

# TRIUMPH Herald

50<sup>TH</sup> ANNIVERSARY

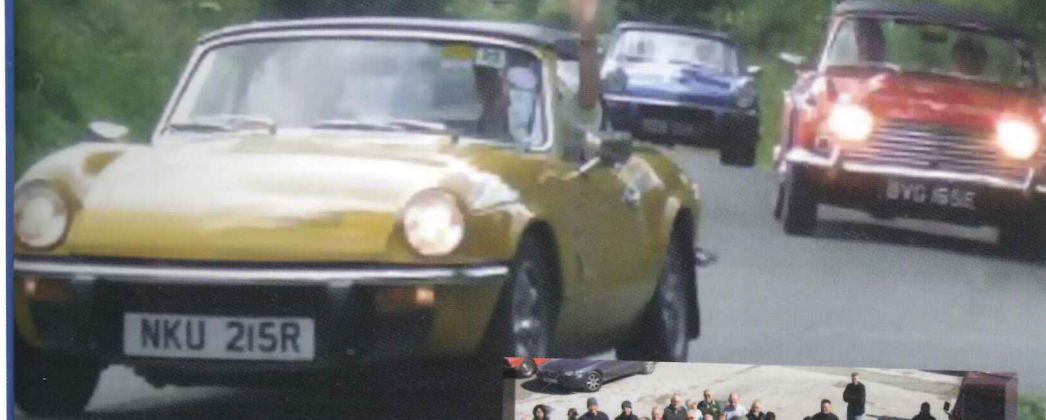
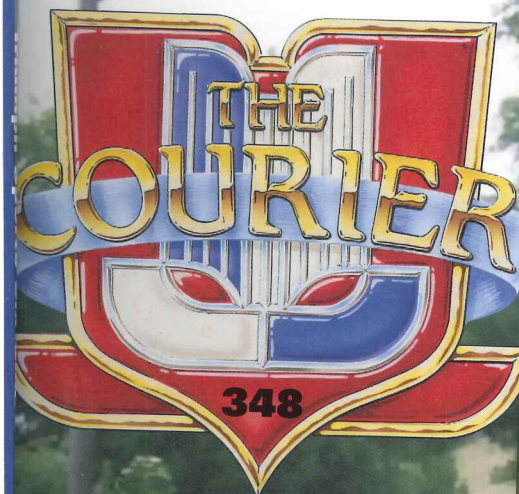
A Full  
Display  
at  
STAFFORD!



August 2009 14<sup>th</sup> to 16<sup>th</sup>

International  
Family Weekend

STAFFORD County Showground



2008  
**PEAK RUN**  
Full Report  
This Issue

JUNE 2009



# Triumph Sports Six Club

The Club for **ALL** Triumph Enthusiasts, we offer:

- *Monthly Magazine*
- *Discounted Insurance*
- *Car & Parts Classified*
- *Club Shop/Members Discount*
- *Large, busy Website*
- *Technical Help*
- *Local Meetings*
- *HQ/Museum*
- *Events/UK & International*

*Your Key to Easy  
Triumph Ownership!*

**FREE** Fob to New Members  
Quoting **TSSC Courier**



**Instant Membership**

**Tel: 01858 434424**

**Web: www.tssc.org.uk**



Founded - 1977

**TSSC**

## The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**

No.348 Vol 30. JUNE 2009

Price £3.00 Free to Club Members.

### CLUB HEADQUARTERS

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

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

H.Q. e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

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

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

### PRESIDENT

Bill Sunderland

### CLUB MANAGER

Nigel Clark e-mail: [nigel.clark@tssc.org.uk](mailto:nigel.clark@tssc.org.uk)

### GENERAL SECRETARY

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

Jasmine Cottage, Callestick, Cornwall. TR4 9LW

Telephone. 01872 573763 (between 7-9 pm)

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

### OFFICE MANAGER

Trudi Prettyjohns e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

### TSSC MEMBERSHIP

Angie Hill/Carol Green e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

### CLUB SHOP MANAGER

Garth Jupp e-mail: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

### Courier copy / Area News

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

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

### Courier Copy By 8th of Each Month

Articles/Area News Enquiries

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

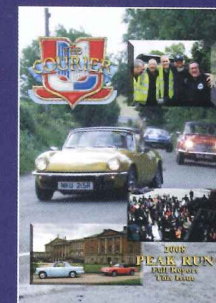
### COUNCIL MEMBERS 2009

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

### Honorary MEMBERS

Dennis Barbet. Martin Cox. John & Pam Griffiths.  
John Macartney. Fred Nicklin. Paul Richardson.  
Bill & Jo Sunderland. Paul Swanson.  
Peter Williams.

Whereas every care is taken to publish accurate  
information, the Editor and the Council of the TSSC do  
not necessarily agree with all the views expressed within  
THE COURIER and cannot accept any liability for  
erroneous or misleading information found therein.  
© Triumph Sports Six Club Limited 2009



PEAK RUN 2008

FULL REPORT THIS ISSUE PLUS

DETAILS FOR BOOKING

PEAK RUN 2009

PICS FROM

COLIN WRIGHT

## Contents June 2009

Events Calendar	4
Comment	5
News Review	6
Young Members Co-ordinator	8
Kids Club	10
Herald 948/1200/1250 Register	12
Herald 13/60 Register	20
Vitesse Register	22
GT6 Register	26
Specials Register	30
TR 2/3/3a/4/4a/5/6 Register	34
Spitfire I, II, III Register	38
Stafford Concours News	42
Race News	46
Spitfire MkIV/1500 Register	50
Bond Equipe Register	56
Stag Register	60
Stafford Update	64
Trunnion Oiling	66
Peak Run report 2008/2009	68
Annie Bousquet - Works Driver	72
Triumphs in Miniature	76
BEN Charity run	78
Yorkshire Dales run	80
IVR Services Page	81
TSSC Officers	82
Area News Review/ Classified Adverts.	83









## NEWS REVIEW

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



#### The Showcar Register

The show car register had a revamp last year and I would love to hear from you if you would like to add your car to it. The register was started over twenty years ago to enable the club to have a list of good examples of ALL our cars if and when we get called upon for displays, magazine photoshoots and even TV/Film work. The register also helps the club put together our stands at local and national shows throughout the year.

Should you wish to put your car forward there is no charge to be on the register just send a couple of photos and a few words about the car to Club HQ putting Show Car Register on the envelope and they will then be forwarded to me. All members of the register are easily identified by the sticker you receive. Thanks.

**Chris Gunby**  
TSSC Director

#### Jigsaw Sponsor Club Event

TSSC-Northants are proud to announce that Jigsaw Triumph Specialists are to be the event sponsors of the Standard & Triumph Rally to be held at Wicksteed Park, Kettering on the 5th July. Jigsaw are a company based in Corby, Northamptonshire, who specialise in all things Triumph, from spares to repairs through to full restorations and race preparation.

Mark at Jigsaw said that they are very excited

to be involved with the Standard & Triumph Rally and would like to display their racing Triumphs at the event.

To find out more about The Standard & Triumph Rally visit:

[www.standard-triumphrally.co.uk](http://www.standard-triumphrally.co.uk)

Kind Regards

**Adam Easton**  
Northants AO

#### CTEK XS3600 - Club Shop

Unfortunately due to our supplier raising their prices, we have no option but to put up the price of the new stock of this great battery conditioner and charger to £50, however it is still almost £5 below the RRP set by the importers.

**Garth Jupp**  
TSSC Club Shop

#### Jonathan's Marathon

Hello, all those that know me know that I like my food and beer and general dislike of fitness. So this year I am competing in the Boston to Skegness Seabank Marathon, on the 7th June 09.

I am doing this as a sponsored event and all donations are going towards Macmillan cancer research.

If you would like to sponsor me, you can do it either as a maximum amount, or per mile (for those who don't think that I will do it !!!)

I aim to finish under four hours, three and a half would be better, but if any one would like to come a long and show some support, you know where I will be.

Please feel free to mail me if you wish to place a pledge to: [jingram300374@aol.co.uk](mailto:jingram300374@aol.co.uk)  
many thanks

**Jonathan Ingram**  
AKA Batman..



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



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



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

## HQ OPENING TIMES

**JUNE - OPEN AS USUAL**

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

**SATURDAY 27TH 10.00 AM - 1 PM**

**JULY - OPEN AS USUAL**

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

**SATURDAY 18TH 10.00 AM - 1 PM**

The Club Shop will be attending the forthcoming shows

**TSSC International Family Weekend**

**Stafford County Showground - Aug 15/16 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 or Order Online - [www.tssc.org.uk](http://www.tssc.org.uk)

### Council of Management Meetings

**7TH JUNE 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](mailto:gensec@tssc.org.uk)

## TSSC INSURANCE PANEL

**Adrian Flux**

0800 089 0337

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

**Footman James**

0845 458 6760

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

**Peter D James**

0845 0999 500

[www.peterjamesinsurance.co](http://www.peterjamesinsurance.co)

### The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 to 75 years of age
- Support from the Club Office
- All three brokers offer a full range of high quality insurance policies, including multi-vehicle.



## 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



## 208 MPH!

I've had a few emails regarding the 200mph virtual Spitfire on GT4, if this is possible and what settings I'm using. The fastest speed I ever managed was 208.6mph, I'm sure more is possible as well with further fiddling. Remember these settings are for out and out top speed and the cars gearing would be pretty much useless in normal racing situations. To start with you need to buy just about every modification you can for the car, lower and stiffen the suspension settings, have your traction control and stability on minimum settings and put the nitrous on for maximum power output, also it is important to ensure you have the gearbox in manual so you can rev past the red-line. Technically the car still has the 1500 Triumph engine because there are no engine swaps on GTA4 but with all the



modifications it should be putting out around 210bhp. Obviously in the real world this would probably cause a massive explosion.

The gear ratios you need are:  
1st - 2.184 2nd - 1.406 3rd - 0.992 4th - 0.741 5th - 0.583 and the final ratio - 3.170.

On the banked oval you need to be doing around 170+ out of the corner so a steady hand is required, then put the nitrous in as soon as you can. You will be surprised how quickly the car gathers pace. I'd enjoy hearing what speeds people have managed in their Spitfires and other classics on GT4, I reckon with a bit of fiddling and patience it should be good for another 10mph possibly.

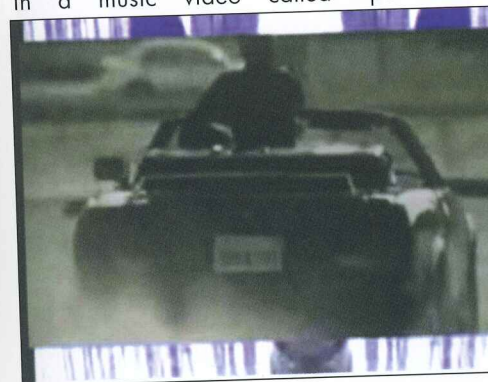
With Modifying cars as slight theme to the article, whilst browsing the internet I found this, it looks to be a Spitfire



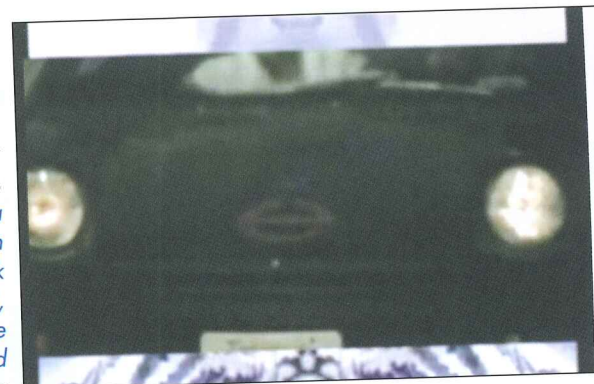
## Young Members Co-ordinator

Mk1 or early Mk2, with what looks to be a Victorian boiler or patio heating device crudely welded to the bonnet. I can take a wild guess what was going through someone's head when they did this, probably a couple of bottles of Kentucky XXXX bourbon. *I've got a beautiful old British sports car, with an Italian designed Michelotti bodywork the designer has worked with Ferrari, Alfa Romeo and Maserati - let's make it better by incorporating a gas fired barbeque into the bonnet!* You have to admit, you would be too afraid to cut it up, and what is/was actually lying underneath the hood to require such a massive bulge in the bonnet? unfortunately it doesn't say.

Simon Gustard recently spotted a TR7 in a music video called "pokerface"



[www.youtube.com/watch?v=46BqU92YE&feature=related](http://www.youtube.com/watch?v=46BqU92YE&feature=related)

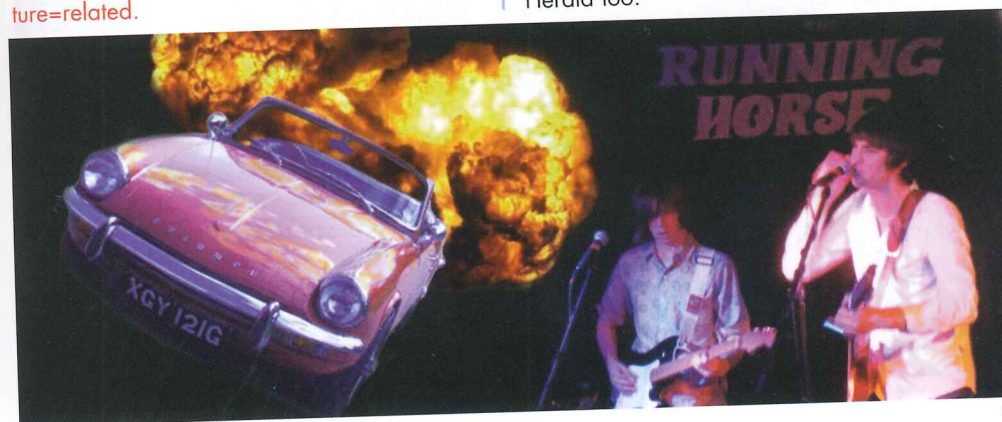


That's the you tube link and here's some screen shots. Its nice to see classic cars being used in



videos, Levis jeans did a similar thing with a white Mk1 2000 a few years back in one of their advertisements.

My bands next music video is going to feature my Spitfire without a doubt and possibly the Herald too.





# TSSC KIDS CLUB



## Charlotte Hill Out and About



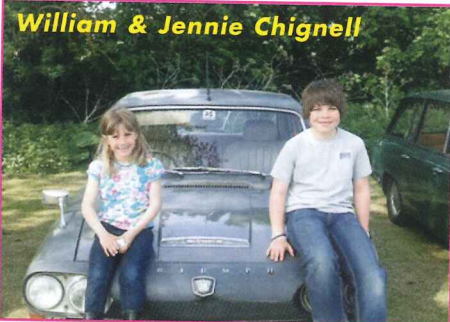
**O**ur holidays away with the club have started with two great events, the Isle of Wight weekend and The South of England meet. There were loads of Kids Club members at

Victoria Hill

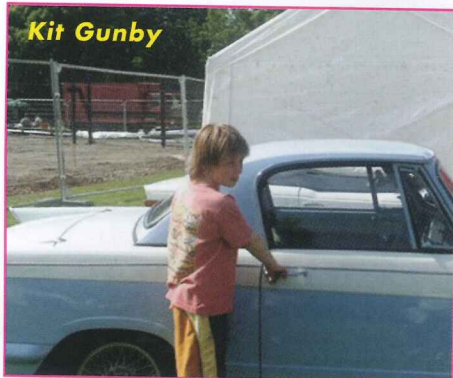


both events (see pics) and they were all happy to see our own special page back in the Courier. So send me all your pics, stories and puzzles so that we can show everyone that kids do matter.

SEM Kids



Kit Gunby



We also have the Kids Club t-shirts and caps still available for sale at £4 for the T-shirt, £2 for the cap or £5 for the set. These will be back in stock in the shop shortly and available at most events where the Club Shop is attending.

The t-shirts are also prizes for contributions to our Kids Club pages so send me your pics and stories through and we'll put them in the mag for you.

Bye for now

Charlotte

**PRESTIGE AUTOTRIM PRODUCTS** Guaranteed Precise Fit

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

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

[www.PrestigeAutotrim.com](http://www.PrestigeAutotrim.com)

**CARPET SETS - SEAT COVERS - TRIM PANELS**

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

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

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

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

[www.PrestigeAutotrim.com](http://www.PrestigeAutotrim.com)

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

# JY CLASSICS Ltd

Service, Restoration & Sale of Triumph Sports Cars

Spitfire, GT6, TR2-6 specialists  
Full and part restorations, Servicing, Repairs, Fuel injection, MOTs, Welding, Trimming, Hood fitting, Bodywork, Accident repairs

Pre-Purchase Inspections Nationwide  
Cars bought and sold  
Haleacre Workshops, Watchet Lane, Little Kingshill, Bucks HP16 0DR

email: [sales@jyclassics.co.uk](mailto:sales@jyclassics.co.uk)  
[www.jyclassics.co.uk](http://www.jyclassics.co.uk)

Voted Triumph Sports Six Club Top Trader

VISA MasterCard SWITCH

# RESTORATION ADVICE, TECHNICAL TUTORIALS AND FANTASTIC CARS

■ The only magazine that restores its own project cars in its own workshop

■ Full of step-by-step workshop guides, restoration tips, corrosion-beating tutorials, mechanical insights and more

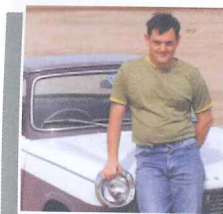
■ Crammed with information on a huge variety of classic cars, from Triumphs to Trojans!

**ON SALE NOW**

[WWW.PRACTICALCLASSICS.CO.UK](http://WWW.PRACTICALCLASSICS.CO.UK)







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

**Rob Newton-Allen**



## A Fourty Year Affair

**I**t's a long story this month... ..Bob Strong from New York has taken his 40 year love affair with Heralds full circle, and managed to fill in all the gaps in between, every detail of his Heralds history has been traced right down to the freight ship used to get it over the pond....

Put the kettle on... ..put your feet up and I will leave it to Bob to reveal all....

In October 1968, I had just turned seventeen and had started my senior year of High School. My parents allowed me to buy, with my hard-earned savings, my very first car. For the then-princely sum of US \$400, I bought a green 1964 Triumph Herald convertible. What more could I ask for? I was young, the car was a blast, and it was the sixties, man! Over the next 40 years, I owned another 16 cars (and a motorcycle), including a couple more British sports cars: a 1961 TR3, a 1967 TR4A-IRS, and a 1959 Austin-Healey 100-6. They were all fun cars, and I missed them



after I sold them, but I never forgot the great times I had with my very first car, that little green Herald! We coined a nick-name for it, "The Big Bright Green Pleasure Machine" after the 1966 Simon & Garfunkel song of the same name. Like so many of us, my Herald forced me to learn the basics of car maintenance.

Fast forward to 2007 ...

Knowing my past love of British cars and seeing me driving yet another boring mini-van, my wife, Linda, asked if I was ever again going to get another Britmobile. "No," I said, "I had my fun years and years ago. I'm getting a little long in the tooth to go down that road again." Then I happened to see an ad for BRITFEST 2007, an exhibition of British cars held each Spring at a park in Succasunna, New Jersey. Linda went with me and, in

an instant, she saw me magically turn into a wide-eyed kid again. The sports car bug bit, and it bit hard! They were all there: tons of Triumphs (2s, 3s, 4s, 250s, 6s, Spits, GT6s, Stags – but sadly, no Heralds), MGs galore (TCs, TDs, As, Bs, Cs, Midgets), Rolls, Bentleys, Austin-Healeys by the dozen (100-4s, 100-6s, 3000s, Sprites), loads of Jags, Sunbeams, Lotuses (Loti?) ... you name it! As I had never owned an MG (and I always liked the T-Series), I decided that my next car would be an MG-TD. So over the next year and a half, I looked for an affordable TD in decent shape. But like I said earlier, I never forgot the little Herald I once had...

In December 2008, while I was looking on eBay for TDs, I also did a search for Heralds. Up popped an auction for a white 1967 Triumph Herald Sports convertible. It was less than an hour's drive from my home in New York, so I drove down to see it.

The owner's description was "California Car", in good, solid, rust-free condition with only 33,500 original miles. It was love at first sight! As the seller had described it, the car was basically rust-free, and that included the outriggers! There was a bit of rust where some fluid had leaked out around the brake and clutch master cylinders, the brakes were shot, and it needed a new convertible top (hood) but all in all, nothing major.

After a couple of turns of the key, the engine sprang to life. Before I knew it, I was once again tooling around in a Triumph Herald, with the convertible top down!! Freezing, but totally enjoying it! The

seller told me he had all the original dealer paperwork for the car, showing that it was originally bought in San Francisco by a woman named Jerrie Rankins. San Francisco. After the original owner, the car was then sold to another woman in New Jersey, on the East Coast. The fellow I bought the car from had purchased it from her. I naturally assumed that she had bought it directly from Jerrie Rankins, the original owner.

After some haggling, I paid him considerably less than his asking price, and a bit more than what I really wanted to pay. But as you rarely find examples of these cars that are in such good condition, I wasn't too upset. So, after almost exactly 40 years, I was once again the proud owner of a(nother) Triumph Herald!

The original sales invoice showed that GB30210LCV was sold new in April 1967 by Harold Menzies, Inc, a San Francisco Triumph

### STANDARD-TRIUMPH MOTOR COMPANY, INC.

111 GALWAY PLACE • TEANECK, NEW JERSEY 07666

A. Make TRIUMPH Model 1200 CONV Serial No. GB 30210 LCV  
B. Port of Entry San Francisco, California  
C. Dealer's Name Harold Menzies, Inc  
4249 Geary Boulevard  
Address  
Name of City or Town at which it is to be delivered San Francisco  
Method of Transportation  
Amount charged to dealer for transportation  
D. 1. Manufacturer's suggested retail price \$1959.00

2. Optional equipment and accessories fitted to car:

Heater & S/washer	48.00
Tonneau Cover	30.00
Seat Belts	17.00
Wheel Covers	15.95
Outside Mirror	5.50
Dockside Handling	10.00

Suggested retail price of car, optional equipment and accessories \*\$ 2085.45

\*State and Local Taxes, License Fees and Transportation to be added.

Automobile Information Disclosure Act, July 7, 1958

ALMA, NEW YORK

#### Equipment and Accessories fitted to car free of charge

Vinyl Upholstery  
Full Carpeting  
Washable Head Lining (Sedan Only)  
Coat Hook (Sedan Only)  
Dual Sun Visors  
Lockable Glove Compartment  
Walnut Dashboard with Padded Top  
Electrically Operated Windshield Wipers  
Bucket Seats  
Trip Speedometer  
Temperature Gauge  
Adjustable Steering Column  
Reserve Fuel Tank  
4-Speed Gearbox  
Full Flow Oil Filter  
Paper Element Air Cleaner  
Dual Horns  
Bumper Guards  
Chrome Body Trim  
Tool Kit and Jack

dealer. Soon after acquiring it, I became a TSSC member, and shortly after that, I requested its BMIH certificate. In the meantime,



# ADDITIONAL EQUIPMENT ADDED BY DEALER

Make TRIUMPH

Model 1200 Conver't.

Serial No. GB30210LCV

ADDITIONAL EQUIPMENT	PRICE
DELIVERY & HANDLING \$	60.00
DUNLOP SP 41 TIRES	25.00

Suggested Retail Price: Includes Factory Equipment \$ 2085.45

TOTAL: (Including All Equipment) \$ 2170.45

NO. 313 - LAW PTG. CO., LOS ANGELES-BURLINGAME

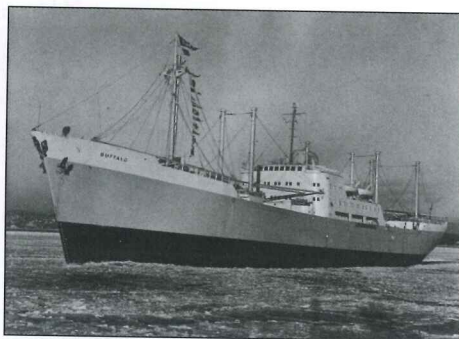
I found a wonderful online database, maintained by Andy Mace, which contains info on hundreds of Heralds (<http://www.fairpoint.net/~herald948/database/herald.htm>). I found it odd that the commission# for my 1967 car placed it chronologically between two 1965 Heralds. I contacted Andy, who said that he was aware of a few discrepancies like mine on the database. Sometimes the cars went unsold for a period of time. "But," I thought, surely not my Herald...!" Additionally, there was an entry in Andy's database which showed that my car was sold on Ebay in California in 2004.

That made sense, as the fellow I bought my car from had said that it had originally come from California.

My question about the date discrepancy on the Herald data base nagged me, but it was quickly answered when my BMIH certificate arrived about a month later. I was completely surprised to see that my 1967 Triumph Herald was actually built on March 1, 1965!! And

that it was shipped to San Francisco in the US shortly thereafter, on March 10, 1965 on a vessel named the MS Buffalo. So if it was indeed a 1965 car, how could it have been sold as a new 1967 car? Great; just what I needed: one nagging question answered causes another nagging question to come to the surface.

I Googled "MS Buffalo" and found some pictures of this ship on the 'net, along with the names of the crew members who served on it in 1965!



Using Google again, I wanted to see if there was any available information about the dealer from which my Herald was originally sold. As it turned out, Harold Menzies Inc is still in business! I called and spoke to a friendly gentleman who was most helpful.

I asked him if he knew anything about Triumphs that were once sold there. He said, to my surprise, that he was working there at the time, so he had first-hand knowledge of their operations from back then. I asked him how a 1965 Triumph could possibly be sold as a 1967 car. My car even had a small plate in the engine compartment near the master cylinders that reads: "TRIUMPH STC-67". He said those plates were put on the cars just prior to them being sold. "STC" being "Standard Triumph Car" and "67" being the year of sale. He went on to say that the Triumph TR4s, Spitfires and GT6s at the time were very popular, and they most definitely would not have sat on his dealer lot for any length of time. And most certainly, not for 2 years. The original sales invoice was sitting in front of me as we talked and I wanted to make a note of who I was speaking to, so I asked for his

name. "Bob Menzies," he replied. I couldn't believe it; there on the sales invoice was the signature of none other than... Robert Menzies! I exclaimed, "You were the salesman for my car way back in April 1967!" Asked if he remembered Jerrie Rankins, he said her name sounded a bit familiar, but he couldn't be sure. It was, after all, forty years ago. When I mentioned that maybe the fact that she had traded in a 1953 Austin as partial payment for the Herald would help jog his memory, he said, "Oh, you had a Herald, did you?" It turns out that back then, the Herald models were not nearly as popular as their more sporting cousins, the TR4s, Spits and GT6s. He said that knowing now that it was a Herald, it was entirely possible that my car might have sat on the Triumph distributor's lot (not the dealer's lot) for 2 years. That is, until one fateful day in April 1967 when a lady walked in the door of Harold Menzies Inc in San Francisco and said she wanted to buy a Triumph Herald convertible, thereby setting the wheels in motion. A quick call from the dealer to the Triumph distributor would have revealed (what I picture as, at least) one sad little Herald convertible, sitting all alone in some cavernous warehouse. Okay, so maybe it was sitting on an open lot, completely surrounded by hundreds of other Triumphs. Regardless, it would have then been sent right over to Harold Menzies Inc for prep work and sale.

