars as there is another car club bringing 40 more mixed classic cars. All this will make for a very good day out for like minded people.

**DALESRUN UPDATE**  
On Jan 30th, I picked Martin up from his home to go to Pateley Bridge to meet up with Richard at 10.00 for a snack and coffee. We had a meeting with the director of the show ground to have a look around and discuss what we would like and the best

## WEST YORKS

area for camping, which toilets to use etc and to check we could run the auto gymkhana on Sunday. What a gentleman he is and most accommodating he was and he is looking forward to seeing all the Triumph cars.

After this we set off on the first of the runs to How Stean Gorge. This is an alternative run for Sunday morning or and lunchtime and you can find details on our new web site [www.freewebs.com/dalesrun/](http://www.freewebs.com/dalesrun/) and click on to the link and you will see a video. If you have not been to this venue before it is well worth a visit.

We have decided we will have to go up again to complete the Saturday run. The reports for the Courier have now to be in by the 8th of the month so any club news

will be in 1 month later from now on. If any club member wants any thing bringing up at the A.G.M. or the Area Organisers seminar at LUBENHAM VILLAGE HALL on **Sunday March 1st** please let me know. Events coming up:

**26th April** - "Drive It" day to Eden Camp £3 per classic car book with me

**3rd May** - Boroughbridge classic car show

**4th May** - Bank Holiday Monday, White Rose shopping centre

**12/13/14th** June Dalesrun

**21st June** - Fathers day at Harewood House, book with me

**4th July** - Yeadon Carnival with classic cars

**1/2nd July** - Hebden Bridge



classic weekend  
**14/15/16th August**  
TSSC International, Stafford  
**11/12/13th September**,  
Christmas bash at Dent

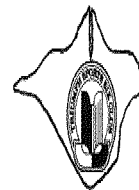
Keep your Triumph wheels turning

*Alan*

## The 20<sup>th</sup> Isle of Wight Area TSSC Camping Weekend

Appuldurcombe

Friday 1<sup>st</sup> May to Monday 4<sup>th</sup> May 2009 inclusive



The first major TSSC weekend event of the year for 20 years!

Join us in our celebrations of the 20<sup>th</sup> Anniversary and help us make this year extra special.

Fun packed weekend to include convoys, visit to a place of interest, treasure hunt, skittles, live music from Derek Sandy, quiz, raffle and much more.

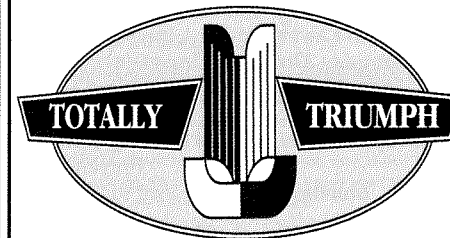
Book by 20<sup>th</sup> April to receive a limited edition souvenir mug

Advance Adult Entertainment tickets £5 or pay at the event £6

Adult Camping still only £15 + entertainment ticket for the weekend

Contact Angela / Graham on 01983 281427 or 07884 006 237

Visit [www.triumph-ww.co.uk](http://www.triumph-ww.co.uk) for advance booking form and further details



## CLASSIC CAR SHOW

## Northern Ireland

Saturday 9th May - Wallace Park

Lisburn - County Antrim

Supported by

Lisburn City Council,

Chic Doig Classic Sportscars,

RIMMER BROTHERS Ltd.

Details from:

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

or Douglas on

028 2564 2770 or 07707 288 233



## Return to Kerry 23-25th May 2009

### Ring of Kerry, Ireland.

Let us take you back to 1959 when Triumph brought journalists to the Ring of Kerry, Ireland, to try the new Herald for themselves. Naturally Triumph were aiming to impress so they used the best - the Great Southern Hotels. While in Kerry Triumph also made the promotional film Return to Kerry. Featuring a Herald Coupe, the newly married Vincent and Blanche, a voice over by Eamonn Andrews, the Great Southern Hotels as well as the stunning Ring of Kerry. Fifty years may have passed since then but the Ring of Kerry is as beautiful as ever and the Great Southern Hotels are still the height of luxury. It's time, we think, to Return to Kerry! Owning a Triumph Herald is optional, having a great time is compulsory.