And that, my friends, is how my Herald, which was built in March 1965, was registered and sold as a new car more than two years after it was 'born'.

But I wasn't done yet; not by a long shot. As they say on those annoying television commercials, "But wait; there's more!!" After quite a bit more sleuthing on Google, I came upon an obituary from 2001 for Jerrie Rankins from San Francisco, the same name as the original owner that was on the sales paperwork of my car. Why this particular obituary from 2001 was still on-line in 2009, after eight years, was beyond me! Reading further, I knew it had to be her because right there, in the text of the obituary, was this entry: "She had a 1967 Triumph Harold, which she drove for almost 30 years, usually with the top

down, so that she could enjoy the city sights." Okay, so they misspelled Herald. When I read that, the hair on the back of my neck stood on end! This was, unfortunately, a true dead end; I would have loved to have spoken to Jerrie about her (and now, my) Herald.

I was trying to come up with a suitable name for my Herald, and toyed with "Winston" or "Churchill" or even "Gerald the Herald". Linda suggested I call it "Jerrie", in tribute to its original owner. So "Jerrie" it was; and "Jerrie" it still is.

I now found myself presented with a couple of new problems. The obit said that Jerrie drove the car for "almost 30 years" which, from 1967, would have been until about 1997. But if she died in 2001 and it was next purchased in 2004 by the woman in New Jersey, what was going on with the car from 1997 to 2004!? Near the end of the obituary, mention was made of a memorial brunch that was to be held in the deceased's honor, and it gave the name and phone number of an obviously very close and dear friend. This memorial brunch would have taken place almost eight years ago, in 2001.

On a wild hunch, I called the number and a woman answered. I told her that I was the owner of a 1967 Triumph Herald that once belonged to Jerrie Rankins. "Oh my God, I can't believe it!!" she exclaimed. "Aunt Jerrie absolutely loved that car!!" We spoke for quite a while and she said she might actually have some pictures of Jerrie in her "Harold". If she could find them, she would send them to me. She would ask her son, who was also very close to Jerrie. I asked her if she knew anything about the car from when her friend Jerrie passed away in 2001 to when it appeared in New Jersey. She wasn't sure of the specifics, but said her son, Keith, (Jerrie's nephew) probably knows more. Not that it really mattered; I was just curious. But it was still a 'question unanswered'... I mentioned to her that I just love this little car and we call affectionately named the little Herald "Jerrie". She said that was so nice; she was sure Aunt Jerrie would be happy to know that.

I spotted a 1960 white Herald Convertible with a 948cc engine listed in early April



2009. Not that I was interested in buying it, mind you; I just wanted to follow its progress. Another person who was also monitoring its progress posted a note to the seller, saying that he used to own a 1967 Herald convertible and that he still had some aluminum bumper covers for it, and if anyone was interested, they could contact him. He posted his email and phone number in California. I emailed him and told

You could have heard a pin drop. He replied, "Yes, it was!!! How'd you know...." And then I said, "And was the woman's name on the original sales invoice Jerrie Rankins....?" There was a moment of total silence, followed by him yelling, "You have my car!!!!" He was amazed when I told him what I had found out about the car and how I had gone about gathering the info. He was especially blown



him that if he hadn't yet sold the bumper covers, I was interested. His name was Walt Wiskosky a very nice fellow just a few years younger than me, from Escondido CA. He said how he still regrets selling his white 1967 Herald convertible in 2004. 2004? A little light went off in my head. I mentioned that mine too, is white. He said he bought his in 2001 from the nephew of a woman who had passed away in San Francisco. A much brighter light went off this time. He then said when he sold the car to a woman in New Jersey, it had all the original sales paperwork with it. A woman in New Jersey!?! All the original sales papers!?!? Now I could hear bells ringing loudly. I said, "Might it be possible that this car was originally purchased from Harold Menzies Inc. in San Francisco?"

away by the fact that it was actually a 1965 car, and not a 1967 as he thought. What was really surprising was that he said he was one of the people who had made an offer to the man I bought the car from, but his offer was turned down. He still has the original license plates, which match the number on the little CA license plate on my Triumph key fob, which Walt said was original.

Keith, who is Jerrie Rankin's nephew, called me with some interesting information, which finally filled in all the blanks. In 1997, Jerrie was about 70 years old and was having trouble with her eyesight, so she gave the car to him. He took it with him to Utah for about a year and a half, before returning to the San Francisco Bay Area. He kept the car until sometime in 2001, when he sold it to Walt.

Keith said that all the original bills for the work Jerrie had done on the car were with the car when he sold it to Walt Wiskosky. And Walt said the original bills were also with the car when he sold it to the woman in New Jersey. Somehow, they were lost, as when I got the car, the bills were not with car any longer.

70 years old, could no longer drive it due to failing eyesight. So she passed it onto her nephew, Keith.

**1996:** Keith moved with the car to Utah.

**1997:** Keith and the herald moved back to the Bay Area.

**April 27, 2001:** Jerrie Rankins died.



As I write this, today is **April 22, 2009:** Exactly 50 years ago on this date, a new car was introduced at the Royal Albert Hall in London; The Herald, by Standard-Triumph.

So, now I think I pretty much know GB30210LCV's whole history:

**March 1, 1965:** Herald GB30210LCV was built in Coventry, England.

**March 10, 1965:** It was shipped to USA from the King George Dock in Kingston-Upon-Hull, U.K., aboard a vessel named "Buffalo" to the Standard Triumph Motor Company Inc., in San Francisco.

**April 1965 - April 1967:** It probably sat on the Triumph distributor's lot in San Francisco

**April 1967:** Bought by 40-year old Jerrie Rankins from Robert Menzies of "Harold Menzies Inc" in San Francisco.

**April 1967 to sometime in 1996:** Jerrie happily drove it all around hilly San Francisco.

**Sometime in 1996:** Jerrie, now about

Sometime afterwards, Keith put it up for sale. **Summer 2001:** Walt Wiskosky, from Escondido CA, bought the car from Keith. Walt had the car trailered to him from San Francisco to Escondido.

**May 2004:** Walt sold the car to a woman in Chester NJ, who had it shipped from Escondido CA.

**Oct 2008:** She sold the car to a man in NJ

**Dec 6, 2008:** I bought GB30210LCV from the man in NJ.

And the rest they say is 'History'

Just a quick note onto the end of this months article... **DON'T FORGET TO BOOK** your cars in for Stafford in August.

All the cars that have been promised for the complete model display will be getting an email next month to confirm a few details.

Bye for now

Rob  
17



# T.D. FITCHETT Ltd

## SUPPLIERS OF ORIGINAL TRIUMPH SPARES

### HERALD/VITESSE

Herald/Vitesse FRONT FLOOR PANS (NEW) . . .	£58.75
Delaney-Galley heater valve 560612 . . .	£47.50
Petrol tank . . .	£120.00
Front lower valance 1200 O.E. . .	£115.00
Front lower valance 13/60 A.E. . .	£115.00
Front lower valance Vitesse O.E. . .	£115.00
Herald 13/60 front lamp panel 812140 . . .	£65.00
Herald 1200 front wings . . .	£97.50
Herald 13/60 front wings . . .	£80.00
Vitesse front wings . . .	£92.50
Front wing 'D' plates 703627/8 . . .	£8.75
Windscreen drip channel . . .	£12.50 pair
Herald/Vitesse door skins 901338/9 . . .	£60.00
Complete door shell 902256/7 . . .	£215.00
Sills 803070/1 . . .	£19.50
Tread plate repair panel . . .	£7.50
Front floor mounting bracket R 607548 . . .	£6.00
Front floor mounting bracket rear 607549/50 . . .	£6.00
Rear floor mounting bracket 607655 . . .	£7.00
B post mounting bracket 703625/6 . . .	£15.00
Stainless steel tread plate finisher . . .	£21.50 each
Boot side panel 804611/2 . . .	£29.50
Herald 948/Vitesse rear centre valance . . .	£60.00
Herald 1200/13.60 rear centre valance . . .	£62.50
Rear quarter valances . . .	£24.50
Inner front wheel arch 903075/6 . . .	£42.50
Rear outer wheel arch 802845/6 . . .	£38.50
Front/Rear wing arch repair panel . . .	£18.50
Rear wing front repair panel . . .	£12.50
All chassis outriggers/side rails/boot extn . . .	£19.50 each
White rubber bumpers (full set) . . .	£110.00
Rear overriders 703708/9 . . .	£39.50
Bonnet corner mouldings 706161/2 . . .	£24.00 pair
Wheel arch/bulkhead seal 704033 . . .	£2.75
Chrome bonnet catch 607663 . . .	£35.00
Door hinges 607824 . . .	£16.00 each
Boot hinges . . .	£28.50 pair
Door to glass outer weather strip . . .	£5.75
Hoods vinyl inc zip out window . . .	£115.00
Accelerator pedal bracket 147655 . . .	£9.50
Set of 8 front suspension bushes 119451 . . .	£10.00 set
Front suspension shim 122022 . . .	£1.25
Caliper repair kit inc pistons type 12 . . .	£22.50
Caliper repair kit inc pistons type 14 . . .	£20.00
Caliper repair kit inc pistons type 16P/16PB . . .	£27.50
Recon exchange caliper type 12 . . .	£45.00
Recon exchange caliper type 14 . . .	£40.00
Recon exchange caliper type 16P/PB . . .	£55.00
Brake pads type 12 . . .	£12.00 set
Brake pads type 14 . . .	£9.50 set
Brake pads type 16P/16PB . . .	£10.00 set
Her/Vit Recon steering racks RHD (exchange) . . .	£45.00
Track rod ends . . .	£9.50 each
Rear shock absorber GSA385 . . .	£17.50
Front shock absorber . . .	£20.00
Herald 4 Synco (exchange gearbox) . . .	£185.00
Vitesse Delco distributor cap . . .	£195.00
Herald rear leaf spring 305945 . . .	£99.50
Herald/recon exchange drive shaft assembly . . .	£147.50
Herald/Vitesse non rotolux drive shaft . . .	£65.00
Universal joint grease nipple type . . .	£8.50
Herald voltage regulator Unipart GEU 6603 . . .	£20.00
Herald new alternative distributor (exchange) . . .	£57.50
Vitesse Delco distributor cap . . .	£9.00
Vitesse HT lead set . . .	£10.00
13/60 HT lead set . . .	£7.00
Herald oil filter GFE 119/150 . . .	£4.50
Herald O.E head gasket GEG 314 . . .	£8.00

**MANY ITEMS STOCKED FROM NUTS AND BOLTS TO BODY SHELLS**  
**CALL NOW**

Spark plugs 1200/12.50 (set of 4) . . .	£6.50
Vitesse 2 Litre clutch kit . . .	£75.00
Clutch slave cylinder 13/60 . . .	£35.00
Vitesse sealed beam inner light unit . . .	£8.95 each
Boot catch 611225 . . .	£9.00

### TR7

Early type bonnet (single bulge) WKC170 . . .	£147.00
Late type bonnet (double bulge) XKC3822 . . .	£294.00
Sills L/H and R/H XKC 112/3 . . .	£76.00
Doors FHC WKC5286/7 . . .	£260.00
Door skins YKC747/5 . . .	£47.50
Body shell FHC with sunroof . . .	£2,950.00
Body shell convertible . . .	£4,450.00
LH rear wing Coupe, original . . .	£295.00
Late type boot lid XKC3854 . . .	£175.00
Rear deck assembly convertible WKC4255 . . .	£87.50
Window regulators XKC325/6 . . .	£22.50
Door/glass outer weather strip R/H YKC101 . . .	£6.00
New hood frame (exchange) . . .	£120.00
Radiator grille R/H convertible WKC3674 . . .	£25.00
Petrol tank retaining strap . . .	£8.00
Petrol tank . . .	£145.00
Petrol tank sender TKC3408 . . .	£25.00
Rear lamp assembly R/H TKC232 . . .	£75.00
Recon TR7 (exchange) distributor . . .	£65.00
TR7 distributor cap . . .	£6.00
HT lead set (early) GHT 167 . . .	£9.50
Gearbox 4 speed (exchange) . . .	£185.00
Recon steering rack (exchange) . . .	£45.00
Front strut assembly recon (exchange) . . .	£65.00
Front lower ball joint GSJ154 . . .	£11.00
Front suspension strut gaiter UKC4981 . . .	£9.50
Rear shock absorbers . . .	£19.50
Upper steering joint UKC2449 . . .	£32.00
Lower steering shaft TKC1084 . . .	£35.00
Track rod ends GSJ185 . . .	£15.00 pair
Steering wheel (early) RKC509 . . .	£15.00
Brake pads GBP233 . . .	£9.50 set
Brake discs TKC780 . . .	£17.00 each
Brake servo recon (exchange) . . .	£75.00
Up-rated brake master cyl/servo assy (exchange) £200.00	
Brake pressure valve TKC 3667 . . .	£40.00
Recon exchange brake caliper . . .	£45.00
Brake shoes 5 speed GBS813 . . .	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994 . . .	£20.00 kit
Wheel cylinders 4-5 speed . . .	£15.00
New 4 speed differential TKC2619 (exchange) . . .	£45.00
Jackshaft 215207 . . .	£130.00
Recon starter motor (exchange) . . .	£75.00
Service exchange oil pump 215573 . . .	£22.50
Petrol pump TKC3419 . . .	£20.00
Fan idler pulley bearing . . .	£9.50
Recon w/wiper motor (exchange) . . .	£40.00
Clutch kit TR8 Q/H . . .	£105.00

### STAG

Inertia seat belts non sensor original . . .	£115.00
Seatbelts, non sensor . . .	£85.00
Front suspension leg insert . . .	£32.50
Recon steering rack (exchange) . . .	£125.00
Steering column shaft 151032 . . .	£75.00
Track rod end GSJ157 . . .	£11.50
Gearbox (exchange) . . .	£275.00
Recon exchange J Type overdrive . . .	£275.00
Rear shock absorbers . . .	£19.50
Rear sub frame mounting 150382 . . .	£21.00
Rear wheel bearing kit . . .	£18.00
Service exchange drive shaft 311914 . . .	£125.00
Recon rear hub assy (exchange) . . .	£92.50
Recon Brake Calipers (exchange) . . .	£55.00
Caliper seal kit inc pistons . . .	£27.50
Set brake pads . . .	£13.50 set
Recon brake master-cylinder (exchange) . . .	£120.00
Recon Servo (exchange) . . .	£145.00
Rear wheel cylinder GWC1211 . . .	£15.00
Service exchange oil pump 215573 . . .	£22.50
Viscous fan coupling TKC101 . . .	£72.50
Window regulator and motor assy 309024/5 . . .	£76.00

### TR6

Front L/H fitch panel 907097/576477 . . .	£105.00
Late type rear centre bumper O.E. . .	£82.50
Rear quarter bumper O.E. . .	£57.50
Seat belts with sensor wire type . . .	£85.00 pair
Prop shafts recon (exchange) . . .	£65.00
Recon exchange water pump GWP201 . . .	£29.50
Recon steering rack (exchange) . . .	£57.50
Front trunnion 142377/8 . . .	£17.50
Top ball joint GSJ131 . . .	£10.50
New Brake servo (exchange) . . .	£110.00
Brake disc 209327 . . .	£15.00
Recon (exchange) caliper type 16P/16PB . . .	£55.50
Brake pads early/late type . . .	£10.00
Hand Brake cable and fork . . .	£2.50
Gearbox (exchange) . . .	£275.00
Recon drive shaft assy (exchange) . . .	£135.00
Recon rear hub assy (exchange) . . .	£92.50
Diff mounting upper 134235 . . .	£2.50
Diff mounting lower 134236 . . .	£2.50
HT lead set . . .	£10.00
TR5/TR250 w/wiper motor, new (exchange) . . .	£185.00
Boot spare wheel cover . . .	£55.00

### SPITFIRE MK I & II & III

Spitfire Mk III bonnet . . .	£715.00
Nearside/offside front wings . . .	£69.50 each
Front wing 'D' plate 706311/2 . . .	£11.00 each
Front outer wheel arch 903137/8 . . .	£41.00
Front inner wheel arch 706548/9 . . .	£35.00
Bonnet hinge tubes 811679/811680 . . .	£35.00 each
Hinge tube pivot bracket . . .	£15.00
Side light mounting panel 907157/8 . . .	£48.00
Door skins . . .	£55.00
Rear valance lamp panel 569900 . . .	£22.50
Boot lid 575787 . . .	£250.00
Dash top cover 714482 . . .	£32.50
Vinyl hood Mk III inc zip window . . .	£115.00
Hood Mk III original material/zip window . . .	£160.00
Chrome bonnet catch 607663 . . .	£35.00
Rear lamp assembly 208532/217025 . . .	£42.50
Track rod ends . . .	£9.50
Gearbox 4 Synco (exchange) . . .	£185.00
Rear leaf spring 305894 . . .	£97.00

Recon exchange brake caliper type 12 . . .	£45.00
Recon exchange brake caliper type 14 . . .	£40.00
Original head gasket GEG314 . . .	£8.00
Distributor cap . . .	£4.00
Front valance support bracket 712567/8 . . .	£6.00

### SPITFIRE MK IV & 1500

Bonnet stay 613045/613751 . . .	£12.50 pair
Front wings 909663/4 . . .	£39.50
Front wheel arch outer 909351/2 . . .	£37.50
Front wheel arch inner 909797/8 . . .	£34.00
Headlamp support panel assembly 818971/2 . . .	£34.00
Front quarter valance 815391/2 . . .	£67.50
Door skins . . .	£55.00
Sills non original . . .	£37.50
Sills O.E. 903097/8 . . .	£60.00
Sill reinforcement panel 806634/5 . . .	£6.50
Inner sill 806638/9 . . .	£21.00
Front sill end plate 706422/3 . . .	£6.50
Half floor (deep pressing) . . .	£95.00
'A' post lower filler panel 706288/9 . . .	£17.00
Bonnet hinge pivot box RKC362/3 . . .	£40.00
Chassis front gusset 218526/7 . . .	£17.00
Bonnet hinge tube L/H-R/H 911107/8 . . .	£51.00
Rear wing non O.E. . .	£97.50
Rear wing front repair panel . . .	£18.50
Rear wing rear repair panel . . .	£22.50
Rear lamp panel 716182 . . .	£140.00
Rear valance 908970 . . .	£62.50
Boot floor . . .	£97.50
Boot lid 911927 . . .	£350.00
Rear inner wheel arch 725563/4 . . .	£105.00
Rear outer wheel arch 909661/2 . . .	£65.00
Windscreen aperture drip channels . . .	£12.00 pair
Stainless steel oversill kit . . .	£75.00 kit
Hard top rear screen seal 911040 . . .	£36.50
H/T seal roof/door glass 716183/4 . . .	£8.00
Front windscreen chrome insert kit . . .	£34.00
Door hinges 607824 . . .	£16.00
Exterior door handle (black) YKC2837/8 . . .	£60.00
Window regulator 911271/2 . . .	£45.00
Window regulator glazing channel . . .	£55.00
Window regulator 209398/9 . . .	£25.00
Front outriggers 209398/9 . . .	£22.50 pair
S/steel tread plate finishers . . .	£29.50
Oil pump TKC 1974 (exchange) . . .	£29.50
Water pump 216939/GWP128 (exchange) . . .	£29.50
Late type water pump (viscous) UKC774 . . .	£40.00
Oil filter GFE119/150 . . .	£4.50
Heater valve 724021 . . .	£18.00
Front wheel bearing kit GHK1021 . . .	£16.50
Front wishbone bushes 119451 (set of 8) . . .	£10.00
Front shock absorber GSA364 . . .	£20.00
Front suspension vertical link/trunnion assy . . .	£82.50
Front suspension top ball joint GSJ155 . . .	£10.00
Stub axle UKC697 . . .	£20.00
Recon steering rack exchange . . .	£45.00
Track rod end GSJ158 . . .	£9.50
Steering joint 142140/FAM1718 . . .	£22.50
Steering lock 216449/UKC2719 . . .	£40.00
Gearbox exchange . . .	£175.00
Recon exchange D Type O/D Mk IV . . .	£225.00
Recon exchange J Type O/D Mk IV . . .	£225.00
Recon exchange J Type O/D 1500 . . .	£225.00
Rear wheel bearing kit GHK1029 . . .	£14.50
Early/late rear drive shaft . . .	£65.00
Recon exchange drive shaft assembly . . .	£147.50
Rear shock absorber GSA385 . . .	£17.50
Rear leaf spring 159640 . . .	£87.00
Recon exchange brake caliper type 14 . . .	£40.00

Brake disc 208715 . . .	£15.00
Caliper repair kit inc pistons type 14 . . .	£20.00
Handbrake front cable 121766 . . .	£4.75
Handbrake cable end fork 104749 . . .	£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) . . .	£27.50
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 . . .	£745.00
Bonnet assembly Mk III 913766 . . .	£875.00
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 819613 . . .	£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
New crankshaft 308034 (exchange) . . .	£115.00
Recon (exchange) water pump GWP201 . . .	£29.50
Gearbox (exchange) . . .	£195.00
Recon exchange D Type O/D . . .	£225.00
Clutch kit . . .	£75.00
Front suspension vertical link . . .	£67.50
Front shock absorbers . . .	£20.00
Track rod ends . . .	£9.50
Rotoflex coupling 152273 . . .	£26.50
Rotoflex bush kit inc tubes . . .	£15.00
Brake shoe Mk I/II/III rotolux GBS750 . . .	£17.00
Brake shoe non rotolux GBS746 . . .	£15.00
Front side/flasher lamp assembly 155418 . . .	£20.50
Delco distributor cap . . .	£9.00
HT lead set . . .	£10.00

### TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6 . . .	£125.00
Mk I front panel (nose cone) 903258 . . .	£65.00
Mk I bonnet 903477 . . .	£115.00
Mk II headlamp panel 575894/ZKC1972 . . .	£75.00
Mk II bonnet 910507 . . .	£125.00
Mk II boot lid 910506 . . .	£111.50
Mk II rear lamp panel 910509 . . .	£95.00
Mk II boot reinforcement panel 910505 . . .	£60.00
Bonnet seal 613894 . . .	£12.00
Rear centre bumper (estate) plain 576530 . . .	£85.00
Rear centre bumper (estate) for insert 917813 . . .	£85.00
Rear quarter bumper (saloon) plain 910158/9 . . .	£60.00

Rear quarter bumper (estate) 923444/5 . . .	£60.00
Rear bumper moulding (saloon) 824479 . . .	£20.00
Interior door knob 615888 . . .	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552 . . .	£57.50
Dash veneer set 2000TC/2500TC - 730397 . . .	£57.50
Interior grab handle ZKC 701/711 . . .	£17.50
Boot carpet 728551 . . .	£18.00
Late Mk I 2000 steering wheel 307493 . . .	£20.00
Recon power steering rack (exchange) . . .	£125.00
Recon manual steering rack (exchange) . . .	£45.00
Gearbox (exchange) . . .	£200.00
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) GBS803 . . .	£22.50
Brake shoes Mk II (axle set) GBS803 . . .	£16.50
Rear wheel cylinder GWC1205 . . .	£17.50





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



## Derek Giles Continental Cousins

**I**t is not often I hear about one of our cars in Europe, so it was nice to receive an e-mail from Belgian member Nico Haarselhorst, with information on his car. Nico wrote;

"Hello Derek, I am going to post the IVR form for my Herald 13/60 convertible and thought extra details and some photographs may be of interest to you. Already owning a Mk2 Spitfire and a Bond 21 GT, I could no longer resist the temptation to acquire another convertible. So it came that I bought this car last

autumn in the Netherlands! It is an original LHD, first registered 15/04/70 the colour is damson with Black trim and it has overdrive fitted! Shortly after importing the car to Belgium and before I could register it, I broke a leg and was immobilized for several weeks. The result was that the car stayed on my drive during the (harsh) winter months. This did the paint no good and I am afraid a total re-spray will be needed shortly! In the meantime it has been registered and is now in a lock-up. I will have to fix some flaws, including doors that



do not shut properly, windows not winding up and down and a hood frame that does not fit! As you will see from the photos, it also came

**PS: Don't forget to PRE-BOOK if you want to be sure of a display slot at the International!!**



with a hardtop which is fibreglass with a lining and is very different to the ones normally seen (do you know who made it?).

Back to the IVR, the commission plate is missing and the VIN on the front chassis leg is a bit odd: it starts with '1GE'... where normally I would expect it to be GE (any ideas on this?). Cheers for now,"

**Nicholas Haarselhorst.**

I was able to put Nicholas's mind at rest about the 1GE Comm number, by telling him it denotes a CKD (complete knock down) car assembled in Belgium. Triumph had cars (kits) shipped to various countries for assembly and Belgium just happened to be designated 1.

As for his other question: Well perhaps you can help. Does anyone recognize the hardtop? I have seen one before and I think (with a wrap around window) it's a 'Lenham', but I may be wrong, so any thoughts and perhaps a definitive answer would be welcome.

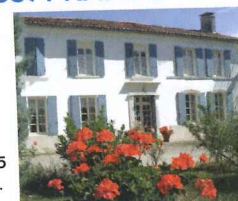
Thanks again Nicholas.

Short and sweet this month, so cheers for now,

**Derek**

## CLASSIC CAR HOLIDAYS THE CHARENTE MARITIME, South West FRANCE

Since 2005 Lyn & Graham have been welcoming fellow classic car owners to La Rose des Vents. Two luxury cottages (each sleeps 6) set in 2.5 acres of gated grounds. Idyllic swimming pool.



Everything supplied from pool towels to picnic hampers, secure covered parking and scenic drives of the Charente Maritime, Dordogne & Bordeaux regions.

15 mins from Cognac & 45 mins from the beach.

See website for full details including the 7 day "Classic Tour of the Charente" & the "Circuit des Remparts" Special

Additional accommodation can be arranged for larger groups

[www.cottagesandclassics.com](http://www.cottagesandclassics.com)

Lyn & Graham Peek

Tel. 0033 5 46 33 36 09

email: [thepeeks@wanadoo.fr](mailto:thepeeks@wanadoo.fr)





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

**Dave Rumens**



## MkII Wheel Trims

**H**

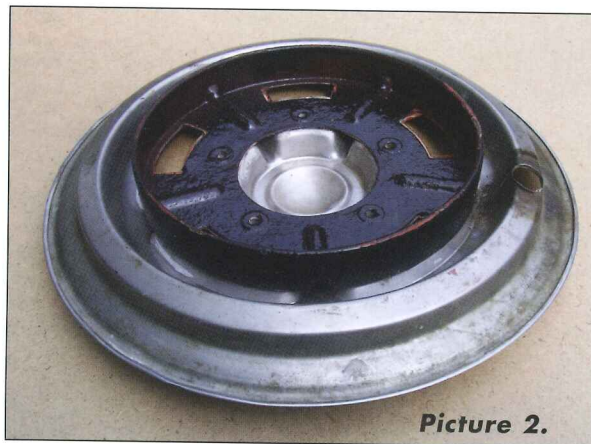
ello everybody. My first main outing in the Vitesse this year was on Easter Monday and

for once the weather was both dry and sunny for a change. It was great driving down to Andover for the Wyke Down Spring event and needless to say we had the roof open. The TSSC stand was organised by Andover Area and was full with Andover, Newbury and Southern areas providing the cars. Thanks go to Suzie & Guy for putting on and booking the stand.