**Saturday 23rd May** Travel down to Kerry - official starting points in Belfast and Dublin

Formal dinner that evening in the Great Southern Hotel. Parknasilla including a special showing of the film Return to Kerry.

**Sunday 24th May** Tour of the Ring of Kerry including many of the locations featured in the film. Presentation of finishers awards

**Monday 25th May** Visit to Kilgarvan Motor Museum and then depart for home.

For more information/bookings contact - **Paul Robinson**

e-mail : [paul.d.robinson@ntlworld.com](mailto:paul.d.robinson@ntlworld.com) or Tel. 020 90 292792 (Evenings)

## TSSC Northants STANDARD & TRIUMPH Rally

3rd 4th 5th July 2009

Wicksteed Park, Barton Road, Kettering,  
Northamptonshire, NN15 6NJ.

Web Address:- [www.standard-triumphrally.co.uk](http://www.standard-triumphrally.co.uk)

Day entrance £6.00

Camping: £12.00 per pitch per night

TSSC-Northants Area proudly presents The Standard & Triumph Rally. This new event is set in the wonderful park land of Wicksteed park, Northamptonshire's premier events and entertainments venue. The Rally will be on the Arena field and will be open to all Standard and Triumph cars and all clubs.

In conjunction with the rally we will be holding our 5th Camping weekend. The weekend features a convoy day trip and the Big Feast BBQ. Whether you come for the whole weekend or for the Rally on the Sunday you will be guaranteed a whole host of fun for all the family.

### Contact

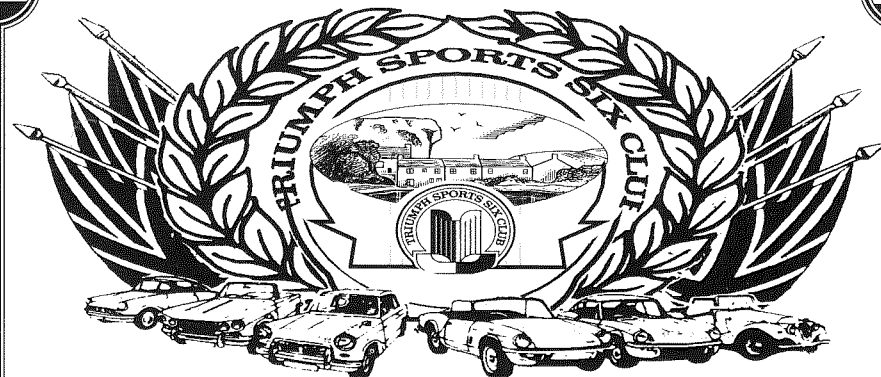
**Adam Easton**

**Tel 01933 229992**

Email. [tsscnorthants@aol.co.uk](mailto:tsscnorthants@aol.co.uk)

Web Address:-

[www.standard-triumphrally.co.uk](http://www.standard-triumphrally.co.uk)



## 19th YORKSHIRE DALES RUN, CAMPING WEEKEND, BBQ & CONCOURS

### 12th, 13th & 14th June 2009

Starting at 10.30am from the Pateley Bridge Showground, near Harrogate, North Yorkshire, our Saturday run will take you through some wild and scenic areas of the Yorkshire Dales and Nidderdale

There will be a stop en route at the Black Sheep Brewery 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.

All profits from the weekend are being donated to the Wakefield Hospice. This year we have the following:  
Completely separate area on the showground - in the centre of Pateley Bridge

A scenic run through the Yorkshire Dales of Approx 90 mile - A lunch stop at the Black Sheep Brewery 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 - Favourite cartoon character fancy dress competition with two age groups - Children's games and activities Dog friendly site.