**Picture 1.**

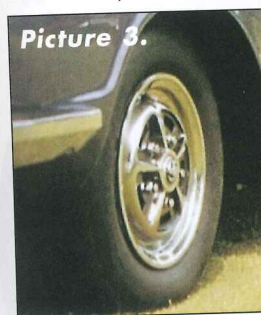
wheels are the same diameter as the Vitesse, they are a different type and the result is that the trim's inner rim, **Picture 2** that clips to the



**Picture 2.**

wheel is larger than the Vitesse type. If you fit them to a Vitesse after a few miles they usually fall off. They can be made to fit by packing the edge of the inner rim out with masking

tape. However, a good set is now unlikely to be cheap and with the risk of losing them it's not really worth buying them. They can be identified by the Leyland logo in the centre, **Picture 3**, of the cover. In many instances this has been removed which leaves a small hole. So if there is a Leyland logo or a small hole in the centre of the trim I would advise you not to buy them. That is unless they are in good condition and cheap! The availability now of the genuine Vitesse MkII Rostyle wheel trims in good condition is very low. Those that do appear will command a high price due to their rarity and the demand. If you are lucky enough to come across some that appear to be in good condition just make sure they are the real



**Picture 3.**

article. I have seen some poorly renovated examples in recent years which the seller was asking silly money for.

So what is the answer if your Rostyles are in a poor condition and you really want to keep them? Well don't despair as there are a number of things you can do to bring them back up to a presentable state. There are normally three major areas that require work. The first is usually where the edges become damaged, either when they fall off the wheel and hit the road or where someone has tried to prise them off by pulling the edge and not levering out the rim. The second point is they have lost their shine and look dull. The final area is where the paint has flaked off the centre of the trim. What I am now going on to describe won't produce a brand new wheel trim but it will give you something that is very presentable and should not distract from an otherwise smart car.

Any small bends on the edge can be straightened out by the very careful use of a small hammer and metal block. The marks can be reduced by using metal polish and a rag. Where the marks can't, then use a fine wire-

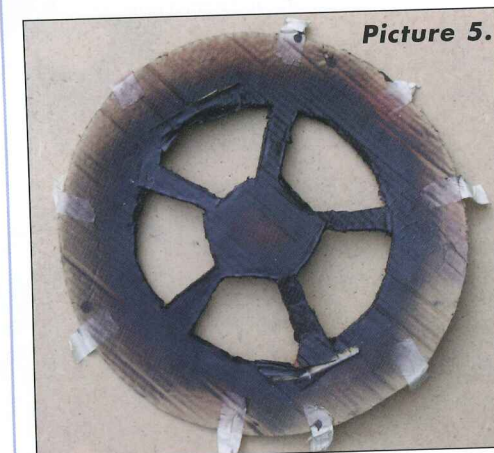


**Picture 4.**

wool soaked in metal polish, **Picture 4**. After the majority of the marks have been removed then use metal polish and a rag. Be careful where you use the wire-wool as this can scratch the surface. However, if the surface is already badly marked then any small scratches that remain will look 100 times better than what was there before. All other areas that are just dull can be improved by simply using metal polish and a rag.

Finally let's look at the paint. The first job is to clean all the surfaces up and remove all the flaking paint. Ensure you clean the five fake nuts before you start painting as this will minimise the risk of damaging your final finish.

Due to the nature of the trim's painting the

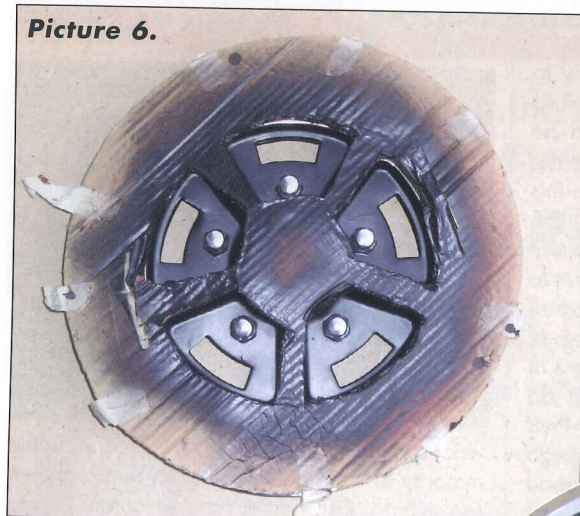


**Picture 5.**

inner section is difficult. Therefore I would advice you to make up a mask out of cardboard, **Picture 5**, and attach this to the



Picture 6.



satin topcoat. **Picture 8** shows the finished article. Before the work the trim looked like it was only fit for scrap. So don't throw them away, have a go at renovating them.

When I renovated my trims a number of years ago I should have taken pictures of the process but like a lot of activities I just got on with it. So for this article what I have done is to show some of the tools used and the finished wheel trim.

That's it for this month.

Safe Driving and keep them running on all six

David.



Picture 8.

Picture 7.



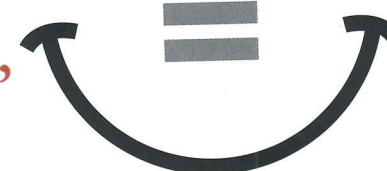
Free!

Parts & accessories catalogues

www.moss-europe.co.uk  
from a spire nut to a full engine



"smiles  
for miles..."



...call, e-mail or shop on-line at

www.moss-europe.co.uk

*Keeping the great  
marques alive*

**FREE** 2009 parts & accessories catalogues

Either complete and return the form, call 0800 281 182, or e-mail: catalogues@moss-europe.co.uk

Please ☒ for a **FREE\*** catalogue and send coupon to: Customer Services, Moss Europe Ltd, Unit 16, Hampton Farm Industrial Estate, Hanworth, Middlesex TW13 6DB.

☐ T-Type ☐ MGA ☐ MGB ☐ Sprite&Midget ☐ MGF ☐ Restoration Tools  
☐ TR2-4A ☐ TR5-6 ☒ Spitfire ☐ Classic Mini ☐ MX-5

\*Catalogue P&P per item: UK Free, EEC £7.05, ROW £6.00.



Name \_\_\_\_\_  
E-mail \_\_\_\_\_  
Tel no. \_\_\_\_\_  
Address \_\_\_\_\_  
Postcode \_\_\_\_\_

Moss will not share your information with any other party. Moss may use it to send you product and special offer information. If you would prefer not to receive this please tick here ☐

Moss London

020 8867 2020  
sales@moss-europe.co.uk

Moss Bristol

0117 923 2523  
bristol@moss-europe.co.uk

Moss Bradford

01274 539 999  
bradford@moss-europe.co.uk

Moss Manchester

0161 480 6402  
manchester@moss-europe.co.uk

Moss Europe Ltd. E&OE 2009

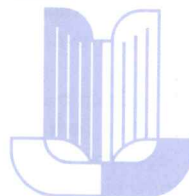






[www.tssc.org.uk/gt6](http://www.tssc.org.uk/gt6)  
e-mail: [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

**Colin Lindsay**



## Around a Pound It!

I've long found that the simplest solution to a problem is often the easiest and my reaction to the oft-mentioned biblical phrase concerning camels and the eye of needles is to look for something other than a needle, and probably identify an alternative to the camel as well. Why anyone would want to force a camel through the eye of a needle anyway is a bit beyond me, pretty much the same as why anyone would want to force gear oil through a grease nipple. However - many Triumph owners do it, and when I read a recent posting on an internet forum as to whether it was better to use a hand-powered Wanner grease gun or an air-powered grease gun to oil trunnions my first thought was "Why?" Reading the prolonged debates about cleaning old grease out of guns in order to put oil in and getting a good seal around the grease nipple to force the oil through made me wonder: "why go to all the bother?"

Okay, so the manual states that every 6000 miles we should remove the blanking plug, insert the grease nipple and give the trunnion five to six strokes of Castrol grease until it swells out of the reservoir. Remove the grease nipple and replace the blanking bolt. I've seen failed or badly worn trunnions so ignoring them is not an option, but if it's going to be a chore rather than a simple job there's a good chance it will be neglected.

If we're now living in more enlightened

times and oil our trunnions with EP90 gear oil then we no longer require either

a) grease nipples or  
b) force to push solid grease through the nipple. Consequently a gentle flow of liquid oil into the trunnion can be achieved by simpler and certainly much cheaper means.

By a happy chance I was surfing eBay last year and bought a quantity of bleed nipples. I was probably drinking beer at the time and so they were the most beautiful nipples in the world and I couldn't contemplate life without them (my usual chatup line, that). However... in the cold light of morning they were nowhere near the correct size for brake calipers and so I was left with a bag of ten 1/8 inch bleed nipples with no foreseeable use.

However - experimenting with ways of getting gear oil into trunnions made me realise that the original grease nipples were too slow and messy, not to mention completely unnecessary. Gravity itself did not work, nor did applying the oil from a can directly into the aperture in the vertical link - gentle pressure was required, but how to achieve a good seal? I needed some form of threaded tube... enter the unused bleed nipples which were a perfect fit.

As I was using only the threaded body of the nipple as a delivery tube I simply cut the pointed end off with an angle grinder, just at the start of the thread. Clear plastic hose was taken from an old



windscreen washer pipe I'd removed from a friend's Spitfire during restoration and proved an excellent fit onto the bleed nipple, with the added bonus of being able to watch the oil flow.

A suitable pump for the oil came in the form of a small oil can bought from my local "Around-a-Pound" shop (yes it was a pound!) - this little can has the advantage

of the spout being removable and so the transparent pipe can just be pushed on in its' place. It's easier to screw the bleed nipple onto the vertical link with the pipe already fitted - I prefer a good tight fit onto the nipple rather than trying to put the pipe over it in situ - then push the other



end onto the oil can.

The crunch was going to be the actual test and so I performed a bench test using a



rebuilt hub assembly on the bench which had never been oiled or greased. The oil flowed freely through the pipe, no spillage



or leaks with just gentle pumping action, eventually emerging from under the



Job done, you can simply remove the tube assembly and blank the hole with the blanking plug or replace the old, now obsolete, grease nipple.



rubber cap on top of the trunnion. A quick disassembly revealed a full trunnion reservoir, exactly as required. I also experimented with an old assembly which had been full of grease and was very happy to see that as the oil went in, old grease was pushed out around the rubber seal, telling me that there is enough oil pressure to overcome the obstruction of old dry grease and get into every corner of the trunnion... if it has corners, that is.

So: both sides of the GT6 later, not to mention two Heralds and a Spitfire, I was happy that regular maintenance had been carried out with a minimum of fuss and bother, with no messy grease gun to clean out, and a trunnion oiler ready to go at any time, total cost around £1.20. (although having said that, I may patent them and sell them on eBay for around £30 each....) Simple!

Colin

## Need help fixing your Triumph?

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



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

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

**MW Restorations**

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

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

**PARTS 4 MG & TRIUMPH**

BRITISH MOTOR HERITAGE APPROVED

Prices correct at 05/03/2009  
Prices subject to change

**DAVID MANNERS LTD**

**PARTS 4 CARS GROUP**

Jaguar & Daimler  
0121 544 4040

Mazda MX5  
0121 544 5555

Mini spares  
0121 544 0011

Classic Mini  
0121 544 0011

Morris Minor  
0121 544 5522

## Parts 4 GT6 & Spitfire Cars

enquiries@mg-tr-parts.co.uk

**0121 544 4444**

TR2-7  
Dolomite  
Herald  
Vitesse  
Spitfire  
GT6

**Spitfire Mk IV Slave Cylinder**  
£40.25 110762Z

**Spitfire up to '77 Aluminium Slave Cyl**  
£39.10 144716Z

**Transmission**

**Spitfire 1500 Clutch Kit**  
£111.49 GGC160

**Spitfire Mk II - IV Clutch Kit**  
£138.00 GGC273AF

**Spitfire Mk I - IV Clutch Tool**  
£4.45 GAC5053A

**Ignition**

**Spitfire 1500 Distributor 41449**  
£34.50 RKC5044

**Spitfire 1500 Distributor Cap**  
£2.30 GDC136Z

**Spitfire 1500 Ignition Lead Set**  
£5.20 GHT152

**Starters/Alternators**

**Fan & Pulley included! Alternator 18ACR**  
£39.10 GXC2206

**GT6 Mk III Starter Solenoid**  
£6.90 13H5952

**Spitfire Starter Motor (NEW)**  
£51.75 GXC9405

**14" Silver Minilite Wheels**  
GAC8227X £92 each

**Suspension**

**Rear Shock Absorber**  
GSA385 £13.80 each

**Front Shock Absorber**  
GSA267 £12.09 each

**In Stock NOW**

**Spitfire MKIV -1500 Rr Road Springs**  
159640Z 159640HD

Please check for availability

**Gearbox Tunnels**

**Spitfire Mk I - 1500 Gear Box Tunnel**  
£69.00 XXC16735AP

**GT6 Gear Box Tunnel**  
£74.75 7098625AP

**Most Models Wiper Blade 11" Stainless Steel**  
£4.60 GWR223

**Tudor Bottle & Top**

**Tudor Bottle & Top**  
£5.18 GWN918K

**Bottle Bracket**  
£6.90 13H232

**Cooling**

**Spitfire Mk IV-15 Water Pump**  
£27.60 GWP128

**Spitfire (USA) Water Pump**  
£58.69 GWP205

**Spitfire Mk I-III Water Pump**  
£32.25 GWP200

**Spitfire Thermostat Housing**  
£8.65 156333

**Brake Kits**

**Spitfire/Herald Vitesse Front**  
£34.50 GBD154KIT

**Spitfire MK I-1500 Rear**  
201246KIT £69.00

**www.mg-tr-parts.co.uk**

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

SEARCH option to find the exact part your looking for.

A Secure and Safe way to order your parts. NOW WITH TRADE FACILITIES.



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

**Trevor Collett**



## The Omaha Special

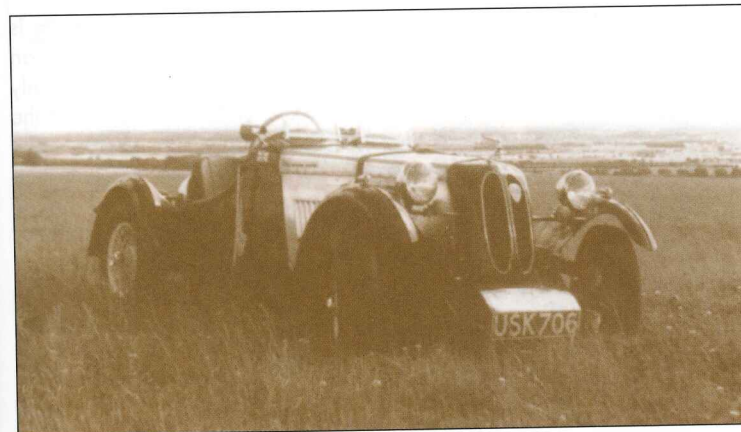
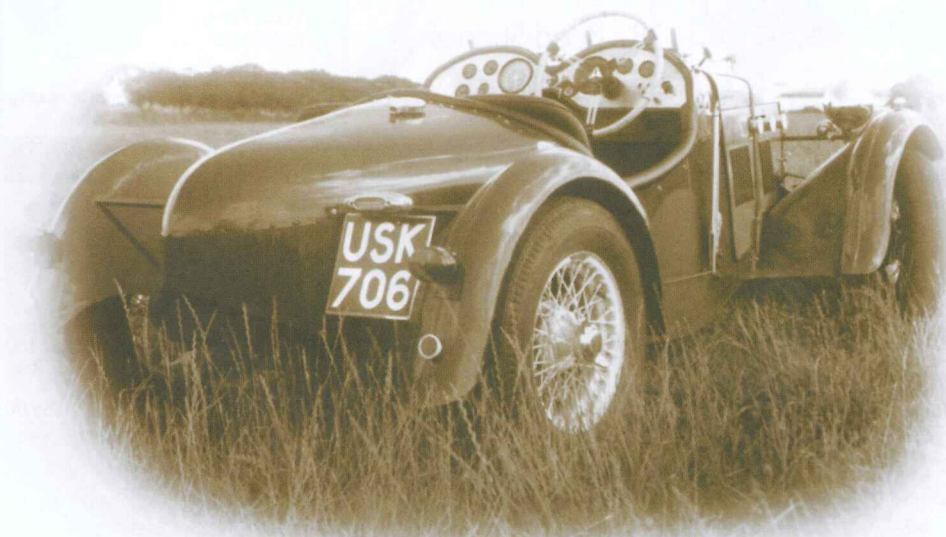
I'll be up front, this month you've got a repeat. I'm re-running a piece that first appeared in the Courier in December 1994, so if you can remember it you can save yourself a few valuable minutes and turn over to the next great piece of writing in this great motoring journal. If you can't quite remember, this is how it went:

In 1936, Major Hugh Wrynnall bet the Mille Miglia winners Varzi and Bignami that he could build a car with an engine only a third the size of their Alfa 8C 2900 and beat them in the 1938 race. He built the car but lost the race, and his bet, as he finished only fifth.

*It was, however, a very creditable performance as it was of only 950cc supercharged.*

*Hugh Wrynnall tested the car in the 1937 "Omaha 1000" race from Omaha, Nebraska, to Denver, Colorado, and back. A race distance closer to 800 miles. However, he won, though it has to be said mainly against local "red-necks" in souped up sedans, and the car became known as the **Omaha Special***

*Following the Mille Miglia it was raced with some success at Brooklands and on the sand all over the country. Wrynnall also used it as a road car until he was killed in a flying accident in 1940. From that time on, its history becomes vague until it was unearthed*



With the car stripped to the bare chassis he designed the body using JC Midge patterns for the scuttle and front. The roller coaster scuttle top is Midge but the rest of the car is his own design, from the cut down Ford Popular radiator grille to the Morris Minor bonnet used as the rear

*decking! This latter had four inches cut from the middle, the sides, which met horizontally to the wings, were cut off and the whole was welded back together to form the shape you see.*

*The body is of three-quarter inch marine ply up to the rear of the seats whence it becomes a frame work. The whole is clad in aluminium that was scrap from a local caravan dealer. The seats are from a Fiat 127 and the fuel tank*

*from a Surrey barn by a Mr B R Green. The engine was missing and the front had been involved in a shunt damaging the original independent suspension.*

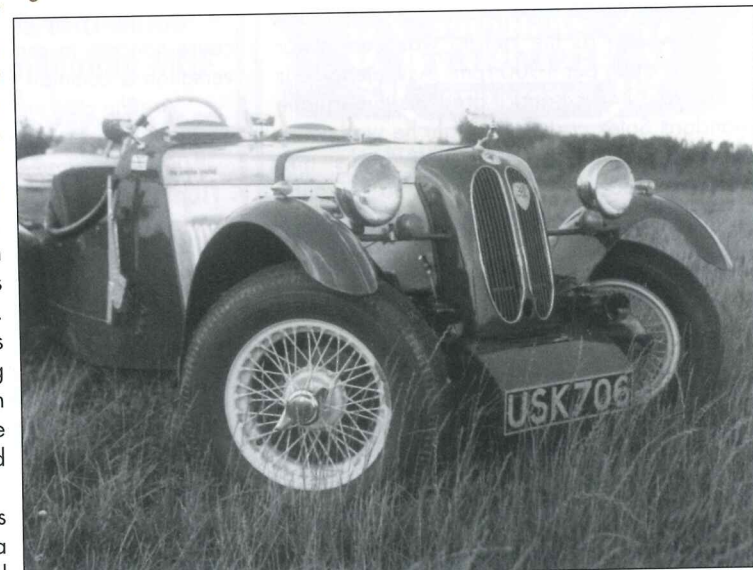
### What a lot of tosh!

He rebuilt it with the suspension and engine from a sixties Triumph saloon and replaced the original 19-inch wheels with more modern 15-inch Dunlops.

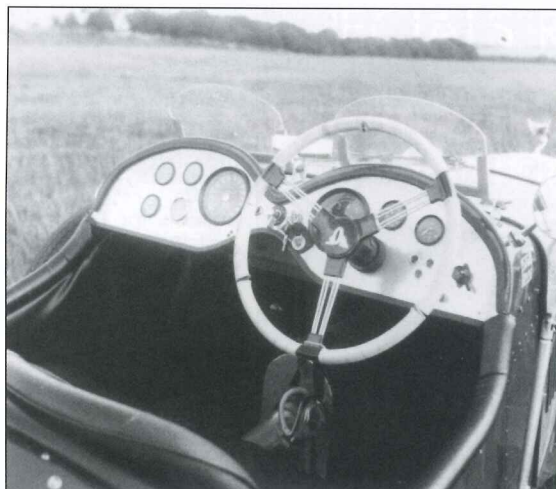
Its current custodian bought it in 1975 and has no intention of restoring it beyond its current condition, but enjoys running it on the road whenever the weather permits.

John, whose day job is as an auditor for a Dutch bank, had always wanted to build a car since the days of Ford and Austin specials.

The freak chance to buy the derelict Herald gave him the opportunity.



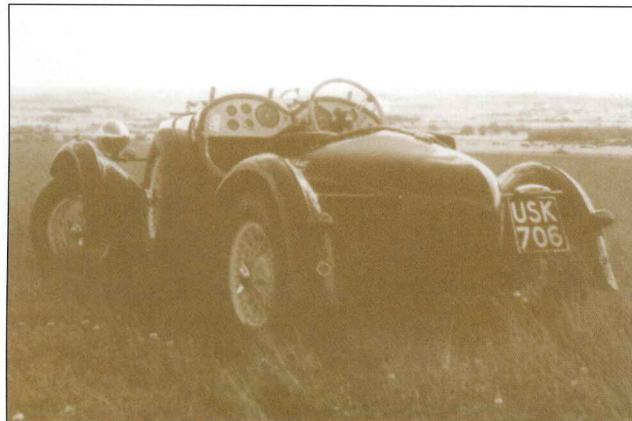




due to its operation in a mode it was not designed for.

The wings are from an MG "M" type, which were rescued from the tip. A chum restoring such a car had considered them too far gone so had a new set made. John modified them using the steel from scrap car bonnets.

The wheels are 15-inch from a TR2 with 650 section cross ply tyres. John had calculated the gearing to be 20 mph per 1000 revs on the larger wheels as the Herald was geared for about 17 mph per 1000 rpm. As the engine is standard 1147 cc and it breathes through the standard Solex carb he thought he was going to wind up with three usable gears and overdrive, however, top proves to be quite usable down to less than 30 mph. Top speed is just less than 80, pulling only 4000 rpm



from an available 5200. The car is just as quick in third.

The amazing thing about the gearing is that the speedometer, which is from an XJ6 with no modification, reads only about 6% fast. The cable fittings were the same too. The interior of the XJ6 tachometer was removed and replaced with that from a Toyota, the face had to be re-scaled to suit. The rest of the instruments and switches once adorned an E-type.

The aeroscreens were home made and the steering wheel, which was bought for £2 at an autojumble, came from an armoured car. Wound in string, it really looks the part. The working, outside hand brake started life on the floor of a

Transit van and the rear lights are from a Hanomag tractor. The side lights are from a Matchless motor bike.

The car was completed in August 1993 after about eighteen months of work, mainly at weekends. John says that he was surprised with the road holding, which is better than he expected, and the performance, which offers sixty in about ten seconds.

It fools everyone, although the disc brakes cause concern to some and the following conversation is common place:

*"Are the disc brakes a modification?"*

*"Yes."*

*"Thought so, remember the car but don't remember them having disc brakes."*

And finally the name, the Omaha Special. That one was a long time in the thinking stage

### One Man's Automobile Herald Antecedents

Good story, isn't it? Stylishly written, in the third person, by the builder of The Omaha Special, John Wheeler. Back in 1994 John was living in Market Weighton near York. Stylish car too; a reminder to us all of just what can be achieved with a Herald running chassis, a bit of imagination and a lot of application. Anyone feel inspired? Wonder where the car is now.



TEL: 01487 842168

FAX: 01487 740274

Unit 1 Sycamore Ind Est Long  
Drove Somersham Huntingdon  
PE28 3HJ

Email trgbld@btconnect.com

WWW.TRGB.CO.UK

## A COUPLE OF BEST SELLERS

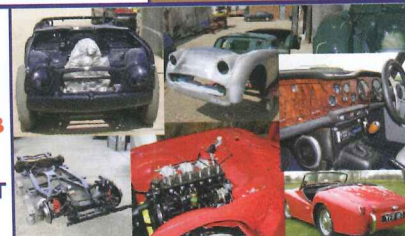


HIGH OUTPUT UPDATED  
ALTERNATORS WHICH FIT  
JUST ABOUT ALL TRIUMPHS  
NEW OUTRIGHT PURCHASE  
NO EXCHANGE!  
45 AMP £45 PLUS VAT  
55 AMP £65 PLUS VAT



HIGH TORQUE STARTER  
MOTORS FOR JUST ABOUT  
ALL TRIUMPHS.  
OUTSTANDING POWER!  
£150 PLUS VAT

WE HAVE MANY MORE  
SPECIAL OFFERS AND  
OUR FAMOUS "BARGAIN  
BASEMENT" ON OUR WEB  
SITE. WE MAY HAVE  
JUST WHAT YOU NEED AT  
HALF PRICE - OR LESS!



### THE TRGB WORKSHOP

WE CARRY OUT ALL  
TRIUMPH WORK FROM A  
SERVICE TO A CHASSIS  
SWAP. WE HAVE FULL  
CHASSIS JIG FACILITIES  
FOR TR2-TR6. ENGINE  
REBUILDS, FULL  
RESTORATIONS, RESPRAYS  
TRIMMING, SUSPENSION  
MODS, **IN FACT ANYTHING  
TRIUMPH!**

(£45 PER HOUR PLUS VAT)



LOOKING TO SELL OR TRADE IN YOUR TRIUMPH? CALL US NOW!  
WE BUY AND ALSO SELL ON COMMISSION, ASK FOR GARY.

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

Everything for your Triumph  
Electrical Mechanical  
Bodywork Trimming



Contact: Bob Henson

Tel: 0117 956 6231

Fax: 0117 975 4064

SIGNAL ROAD STAPLE HILL BRISTOL

www.bristolmgworkshop.com

e-mail: enquiries@bristolmgworkshop.com



11a STAMFORD ROAD, SOUTHBORNE  
BOURNEMOUTH, DORSET, BH6 5DP, UNITED KINGDOM



www.southerntriumph.com

Dedicated to the  
Preservation & enjoyment of  
Classic Triumph Cars

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

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

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





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

**Nigel Clark**



Thankyou, dear readers...

I hope that by this stage of the year, you are all managing to get out and about in your TR's, and use them as Triumph intended. Recently two readers, Bernard Littlewood and Luke Burndred have been in touch.

Bernard has sent in pictures of his beautiful TR4A in Conifer green, one taken on the Pembrokeshire Rally last year. Thank you for providing much-needed material for 4-cylinder TR enthusiasts. Bernard also owns a Herald 13/60, and he alternates which car he uses for the rally each year. He has also sent pictures of a rear damper bracket conversion which I will include in a future article.