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 19th Dales Run please complete and return this slip to:

Richard Briscoe, 1 College Farm Close, Whitley, Nr. Goole, North Yorkshire, DN14 0UY.

\*\*\* Remittance made out to R. Briscoe, not TSSC \*\*\*

Queries to: [dalesrun@yahoo.co.uk](mailto:dalesrun@yahoo.co.uk) or tel 07766 354449 or new this year our event website which is [www.freewebs.com/dalesrun/](http://www.freewebs.com/dalesrun/)

Name(s) : ..... Address: .....

..... Tel: .....

e-mail: ..... Club Area .....

Car: ..... Reg No.: .....

Nights camping - Friday/Saturday ..... Small tent, £9 per night (max 2 adults) .....

Large tent / camper / caravan any other camper, £12.50 per night (Max 2 Adults) .....

Extra adults @ £ 5 per night. .... Under 16's free NO Electric Hook Ups available

Meals at the Black Sheep Brewery must be pre-booked

Adult meals at £8.95 ..... Kids meals at £4.25 .....

I will be attending the following days Saturday run ..... Sunday Skills test/Concours .....

Weekend price per car is £10, single day is £6. Total enclosed £ .....

There is plenty of Bed and breakfast accommodation but you are advised to book early.





Derwent Valley  
Triumph Sports Six Club's

## The 21<sup>st</sup> Peak Run

The 19<sup>th</sup> 20<sup>th</sup> and 21<sup>st</sup> June 2009 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 Saturday we will spend the day in the Historic Town of Belper. We are organising activities for the day for you to partake or you could choose to explore the town, visit the mills, walk along the river, relax in the river gardens, and buy Thornton's Chocolates etc. In the late afternoon we will embark on a Mini Run taking you around the Borough of Amber Valley.

We have a brand new venue for the 'Party Night'. Once again we will be holding quizzes, playing silly games and a host of activities for all the family, and not forgetting the beer raffle. Meals will be available ranging from Fish and Chips to Pizza at extra cost.

We are starting the 21<sup>st</sup> Peak Run from the Market Place in the heart of Belper. Coffee to nurse those hangovers and breakfast will be available to purchase. The 21<sup>st</sup> Peak Run will traditionally involve a 90 mile drive through the beautiful Derbyshire Countryside before finally arriving at a 'premier' destination in Derbyshire 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.org.uk](http://www.derwentvalley-tssc.org.uk)

### Booking form for Peak Run 2009

Name.....

Address.....

Post Code.....

Phone No..... Email .....

Car Make..... Model.....

Registration No. .... TSSC membership .....(If Member)

Cost **£12.00** per Car - available on advance bookings until 13th June 2009.  
(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 2009, c/o David Dawson, 28 Routh Avenue,  
Castle Donington, Leicestershire. DE74 2NA.**

Telephone enquiries: David Dawson 01332 810004 or Roger Buck 01623 487323.

### Advance Notice



## LE MANS CLASSIC 2010

Team Triumph has in recent years organised trips to Le Mans Classic on behalf of members of the TSSC and the TR Register. These events have been outstandingly popular with Triumph enthusiasts because of the combination of access to the racing, circuit laps and the prime location and facilities of the Tetre Rouge campsite.

For 2010, the TSSC has taken on the organisation of this unmissable event. The package for 2010 will follow the formula which proved so popular in previous years. We will offer a complete, tried and tested package at Le Mans including the following:

- Camping at Tetre Rouge, right on the circuit, with modern facilities.
- Hospitality tent at Tetre Rouge.
- Grandstand access.
- Laps of the Le Mans circuit in your own car.
- Rally plaques, car stickers and commemorative regalia.
- Priority booking for TSSC members and members of selected Triumph clubs.

The organisers will announce the dates for the 2010 Le Mans Classic in September 2009. Look out for further announcements from the TSSC shortly after, regarding booking arrangements, prices etc.

*This will be the Triumph trip of 2010!*

# CLASSIFIED

## SPITFIRE

**MKIII 1968.** Valencia Blue. Hard top. Soft top. Wire wheels. A1 condition. All as original. MOT July 2009. £3,500. 53,500 miles. Geoff (Portsmouth) 023 92475103.