**Bernard Littlewood's TR4A**

Luke has a very early CC-series (US export specification) TR6 and has written about his phased restoration of the car. He makes a very good case for carburettors, as a counter-point to my earlier articles on fuel injection. Luke takes up his story.

"In response to your appeal for material, and to defend the humble carburettor in the process, here is my TR story. It begins in 1989 when I passed my driving test and was looking for my first car to go with



my first job. I had always liked the looks of the TR6, probably stemming from childhood Ladybird books and Top Trump cards but the late '80s were no time to buy one. Even basket cases were fetching £10,000 and nice examples more than double that amount. I eventually bought a lovely 9 year old Dolomite 1500HL with 35K miles on the clock courtesy of an elderly owner. I kept it for the next 15 years, used it to re-shell a Sprint and finally sold it to an ex-pat Brit in Illinois, USA). In 1992, classic car prices had been hit by the recession and I could finally afford a TR6. I found an imported ex-California 1968 model for sale for £3,700 that had been re-sprayed, thrown back together and offered for sale. I bought her on Valentines Day. It was love at first sight. It turned out to be a very early CC series car, only the 356th off the line and made two weeks after the start of production in September 1968. All the numbers matched the Heritage certificate so with rarity and originality in mind, I decided to keep it LHD and make any modifications

reversible. The other thing that matched was the poor state of all of the running gear and mechanical parts. All bearings, bushes, seals, hoses, pipes had to be replaced. I was on first name terms with all the guys at TR Bitz and my bank

manager too. This first phase of the rolling restoration was finished in July 1992 and we were rewarded by a touring holiday in France, which was wonderful up to the point we broke down due to clutch failure. But that is another story...

The second phase in 1994/5 focussed on



increasing the power of the engine. As is well known, the North America spec cars ran with twin Stromberg carbs, a low compression head and a restrictive exhaust system. Together, these limited the power to a lowly 104 BHP. The final drive ratio was 3.75:1

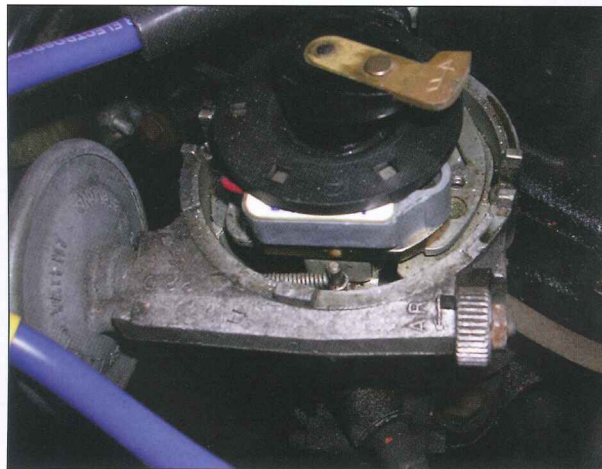




from a 2500 saloon. The ever-helpful TR Enterprises reworked the saloon head to Stage III unleaded spec and also supplied the Piper camshaft and modified distributor. The SU carbs, from a Dolomite Sprint, were re-bushed by Burlen and rebuilt. The SUs breathed through K&N filters with internal ram pipes.



on the US cars to increase the subjective acceleration and overdrives were rare, maybe as a result of the lower speed limits in the US. I needed more power and I needed more gears. I researched fuel injection conversions and was put off by scarcity of donor parts and their reputation for unreliability (at that time) and heavy fuel consumption. Triple-Weber setups were heavy in terms of cost. Instead, I opted for a combi-

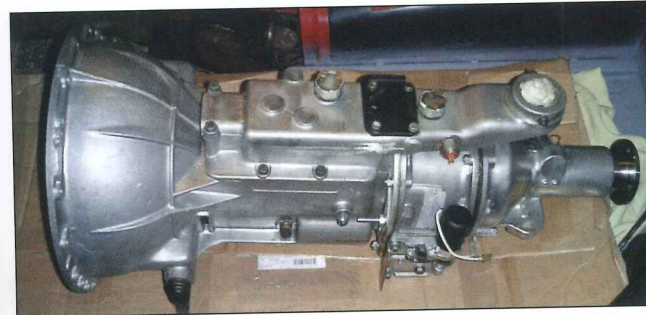


The 6-into-1 cast iron exhaust manifold was replaced by twin stainless steel 3-into-1 items from Rimmer Brothers and a matching twin silencer sports system added, again in stainless. Electronic ignition, Lucas sports coil and 8mm silicone leads took care of the sparks. A Mitsubo electric fuel pump rescued from an Escort rally car fitted nicely in the boot where the Lucas fuel pump would sit on a PI car and provide a nice "heart-beat" when

The bottom end was reground, balanced, nitrided and rebuilt with

new pistons which were also balanced along with the con rods. While the engine work was progressing, I swapped the gearbox for a J-type overdrive "mongrel" made from a saloon box and a Dolomite Sprint O/D, making my own mounting plate to suit

nation of modified cylinder head, fast road camshaft and twin SU HS6 carbs that theoretically increased power to equal or match the PI cars. The inlet port design of the very early TR6 heads is restrictive for tuning so I acquired a S/H head and inlet manifold



honing and new rings fitting.

The external oil feed to the rocker gear is not a good idea, even with brand new valves and guides, unless you are prepared to put up with excessive oil consumption and a cloud of blue smoke on start up.

Spin-on oil filter conversions are the best invention since

the dishwasher.

Some contactless ignition systems seem better suited than others to the TR6 engine. After suffering high-speed misfires with a well-known rival, I settled for a Luminiton Magnetronic that has performed faultlessly for more than 10 years.

Rotor arms can fail! I have had two fail causing the engine to stop dead. The plastic body can break down (electrically) allowing the HT to track down from the rotating arm to the centre spindle of the distributor. I suspect the remanufactured parts now supplied may not match the original Lucas parts in terms of dielectric strength. Breakerless ignition, sports coils and increased spark gaps make its life that bit harder too. I would be interested to know if other club members have had similar experiences.

Well that's all for now. There is also a Phase 3 to this restoration dealing with suspension, brakes and body/trim."

Thank you Luke for a fascinating tale of TR-ing. It's clear from Luke's story and from my own, that the TR6 has an amazing capacity to influence us in our teens. On a more technical note, quality of rotor arms has been a concern for the past few years. The Club Shop stocks new red rotor arms for Lucas distributors, which are manufactured to a very high specification.

For more information, take a look at the Club Shop News on page 32 of the March 2009 issue of the Courier

That's all for this month but please keep writing in with your TR tales.

the early chassis on my car.

After running-in, although the car started and ran OK with the carb setup recommended by TR Enterprises as a starting point, it never felt as fast as I had hoped it would. All of that changed with a trip to the rolling road of Peter Baldwin, a well-known Mini racer and engine tuner. A session on his dyno showed that the fuelling was out at the top end and there was a misfire too. A couple of changes of needle later and a big dollop of ignition advance and the car was showing >160BHP on the dyno at 5,500 RPM and ideal CO throughout the power band. The subsequent test drive put a smile on my face that had to be surgically removed. The engine idles reasonably smoothly at 1000rpm despite the cam timing (which is fairly wild!), pulls strongly from 1,800rpm and is fully off the leash over 4,500rpm when the exhaust note changes and you are pushed back in the seat all the way up to the red line and beyond. Coupled with the 3.75:1 diff, it makes for excellent acceleration and yet, with the addition of overdrive, still returns 30~35mpg when touring. If you have a TR250 or US-spec TR6, I would recommend this conversion to anyone as a practical, economical and reliable way of getting the best out of this wonderful straight six engine.

Some lessons I have learned along the way:

When running in an engine, use running-in oil or a cheap and nasty supermarket multi-grade. I used a premium 20W50 with the result that there was too little friction and the new engine refused to bed in and needed





[www.tssc.org.uk/spitfire](http://www.tssc.org.uk/spitfire)  
e-mail. [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)

**Suzie Singleton**



## International Roundtail Rescue

I'm taking a break this month from my alternative hardtops series to bring you a couple of stories about other people's Spitfires. You may remember that I included a photo of Andreas Hunger's Spitfire in Kiel, Germany in February's article, mentioning that he was looking for a blue hoodbag to match the rest of the interior. He sent the following picture of a German brochure showing the part in question.



The following month I was able to report that Phil Roussel in Guernsey had just such an item

nally registered on 16th August 1968 and was bought by a Mrs Marshall from Hove.



so I was able to put the two in touch. Now I'm pleased to be able to tell you a little more about each of these overseas Spitfires. Andreas has told me that his car was origi-

"At the bottom of the door sill is a plate from the Triumph dealer Moore in Brighton, Russell Square. Today there is a car park.

So one day (in Oct or Nov 88) Mrs Marshall died at an advanced age and Mr Thomson (today I know him very well) gets the application or instruction to clear the complete house. The car was stored for a long time in the garage. First he wanted to keep the car

for himself but that after a few weeks he took the car in Dec 1988 to his friend Mr Krunke in Germany, because he likes antiques. This chap is a school friend from my father.



My brother's first car which he drove at that time was a Spitfire Mk 4. Mr Krunke was the godfather of my brother and he offered him the

clock. My brother changed the wings and painted them replaced the side trim panel and took off the hardtop (it is now stored in my garage) and bought a white soft-top. The car was fitted with a heater and seatbelts.

My brother took the car back on the street in 1991. He drove the Spit until 1993 and stored it in some garages.

In 2004 I inherited the vehicle and put it in my garage because I was restoring an Austin Healey. And two projects were too much for me. In July 2008 I started the work on the car because the Healey was running and the

birthday from the Spit was near by. In August we had a little Birthday party in my garage with some friends.

That was a good time.

Today I have covered with the Spit 54000mls. and the clock shows 45000mls. I can't say actually which car is the better one.

Both had their advantages.

So I'm really looking forward to bring the car back to the UK."

Andreas has sent me some photos of his car, the first photo dates from when his family first acquired the car

and the other two from more recently, newly fitted with its blue hood cover thanks to Phil.

Early this year Phil Roussel in Guernsey acquired a Spitfire Mk3 which had been in



vehicle for a really cheap rate. At the beginning my brother said the colour is in fact ugly but he decided to keep it original. When we got the Spit it had covered 35000mls. on



storage for about 15 years while various people had carried out bits of restoration on it. It was somewhat of a project.

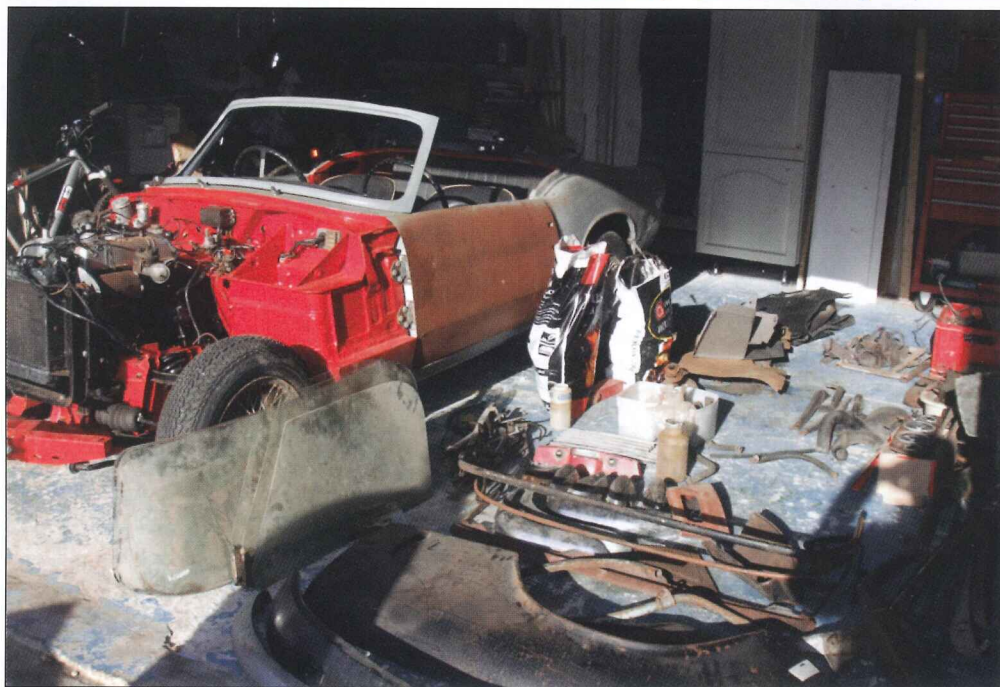
In February Phil told me:

"It has a rebuilt rolling chassis with body tub attached with new sills and floors, it has a new

documents available.

I have a good Mk 4 front end which looks as if it might fit with some jiggery pokery so it may go back on the road as a MK3/4

Unfortunately it does not have a log book and the Guernsey Vehicle licensing department



boot lid and re skinned and repaired doors. There is no filler in the body and no rust, unfortunately there is also no front! Not something that is easy to come by on a small island like Guernsey. There are boxes of bits, with new parts like rubbers and hood.

I have been told that three cars were stripped for bits, I have just found 2 Vin plates, 1 for a Wedgewood Blue with Blue interior and overdrive and one for a Signal Red with Black interior, I have their registration numbers. So some negotiation will be required with VRLD before I know whether I have any registration



## SPITFIRE I - II - III Register



**MK3 Spitfire with the MK 4 bonnet**

want more information before I will know if I can register it."

A week later Phil was able to give me an update on the car.

"I have today been given the original UK registration document for it, which relates to the Blue car. This happened about an hour after I sent the blue hood cover off to Andreas, some irony there I think.

The car I have was registered on 11th July 1969 in Colchester as OCF 844G

I am awaiting the local documents to find out when it was imported, but have been told it has had 3 keepers since it was on the island, I m the 4th, and it was last taxed in 1985. The original registration 4677 has been transferred to another car and I have been given the number 43467 for it.

The Red car Vin number FD 91199 with registration No 36007 has now been classed as scrapped and I have given the VIN plate to VRLD.

I have looked round the shell I have and feel that the chassis is correct, it seems to have been fitted with the smaller number plate light for instance where as I have a larger red one from the other car.

The engine and overdrive box also marry up with the registration documents.

I am amazed how quickly this has all been resolved and now will begin the task of

returning it to the road. My eldest son is 17 in October and is keen to use the car after he has passed his test so we have about a 12 month time scale. One of his brothers wants to help us put it back together so it looks like it will be a family affair and great fun.

Tomorrow we intend to start the engine for the first time in a quarter of a century.

Other plans are as follows:

After trying a Mk4 fibreglass front I was given and finding it fits, I m going to try changing the mounting irons I have for the MK3 with those on the MK4 front and see where we go from there.

As the previous owner has painted the inside and the chassis in signal red and retained the black hood and interior I am going to continue as he left off with these colours."

A bit later Phil sent some more photos of his MK3 spitfire with the MK 4 front which a friend helped him to fit.

"I just need to make some brackets to complete the mounting. It s not original I know but will keep another car on the road. The cost of getting one from the UK is unfortunately prohibitive, I can't just pop down the motorway and pick one up. Anyway it sort of goes with the ethos of the car, I was given it for free and the front was from another car I saved but very rusty underneath."

It is a shame when Spitfires or any classic are so far gone that they have to be scrapped, but very often the demise of one car can be the salvation of another, helping keep our cars on the road.

Well done to Phil for persevering with a car that so easily could have been given up on.

Good luck with getting the car back on the road and I look forward to an update and some photos when that happens.



# CONCOURS



**Tel. 01302 850740**

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

**Victor & Vivien  
Thompson**



## Concours Preparation for Beginners (Concours Virgins)

**L**ast year when thinking about what advice and information to give for the International Concours, we thought a great deal had already been done by our predecessors. Nevertheless it became clear that quite a number of new people to concours still wanted some basic information and guidance.

First of all, the following is by no means definitive advice, simply some very basic tips and guidance on the basis of my experience both as a competitor and as a judge. Remember in your own local area you'll probably have friends who have experience, so speak to them. Also look back at previous Couriers (or borrow a friend's) and you'll find lots of useful advice from previous years. Finally if you are really keen, I would recommend a book called *The Complete Book of Concours*, by Ken Hill. This covers preparation, presentation and judging and is published by Temple Press (1987), although quite old is still quite useful.

So where do you begin to prepare for concours? You've finished your restoration or you've just acquired that car you'd always wanted and you're very proud of it and you want to show it off. The first thing to do is



clean the car thoroughly before going to the event. How far you go is entirely up to you.

Go around everything: body work, interior, engine bay, wheel arches, suspension, wheels, floor panels, exhaust and boot. Imagine the car is going to take a bride to her wedding and you want it looking its best and a thing you can be proud of.

Now I've seen cars that have mirrors placed strategically under floor panels which are as polished and immaculate as the body work; this is where a little pragmatism has to come in and for some it's a case of making sure it's not caked in mud and is presentable, so use your common sense and do as much as is realistically achievable.

The more you can do in advance, i.e. cleaning the interior, boot and under the bonnet, the better as this will save you some work at the show, however you'll still have plenty to do at the event as a result of the journey; flies, mud and rain all conspire to undo your hard work!

At the show systematically go around the car and clean and polish the body work, clean and buff the bright work, look out for smears which might not at first be obvious. Clean the glass and for convertible owners remember the hood, clean water is good, but there are proprietary cleaners available. The judges will need to see the hood, so put it up ready for inspection. Don't forget the interior, the state of the inside of the car is very important, so remember carpets, seats, dash boards and one place which is always a favourite for judges to look, is in the ash tray. The place where you like to keep spare fuses, washers and all those assorted odds and ends which you need somewhere safe to keep them, remove them and make sure it's clean.

From experience it's quite surprising the number of even experienced competitors that still forget about the inside of the car and leave cans of drink, CDs, jackets, camping equipment and all manner of rubbish, so go around and make sure it's clear of all debris as a final check.

Under the bonnet, make sure major castings are clean, relevant shiny bits are polished, hoses clean and remove as much as possible

any runs of oil and dirt.

Again you can use all sorts of cleaning products which are meant for this job, the choice is up to you, but there's no substitute for a bit of elbow grease and lots of effort.

Remember the wheels and tyres and relevant wheel trims; a nice clean car can be let down by scruffy wheels and tyres. Judges do look for obvious things like do you have the same tyres on each wheel, different makes can lose you a few points. Under the car; again this is entirely up to you in terms of how far you go but at least make sure it's free of obvious dirt. No one is going to inspect with white gloves but attention to detail will always stand you in good stead.

Finally the boot area; remember to clean this and where you have exposed paint make sure it's polished, carpets or mats are clean and your spare tyre is also clean and serviceable. This is a good place to display your toolkit and handbook, which the judges will want to see. It's also useful to display relevant history and restoration information. Although time will be limited, the judges will be interested to know what work you've done and will want to reward those owners who have clearly done a lot of work themselves. You need to remember however, the judges will need access to the boot floor and spare wheel to inspect them. Whilst chatting to the judges use this as an opportunity to pick up tips about how to improve the presentation of your car.

Your hard work will be repaid by the many admiring glances you'll get from fellow enthusiasts and can often inspire others to get a Triumph and so in the long run help keep our cars on the road.

I hope you've found this helpful. If you want to know anything else you can always give us a call or drop us an e-mail.

As last year you can enter by mail (**entry form is overpage**), e-mail, telephone or post but an important thing to remember is that **at the event entries will this time be only allowed up until Saturday 5pm** to allow for administration of the Concours on Sunday, **so no entries will be accepted on Sunday.**



# INTERNATIONAL CONCOURS ENTRY FORM 2009

## ABOUT YOU

Name .....

Address .....

County .....

Postcode .....

Country .....

Telephone No .....

e-mail .....

## CONCOURS CATEGORIES

Please circle **ONLY ONE** appropriate class

MASTER CLASS	BEST TR
BEST HERALD	BEST BOND EQUIPE/SPECIAL
BEST VITESSE	BEST DOLOMITE/TOLEDO
BEST SPITFIRE	BEST MODIFIED
BEST GT6	CRUISED & USED
BEST 2000/2.5	UNRESTORED CLASS
BEST STAG	

## YOUR CAR

Model & Series

Colour

Registration

Annual Mileage  
(Cruised & Used  
entrants only)

Advance Entries by  
post or email by  
10th August 2009 to:

**Victor & Vivien Thompson**  
**Ivy Cottage**  
**5 Rectory Mews**  
**Sprotborough**  
**Doncaster**  
**South Yorkshire**  
**DN5 7LG**  
**Tel: 01302 850740**

**NOTE: Once at Stafford**  
**you will need to attend**  
**the Concours desk (even**  
**if you have entered in**  
**advance) to obtain a token**  
**to be able to get your car**  
**into Bingley Hall**



Photocopies of  
this form are acceptable

e-mail: vandv@fsmail.net



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

### Did you know?

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

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

### Did you know?

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

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

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

So let us quote you without delay.

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

*We're at!  
your service*



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



**BETTER DISCOUNTS.  
BESPOKE SERVICE.**

**Exclusive to  
TSSC members.**

### Home & Contents policy Key features

- 10% increase cover pre-Christmas and one month before and after a wedding
- Students' possessions away from home
- Vehicle accessories and parts covered up to the value of £1,000, extendable to £5,000
- 24/7 Home Assistance including call out charge, labour & materials up to £300 inc. VAT

### Modern Car policy Key features

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

### All Motor policies Flexible Options

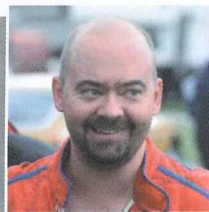
- Multi-vehicle Insure a minimum of three cars (majority classic) on a single policy and save money
- Limited Mileage Limit your annual mileage and enjoy a lower premium
- Laid Up Cover Covers your vehicle, accessories & spare parts when stored in locked premises, also whilst being exhibited or at a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

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

**0845 458 6760**

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





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

**Nigel Gibbins**



## Race Reports 2009

### Busted Knuckle Rides Again! George Ralph - GT6II

Wiscombe Park Hill Climb  
25/26th

**T**here was a time towards the end of 2008 when I thought I would not be able to compete this season, in fact I wondered whether I would be able to compete at all in the future, due to redundancy late in life. Fortunately, having secured new employment as an MOD civilian Instructor (albeit at much reduced salary) things are

looking considerably more rosy!

To this end I have signed up for the Bridge Tyres Wiscombe Park Hill Climb Championship as previous years but due to the aforementioned pecuniary situation, this is probably the only championship I shall do this season. Better a few than none at all. Therefore I will not be part of the Revington TR/TR Register Championship this year though I don't think there will be much of a turnout of TSSC bods in the "invitation" class.

Anyway, on to Wiscombe. I arrived at the Top Paddock as usual late on Friday afternoon to the usual audience of fascinated onlookers wondering how I get all that kit into such a small car. They also like the race wheels strapped to the roof, "Spirit of Hill Climbing" and all that!



Unfortunately, this wouldn't be another outing of Busted Knuckle Racing without some drama, so I arrived on variously 3 - 5 cylinders firing!!

After quickly putting the tent up (it looked like rain) I investigated the problems to find that the tappet clearances could be measured with a screwdriver! Clearly there was some issue with my roller rocker assembly, rather than mess with it, I called a couple of TSSC mates in nearby Axminster and they were there with a standard rocker assembly within the hour! Don't you just love being part of the Triumph community!!

However, this was the first event of the season, so the problems weren't to end there. I struggled all weekend with a misfire that limited my maximum revs to 5000 (1500 less than usual) with an inevitable effect on my times. My best climb of the weekend was 54.15 that given the circumstances wasn't too bad, there's always next time. It is a feature of this championship that I should be well beaten at every outing due to the fact I am normally in the oldest car! The final weekend results for class A3 were:

#### Sat 25th

- |                      |                   |
|----------------------|-------------------|
| 1 Honda S2000        | Matt Carter 48.52 |
| 2 Honda Integra R    | George Koopman    |
| 3 Renault 5T Gordini | Ian Bennet        |

#### Sun 26th

- |                  |                  |
|------------------|------------------|
| 1 Peugeot 205GTI | S. Roberts 47.90 |
|------------------|------------------|

- |                  |               |
|------------------|---------------|
| 2 Peugeot 205GTI | David Roberts |
| 3 Escort MK2     | Gary Pitt     |

The TR Register chaps had their meeting on the Sunday so it was a good chance to catch up with old acquaintances and meet some new. Hugh Maund provided the excitement on his second timed run when he managed to go straight on at the Gate in his monstrous full race TR7 V8 whilst late braking. He went quite a long way into the foliage and it took the recovery team a goodly while to extricate him! Not a man to be easily dissuaded, our Hugh was back in the fray after some judicious use of "gaffer" tape and a nod from the scruters. He still managed to take runner up spot to the eventual (inevitable) winner John Weedon who's best time was a blistering 47.68 in the hot 2700cc TR5. It was suggested by your correspondent that perhaps Hugh might consider the addition a dashboard sticker which states simply *"brake early to avoid disappointment!"* His response is not recorded!

All in all it was a most enjoyable weekend despite the mechanical issues, at least now I know what I need to sort out for the next time. Moreover my cooling mods seem to be working extremely well.

I shall leave the final word to my students: On returning to class on Monday morning, they enquired

*"How did you do, Sir?"*

*"Oh, Mid table" I lied*

*"You were crap then, Sir?"*

*"Yep!"*

**Ian Horsfall**

Harewood Hillclimb 9th May

My opener for the season was at Harewood. For a change it was a short drive to the circuit as my sister lives virtually next door so I was able to get up just before signing on time and watch all the cars go past on the way to the event,



and ended up leaving early after I saw a TR4 go past. At the hill I met the northern contingent for the first time; Stewart Scott in a TR4, Ian Prout and Kevin Bryant sharing a very nice TR3A, and David Hardcastle and Simon Allaby sharing the very fast slick tyred 4600cc TR7. For me the event started with a prime example of Murphy's law of motorsport reliability. My car has been used virtually everyday for the last couple of months and had driven up the 200 miles from Swindon the previous night without a hiccup. But the act of using it inside a motorsport venue has an instant effect. As I lined up for first practice I noticed the odd puff of smoke from under the car, then just short of the start line lots and lots of smoke. When I opened the bonnet luckily it wasn't smoke but steam from a broken manifold hose. I had to wait at the start line for about fifteen minutes before I got my first sight of the circuit, not in a practice session but

Anyway back up at the paddock the heater was disconnected and one of the hoses used to connect the manifold pipe, then a gallon of water went in and I was back at the start line before the end of the first set of practice runs. The Harewood track seemed to really suit the car, it's fairly slow and twisty to start off and I hardly got out of second gear. The throttle seemed to have become converted to a sideways lever, the more I pressed the more sideways I went. My time for the first run 84.5 second. On the second practice I tried a bit harder and got the time down to 83.5, slightly ahead of the TR3A but way behind the TR4 and TR7.

For the first timed run I went a bit too fast in the hairpin at Chippies and ended up going across the grass for a bit so my time was up to 87s. With the weather now looking decidedly dodgy and rain approaching I decided to be sensible for the second timed run and used less of the

of the day at 69.2s.

As the third runs started the rain finally arrived, I did this run with the top up and despite trying hard only got an 84.2 in the more slippery conditions, as I got to the top the heavens opened and the meeting was closed within a few minutes.

This was a great opening event, Harewood is a magnificent venue and much longer than most hill climbs. The car went very well after the initial hiccup and I am pretty sure now that I put the engine together right as it got a good spanking right up to the rev limit, and when I got home after a 200 mile motorway journey it was showing 30psi oil pressure at idle. My next event is the classic and vintage meet at Harewood (again) on the 7th June. That should be exciting, the Triumphs will be amongst the newest cars present and there is a class for 'Edwardian cars with non-automobile engines', the three entries so far have displacements listed as 10000cc, 11778cc and 27000cc !!!!!.



### 2009 looks like hard times ahead

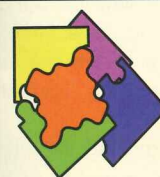
It looks like 2009 is hitting many of us in the pockets, a few people are curbing their competition fun and so stories are not coming in so often. So if you have a story about your car, competition or otherwise then please drop me a line as I'd love to read it, and I'm sure so would quite a few of our other members - email to [racing@tssc.org.uk](mailto:racing@tssc.org.uk).



from behind a tow truck.

Whilst standing talking to the marshals I noticed that all the water hoses had a sticker saying they were Kevlar reinforced, except the broken one which had a similar sticker which said 'low pressure oil/fuel only'. So this was all my fault, but why choose now to fail rather than any time in the last 5 years.

sideways technique to get an 82.5s, there must be a moral there. Back in the paddock Simon Allaby drew up in the TR7 with oil pouring out the diff where some of the internals had made a bid for freedom and created several new inspection ports in the diff casing. Luckily the diff had exploded less than 10 yards from the finish so he still recorded his fastest time



**JIGSAW** have  
re-located to Corby  
... for Spares, Servicing & MOT's, Repairs and Restorations

**JIGSAW**  
TRIUMPH SPECIALISTS

covering Standard, Fast Road, Performance & Race Cars  
Unit G Harlow House, Shelton Road, Willowbrook Ind Est, CORBY NN17 5XH  
NEW Tel: 01536 400300 Website: [www.jigsawracingservices.co.uk](http://www.jigsawracingservices.co.uk)





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

**Neil Johnson**



## Isle of Wight Camping

**F**ollowing last months trip with the Cumbrian TSSC group this month Sue and I, well me in truth, decided to join with the Isle of White group on their camping weekend and dragged Sue along for the ride. This time it most definitely would be in the Spitfire.

Before that could happen though some minor adjustments to the car were required.... A new clutch kit was fitted, due to a very pronounced shudder when the clutch was being engaged. Thinking that the clutch plate was probably worn to the rivets and that the flywheel was being damaged as a result, I figured the job had to be carried out before the car could be driven all the way to the Isle of Wight! This was going to have to be done during the days whilst I was working night



shift at work! A good source of matchsticks was found and the job started on Easter Monday. I had worked the bank holiday during the day, borrowed a engine hoist, and by the start of my next shift on the Tuesday night, the engine was out, dismantled, new clutch kit fitted and installed back in the car!

Not so quick, this is me we are talking about. I decided, fortunately, that before all the interior parts were re installed, and as I had removed the clutch slave cylinder from the bellhousing without disconnecting the hydraulic pipe, it was easy to do a quick check to make sure the clutch was disengaging correctly. Ermmmm it doesn't!

After a lot of head scratching the whole engine and gearbox assembly was removed once again and ready for the following days work once I had done my shift at work. Anyway to cut a boring story short it turned out that the clutch



plate supplied was incorrect. Although the drive splines were right and the plate OD was correct it appears that the overall thickness of the plate was incorrect. The clutch cover was almost completely locked up by the time the retaining bolts were fully tightened and there was no way the clutch hydraulics could release it. As the original driven plate was actually OK just very oily from a leaking front gearbox seal, and that the whole thing will have to be removed again in

the winter to repair that properly anyway, I decided to try using the old driven plate with the new Thrust bearing and the new clutch cover. This all fitted in and worked amazingly well. There is still a bit of a shudder if the clutch



is dropped in too harshly but with careful driving it can be done relatively smoothly... most of the time. The job was completed in time but only a hundred miles was driven prior to the day it was time to set off to the Isle of Wight.

As Sue had spent the week in Andover with her daughter, the plan was that I would drive there and collect her on the Friday morning and then catch the ferry over to the Island on Friday afternoon.

With the car bulging at the seams with camping gear I set off at five o'clock on



the Friday morning in case there was any drama on the way. Apart from a minor electrical problem with the fuse box, which was temporarily repaired using a piece of plastic found on the motorway hard shoulder, (make note now... another proper repair is required!) there were no major problems and I arrived in Andover at around ten thirty to a welcoming cup of coffee!



a proper wide load pull in area fortunately, that the passenger front door was now horribly fouling the bonnet! Obviously I had not aligned the bonnet properly when refitting it following the clutch replacement! After I had had my cup of coffee in Andover it was time to fix that misalignment or else there would be no paint left on the door or the bonnet. As it is there is some need to do a temporary touch up there too! Anyway, bonnet done, even more stuff squeezed into the car, I mean every



I had noticed that while playing around with electrics on the motorway hard shoulder... not recommended behaviour I know but I did find

available cranny had something in it, (all the nooks were already full!) Sue and I set off for what turned out to be a fantastic weekend. Sue



had spent many summers in her youth camping on the Isle of Wight so we had to revisit and relive some of her memories. Although we didn't get involved too much with the groups events, we did the Saturday convoy and the trip to Blackgang Chine but then we spent the rest of the time doing "our thing"

Thank you to Angela and Graham and their helpers for all the arrangements



and the organisation of the weekend. Sue and I had a fantastic time and will be looking to do a similar thing the next time round.

Oh the car..... She ran fine. (She did nearly 1000 miles with hardly a hiccup and I guess is now well and truly "run in") And now some pics... I know this is the Spitfire MKIV/1500 section but hey these are all Triumphs.... Apart from those that aren't! I quite like steam traction engines too. They were photographed on the Saturday somewhere on the way to Newport. Sue wondered what was wrong when I stopped in a hurry turned round and pulled up to look at these. She hadn't seen them! I have also included some other pics for those who like scenery and wildlife of the non petrol kind. I hope Bernie doesn't mind!

Its been a busy month so any IVR news will have to wait till next month when I have caught up again!





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

**MG ROVER**  
MG ROVER  
MG ROVER  
MG ROVER

**AUTHORISED PARTS DISTRIBUTOR**  
Original Parts & Accessories

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

**LAND ROVER**  
AUTHORISED PARTS DISTRIBUTOR  
Original Parts & Accessories

**RANGE ROVER CLASSIC/P38A/SERIES 3  
DISCOVERY SERIES 1 & 2 · FREELANDER  
DEFENDER · ROVER V8 ENGINES**

**RIMMER BROS** **FREE CATALOGUES**  
A BRITISH COMPANY SUPPORTING BRITISH CARS

**TRIUMPH parts centre**

**FULL RANGE OF PARTS & ACCESSORIES**

**Great prices! Great service!**

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

*We stock MG Rover & Land Rover parts too.*

**Rimmer Bros tick all the boxes:-**

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



**Order on-line**  
[www.rimmerbros.co.uk](http://www.rimmerbros.co.uk)



# TRIUMPH & ROVER SD1 PARTS

## Great prices! Great service!

BRAKES & SUSPENSION												
	BRAKES		FRONT SHOCK ABSORBERS				REAR SHOCK ABSORBERS				FRONT SPRING	
	Discs	Pads/R/Shoes	Std	Spax	Koni	Gaz	Std	Spax	Koni	Gaz	Std H/Duty	Rear Spring
Stag	£35.19	£10.29	£19.36	£35.70	£190.95	£205.63	£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	£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	£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	£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	£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	n/a
GT6/Vitesse	£14.37	£10.29	£14.52	£18.02	£130.88	£176.25	£110.00	£18.02	£110.06	£143.94	£110.00	n/a
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
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
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

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

**GEARBOXES, DIFFERENTIALS & AXLES** FULL RANGE STOCKED - CALL FOR PRICES

HOODS				
Prices shown are for Black, other colours available.				
	PVC Economy	PVC Lux	PVC Orig	Canvas
Stag	-	-	-	£249.69
TR4	-	£187.94	-	£249.69
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	£317.19
Herald/Vit	£135.13	-	£170.38	£226.19

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

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

### STAINLESS STEEL EXHAUST SYSTEMS

FULL SYSTEMS	
Stag	
- Standard	£257.33
- Sports (Full)	£646.25
TR4	
- Standard	£175.00
- Sports (Part)	£117.44
TR5/6	
- Standard	£210.33
- Sports	
Twin (Part)	£235.00
Single (Full)	£504.08
TR7	
- Standard	£186.83
- Sports (Part)	£178.01
TR8	
- Twin (2 Box)	£287.88
- Single (Large Bore)	£211.44
Spitfire 1500	
- Standard	£186.83
- Sports (Part)	£222.08
GT6 MK3	
- Standard	£205.63
- Sports (Full)	£445.33
Herald	
- Standard	£129.25
- Sports Part	£217.38
Vitesse	
- Standard	£158.63
- Sports (Part)	£217.38
Dolomite	
- Standard	
1850	£233.83
Sprint	£363.08
- Sports (Less d/pipe)	
1850/Sprint	£245.58
2000	
- Standard	£220.31
2500/2.5 - Standard	£257.33
SD1 V8	
- Standard	£539.33
- Sports (Full)	£587.44

### KENLOWE FANS

All Models;	
Standard	£120.97
Heavy Duty	£211.79

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

## PARTS SALES & ENQUIRIES

**Tel: 01522 568000**

Trade Enquiries: 01522 567111  
Fax: 01522 567600

E-mail: [sales@rimmerbros.co.uk](mailto:sales@rimmerbros.co.uk)  
[www.rimmerbros.co.uk](http://www.rimmerbros.co.uk)

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





[www.tssc.org.uk/bondequipe](http://www.tssc.org.uk/bondequipe)  
e-mail. [bond.equipe@virgin.net](mailto:bond.equipe@virgin.net)

**Guy Singleton**



## From Coupé to Estate

**Y**ou may recall that in my February Bond Register I had mentioned Harold Beaumont's Bond Equipe Estate, I asked him if he could let me have more information on the conversion. He writes as follows:-



**From This**

**FROM  
COUPE  
TO ESTATE**

(story of my Bond  
conversion)

By  
**Harold  
Beaumont**



**To This!**

Since buying JNH 790G in 1979 for the princely sum of £45 (this may give you some idea of the condition it was in) and after a 2 year rebuild we have enjoyed many trouble-free miles in the Bond with but one exception, the boot. Although perfect for two suitcases it was totally inadequate for the weekly shop besides being extremely awkward to pack anything of any height into it, a job usually undertaken on one's knees, not very pleasant in wet weather.

I persevered for my working life as the car was used for daily work transport. However a few years ago I retired so also having a GT6 Mk III to run around in and lots of free time to myself decided to modify the Bond. I toyed with the idea of keeping the coupe shape and modifying it by removing the back shelf and having a lift-up



**Photo 1.**

hatchback, incorporating the rear window. However I decided to go the whole hog and convert it to an estate. Having served a full



**Photo 2.**

apprenticeship as a Patternmaker I reasoned this was not beyond my capabilities. A lot of trial and modification produced the pattern for the roof (photo 1) and a mould made in fibre-



**Photo 3.**

glass. The hatchback door was made as a one piece pattern (photo 2) but required two

moulds, one for the inner skin and one for the outer skin (photo 3).

While making the patterns I needed to find a rear screen which would fit the door pattern. This I did by salvaging a heated rear window from a Renault 5. The rear wiper from the same car came in quite handy too.

Rear lights were sourced from a Mini Metro which

gave more width to the boot.

I then reached the point of no return so with gay abandon proceeded to cut the roof off the Bond and remove the rear parcel shelf (photo 4). Even with the shelf removed the body sides were still quite strong. I had a problem with the



**Photo 4.**

hatchback hinges for although I tried many from my local breakers yard none seemed right for the job. I wanted the door to lift clear of the roof so I could continue the original roof design through to the back, the only solution was to make my own design which has proved very effective.

The rear seat backrest I decided was to fold forward onto the rear seat squab to allow even more room. The car sides





Photo 5.

were reinforced with steel plate and catches made to enable the rear seat back to be locked when in an upright position. This reinforcement also acted as mounting points for the rear seat



Photo 6.

belts I had to relocate. An anti-roll bar was made and fitted to stiffen the back of the car and provide mounting points for the hatchback door hinges. Side seals were sourced from two VW Polo's as were the hydraulic struts, glass for the side windows and doors were from my local glass merchant.

The roof was bonded on and a new roof lining made and fitted. The two halves of the hatchback door were bonded together with

internal reinforcement for the hinge and strut mounting points. The seats were re-upholstered and new carpets fitted throughout. After a careful rub down to remove any slight imperfections the car was primed, undercoated and finished in Oyster, a creamy colour.

To hide any articles left in the boot from prying eyes and possible theft, a folding, sliding cover was made (photo 5) which can be slid

forward to provide more room or removed completely to provide even greater space (photo 6)

Overall, though the work took quite a while I am extremely pleased with the conversion as I have now got a car which will hold a huge amount compared to the original Equipe.

The other week I had occasion to move a dining room table and four chairs, which went into the converted Bond with ease.

To say I was delighted was an understatement."

Harold has asked me if I knew where he could by some fibre-glass sills – two less bits of metal to metal to rust! – I thought I had a pair in the garage which I was going to let him have, but when I looked I could not find them –

does anyone know if they are available?

Finally a reminder that all Bonds are invited to join us at **Midsummer Madness at The Flowerpots, Cheriton in Hampshire 20 & 21 June 2009** – about 9 miles to the East of Winchester on the A272 – a camping weekend based at a pub with it's own brewery. Please contact Suzie or me for an application form and come along and join us!



# Low cost insurance

for Triumph Sports Six Club members



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

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



## 0800 089 0337

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

Quoteline Hours:

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

email: [quotes@adrianflux.co.uk](mailto:quotes@adrianflux.co.uk)

Authorised & Regulated by the Financial Services Authority



### ADRIAN FLUX

modern approach, traditional values







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

**Richard Briscoe**



## How to disassemble a Dalek, 2.

**H**ere is part 2 of the alternative way to rebuild the rear suspension. To recap; the rear differential had just been torqued up and the following are left to be fixed in position: alloy trailing arms, springs and shock absorbers and the brakes and exhaust to reassemble. Continuing on from last month,

### Step 5

Offer up the trailing arms to the brackets and pass the bolts through the bushes using copper slip to make sure that the bolts don't corrode in

the future. Do not torque the bolts at this stage. Once the bolts are in place you need to position a trolley jack under the arm making sure the rear bolt hole where the shock absorber is, is still accessible.

Place the spring insulators in position ensuring that there are no remnants of the old ones in place and that the top chassis locating cup is solid.

Carefully take the weight of the arm and spring on the jack until the shock absorber fits in position. Make sure the rubber bushes are located correctly and tighten the shock absorbers on both ends. The top body mounting point can corrode so ensure the paint is in good condition. *Photo 1.* shows how the assembly should look. Leave the alloy trailing arm bolts to the sub frame brackets loose for now

### Step 6

Next job is to fit the brake wheel cylinder to the brake back plate and fit it over the six



studs on the alloy trailing arm *Photo 2* shows the back plate and brake wheel



cylinder. *Photo 3.* shows it in position on the studs. Next you need to position the jack and trailing arm as in *Photo 4.*

### Step 7

Fit the drive shaft. The drive shaft on the drivers side had a noticeable amount of wear on the splined section so the decision was made to replace both, along with the hubs to avoid having to repair them at a later date. The new up rated Rilsan coated shafts do need to be fitted with a little more care as they do not have the single large spline to line them up once separated and it is important to keep the



alignment of the yokes for the universal joints, see *Photo 5.* You do gain by not having to fit the rubber boots which are fitted at this point on standard shafts and gaining grease nipples on the splines to eliminate the risk of a seized shaft.

Once separated the differential end of the shaft needs to be bolted up correctly and you can then feed the outer part of the shaft







accessible from below and the type 35 auto box has the spline on the shaft just locating inside the rear of the gearbox. The type 65 has a flange and sliding joint like the manual, but you cannot access the bolts without first removing the gearbox mounting plate which needs you to have the gearbox on a jack. This was evidenced on my dad's car as all 4 bolts were slightly loose which is one of the reasons his car was clonking when changing from drive to reverse. The grease nipple

through the alloy casting and line up the hub onto the studs as in *Photo 6*. The nuts are tightened by inserting a socket through the holes in the hub flange.

*The studs that secure the hub to the alloy casting are extremely easy to pull out of the aluminium.* Should this happen you need to get them all replaced by new items and heli-coils fitted into the casting to strengthen the fixing. They do not require a lot of force to tighten them up.

### Step 8

Fit the brake pads, drums, hand brake cables and flexible hoses the rear back plates. It is well worth making sure that the automatic adjusters are working correctly. (*Photo 7*.) Once you have bled the brakes and set the handbrake cable you need to put the wheels back on the car and lower them onto drive up ramps to allow you to torque up the alloy trailing arm bolts as this needs to be done with the wheels in the air. Now you can fit the exhaust system and you should be finished.

### Other jobs to do and areas to check

It's well worth checking the condition of the prop shaft sliding joint and universal joints as they are easy to access at this stage. One area that came to my attention was just how difficult the Type 65 automatic box front prop shaft joint is to fasten up. The manual prop shaft is

also hard to get at on the sliding joint and this had not been serviced and although I had greased it at the last service the grease had not penetrated the rust and the joint had partially seized.

It is also worth taking the time to clean off the underside of the car and check for any rust patches and re-paint and re-rustproof the floor.

Hopefully you will now have a fully working Stag and a twitch free car but please make sure you are competent to do this job and have read the factory workshop manuals.

On a browse of EBay I spotted this car for sale with the following description. Triumph PI estate, V8 4WD, all original factory built

As seen in Triumph world magazine and



owners club lately, all the enthusiasts that know this car will know its history.

Believed to be the soul survivor of only a few made and tested and then sent for the crusher, this one was rescued at the last minute from a scrap yard on the Isle of Man and shipped back to Shropshire where it has lived in a dry



garage ever since. What's so special about this car? It's fitted with the engine from the

## STAG Register

Triumph stag! 3.0 V8 with a 4 wheel drive system that was never used on another Triumph!

Does anyone know anything about these cars? I know that Triumph produced a couple of Stags with a Ferguson four wheel drive system, but have not heard of the estates. The bulge in the bonnet does look similar to the Stag version though.

**Don't forget the Dales run on**

**Friday 12th to Sunday 14th June 2009**

Keep running on eight

*Richard*

## SOUTH YORKSHIRE TRIUMPHS

specialists in all Triumph models

**Body Work**

**Restorations**

**Mechanical & Electrical work**

**MOT Welding**

**Rover & Stag V8 Specialist**

**Hood & Trim Fitting**

**Servicing**

**Used Parts**

**Car Transportation Service**

**Cars Bought & Sold**

**All Classic and Modern Cars**

**Welcome**

Proprietors:  
Peter Johnson  
Paula Johnson

Tel. 01405 839420  
or 07980 010741

18 Bell Lane  
Rawcliffe  
Nr. Goole  
East Yorkshire  
DN14 8RP



Email: [southyorkshiretriumphs@yahoo.co.uk](mailto:southyorkshiretriumphs@yahoo.co.uk)



# International Family Weekend



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



**Claire Hill**

**Only 2 months to go!**

**T**his is the time of year where things really start to heat up for the TSSC International Family Weekend. The enquiries are flooding in thick and fast from both traders and public. We are planning layouts and trying to fit in all the regular and new features to the show itself.

The archery team will be back this year but probably just on Sunday, the childrens entertainment (namely Jonathan and his inflatables) will be in the arena as usual with an added attraction on Saturday of the resurrection of the **"It's A Knockout"** challenge. I know he is looking for teams of four to enter this, don't be shy, It's all good clean fun - especially if he gets the foam machine he's after!!!

We do have an interesting twist to the event this year.. for all those who wanted some racing at the International, you have got your way.....sort of! We will be hosting several heats during the weekend of lawn mower racing. For anyone who has never seen this, it is definitely an experience you won't forget.

Keep checking our new website [www.tssc.international.co.uk](http://www.tssc.international.co.uk) for updates and don't forget to pre-book for your discounted tickets.

On a final note, the Hall is filling up fast with the pre-booked Saturday Herald display, if you want to guarantee a spot inside the hall you **MUST** send in your form and tick the box for the Herald display entry. Don't think your car has to be a polished, gleaming example, we want cars with some history to them,



daily users, all variations and conditions to represent the fantastic history of the Herald over the last 50 years.

A last appeal please, some time ago I was contacted by a member with an offer of a huge chocolate fountain but a computer glitch has wiped out your details. Can you please get back in touch as we are very eager to speak to you.



**International Family Weekend**  
**August 14<sup>th</sup> to 16<sup>th</sup> 2009**

**STAFFORD County Showground**

**Pre-Booking Discount Tickets Order Form**

**WEEKEND £17.50 PER PERSON OR 1 DAY TICKET £9.00 PP PRE BOOKED**  
**UNDER 16's FREE!!** GATE PRICES £20 PP W/END OR £10 DAY PP TEL. 01858 434424

DATE ..... MEMBERSHIP No ...../.....

Number of Tickets required ..... Weekend ☐ 1 Day ☐

NAME (MR. MRS. MISS. MS.) .....

ADDRESS .....

POST CODE ..... TELEPHONE No .....

I wish to be in the Herald 50th Display (Sat Only) ☐

I wish to be in the TR6 40th Display (Sat Only) ☐

CARD No

EXPIRY DATE     ISSUE No  MAESTRO ONLY

VALID FROM    (MAESTRO ONLY if NO ISSUE. No.)

SVN NO.    (Last 3 digits above Signature)

NAME ON CREDIT CARD .....

Payment by Cash ☐ or Cheque ☐ Total £ .....

**Please send a SEPARATE payment when Booking advance Tickets made payable to TSSC Ltd and then return payment and form to:**

**Triumph Sports Six Club, Sunderland Court**  
**Main Steet, Lubenham, Market Harborough. LE16 9TF**





# TROILING YOUR ONIONS!

## WHY YOU SHOULD OIL YOUR TRUNNIONS

by Del Holman

Several years ago, there was an article in one of the classic car magazines, in which a well known company had advocated greasing our Triumphs' trunnions. After such a monstrous faux pas I cannot remember even an apology, a correction, nor any explanation as to why trunnions should be oiled. Yes, that's right, Trunnions should be oiled. So for the benefit of those just setting out on our hobby, let's find out why.

### Trunnions are oiled because oil is a liquid and it flows.

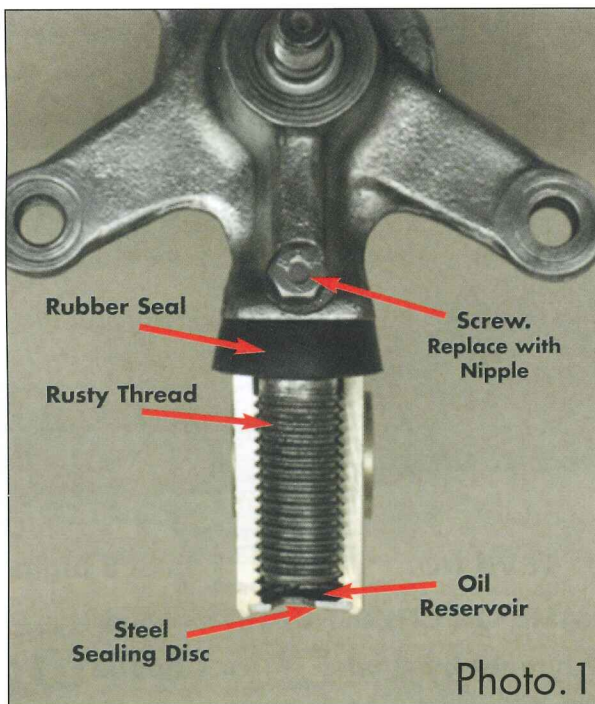
Photo 1 shows a section of a trunnion – actually a left one with a left-hand thread. As you can see, the thread is very coarse at 10 teeth per inch on the steel vertical link and in the brass trunnion, which acts as a large nut. When assembled, the vertical link is screwed into the brass bit as far as it will go, while still maintaining the ability to turn full lock. ST advised up to 60 degrees in both directions. There will be about 14 threads in use. Assembled dry, there should be only the slightest perceptible free play. You can also see the head of the screw that ST recommends should be used to seal the oil-way

Diagram 2, which is taken from one of the ST charts on the wall in the club museum, shows the cross-section, including the oil-way down the middle of the threaded part of the vertical link. In use, ST was quite specific about NOT leaving a nipple in the screw hole.

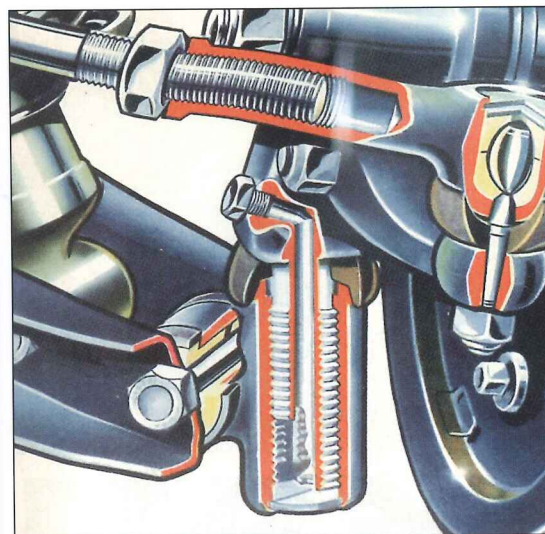
The reason is to prevent any leakage of oil

when the vertical link turns.

When the steering is turned, the vertical link screws into the trunnion causing oil in the reservoir at the bottom to be forced up the threads under pressure. In effect this is an incredibly simple form of automatic lubrication. But notice that if the screw is not in place, or is



loose, or there's no sealing washer or if a nipple leaks, some of the oil will take the easy route up the central oil-way, will escape and not be forced up the thread. Eventually there will be no



automatic lubrication.

When the steering returns to the normal position, surplus oil and any dirt is drawn down to the reservoir at the bottom, where the dirt will settle out.

This is why there is usually a load of sludge in the bottom of the trunnion.

For you to lubricate your trunnion, replace the screw with a clean nipple, and you can use an ordinary grease gun filled with EP 90 gear box oil to pump away till oil exudes from the rubber seal at the top of the trunnion. Do remember that the oil will also seep out of the gun when you put it down. I stand mine in an old tin can. If trunnions are greased, this liquid flow for lubrication and washing just does not take place and the steel thread will begin to wear out the brass.

Another factor in keeping the trunnion thread clean is the rubber seal at the top of the thread. This really is a poor quality part of unusually poor design for ST, and which is much neglected. It's function is to keep water out of the thread, and it usually fails in this function. Water that does get into the trunnion will rust the vertical link, and being more dense than oil, it will sink to the bottom where it gets pumped up and down the threads – which does no good whatsoever.