**1500 T Reg. FSH.** One previous owner. Abandoned project due to ill health. Hard & soft tops. Many new/recon parts/spares. Offers. Details from Brian (Cheshire) 01606 46625 or briansimpson@iname.com

**1500 TC & OD 1977.** Owned for 25 years garage stored and not used for 20 complete and original looks good but needs restoration. £900. Richard (Stoke on Trent) 01270 882643.

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## HERALD

**13/60 CONVERTIBLE 1970** Royal Blue. Fitted with 12/50 bonnet. Dolomite 1500 Engine/O/D gearbox & Diff. Custom built S/S exhaust. Brand new Club Minilite Wheels and new Blue vinyl hood, interior carpets etc. MOT till May. Tax exempt. £2,000 ONO. Andrew (Ipswich) 01473 431813 or 0790 5506082.

**13/60 CONVERTIBLE.** Maroon. 1970. MOT/Taxed. Very reliable. Reconditioned engine, Gearbox. Extensive use in Europe. Owners advanced years forces sale. £3,200. Richard. West Sussex Restoration Ltd. (Surrey/Sussex) 0770 655834

**13/60 CONVERTIBLE 1970.** Dark blue. No MOT, needs transporting. Not used and garaged last 10 years. Enthusiast rebuild or for parts. £450 ono. S.Green (North London.) 07770 388178 or 02083 604644.

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## VITESSE

**1966 CONVERTIBLE** Vitesse 6. Dolphin Grey refurbished to 2LT MK1. Upgrades included overdrive, servo, r/seabelts, s/steel exhaust, towbar. MOT until July 09. Good tyres & hood. Some history. £2,650 Reginald (Ashford Kent) 01233 636268.

solex carbs. MOT exp nov 08. Was runner. Offers accepted. Needs good home Aaron (Maidstone) 01622 743827.

**1600 SALOON.** 1963 SWhite, new foot wells chassis welded. Much work done.

**2 Litre CONVERTIBLE 1968.** Valencia blue. Dry stored, partially stripped with some bodywork done. Bought as a project but no time to complete. £750. John (Gloucester) 07740 402200.

*Cars for Sale  
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## GT6

**MKIII 1974.** Red, black cloth interior, sun roof. Mileage 6,000 since restoration in mid 1990's, history file with bills, MOT, taxed Not show condition but good nick! £4750 David (Bristol) 07834 920762

**MKIII French Blue.** 1973 85047m, garaged from 1983 due to worn distributor body. Body rust but chassis sound, complete suitable for restoration. £750. Anthony (Solihull) 01217 067062.

**IDEAL PROJECT.** GT6 MK1 Red, full complete car There are some paint cracks, small dents, but nothing major. Mechanically sound. £1500. Jason (Staffordshire) 07525 922630.

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**01799 584994**

Saffron Walden, Essex.

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



# DOLOMITE

**DOLOMITE 1500HL** Concours winner 2005 (Unrestored Class) Immaculate, Full History, TSSC Agreed Value £5,500 MOT till July 09 £2,300. Roy (Leicester) 01162 883575.

## CARS WANTED

**MKIV/1500** Spitfire wanted. A2 Reliable MOT'd Spitfire wanted. Overdrive pref, A2 or above, will pay £2500-3500 in or around Bristol max 60 miles. No projects or rolling restorations. Andrew (Bristol) 07875 764596.

**SWAP for project GT6?** Swap your Pre 1972 GT6 restoration project for my '61 F-Type Vauxhall Victor. Not bothered about mechanics as long as it's complete. Thanks. Nick 07779 225846.

**Wanted GT6 or Vitesse.** Hi I am after a GT6

or Vitesse (conv. or saloon)...must be solid and ideally driveable...MOT a bonus, many thanks, will travel and/or arrange collection. Mick (Rugby) 07715 539317.