In photo 1 you can see the pitted rusted surface along the entire thread of this vertical

link. Many of the threads were so badly rusted that they were rendered ineffective and only the remaining few clean threads support the weight of the car. Remember half of the weight at the front of the car is suspended from this one trunnion.

Finally, there are not many new old stock (NOS) items around now, and many of the repro items, like the one I have cut open, leak oil from the poor seal between the steel disc right at the bottom, and the brass. The only solution to this problem is to remove the trunnion from the car, thoroughly clean the steel disc and surrounding brass and solder up the seal.

### Oiling your trunnions – easy !!

In a future Courier, I'll show how the remove the trunnion, should you wish to do so, when replacing the nylon bearing kit.

**Always use oil - EP 90 gear box oil,**

**Always use a clean nipple,**

**Always replace the screw and ensure the washer seals,**

**Always use the best quality rubber top seal**



**Tel. 01858 434424**

**web. www.tssc.org.uk**



## Trunnion Oil Gun

At last an affordable **OIL GUN** so there is no excuse for not keeping your front trunnions oiled. This gun was designed from the onset to take oil and so does not leak when left in your tool box.

It is **also** able to be used as a **GREASE** gun as well. If you need more access, then there is an additional flexible hose that can be ordered.

**Oil Gun** £31.50 P&P 1.6kg

**Flexible hose** £6.00 P&P 0.2Kg



# THE PEAK RUN

## 2008 & 2009

by David Dawson



**K**edleston, Webster and Arkwright. If you thought that this was a Derbyshire based firm of solicitors, you'd be wrong. However if you thought that the first and last were destinations for the Peak Run 2008, and the middle one was the bloke responsible, by and large, for the mode of transport used to access the venues you'd be right!

The Peak Run has been established for twenty years, and each year, although the concept of classic cars, and good fun remain constant, the trimmings change.

It is usual for the hardcore Peak Runners to assemble at a Derbyshire campsite during Friday afternoon and early evening.

The "organisers" (a euphemism for a disparate bunch of petrol heads) provide a barbeque, and



The "Organisers"

assistance with erections, for those struggling with their tents after a long drive, or in windy



Campsite Welcome

Fangs for coming!

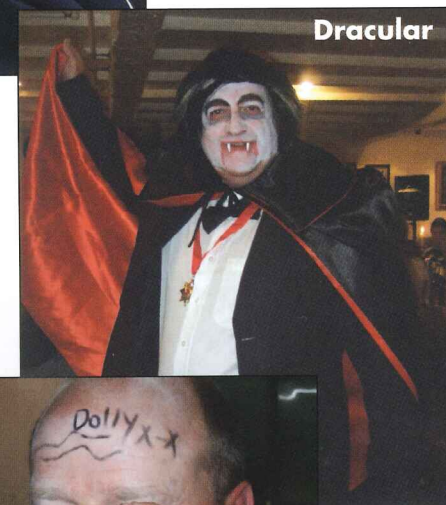


would have been appropriate.

By evening the majority of the Runners were on site, and the Bear Inn at Alderwasley was the venue for a feast of food and entertainment. Party Games, lots of noise, and a cabaret featuring our own Dolly Mite and Bruce Forthright, who hosted quizzes, ran around a run-around quiz and he also occasionally passed the Buck to

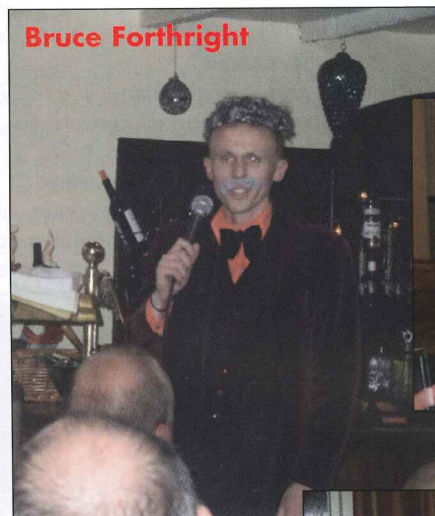
weather conditions.

Saturday was informal. For entrants wanting to make the most of the weekend, there was a mini-run, to Cromford Mills, created by Sir Richard Arkwright, and now a World Heritage Site. On the car park the



Dracular

Bruce Forthright



Make Up your Dad

was the guest appearance of the Glen Miller Tribute Band "The Heraldic Stags Spitfire Band"... ..and so they really should have been!

Runners played silly, car-related games, and had a drive through the Derwent Valley countryside. For others a lazy day at the campsite, or a drive to Matlock Bath, (a strange combination of Cheddar Gorge and Blackpool)



The 'Stags' Captain

The Peak Run though is the Sunday event, a cunning and devious blend of local sheep, stonewalls, very narrow lanes, and more sheep. It's 90 miles of climbing, twisting, breath-taking Derbyshire scenery, with





**On the Run 1.**

the magnificent National Trust property of Kedleston Hall as the destination.

The Hall is set in 820 acres, was the home of



**On the Run 2.**

the Curzon family, and we parked our little cars adjacent to this magnificent pile on the lawn.

With lots of open space, the public, and the judges were able to select their victims for People's Choice, Car of the Show and so on.

The Peak Run 2008 closed mid afternoon to allow entrants time to get close to home

in daylight. If you were there you know how good it was! If you weren't there then you can join us this year and find out for yourself, but to get the key of the door you need to be there.

### **I never been on the Peak Run before what can I expect in June 2009?**

Well, we try and make the weekend to suit you as an individual. You do as much or as little as you want to do. If you wish to let your hair down and join in the fun that's great.

However, if you wish to relax and absorb the breath taking Derbyshire Countryside, and enjoy good conversation that's great too.

Many people just join us for the Peak Run itself which is the actual 90 mile plus run through Derbyshire which takes place on the Sunday but over the years the majority of folk join us for the weekend.

Friday night there is a FREE barbeque, good conversation, banter and games.

Lots of laughter guaranteed.

Saturday we take pride of place in the centre of the historic town of Belper. We have

activities planned and a mini run at the end of the afternoon.

Saturday night we party at a brand new venue. Games old and new are in store plus a fish and chip supper from one the best chippies in Belper, (at additional cost). For those camping there is a FREE



minibus service from the campsite to the party night venue.

Sunday morning we return to Belper where a local pub will be providing breakfast butties, tea and coffee to nurse those hangovers before we set off on the 21st Peak Run.

In 2009 the final destination is Bakewell where we will judge the car of the show and draw the bumper raffle.

### **Who attends the Peak Run?**

In 2008 the youngest 'runner' was only a few weeks old, the oldest was over 80 and is returning in 2009. Over recent years the Peak Run weekend has become more family orientated as we realise that our children are the future of Classic Cars but this not at the expense of the traditional Peak Run format of the Concours and spectacular drive.

### **Do I have to camp?**

No, it not essential that you camp. Within the Peak Run packs we list local hotels plus bed and breakfast facilities close to the starting point and Peak Run activities. You can still join us for the campsite welcome on the Friday night where (if previous years are to go by) we can promise you side splitting laughter.

### **Do I have to attend for the whole weekend?**

No. If you just wish to join us in Belper on the Saturday that's fine we will make you very welcome. If you wish to only do the Sunday Peak Run then that's OK too.

### **Are you doing anything different this year as it is the 21st Peak Run?**

Yes, we are adding a few trimmings to make the experience more memorable and to mark the occasion. For the first time we will be issuing rally plaques in addition to the special edition windscreen sticker. We have limited edition mugs to give away as prizes and well as the 'winners and losers' T shirts.

Local dignitaries have also been invited and we are hoping for the appearance of a few celebrities!!!!

### **Do I have to own a Triumph car to take part?**

No. All makes and models of Classic Car are welcome on the Peak Run. If you are between classics or yours is undergoing restoration then you are welcome in your modern mode of transport. All we ask is that you arrive with the intention of having a brilliant time.

### **Do I have to pre-book?**

No, however we would prefer you to pre-book. As you can imagine an event of this size takes a lot of organisation and it makes life easier for the team if we know you are coming. We also understand that is not always possible to plan ahead and we reassure you that you will be made just as welcome if you turn up on the day. Directions to the various meeting points over the weekend are available to download off our website.

### **The 21st Peak Run and takes place on 19th, 20th and 21st June 2009**

Entry forms are in the Courier, or on the Derwent Valley website [www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk) where you will find loads more information or why not call **David Dawson 01332 810004** to find out more.

With 120 cars estimated to take part in this years Peak Run; it'll be good.

**Please don't miss it!**



**Car of Show 2008**





**Paul Richardson©**

**Annie Bousquet**  
Triumph Works driver



## The Tragedy of 30th June 1956

**A**s is my way, I sometimes reminisce the good old days by sitting in my office at home looking through family photo albums. They bring back such happy memories and when I see the photos of Annie Bousquet I'm always reminded that, throughout life's rich tapestry, we occasionally meet those special people who seem to lift the quality of our lives to a higher level.

French racing and rally driver Annie Bousquet was one of those people. And, even now, my memories of that truly wonderful lady, who I met in my early youth, seem as lifelike as if I were still enjoying her company today. The message on a photo Annie sent to my mother after one of her stayovers at our home reads.

*"Thank you so very much my dear Maisie for the happy days you have given to me - all my love Annie."* It was this message, and the fact that the Richardson family adored Annie, that prompted me to find out more about her extraordinary, but tragically short life about which I knew very little. So before I pen my personal memories of dear Annie, the following is a resume of her racing and rallying career.

Apparently, Annie was born in Wein, Austria under the family name 'Schaffer' and she met her French husband Pierre Bousquet during the Second World War. Annie's racing and rallying career spanned from 1952 to 1956 and she competed in many races and rallies. In 1953 she achieved some very promising



**Annie Bousquet**  
A regular visitor to the Richardson family home in Coventry

results in a small Renault 4CV. Obviously extremely ambitious, Annie drove the Renault in the 1953 Mille Miglia with Madame Simone De Forest finishing in 282 place. (N.B to put this into context, The Mille Miglia often fielded 450/ 500 entrants including full works teams from leading sports car manufacturers). Annie regularly competed with her close friend Mme. Gilberte Thiron as co driver, and in 1953 they finished 16th overall in the Spa Francorchamps 24 hour race in a Fiat 1100 and also won the ladies prize - that

race was won by Mike Hawthorne and Farina in a 375 Ferrari.

In 1954 Annie drove a factory Gordini T17S, and won a qualifying heat at Nimes and the 1100cc classes at Agadir and Dakar races in Morocco. Driving with Gilberte Thiron, Annie finished in 55th place in the Mille Miglia (presumably in the Gordini) and also won the ladies cup. She then acquired a Porsche 550 Spider, which she drove in the Tour De France

his works Triumph team sometime in early spring of 1956 and Annie's first drive was in the Midnight Sun rally in June that year. With her co driver Jo Ashfield, Annie finished 13th in GT category in TR3 'SRW 992' - with Paddy Hopkirk/ Willy Cave 5th and Ken Richardson/ Kit Heathcote 8th in the same category. June 1956 was a busy month for Annie as she also raced in the 1000km race at Montlhery in a Maserati 150S (I have no record of the result).



**Annie (leaning) pictured on the 1956 Midnight Sun Rally - Sweden**

rally with a Mme 'Beaulieu' as co driver finishing 8th overall and second in the ladies category. During her racing career Annie had several very nasty accidents including one in 1953 when she rolled a DB Panhard at Agen. She was so seriously injured that she spent a month in hospital. She also crashed her Porsche at Montlhery in 1955 during an attempt to break the one hour speed record. That year she also raced her Porsche in the 2 litre class in the Montlhery 24 hour race with Josef Jeser and finished in second place overall. Reports also say that Annie drove a TR2 in the 1956 Mille Miglia finishing 4th in class but I have no record of this being a factory entry.

I know my father Ken invited Annie to drive in

Annie's next Triumph drive, in July, was to be the Alpine rally and a Standard Review press cutting in an album (dated July 1956), reads. -"Bon Chance to Madame Annie Bousquet, attractive 32 year old Parisienne who is driving a Triumph TR3 in this months gruelling Alpine rally. Her light blue overalls and crash helmet- the French racing colours- have featured in many international events since 1952, when she first became a racing and rally driver. Her Triumph debut was made in this years Mille Miglia, and she has since driven in Sweden's Midnight Sun Rally. Claiming to be the world's fastest woman driver, she bases her claim on the 152 mph she put up when breaking the 50km record for 1500cc cars at an average speed of 138mph. An accident at Montlhery last year almost finished her racing career, and incidentally her life, when she was flung 100 yards from her car after a tyre burst at 135



mph. Fortunately she lived to tell the tale and told me 'it was my longest solo flight' – and she is now looking for success in the Alpine".

ambulance to Reims hospital where she pronounced dead on arrival.

According to a report by Richard Von

**Annie working her magic on our pet Corgi 'Skeet'**



As this report was doubtless written by Ivor Penrice (public relations manager) or one of his staff, and it mentions, like other reports, that Annie's first Triumph drive was in the Mille Miglia, I wonder if the TR she drove in that race was a works supported car owned by Annie, because, as I've said before, I can find no record of this being a works entry?

It was after the Midnight sun rally, and a few days before Annie was due to drive a TR3 in the 1956 Alpine in July that our family heard the totally tragic news that she had lost her life driving her blue Porsche 550 Spider in the 12 hour race at Reims on 30th June. Apparently, she lost control on the 17th lap through the fast right hand curve between Bretelle Sud and Bretelle Nord at approximately 170kph. Her Porsche left the circuit, fishtailed and barrel rolled into a cornfield. Annie was thrown from her car and, mortally injured, she was taken by

Frankenburg who won the race (and obviously knew of Annie's pre race preparations) Annie had driven her Porsche from Paris to the Porsche works at Zuffenhausen in Germany to have modifications and pre race checks made on her car. She then collected the car and drove it to Reims only just arriving in time for practice. It appears that Annie had very little sleep during the two nights running up to the race and Von Frankenburg believed her accident was possibly due to fatigue. The French racing authorities and racing fraternity thought so much of Annie that the corner where she lost her life was named after her thereafter. The French Automobile Federation also instituted the 'Challenge Annie Bousquet Award' for female winners of the National Rally Championship.

The relationship between Annie and the Richardson family began when Annie was a

guest at our house in Coventry. She stayed over on two or three occasions in the spring and summer of 1956 and sometimes for four or five days. These visits were obviously involved with her inclusion in Ken's works team of lady drivers and doubtless involved test sessions in TR's as I remember she had her racing helmet with her. My memories of Annie obviously centre on the influence she had on our family, and our family friends. I remember



**Marjorie Hyams, Annie and Maisie Richardson on a Day trip to Stratford**

a stunningly beautiful lady but more important was the fact that she had an inner beauty and a typically French 'style and élan' that made her company such a joy to everyone. Her French accented 'doggy talk' had our pet Corgi 'Skeet' spellbound - and Skeet rarely left Annie's side during her stayovers. Annie also

## Annie Bousquet

joined us on one of our regular trips to Stratford on Avon for punting trips down the river - and she insisted on having a go with the punting pole. Annie took my brothers and I for walks with Skeet, flew kites with us on the back lawn and generally became one of the family during her stayovers.

My two younger brothers, Ian and Charles, and I remember Annie with the deepest of love and affection and remember how devastated

the Richardson family was when we learnt of Annie's death. Looking back, it seems remarkable to realise that behind all her classy, fun loving and homely elegance she was a tiger on the race tracks and rally routes of Europe. She took part in 'international' 24 hour races including the most arduous and notoriously dangerous road race of the time - the 1000 mile 'Mille Miglia' – and against the finest racing drivers in the world. Realising all this has added further colour to my memories of dear Annie. After the 1956 Alpine rally a remembrance service for Annie was held at a Church in Marseilles, and Ken and his Triumph team attended to pay their last respects.

Having recently learned through my research that Annie's husband Pierre was killed in a road accident about six months prior to this period, I now understand why she was alone on her stayovers with us. Through the mists of time I seem to recall, although I'm not quite sure if

it's fact, that Annie had a young daughter of about six years of age at the time of her death, but I have seen no reference to that or any of her surviving family during my research. This prompts me to make an effort to trace Annie's family - if only to let them know what a life enhancing experience it was to meet and get to know Mme. Annie Bousquet -

*'Cette fleur magnifique de la France.'*



# Triumphs in Miniature

And a few Standards too!

by Mark Hall

## Part 2. Later Dinky toys



**T**his month we will have a look at the "modern" Dinky Toys, ie those with refinements such as windows, first introduced in 1958, two years after Corgi.

Firstly we have the Herald. Announced on the same day as the real car. It was available



commonly in light blue and white, or green and white. Other colour variations are known, but are very rare. This delightful little model, with its



windows and sprung axles is easy to find at toy fairs. Reproduction windows are available for those who fancy a little restoration work. Surprisingly, it only lasted until 1964 – until you

read about the Vitesse below.



Next, in 1963, we have the Standard Atlas Kenebrake bus. Numbered 295 in the bus series, it came complete with windows, seats, steering wheel and suspension and somehow survived until 1969, the model obviously being considerably more successful than the real thing. There are two colour variations.

In 1963 came the Spitfire and 2000 saloon.



The Spitfire lasted until 1971 and came in several colours, each with a lady driver and seat belt. This was the first Dinky Triumph with

moving parts - an opening bonnet. The 2000 only lasted until 1969 and can be found in two colour schemes. Other colours have been recorded but are very rare. The 2000 was also available as part of 118, Tow-away Glider Set, complete with dismantled glider in a trailer.

Then in 1964 came the Vitesse, which only lasted until 1968 and only in one colour scheme. A close look at a Vitesse model shows why the Herald only lasted until 1964. The die used is actually the Herald die, clearly modified at the front end to produce a Vitesse.



The Triumph 1300 was a 1966 introduction,

available in blue only, and produced until 1970. This model featured an opening boot and bonnet.

There then followed a long interval until the final Triumph was introduced in 1976, the TR7, complete with opening doors.

The basic model comes in three colours, a rally version followed in 1977, and the last Dinky Triumph of all, Purdys car, in yellow, from the TV series The New Avengers arrived in 1978.

All three remained in production until the Binns Road, Liverpool factory closed in 1980.

Below are the above models listed in more detail:-



- |   |           |
|---|-----------|
| <b>189</b> Herald saloon (86mm). Green and white or blue and white                                  | 1959-1964 |
| <b>295</b> Atlas Kenebrake Minibus (86mm) Light blue or light blue and grey                         | 1963-1969 |
| <b>114</b> Spitfire (89mm). Metallic grey or red, also gold from 1966 and metallic Purple from 1970 | 1963-1971 |
| <b>135</b> 2000 Saloon (105mm). Metallic green with white roof or white with Blue roof.             | 1963-1969 |
| <b>134</b> Vitesse (85mm). Green and white.   | 1964-1968 |
| <b>162</b> 1300 (93mm). Pale blue   | 1966-1969 |
| <b>211</b> TR7 (98mm). Metallic blue-green (1976 only), white (BL Promotional) or red.              | 1976-1980 |
| <b>207</b> TR7 (98mm). White, with blue & red Leyland decals  | 1977-1980 |
| <b>112</b> TR7 (98mm). Yellow, Purdys car.  | 1978-1980 |



# JOURNALIST RISKS BEING STRANDED FOR CHARITY



the automotive industry charity

**D**riving a classic car to Europe may invoke an image of idyllic open-top motoring on sun-dripped roads but freelance motoring journalist Rob Marshall is planning a somewhat less glamorous drive for the automotive industry charity, BEN.

*"I was given a rusty Triumph Toledo several years ago and, while studying for my MA in Automotive Journalism, I managed to sell the restoration story to a classic car magazine. Although the Triumph cost me approximately £500 to restore, because I performed most of the work myself, the resulting profit paid my tuition fees. Now the car is finished, the*

*journey will be a huge challenge for the Toledo because it will cover its average annual mileage in just four days.'*

Rob will be navigated by his partner, Nicky, and will be joining other motoring journalists on the Guild Classic event, which will be held between the 4th-9th June 2009. Organised for its members, by the Guild of Motoring Writers, the route will take the couple into France, Belgium, Luxembourg and Germany, before they return to the UK. The Guild Classic is supported by BMW, which owns the Triumph Cars trademark.

Every penny that the couple will raise from the trip shall go to BEN, which supports motor trade employees and their families, whose lives have been affected by the recent well-publicised cuts

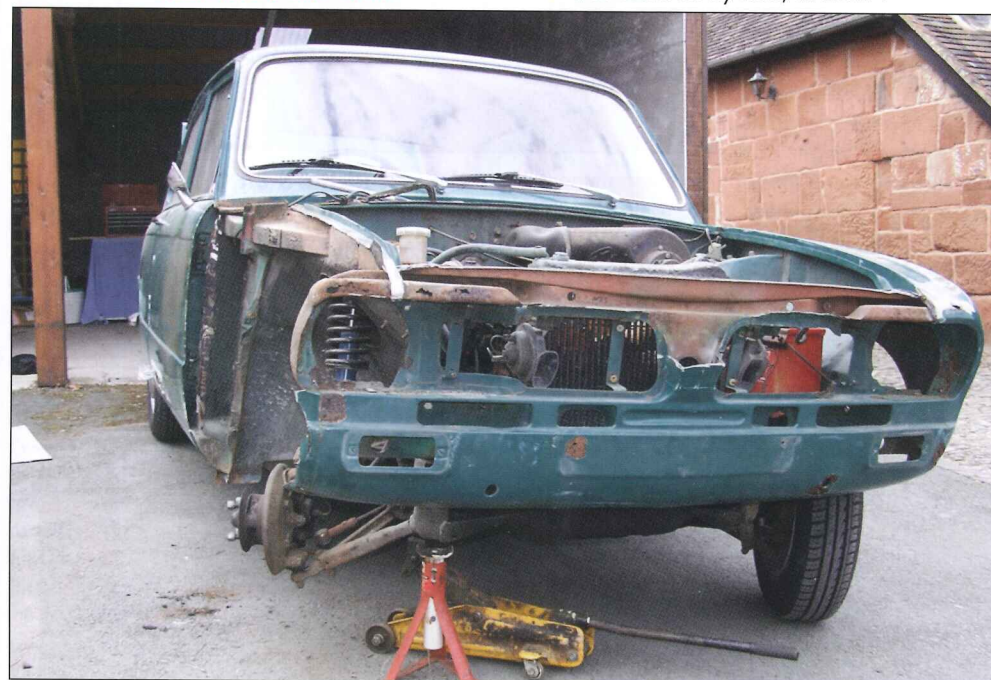


in the industry. Donations can be made online at : <http://www.justgiving.com/rob-marshall>.

Cheques, made out to 'BEN', can be posted to

**Judy Semadeni,  
BEN Supporter Relations,  
Lynwood, Sunninghill, Ascot,  
Berkshire, SL5 0AJ.**

Rob and Nicky's Emerald Green Toledo was sold new in January 1974, supplied with the optional radial tyres and heated rear windscreen. It has had 2 previous owners and has covered a genuine 45,000 miles from new. Its bodywork was restored by Rob, in 2007.





# YORKSHIRE DALESRUN 2009

by Richard Briscoe

**W**ell it's that time of year again the Dalesrun is back in a new location at Pateley Bridge Showground

near Harrogate. Last years event at Dent was the most successful yet with the event raising over £675 for the RNLI.

This year will be sharing many of the successful ideas from last year and these include a dress the age of your car competition, cartoon fancy dress competition for adults and kids alike. Don't worry it's not mandatory and you get to have a great laugh with Alan from West Yorkshire providing the evening entertainment.

There is a completely new route on the Saturday with a lunchtime stop in Masham with a choice of meal at the Black Sheep

brewery or one of the local cafés.

Sunday hosts the return of the auto skills test and a chance to visit the How Stean Gorge as well as the peoples choice concours.

Come along and support this years charity on **Friday 12th to Sunday 14th June.**



**Contact Richard on 07766 354440, Dalesrun@yahoo.co.uk for details or <http://www.freewebs.com/dalesrun/> or use Booking Form in Area News**



## HOW THE IVR SCHEME WORKS - FOR EVERYONE: 'International Vehicle Register' is more than a big list of Members' cars! It provides a lot of information to help Owners:

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

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

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

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

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

## TOLEDO/DOLOMITE 1300/1500 INTERNATIONAL VEHICLE REGISTER

Since I'm covering a great range of models and years dating from 1965-1981 then this page is a bit of a compromise but the principle is almost the same for all the range.

There is also a large range of colours on the cars so this makes compiling the data interesting!

This is typical of the location of the commission plate on our cars. There are 2 body plates one painted and the other not although one of both of these can be missing.

These can provide additional details and help piece the picture together on production.

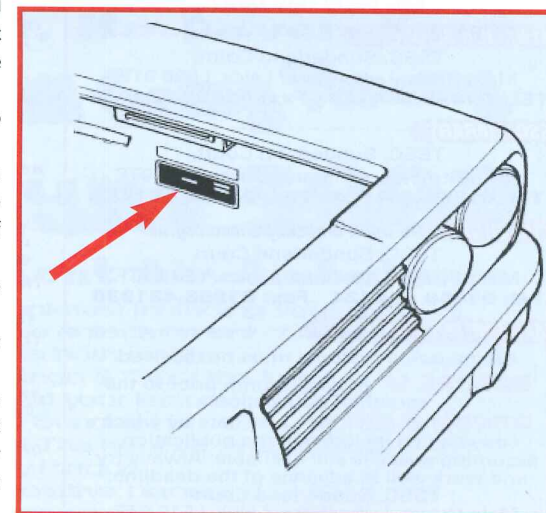
The main thing is the commission number body colour and trim code.

The engine number is found on the rear of the engine on the nearside on all except the Sprint where it is on the cylinder head on early models or the cylinder head on later cars. You can see it by looking between the twin carburettors.

I will send out a letter in reply to any IVR and try to give you some figures about the specific model and anything about your particular car. If you have anything like the original bill of sale or Garage letterhead, this would also be of interest to the archive and working with Dick Plumridge, helps build up other information about dealers and prices/options.

Pictures are also welcome along a short history as these can be used for the courier articles, these can be e-mailed as this helps in compiling the articles. A reasonable file size is 100K-400K.

Please send me a stamp if you wish a reply or your photos back.



Since we have the June slot then we also have the longest day therefore meaning with all the extra time then you have no excuse not to get you IVR in to me.

Spend a few minutes having fun in the garage and home, filling in your IVR.

**ANDREW**



## TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

### TSSC MEMBERSHIP

£42.00 UK £45.00 EUROPE £51.00 OVERSEAS

### RENEWALS

£40.00 UK £43.00 EUROPE £49.00 OVERSEAS

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

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

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

### TSSC INSURANCE

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

PETER D JAMES LIMITED  
Tel: 0845 0999 500 Fax: 0845 2233 020

ADRIAN FLUX  
Tel: 0800 089 0337

### VALUATION SERVICE

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

### TSSC LIBRARY

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

### CLUB SHOP e-mail: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

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

### MAGAZINE COPY DATE

All magazine material must be received BEFORE 8<sup>th</sup> of each month prior to the month of publication.

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

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

### TSSC ACCOUNTS e-mail: [accounts@tssc.org.uk](mailto:accounts@tssc.org.uk)

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

### SHOW CAR REGISTER e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

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

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

#### HERALD 948/1200/1250

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

#### HERALD 1360

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

#### SPIRITFIRE Mk I/II/III

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

#### SPIRITFIRE Mk IV/ 1500

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

#### VITESSE 1600/ Mk I/ II

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

#### GT6 MkI/ II/ III

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

#### BOND

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

#### SPECIALS

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

#### STAG

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

#### TOLEDO/DOLOMITE 1300/1500

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

#### TR 2/3/4/4a/5/6

Nigel Clark, TSSC, Main Street, Lubenham, Leics. LE16 9TF.  
Tel: 01858 434424 e-mail: [nigel.clark@tssc.org.uk](mailto:nigel.clark@tssc.org.uk)

#### TR7/TR8

Hugh Glossop, 4 Dan Yr Epynt, Tirabad, Llangammarch Wells, Powys. LD4 4DR  
Tel: 01591 610433 e-mail: [tsscstr7@hgrserv.plus.com](mailto:tsscstr7@hgrserv.plus.com)

#### TRIUMPH ACCLAIM

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

#### AMPHICAR

David Chapman, e-mail: [amphicar@tssc.org.uk](mailto:amphicar@tssc.org.uk)  
Tel: 01684 592985

#### INTERNATIONAL LIAISON SECRETARY

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

#### TRIUMPH ARCHIVE

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

#### YOUNG MEMBERS CO-ORDINATOR

Chris Baker  
e-mail: [chrisbaker\\_7@hotmail.com](mailto:chrisbaker_7@hotmail.com)

#### INTERNATIONAL WEEKEND EVENT MANAGERS

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

#### INTERNATIONAL CONCOURS ORGANISERS

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

#### AREA LIAISON OFFICERS

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

#### COMPETITION SECRETARY

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

#### TSSC PUBLIC RELATIONS OFFICER

Adam Easton, 9, Fourth Avenue, Wellingborough, Northants. NN8 3NE. Tel: 01933 229992  
e-mail: [tsscnorthants@aol.co.uk](mailto:tsscnorthants@aol.co.uk)

#### CHILD PROTECTION OFFICERS

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



June 2009

Plus

## CLASSIFIED CARS & PARTS CONTENTS

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

## The Classic Sandwich At Martin Mill, Nr Dover, Kent

6th Year, Still Going Strong  
12 - 14 June 2009

### All Proceeds To Kent Air Ambulance

Tour and visit to a place of interest including treasure hunt  
Saturday evening Bingo & live entertainment - Crooked Style

Free drinks both nights

Fun Friday with Bingo & "Spot the Intro"

Quiz to do at your leisure

Car Display Sunday (10 - 2)

Charity Raffle In aid of The Kent Air Ambulance

Rally Plaque

Commemorative plaque

Programme

Friday & Saturday BBQ

Breakfast available Saturday & Sunday

Contact: Susan & Julian Orme

7 Riding Lane

Hildenborough

Kent TN11 9HN

Tel: 01732 834481

Mobile: 07884 433141

E-mail: [classic.sandwich@juandisue.net](mailto:classic.sandwich@juandisue.net)

Web: [www.juandisue.net](http://www.juandisue.net)







# AREA DIRECTORY

This Directory is kept up-to-date by the Area Union 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 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 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- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday Eves.
LINCOLNSHIRE	Garth & Ellie Jupp: 01529 307302	The 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 4SZ	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. 7.30pm.
		West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
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	PONTARDULAI CONSERVATIVE CLUB	1st Tues. 8pm 3rd Sunday Run
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	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.
------------------	-----------------------------	--	---------------

## 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	2nd Thurs. 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 & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. Eves.

## SOUTH WESTERN AREAS

ANDOVER	Guy Singleton: 01672 514241	The Wyke Down - ANDOVER SP11 6LX	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. Eves.
SALISBURY	Adam Fiander: 01722 421427	The Greyhound Inn - WILTON Nr SALISBURY	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Contact only	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 01531 650035 or 07828 250517	White Lion - WHILTON Nr ROSS ON WYE	3rd Thurs. Eves.

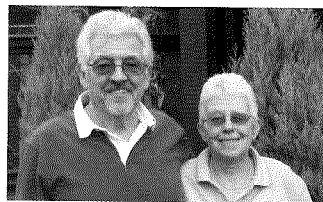
## OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	Luikersteenweg 166 Tongeren - LIMBERG.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	R.R.I. Picton Ontario - KOK 2TO.	
CANADA	David Stock:	Moelundvej No 8 8600 - SILKEBORG.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Square Frances Jammes 78890 - ELANCOURT.	
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Elsflether Weg 413581 - BERLIN.	
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	ATHENS	
GREECE	Nassos Sarris: 00 30 6937095200. Soulis Papatathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	MILAN.	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	lucabellinello@fiscalinet.it	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Emmastraat 206862 GT - OOSTERBEEK.	
PORTUGAL	Carlos Camacho: 00 351 962721862	A Archibald Rd.,Kelston - AUCKLAND.	
SWEDEN	Odd Hedberg: 00 46 173 17131	Bjerkelundgata 6 B0553 Oslo NORWAY.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	president@tssc-norway.org www.tssc-norway.org	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
		Pomonagatan 45 - 742 36 OSTHAMMAR.	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	





## ALO REPORT . . . ANDOVER AVON



**AREA LIAISON  
OFFICERS REPORT**  
Tel. 01524 791607  
e-mail: pip1272frank@homecall.co.uk

The TSSC open weekend was a great success. Saturday was a little more quiet but was boosted by the presence of the Austin 7 club who enjoyed our facilities, there were plenty of Council members to meet and greet members and a fantastic buffet laid on with all manner of delicacies. Garth was busy in the shop and Bernie makes for a mean BBQ'er it was good to see Pete Lewis with the Cambridge Area and the several members who just popped in, there was plenty to see and do with free raffles plenty of food a fantastic museum complete with a 1934T triumph Gloria Monte Carlo and Standard Triumph neon sign brilliant!!!!



Sunday was a lot busier with areas such as Manchester, Northants, West Midlands, and Leicester & Rutland and many other members. At one time there were 40 Triumphs in the courtyard. It wasn't just the free raffle, postage free and discounted prices in the club shop, fantastic buffet and BBQ or John Macartney unveiling the Standard Triumph neon sign or the fantastic museum or the Triumph Gloria Monte Carlo that made the open weekend such a success or even Angie, Bernie, Nigel, Garth and Trudi who worked tirelessly to make the weekend a roaring success but all the members that came to Sunderland court and enjoyed themselves we have a brilliant Club, join in and share such great facilities.

Congratulations to the member that owned the Gentry and won car of the show on Saturday and our very own Martin Bridge (Mancs area) who won car of the show on Sunday with his stunning TR6.

Brilliant!!!! John Macartney also did the two Area Draws for June. Congratulations to **Cambridge** £50 club voucher, **Surrey** a visit to the Sunderland Court

Recruitment is high on the agenda for our areas this year you can obtain flyers from our H/Q and when you are out and about attending events, shows, or just shopping if you see a Triumph "slap it on" (gently of course) Remember you are the ambassadors of the classic car movement and the TSSC!!!!

The International family weekend at Stafford on **August 14/16th** is a fantastic weekend, our very own show, very well organised by our very own extraordinary volunteers, all they ask in return is you come along, enjoy the race night on Friday enjoy a bit of Dad dancing on Saturday night, shop till you drop, show off your Triumphs all weekend and have a ball!!!

We would like to take this opportunity to thank all Area Organisers for all the hard work you put into running your area throughout the year, Frank and me are only a phone call away if you need support, have any suggestions, or just want a chat.

We hope to see you some time throughout the year in your area.  
Cheers

*Dip & Frank*

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

Well a very good turn out at the Wyke Down show on Easter Monday, I think we can safely say that we had the most cars on a Club Stand, Thanks to everyone for coming from the Andover, Southern and Newbury Areas.

It was good to see Burbage Bob back in action with his bionic knees, the rest of his body just needs to catch up now.

Popham for a change was nearly dry - a few spots but much better than the last few years, we will see if we can organise a Club Stand for next year.

John has now got a new rear tub for his GT6 - lots of surface rust but generally straight and has not been barrel rolled like his car, hopefully this will help him progress the rebuild.

The next meeting is on **11th June**. Also coming up are the SHVPS Show at the Queen Elizabeth Park on **7th June**, Rainscombe Park at Oare on **13th and 14th June** and Midsummer Madness at Cheriton **19th to 21st June** (please contact us for an application form for this) so a busy month coming up.

And while you're putting all these dates into your diaries, don't forget the highlight of the year - the BBQ at Bondhenge on **4th July!**

*Guy & Suzie*

**AVON**  
Tel. 01454 327059

The Bristol Classic Car Show has finally happened and we survived all three days. Thank you to all who helped out on the stand over the weekend, with special thanks to Derek for not only surviving all

three days but had his picture in the paper as well! Also to Tyler and Andy for supplying the cars and their support on the stand. A big thank you to all. Nigel and Trudi came down on the Saturday to support the stand, so thank you to them as well. We did not get any awards (100% record on this then) but we did get featured in the Bristol Evening Post and may yet appear in some classic car magazines. Next year the show is planned for the same weekend, but over two days only. No idea yet what to put on as a display, so any ideas welcome.

Can I also say a big thank you to Phil for organising the drive it day this year to the big pit. Those that went thoroughly enjoyed it and maybe we can think of something else along those lines some time.

June will be a busy month, kicking off with Castle Combe Action Day on 6th. Passes are very limited, so please only ask for them if you can definitely go. The following day (7th) they will have an auto-jumble and breakfast club. Nominal fee for breakfast club and goes to charity. Details of running autojumble stand available from the circuit. We attended the breakfast club by accident last year and were impressed with the range of cars that turned up. Definitely worth a visit and we can probably meet up somewhere and drive in together.

Also in June is the Brean camping weekend on 19th to 21st. Details were in May courier and booking forms can be obtained by phoning me or e-mailing at June@wrighton@tiscali.co.uk. Prices are held at last years rate and full money to be paid with booking form please. Hoping to get a meal booked at the Riverside in Cheddar, but tbc. If not, we will plan something else. Otherwise just the normal chill-out and relaxing weekend.

I have listed some of the local events coming up. We may not have a club stand at some, but could be worth attending in your own car.

See you all at the next club meeting on 1 June. Hopefully the sun will be out and we can sit outside.

- JUNE**  
**6th** - Castle Combe Action Day (Avon stand)  
**7th** Castle combe breakfast club and autojumble  
**14th** Bromley pageant of motoring  
**JULY**  
**4th to 5th** Heddington & Stockley rally  
**11th to 12th** Powderham show (Devon area)  
**17th to 19th** Langport steam spectacular (Somerset area)  
**19th to 21st** Brean camping weekend (Avon area)  
**25 to 26** Tortworth vintage transport (possible club stand)  
**AUGUST**  
**15 to 16** Stafford show (all areas)  
**23** Classic car rally near Sparkford. possible club stand tbc.

*June*

**IMPORTANT NOTE TO ALL**  
**If I don't reply to your email**  
**I Haven't received it!! Bernard ed.**

## CANTERBURY . . . CHESHIRE

### CANTERBURY

Tel. 07932 179459

Things seem to be hotting up on the show front and with a barbeque summer being promised (hopes) it could be a bumper year. Luckily the forecasters got it wrong over Easter and it was better than promised. It was nice to meet up with Essex and West Kent areas at Chatham, ten cars in total. Essex are obviously used to the long haul as they came fully equipped, everything but the kitchen sink. As I found out with Dennis at Detling last year, it's amazing what you can get in a small Triumph. I had missed last year's event and found it a lot more interesting having had the break. Might make it a biennial event in the future.

It also looked set fair for the Drive it Day in which we were going to meet up with West Kent the other side of Tenteden and drive on to Headcorn Aerodrome. A fair mustering of seven cars met just outside Ashford for the run including Phil from the Stag club complete with a video cam fitted on top of his car. See him in action on 'Stag V8 burble' on U Tube. Unfortunately, arriving at our meeting place at the Tenterden Vineyard we learned that West Kent were running behind schedule and had only made it as far as Bodiam. Best laid plans etc. So after a quick look round the vineyard we decided to make for Headcorn and find a pub en route. Most of the pubs that way now seem to be curry houses and so we made the aerodrome unrefreshed, where those feeling peckish made use of the restaurant and those feeling thirsty enquired about the nearest watering hole. This was the Bell at Smarden where other classics had the same idea so we finished the day there. The day had not gone to plan and we never did bump into West Kent area. Maybe better luck next time.

Eddie, myself and Mike T spent a pleasant day over at the Herne bay classic. A bit like Faversham's do, but they buy your breakfast. Essex area also attended and they intended to stay over nearby and go to Merton farm next day.

Myself, Ray, Ed and Mark joined them at Canterbury on what was a brisk day and was joined by Tracy in her 2000 who was camping there all weekend. Brave girl. Essex were well prepared again, with the largest dome shelter I have ever seen, easy get two cars under there just in case it rained. Which it didn't, luckily.

Wayne has been on to the organisers at Detling enquiring about this years show. Good lad. Apparently it was touch and go if it was to go ahead. Anyway he got through to the Club organiser who said he was going to send me the paperwork. As yet I am still waiting, but knowing them it will be later rather than sooner. Although to be fair the organiser does it on a voluntary basis, so may have other things to do. It is on the **17/18/19th July**. If we get invited and you want to come, be prepared for a quick turnaround.

Reports from Phil and Annette on the Isle of Wight trip were extremely favourable, and they are threatening to return next year for the week. They were well looked after by the "Beer for breakfast brigade"

aka Dennis and family who showed them the sights and even managed to find a beer festival. Must have taken some searching! 60 cars attended in all and I think there might now be a two pronged attack to get more of us over there next year.

I should have something to say about Faversham, SEM and Standard Triumph Day next time.

I mentioned about Steve buying Hylomar in bulk for his Stag, it turned out to be worse as he could not get one of the heads off and ended up cutting it up (the head not the car) although I think it came close. He has managed to get a couple of good replacements and should be back on the road by now. Tony's 2500 estate passed its mot and he hopes to get out and about this year, bowls permitting. Unfortunately it is now out in the open as the garage he stored it in has been sold and so the spare Vitesse lump also in there had to go. Graham took it off his hands and with much grunting we managed to get it in his van safely. Not light, are they. However the engine made a bid for freedom being unloaded and the oil from within found its way over Grahams drive. Still it could have been gearbox oil and stunk to high heaven as well.

It was nice to see so many new faces at last month meet in fact the only Triumphs from "the old school" was Phil's Vitesse and Ian's Spit. Ian has done a fantastic job on finishing off his car, a real credit. It was nice to see a couple of TR's from the register at Challock and Andy from the Stag Owners Club albeit in a TR7.

I'd like to welcome another Phil bringing with him two Acclaims (see Graham? Acclaims 3, Vitesse's 1) and John Smith who introduced himself briefly at Canterbury.

Some old faces also made an appearance, Bob, last seen at least 15 years ago, who has long since sold his TR2, but retained his Spit Mk3 and ex Mid Kent member Graham who brought along a Spitfire 6 with a 1600 engine. I thought it was Peter Cleford's in the fading light. He was last seen telling Charles about a 2.5 PI turbocharged engine producing 300BHP. Chas was seen sweating!

Lastly congratulations to Tony Roberts on getting a new job after being out of work for a while. Nice to hear some good news for a change.

New shows for your attention:-

- 7th June** Bucket and Spade Run  
**28th June** Cliftonville Classic  
**5th July** Car show in aid of Demelza House  
**11/12th July** Quexpo  
**17/18/19 July** Detling (to be confirmed)  
**25/26th July** Chillifarm  
**9th August** Help for Heroes charity show Faversham  
**23rd August** Herne Fun Day  
**13th Sept** Challock Goose Fair  
**20th Sept** Morris Minors OC Hop  
**20th Sept** Charity Show in aid of Martha's Trust

I know some are getting close, so if interested give me a bell. Cheers

*Dell*

**IMPORTANT NOTE**  
**E-mail news to: courier@tssc.org.uk**  
**News in By 8th of Month please**



### CHESHIRE

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

Last month I reported that Adrian still had issues with his repaired overdrive gearbox. It now appears that it was a duff relay that caused the problem, and the box itself was (and is) fine. The duff relay was apparently bought new some little time ago, which goes to show that not all replacement parts are up to the job. Curiously the Jones household had to clear out the garden shed (due to a severe attack of the shed falling apart due to excess water and lack of maintenance) and amongst the Triumph bits stored in the shed (and looking very mildewed indeed) was a relay with a red sticker on it bearing the legend 'overdrive relay'.

Adrian has also admitted to acquiring another knackered Peugeot.

I tried to contact Mr Holmes (or his office) about show forms and got no reply. A brief investigation on the web indicates the individual application forms are there for download. So, given the lack of interest in the show tickets over recent years, the Area policy on (Tatton) tickets has changed a bit. Cheshire will no longer apply for tickets to Tatton shows. Instead, anyone who wants to go should apply individually using the forms on the web. I will print a form or two off next year in time for the March or April meetings, for those without web access. Tatton is **30/31 May and 22/23 August** this year.

And, for those who do things on the web, the Cheshire web site is a little more up to date than it has been for a while, at least in the calendar and meeting report departments.

We saw four Triumphs at our meeting this month, and also met Steve who lives in Gatley (where I work) and is rebuilding a Vitesse convertible. He identified me as the bloke who drives that red Vitesse along Styal Road in the mornings (when it's sunny, at least), and admonished me for calling the Cock and Pheasant the Cock and Wotsit, as no-one he knew could identify a pub called the Cock and Wotsit in Bollington.. We also note that meetings tend to start around 8:45 when we're not doing a run out.

Next month (June) is the first of our runs out around the Cheshire countryside. We shall follow last year's plan and use the routes from 2005 (the runs are now recycled every four years). For **June 2009** this means via Prestbury, Nether Alderley, Chelford, to the Dog in Peover and a simplified route from there back to the vicinity of Macclesfield. It's also an earlier start than regular meetings. We say 7.30 for 8.00 and leave just after Paul has arrived. It's a good idea to have 30 miles of jungle juice in the car at the start, and also not to





## CHESHIRE Cont.

have any phobias about driving down narrow windy roads where the scenery brushes both sides of the car. It also helps to be good at turning round and/or reversing on these roads when the leader fails to understand his carefully crafted instructions and has to make a U-turn.

**July and August** will also feature runs out with similar start times.

Our next meeting is on **Thursday 4th of June** at the usual venue, the Cock and Pheasant (see, I can use the right name once in a while) in Bollington. As noted above, it's a run out so 7.30 for 8.00 please..

Henry

## CORNWALL

We had a good trip out and a nice lunch on Drive It Day. 17 of us in a convoy of 8 cars met up and drove down the old A30 through Bodmin and out across the moor to end up at Cotehele Quay. The route was quite devious and Mike was asked by several members if parts of it were part of a trial route. We tried to time our arrival for about 12:30 pm to meet up with the Devon Area for lunch. As we arrived we joined on the end of the Devon convoy as it was going into the car park, perfect timing! Eventually we all parked and had a very good display of nearly 40 cars.

We then made our way to the Elliot Arms where we had booked the restaurant upstairs, so that 30 of us could have lunch, the rest had a picnic. During lunch the weather turned nasty, but it soon cleared up again afterwards. Lunch was very nice, lots of chatting and mickey taking going on, before we all had a wander around the grounds. Another shower saw some of us shelter in the Discovery Centre, where the history of the Quay and its lime kilns was explained. Others headed for the shop! Rain stopped and walks around the ground started, some making it into Cotehele House itself. All too soon it was time to say our goodbyes and head off home in smaller convoys. It was a very nice day and everyone seemed to enjoy it in a relaxed way.

The following weekend 10 of us in 5 cars headed for the Isle of Wight Camping Weekend. Sally-Anne had arranged the ferry and caravans and Mike arranged the entry tickets. Two convoys made it there and soon settled in. In Sally-Anne's caravan we set about a three course meal, before heading to the bar to meet old friends. Saturday dawned bright and warm, so roofs down we joined the 70 car convoy to Blackgang Chine, but then headed off to Osborne House instead. On the

way to the house we stopped off to pick up some much needed TR6 spares so that Anthony could get his seized front brake going again and carry on driving the car. We had a nice look around the house before heading back and sorting out the TR. Mike was also able to stop complaining about his Stag's lack of power by advancing the engine timing. After a fish and chip supper, down to the bar again for the quiz. We were doing so well leading up to the final round, but the dissolution of the monasteries never came up and we ended up third. Well done Hants & Berks/Hants & Surrey who's loud Hawaiian shirts helped them win, Thames came second and we held credible third. Mike claimed a win, since he had been a member of all three areas at some time!

Sunday we had the obligatory convoy to Brading down and the assault on the ice cream van. 76 Triumphs looked fantastic in the morning sun on the island's highest point. We then had a run to Freshwater, via the Garlic Farm and then along the, very pretty, south coast. Back for tea and cake, wash and brush up then into Ventnor for dinner at the Spyglass Inn. Refreshed again we returned to the bar to hear the island's only reggae singer in concert, and very good he was too – the dance floor was full. An early night and then the trip home the next day.

This time Graham led and took us through the New Forest. The scenery was fantastic and it turned out to be a very good route, but I wouldn't have wanted to have been going the other way!

Two great weekends in succession, followed by Dan and Kate's wedding, but more of that next month, maybe.

Don't forget this month that we have our Camping Weekend, on a lovely site right next to the Fowey River. There are also boat launching facilities if you need them. We arrive Friday afternoon/evening and have a nice restful weekend with fellow enthusiasts from all over the county and from England, ending up with a run out and pub lunch on the Sunday. It's usually a very nice weekend, so please feel free to come along.

Forthcoming meetings: **Thurs 11th June** The Hawkins Arms Zelah **26th, 27th & 28th** Cornwall Camping Weekend, Penmarleam Campsite, Boddinick (opposite Fowey) **Thurs 9th July** The Hawkins Arms, Zelah

Regards

Mike

## COVENTRY

Tel. 02476 410180

e-mail: [tssc\\_coventry@hotmail.com](mailto:tssc_coventry@hotmail.com)

Well if we don't use our cars in May and June, when will we ever use them? We are promised a good summer this year - time will tell. There were 10 cars at our May meeting, in the paddock at The Bull & Butcher, a good turnout with around 20 people there on the night. We were outside in the paddock with the cars until around 9:00 as the light levels faded. There was a squadron of 5 Spitfires, a Triumph Stag, a 13/60 Herald Convertible, an MGB Convertible, a Jaguar E-Type V-12 coupe and my 'new' Jaguar XJ-S Convertible.

## CHESHIRE . . . CORNWALL COVENTRY . . . CUMBRIA

Quite a variety of cars were assembled, and the non-Triumph owners received some banter as expected. We went indoors when it began to get dark, and had the snug-bar to ourselves. Paul Cheshire eventually managed to help his wife Joan to remove her jacket by freeing off the zip that got stuck - just as well there was an engineer in the house!

Look forward to seeing you all at The Bull & Butcher next month on **Tuesday 2nd June**, 7:30 onwards. Let's try and double last month's numbers and get 20 cars at the venue. We need to make the most of the short summer. Let me know what classic car summer events you are interested in attending.

Regards,

Kevin

**IMPORTANT NOTE TO ALL**  
If I don't reply to your email  
I Haven't received it!! Bernard ed.

## CUMBRIA

Tel. 01229 474077

e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

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

Apologies for no news last month. Computer problems.

Last month's Fell Run was a huge success judging by all the emails and telephone calls that I have received. The weather was perfect and the sight of 26 Triumphs becoming mountain goats for the day would have had a lasting memory for all who saw them. In last month's Courier our Fell Run was mentioned a few times and there were some very good photos in the Mk4/5 section. Thanks to all the 31 cars that took part and to all the helpers. Our photographer took some excellent photos of individual cars, if you would like some please contact me with your rally plate number. I wonder if the camper van ever made it to the top of Wrynose Pass or if the Boxter ever found reverse gear? To quote the words of Pip our Area Liaison officer, we are the victims of our own success for this event. Many members have asked if we can do it again this year. I have decided to have another similar run at the end of September. There is no point in trying to hold a rally during the summer months as the roads are clogged with tourists. Probably do the route backwards with a few extra twists. The poor Pub struggled on the day, never the less they did a splendid job, but in order for them to cope a little easier there will be a fee per person £10 and a fee per car £5 for all future rally's. The fee will cover a choice of two lunches and Rally plates. Further details and an advert will appear in the Courier nearer the time.

The Cumbria Web site is now up and running. [www.tsscumbria.co.uk](http://www.tsscumbria.co.uk), many thanks from all of us to Trevor for all his hard work.

Our first show Sunday 3rd May was at the Heathersgill Rally at Carlisle airport. Once again we were parked on the tarmac until Nigel went and had a word with the hierarchy and twisted their arm to let us park on the grass near the entrance. It made it much easier to pitch the club tent and once

## DERWENT VALLEY . . . DEVON

up and with the kettle on we all forgot about the usual cool breeze! Eight of our cars were on display. Two Mk3 Spitfires, two Mk5 Spitfires, two GT6's, a TR6 and an Acclaim. New member Steven Rayson from Cockerham brought along his very nice yellow GT6, a great addition to the club. Welcome to the club Steven and we hope to see you at our next meetings. The rain stayed away for the day, maybe this is the start of a good summer.

The tent and club stands are now in need of some TLC. Helen has kindly offered to put the kettle on at her house if some of us turn up and help with the repairs etc. 12 noon **Sunday 14th June**.

The next Meetings will be Silloth Show 21st June, Distington Show **5th July**. As with all shows that we attend we must be on the show grounds by 10am.

I have now received the booking forms for Dalemain House Classic Show **23rd August** and Selkirk Show **20th Sept**. You must be pre booked for both these shows and be in possession of an entrance number, you can't just turn up, they will not let you in. It is the clubs intention for us to camp at Selkirk. The camping ground is open from 3pm **Thursday 17th Sept**. If you are intending to go please let me know as soon as possible. Safe Motoring.

Roy

## 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)

It's been a full month for classic car events and it all started with Drive It Day. A big thank you to Gary Flinn for planning a 60 mile plus run through our very own Derbyshire Peak District. A little convoy of a Stag, 2 TR4's, a Vitesse, a Spitfire, a GT6 and a near concours 1600e Ford Cortina. As we worked our way round breath taking views you couldn't help but smile and wave to people enjoying the day. Many in classics like us and as usual we finished off at a pub for a refreshing drink and Sunday Lunch before a steady ride home.

Some of us attended the 20th I.O.W. camping weekend for the first time and boy did we enjoy ourselves. We all went topless in the red hot sunshine but with the absence of sun cream we all got burnt arms and faces driving around the island, just stopping for the odd fridge magnet or a beer.

Tuesday night's monthly meeting had a good response to Richard's general knowledge quiz, thanks for that. The winning team was Mike, Colin and Donna who shared their spoils by handing the prize chocolates out to all. We voted on having a Fish and Chip shop run instead of our usual meet on the **2nd June**. It was agreed that we should. We are meeting at Smalley Common Ex-Serviceman's club at the earlier time of 7:00pm. So be there nice and early to fill your faces with local fish and chips. We are also in the process of planning a treasure hunt for **July's** meeting. Again we will be meeting at Smalley Common Ex-Serviceman's club at the earlier time of 7:00pm.