**Spitfire MkIV or 1500 Wanted.** I am looking for a decent, reliable example with recent MOT. Some work needed OK if for rolling restoration. Willing to travel to view reasonable distance from either West Yorks or South Bucks. Alastair (Huddersfield) 07957 325336.

## PARTS

**SPITFIRE SHELL** 1500/MkIV. Good spitfire shell in a yellow, putting GT body back on so no longer needed, car valued at 7000, hardtop, boot included, can send pics. £675. Clifford (Wolverhampton) 07957 262090.

**FINAL Garage Clearance.** Herald Bootlid, rear centre valance with white bumper and convertible tonneau. MK1 Escort gearbox, offers. A. Clark (Herts) 01442 243928.

## "SEATS"

**Rebuilt Original Seats Exchange - Ask Mike**  
Vinyl Seats (pair) £250 or  
Leather Seats (pair) £395  
Include New Foam Bolsters  
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Accepted

**2000/2500 2.5PI Mk 2** Unipart workshop manual, good condition £10. 20000 Mk2 handbook £5. e-mail paul@herald1360.plus.com Paul (Exeter) 01392 439751.

**STAG UNIPART DISPLAY PLAQUE.** Original plastic wall/desk mounted display plaque in V.G.C size 10" x 5". Asking £8 plus £2 P&P for this collectable. Andrew (Leicester) 07753 862683.

**TRIUMPH 2500S RNS wing.** New wing, never been used & I no longer have the car. Is filling up space in spare bedroom. Offers please (round £50+) Julian (Tonbridge) 01732 834481.

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**07768 775 170 - 02476 644499**  
Email [mike.papworth1@btopenworld.com](mailto:mike.papworth1@btopenworld.com)

**Triumph 1500** workshop manual Stanpart. Manual in good condition in loose leaf folder Part no 545130 issue 1. Published 1973. £10 Paul (Exeter) 01392 439751.

**TR7** factory alloy wheels, set of 5 with 2 new tyres and 3 good used. Like new, complete with correct wheel nuts. £125 Richard, (Yorkshire) 07766 354449

**PISTONS NOS +20** Thou Hepolite Pistons. Set of six to fit 2 Litre straight six with flat top pistons. These are not the poor quality ones available now and labeled as Hepolite, £220 OVNO. Garth (Lincs) 01529 307302 or [garth@juppy.org.uk](mailto:garth@juppy.org.uk).

**GT6 MK I/II** New Fibreglass Le Mans style Bonnet with fabricated hinges and headlamp covers. Cost £580 will accept £300 OVNO. Russ (West Yorks) 07767 845882.

**TRIUMPH REKNOWN.** Large quantity of spares cleaned and ready to fit, too much to list. Phone for details. Offers invited. Jack (Cornwall) 01872 863301 or 07773 912279.

**HERALD/VITESSE** Parts Dynamo's, Starter Motors, Propshafts, Half shafts normal & Rotoflex, lots of other items also - please ring for details. Gary (Derby) 07825 269136.

**1976 SPITFIRE 1500** - possible restoration project or will split - complete except for hood/frame but includes hard top - engine was running well last year - overdrive gearbox. Complete car Free but Parts Negotiable. Peter (Coalville) 07982 250888.

**GT6 MkIII** Pair cloth seats. Will fit Spitfire also. Passenger seat in fair to poor condition, drivers side for reconditioning. Pick-up from South Wales or Stoneleigh. £25 Stephen (Usk) eMail: [s.atzenborough@yahoo.co.uk](mailto:s.atzenborough@yahoo.co.uk)

**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](mailto:mwrestore@aol.com)

## PARTS WANTED

**MK2 VITESSE** front seat needed. Good condition seat frame wanted as it's to be recovered so cover condition not important Mickey Hazell. 07773 623807.

**STANPART SEAT BELTS.** N.O.S. Seatbelts needed for Herald/Vitesse Convertible to finish rebuild Gary Flinn (Derby) 07825 269136.

# TRIUMPH TRADE SERVICES

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