Other news - Mike Mayfield's show winning 'Dolly' is back on the road looking bet-

ter than ever, excellent work Mike.

For those who have registered for our very own 21st Peak Run this year, you should now have received a welcome pack with all the info for the whole fantastic weekend. Not to be missed by anyone with or without a classic car. If you have not received your pack then please contact David Dawson on 01332 810004.

A big thank you to the Peak Run committee members, who without their help in planning it would not be possible to hold this huge event.

Dates for your Diary:

**2nd June 2009** - Fish and Chip Run

starting at Smalley Common at 7:00pm.

**12th to 14th June 2009** - Yorkshire

Dales camping weekend.

See Courier for details.

**19th to 21st June 2009** - 21st Peak

Run. See Courier or website for details.

**3rd to 5th July 2009** - Northants

camping weekend.

See Courier for details.

**15th July 2009** (TBC) - Long Lane

Church Fate from 6pm.

That's all 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)

Once again Club Night at the Star was packed with people. Ted, newly moved to the area and with a Mk11 Spitfire, was made welcome. Entry forms were filled in for the many shows taking place in the area this summer (yes we are hopeful of better weather) and we made plans for our trips to Cotehele and the Isle of Wight. We missed seeing Chris but he confessed later that he had turned up a week late for our meeting (and a week early for the Jaguar Club meeting!).

Devon and Cornwall TSSC members were out in force on Drive It Day this year. 10 Devon cars met up at Pear Tree Cross, Ashburton. A good variety of cars, including two TR6s, 13/60s, Vitesse and Spitfires and Dan's award winning 1200 Estate. Out for the first time was Mark A, having celebrated his 17th the previous day, and having put a new engine in his 1500 Spitfire the previous week. Driven carefully by Dad Dave, it behaved perfectly and we look forward to Mark driving it soon. In lovely weather, we all enjoyed the drive over Dartmoor via Two Bridges where we had a hairy moment with a Pajero reversing down the hill towards us and just not stopping (!) - tested our brakes and reactions anyway. We picked up Helen in her Spitfire at Princetown and met up with Alan (GT6) and Tom (Spitfire), who only had to tootle down the road to join us, when we reached our destination, the National Trust property of Cotehele on the banks of the Tamar. A spectacular property and wonderful gardens which are well worth a visit, many of us wandered the grounds before having lunch, either in the restaurant of the Edgcombe Arms, or a picnic in the sun. Did I say SUN? By the time we had finished our lunch the weather had turned and we endured the

best of spring downpours before the sun came back. After photo shoots we went our separate ways, and eight remaining Devon cars made our way back via Tavistock and Yelverton to join the A38 and dispersing.

Not before clogging up the narrow lane to Cotehele when three classic VW campers were coming the other way.

Five cars made the trip to the Isle of Wight weekend over the Bank Holiday weekend. Allan & Jackie, Dan & Terry, Karen & Ian, Chris, and us. The weather was kind again and we had a really good time. What about joining us next year? It was nice to see Cornwall Area there again, even if they did beat us in the quiz! Perhaps we should not have called ourselves the Devon Pasty Kings - it made them raise their game!

On **SUNDAY 7 JUNE**, we will be visiting the D-Day+65 Air and Classic Car Event at Uppottery Airfield (Smeatharpe) near Honiton for our monthly outing. Meet up at Exeter Services at 8.45am as we will have to leave prompt at 9am. We want to get to the show together as we are not having an official Club stand over the two days. If you have entered, let us know if you are coming and where you will meet up with us if you are not coming to Exeter. **SUNDAY 14 JUNE** is a new event on the calendar. Members of the Devon TR Register have arranged a TRIUMPHS AND TRAINS DAY at the Dart Valley Railway, Buckfastleigh. It will be an informal event, just turn up there from 10 am and enjoy the trains and hopefully a load of Triumphs on show. We hope to have discounts in the cafe there and maybe reduced prices on the trains to Totnes! It promises to be a fun day so we do hope that you will be able to join us.

**June's Club Night** at the Star will be **Wednesday 17th** when we will as usual be at the pub from 7.30 onwards. Steve Wilkinson tells me that the North Devon Group will meet on **Tuesday 16 June** at 7.30 - this time at the TARKA INN, near Heanton. All members will be welcome at the meeting. They are also planning a BBQ on **Saturday 12 September** at Spreacombe Farm - early days yet, but visit [tssc.org.uk/spreacombe2008.shtml](http://tssc.org.uk/spreacombe2008.shtml).

**21 June** is a busy day, with the Stag Owners Club organising a 65 mile run 'Castle to Castle' run, taking in 6 local castles, in aid of the Devon Air Ambulance. Look out for up to 100 cars (mainly Stags) in the South Devon area, finishing at Powderham Castle!

There is also the friendly VCCV show at Woodlands Country Park near Dartmouth.

Looking forward to **July**, there is the Teign Country Show at Chudleigh on **4th and 5th** and the big one, Powderham, the following weekend. We have a massive entry for this and will be pleased to see





## DEVON Cont.

any TSSC members visit us on the stand, even if we have no room for your car. COMING UP

**Sunday 7 June** D-Day + 65 Show  
Smeatharpe Airfield Sunday  
**14 June** Trains & Triumphs at South Devon Steam Railway  
**Tuesday 16 June** North Devon members noggin & natter Tarka Inn, Heanton  
**Wednesday 17 June** Devon Area Club Night at the Star Inn, Liverton

Sue & John

## ESSEX

Tel. 01375 672072  
www.freewebs.com/essextssc

Hi, all our cars should now be out as should the SUN. I would not like to take a bet on either of them being out for long, the weather is very canny it tempts you in to thinking it will be ok then when you get the furthest point from home it changes, normally for the worst, but where would we be if we couldn't talk about the weather. I know we would be talking about our cars, my favourite subject, and this leads me nicely into the report from my office (garage). The engine and gear box went in with out to much hassle or damage to the new paint (all going too well) we had four of us on the day John, (web, runs and now Foreman) Joe the apprentice, Stuart (son-in-law to be) spanner man. This left me with nothing to do except tidy my spanners alla James May (as seen on top gear). I even had time to put them in size order well virtually nothing. I did help on occasions (oops I have forgotten the most important member of the team Janet - lunches and Coffee) nothing happen with out a cup of coffee. The team in place we were like a formula 1 pit crew if you squinted and caught us in the right light.



Now the bit the last few months have been building up to, the engine is in and I have to turn the key, it is a lonely place sitting in the car with everyone looking on in anticipation. Yes it worked "the beast lives"... after flattening two batteries, and bor-

## DEVON . . . ESSEX

rowing the one from John's ST. No bonnet on yet but let's give it a run down the road, what is that on the windscreen? It looks like water specs no it is water blobs must of forgotten to tighten one of the hoses, return to home in clouds of steam hop out as legs getting poached with no gearbox cowl on either, disaster. It is the head gasket gone with in 50 yards. PHOTOS ON THE CLUB WEB SITE  
www.freewebs.com/essextssc

More coffee, head of the gasket had gone at the back and filled up pot 4 with water, dry it all out and lots of pondering and trying to figure out what went wrong (answer later on) lots of phone calls on Monday morning all the suppliers saying not me, ordered up a PAYEN head gasket (recommend this every time now) bits arrive Saturday put back together, this time double checking every thing. John arrives (Donna is starting to think he is moving in) with a torque wrench which has been calibrated. We start to fit the head with the new gasket "this is getting very tight" John mutters as he tightens the head bolts, off we go to the ST, check the torque wrench on his wheel nut yes it works. He then handed it to me, if it all goes bang then I did it, the head bolts tighten down to the correct torque, now a light pops on in my brain, is my old torque wrench up to the job on checking it against the calibrated one? It was "rubbish", a question answered, using my old torque wrench we were not getting the right settings. (Old wrench now in bin)

Still had problems starting but got there and ran well, with over drive working as well, hooray! but now to the starting problems. I decided to just replace everything.

New starter and solenoid arrived, solenoid had one connection missing and starter would not turn over even off the car. I was a little bit !!!!!!!off. I changed the wires while waiting and after three phone calls to a large supplier had replacement parts on way, they were fitted and work lovely. I have bored you enough for now, I will save some for next month in case you have trouble sleeping then as well (Next month the OLD torque wrench strikes again)

Club meeting for last month 19th April - 6 Spitfires and a lonely TR7!, Steve Hall, Colin, Neil, Pam, Steve Cox in his NEW red MK 3 Spitfire my Spitfire and Janet's TR7. We managed to get the corner at the pub, all the Spits turned up despite each one having a different little problem. Lots of bonnets up and head scratching. I had no indicators, horn or flasher, so Janet followed me to do the indicating for both. Colin's Spitfire was not ticking over any less than 2500 rpm. He coasted across the car park with the engine off. Steve Cox had a leak! (Water we think) Neil came to Collins rescue, he shook his head and scratched it. Pam was ok; Dave came in his car as support vehicle. The TR7 was well behaved. The sun shone and after lunch we all went outside, where the local plod gave us another visit. The ford ST club were in evidence. Joe liked the one with pink stripes or was it the lady driver he fancied. Two Mustangs taking valuable parking spaces for Triumphs and only 3 old school Fords this week

All are welcome come along on the third

Sunday lunch time the Halfway House A127 Brentwood OUT AND ABOUT

Museum of power - Nice little show to start the year of and my engine ran ok, met on the A12, good run down and parked up, kettle on, just 4 cars, John's Herald, Malcolm's Vitesse, Janet's TR7 and my Spit did the train ride and the museum, had the second ice creams of the year, lots of toot stalls, good day had by all.

Chatham - Weather not as bad as last year, we met at Lakeside service as usual. The TR register was meeting there as well to go to the same show, we let them leave first. We had 4 cars leave from Lakeside, we met up with the TSSC clubs from Kent making 10 cars in all, quite impressive especially when we were parked opposite the TR registers 9 cars it was a Triumph take over, I think we were the biggest single marque there.

Manningtree - This was a big show for a school field, 300 plus cars, bike, Military vehicles, we had the usual Herald, TR7, Spit and we met Don in his now famous GT6, there was also a GT4, yes it was a Triumph a GT6 with a Spit 4 pot in, it still sounded nice and according to the owner went well too, I raided the toot stalls and got two fan belts and some back copies of the club mag, this kept me occupied for the rest of the day

West Kent 28th - The weather in Essex was heavy rain so we took modern plastic cars, three of us meeting up at Lakeside services, John, Steve and me, when we got into Kent the rain stopped this is the reverse of what we expected going to shows last year, there were a few Triumphs there when we arrived, had a natter and a few diet cokes, had my head under the bonnet of a TR7 that was running rich but the carbs looked ok nothing sticking open, 10:00 the magic hour, as after that the Dartford tunnel is free and off we went home.

Herne Bay - Sat 2nd, 5 cars left Essex for Herne Bay, only 3 returned that day, we met at Lakeside services John, Donna, Lucy in a red Herald Steve, Maria in a white herald, Sue (mama Maria), and Bernie in a white herald, Janet, Joe in TR7 and me in the Spit, yes it is still running, tried out our Dart tags, got a free trip over the Thames. We were parked up in the high street in Herne Bay, the Herald dominated this time with two gaps, one for Malcolm, Lesley and Nancy in their Vitesse and one for a no show, but this was helpful as we used it as a seating area, the sun was out most of the day and some of us went shopping and others just relaxed by the cars and I hear a rumour some of us went into the sea but as yet I have not seen the photos, keep an eye on the web site www.freewebs.com/essextssc At the end of the day Janet, Joe and I stayed with Malcolm, Lesley and Nancy at Lesley sister's holiday let over looking the sea and went to a Hungry Horse pub for dinner, this saved driving home as the next day was at Canterbury. Janet was really impressed with a meal out and a night by the seaside.

Merton Farm Canterbury - 3rd, 1 car left Essex and 3 returned this time, John, Donna and Lucy arrived first but were soon followed by Malcolm, Lesley and

## GATWICK . . . GLOUCESTER HANTS & BERKS

Nancy, Janet, Joe and myself, all alone in the car, is the club trying to tell me something? I did have a wash this morning, the mix of cars was, 1 Herald, Vitesse, TR7, Spit, we set up camp trying out our new gazebo making all around jealous, plenty of seating room and out of the wind, cars cleaned, coffee made, then down to final polish and tot shopping. Lesley had made a cake which went down very well with coffee. Nancy ended up with the nick name Nancybatty (Nora batty style tights) UP AND COMING

June  
**3rd June** Wednesday Classics at the 50's American diner  
Chelmer valley organisers  
**6th & 7th June** Aldham Olde tyme rally & Fayre  
**7th June** Hatfield Heritage car rally  
**13th & 14th June** Weald park camping weekend  
**21st June** Club day at Halfway House (we are away on Isle of Wight as it is someone's special birthday on 20th)  
**28th June** Cliftonville Margate  
Not been here before

July  
**5th July** Walton on the Naze Classic vehicle show  
**8th July** Classics on the common Horse and groom pub Galley wood  
**11/12th July** Barley lands CAMPING WEEKEND

NEC BOOKING  
Booking has started for the NEC 2009 trip, if you read the last two years reports you will see what a laugh we have and you get to look at old cars and car bits as well! more info can be found on the club web site www.freewebs.com/essextssc BIRTHDAYS

Janet's Birthday 20th June, we will be celebrating on the Isle of Wight so won't be at club on **21st June**. (It is a special birthday and I have to treat her well).

Pam Bullman's birthday on 21st June, I hope she will be celebrating at the club.

Allan

## GATWICK

Tel. 01403 254334  
or 01342 843290

Well the weather has been nice and it is great to be able to get the cars out and really enjoy them. Since last month we have had the Blindley Heath Country Show, which was the 1st Bank Holiday in May. The show was over 2 days and we have a variety of cars on the stand. The stand was set up as 'Gatwick Garage' Old Cars R Us, the 1950's garage with petrol pumps, open/closed sign and a white picket fence around it. We had a pedestrian crossing (we did debate doing the Beatles photo stunt!) and the stand drew quite a bit of interest. This together with Lyn and I in 1960's retro gear and David and Martin in Garage attendance clothing it was quite a show. Glen P came on Saturday to help put up his marquee and our tent - thanks and also to Lyn & David who also helped put the stand together. Paul and I camped for the weekend to keep an eye on the stand and even Ben the dog enjoyed sleeping in a tent.

On the stand we had Martin & Debbie's Herald together with a lovely drawing of it, Phil, Barbara & Paul came with their Vitesse, Stuart and his Herald, which when parked in the garage was quite a draw for the crowds and also Chris & Marina's Marlin which again was quite an attraction. As we also double with the Standard Motor Club, John B had his 1936 Flying 10, which got a lovely polish while we were there - well, what else can we do!! We also had a TVR, a Dutton, and of course our Spitfire. The weather was lovely on the Sunday but Bank Holiday Monday was overcast. A big thanks to all who helped pack the stand down to the end and to Gen P who came back to help - Thank you.

We also had quite a few (Richard, Natasha, Steph, Clint and Tony, Frances and family) who went to the Isle of Wight this year so looking forward to hearing how that went at the next meeting as the weather was good that weekend I bet they had a fab time.

At the last monthly meet we had an almost full house with over 20 people, it was great to meet Mike D there and look forward to seeing Mike & Sue with their Herald at the next meeting. The evening was a happy to time swap stories and find out how the various cars are doing and a catch up on what everyone has been doing as we do not always talk about cars! We are looking forward to seeing Tony's Vitesse on the road again soon and Malcolm's Bond also although I know Malcolm has got his hands full at the moment with it.

News this month is that James has got a full time apprentice job at the Bluebell Railway in engine restoration which is fantastic news and we all send out congrats to you. James has a very immaculate Herald and will be driving soon so I hear so looking forward to seeing you at the monthly meet.

The next few months will be quite busy with various events, in **June** we hope to have a day out at the stream train that David P and family are involved in and then in **July** we have the show at Ardingly which will be a really good event too, so lot to be doing.

I will not be able to put a report in next month so any volunteers let Sue know.

If you are in the Gatwick area and have not been along to a meet before, we will be happy to see you, give us a call or just come to one of the meets and join in.

Sue & Paul

## GLOUCESTER

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

The Coleford bank holiday show was basking in glorious spring sunshine and lots of people were out to enjoy it both to exhibit their cars and onlookers alike. Jane was being shown around at pace by Jasper whilst Clare Paul and I ambled round at a more leisurely pace.

Malcolm had his Spitfire on show but managed to avoid bumping into any of us, by accident apparently, as did Barry and Nora but all in all a very enjoyable day out in a sea of classic cars and warm sun.



Our area meetings now have an official home, the Swan at Coombe hill and even though Jane forgot to tell them that we'd be descending we were made very welcome. We look forward to making it our home from now on.

Drive it day had a great mix of cars and people taking to a very scenic route (and hilly and bumpy) to the Wye net Inn for lunch. Paul had a rather saggy rear end (something most of us have noticed) and I'm not even going to begin to list Mike Carters problems or the ones with his car. Once fortified we plotted our return route and as some of us finished our coffees Malcolm and Ruth decided to walk their lunch off. Malcolm seemed a little nervous as they left and so would I have been, knowing this lot I'd never leave first I prefer to be there when they talk about me. Just kidding Malc.

I got told off for not going to the pub meet at the Red Hart, Paul and Clare thought they were going to spend the evening on their own until David Turner and Jane turned up. An exclusive gathering but a full contingent of Triumphs.

Another sunny bank holiday weekend took Paul and I out in his Vitesse to the Bristol classic car show. There were lots of cars and club stands to enjoy but as the autojumble is Paul's favourite (can't think why) he was a little disappointed there wasn't more to rummage through.

While we were enjoying the Somerset sunshine Jane and Jasper were enjoying the Isle of Wight camping weekend. At the time of writing this I haven't spoken to Jane but Paul has and she assures him that Jasper wasn't run off the island having disgraced himself. That maybe the case but I bet he's left a lasting impression.

Andy

Events.

**Sat 6th June** Castle Coombe action day  
**Monday 15th June** Area meeting at the Swan Inn, Coombe hill.

**Tues 30th June**. Pub meet at the Carpenters arms, Miserden.

## HANTS & BERKS

Tel. 01252 810828/07918 164000  
www.freewebs.com/hantsandberkstssc  
e-mail: hantsandberks@tssc.org.uk

Just back from a fantastic weekend in the Isle of Wight. Our area was out in force at the 20th TSSC Isle of Wight Weekend, Carl & Beckie in the Dolly Sprint, Boddors with daughter Rebecca in his Spit, Alan and Claire in their Spit, Jason with daughter Poppy and her friend in the 2.5pi, Mark and Daughter Jennifer in the 2000 and the Cookie's (yours truly with son James) in the GT6 (plus Julia, Alice and Gwen following me in the Jag). We were joined by honorary area members Glyn and Anne-Marie from the Midlands in the Sprint and Spit.





## ● HANTS & BERKS Cont

Bodders and myself checked into static caravans for the event whilst the others camped, hopefully it wasn't too cold.

The event was better than ever this year, so thanks to Angela, Graham and the rest of the Isle of Wight crew for putting on a brilliant weekend. The sun shone, the trip to Blackgang chine was enjoyed by all, we met up with another group of Triumphs from the TR register on the Sunday up on the downs. The live music on the Sunday night from Reggae singer Derek Sandy was absolutely superb. And to cap it all once again the team shirts were used to bring us luck in the quiz and for the 3rd year running we came first!

Short area news this month as I need to get out in the garage and fix my overdrive that packed up in the Isle of Wight, time to re-wire it yet again I suspect!

Andy

## ● HERTS & BEDS Tel. 01582 750943 e-mail: peter.h.lewis@ntlworld.com

Well we had 23 cars at the MK museum, all had a good time with cars from, John Essex area, 8 from Adam's Northants, 3 from Northants and Leicester CT. and 6 from Herts and Beds a couple from Bracknell (from the Courier advert) made up of 5 Vits 6 Spits 4 Heralds. 1 Stag, 2000, TR5, TR6. Ford Classic Capri, Escort and Rays Burlington, thanks to all who made it.

Drive it day saw 12 cars in the Vauxhall Heritage centre, there were 4 Vits, Burlington, TR4a, 4 Spits, Toledo, MX5, and new to the group were Dave Hilton and Keith Tyler. The first deliberate mistake was when I led the group past the entrance instead of THROUGH it, then we lost Iain Ray and Keith by the 1st roundabout...we (well I) had a drive it plan but did not expect so many cars and had not printed out a route, hey ho must try harder next time (will anyone ever trust me again?) we got to Ashridge Bridgewater monument for a quick stretch, Ashley, Chris and Les left here and we proceeded to the Three Locks where Malcolm bailed out due to back Problems, Tim whizzed off to get his earlier lunch and a run over the Woburn sands and woods at Bow Brickhill ending up at the Green Man at Eversholt, made more exciting as the chef was having a wobbler and meals were a bit hap hazard and Tim and Sue were still waiting for their lunch, when we arrived...but the dwindling few had a good natter in the sunshine. After all that it was a good day out.

We are having some Mid month Trial

## HANTS & BERKS . . . HERTS & BEDS WEST KENT . . . LANCASHIRE

area meets at the Green Man Eversholt to be north east of Luton, next is **June 15th** at 8pm this does not replace the Regular 3 Moorhens at Hitchin which is always on the fourth Monday, next being **June 22nd**

I still have a few Luton Festival of Transport **June 14th** and Kimbolton Charity Classic **July 19th**. Passes, let me know if you need one LFT is free with a pass to our club pitch, Kimbolton pay on the day £5 per car, but you need a pass first.

Get ready for the **July 27th** meet at Hitchin for the Best Area Car award, picked and presented by Keith the Publican. Regards

Peter

## ● WEST KENT Tel. 01732 743747 www.freewebs.com/tssc-west-kent/

Well, what a fantastic start we have had to this 2009 season of events. The Drive-It-Day run around Kent was superbly organised by Steve. And what a good run it was. Thirteen excellent cars on the run and a couple of others to see us off. And the Cock Horse licensee got out his beautifully restored 1971 Triumph 250cc Trail bike for us to look over. If I'd taken the Triumph bicycle down there, we'd have had a full house. First stop was the organic garden at Yalding for the best cup of coffee I have had in a long time, and the chance to have our first good natter of the day. Must go back there one day this summer; Wen will be in her element. Then on to the Bodiam area. The Castle Inn car park managed to accommodate all of us - and many of the locals came up to us to say the inevitable - I used to have, or I learned to drive in - one of those. A good beer and excellent lunch was had sitting in the sunshine, watching a Kent and East Sussex train doing a bit of shunting. Steve tried to text the Canterbury Area guys who were supposed to meet us en route but that never happened. Probably because we were running rather late, and the poor mobile signal. Then on to Tenterden and Biddenden vineyards. We didn't stay at either long, so when we got to Headcorn Airfield that seemed to be the end of the day - until a couple of aircraft took off and gave the most amazing aerobatic display you can imagine. Can you imagine a propeller driven plane doing a vertical climb until it stalled, at which point it fell to the left (or right) and forwards (or backwards) at the same time.

It just fell out of the sky like an autumn leaf, only to right itself, and fly on to do some more. Amazing.

I hope you all have had a look at the Area web site for the links to see some video of our drive past the Cock Horse, and there's a further link to see our gathering before departure. There's also Dave's pics at <http://www.abbitt.co.uk/Events/Drive>. It Day2009/index.html all well with a look.

Then we had SEM. I expected not to be able to go to this one - but family arrangements changed due to illness in our host's family, and I was let loose. There was a very good turnout of West Kent members on both days. Saturday I had a reasonably successful day selling my autojumble stuff. Despite the sunny weather, the attendance

on the Saturday was not as good as might have been expected. But Sunday was a cracker - both weather and cars. The field this year was made smaller by the building work creating what was thought to be some tennis courts at the sports centre end of the field. But in my opinion the smaller field only improved the family atmosphere. There were full rows of parked cars, plenty of people wandering around, looking and chatting, a better autojumble than Saturday and for those that camped, their pitches were at the far end of the field. The whole cozy, family atmosphere was good - as were the cars. There were no big open empty spaces - yet it wasn't cramped. Guy and Suzie did an excellent job on this one. Congratulations to Dave Abbott on his second place for one of his Bonds - the red 2 litre convertible - in the Concours. Next time you see him ask him what he came second to!! It just goes to show that the judging was of the cars on view on the day.

Looking forward to **June**, there's Bromley Pageant on the **14th** - volunteers needed to man the stall please; Classic Sandwich at Martin Mill from **12th to 14th** assuming Sue and Jules come up with more info, and a meet at the Ace Café on the **13th**. Not to be missed, I am told, is the Marden Motor Club Treasure Hunt and Barbi on the 15th.

Sounds good to me. Hope we saw you all on half-term Tuesday 26th. If not, why not? Best wishes. Keep Triumphant.

Del

## ● LANCASHIRE Tel. 01772 469354 kollerton@hotmail.co.uk

The May meeting was a little quieter than previous months, the atmosphere was still quite good, but I would like to have more bums on seats and Triumphs on the car park as the summer months creep up on us. If anyone has any ideas for activities at meetings, to change the format/make them a little more interesting then please let me know and I will do my utmost to make them happen.

April 28th was "Drive it Day" and we took 3 cars (myself and Dawn, Dennis, Mark Knowles and his little girl Emily, who I'm convinced he took with him so he could play on the junior assault course at the camp) to meet up with Alan and the West Yorkshire Area's members at Eden Camp Malton. ([www.edencamp.co.uk](http://www.edencamp.co.uk)) which was a prisoner of war camp during WW2 and is now open as a walk around museum and a must for anyone interested in military history. It was an early start 8.30 at Gisburn Market with a view to get to Eden at around 11am to meet up with Alan and his members. The weather was good and we had a trouble free journey with us making good time and getting there shortly before Alan and his gang turned up, which was a good job as Alan turned up in a convoy of approx 20+ vehicles, quite an impressive sight that must have been hard work to keep together. All in all I believe there was approx 60 Classic cars of all shapes and sizes, and as always well organised by Alan and his team. It was a long day and a journey of approx 250 miles round trip for me but well worth the trip.

## LEICESTER & RUTLAND . . . LINCOLNSHIRE

May 3rd we had a run out to Ellenroad engine house just on the outskirts of Rochdale ([www.ellenroad.org.uk](http://www.ellenroad.org.uk)) with the run organised by Mark and Pam, with us taking four cars along. Ellenroad engine house is home to a Whiteless beam engine and the worlds largest mill steam engines named after 2 queens, Victoria and Alexandra and a Browett Lindley Steam generator and on the first Sunday of every month can be seen working, run by a team of volunteers who made us feel very welcome and for £3 a head was a very interesting day out. On the day out we were also greeted by the Vintage Motorcycle Society who turned up in force.

Mark took us over the moors to Rochdale and through many places that I had never knew existed and finished up back at the Houghton Arms for a well deserved lemonade or 2.

By now a few of us should have been to Capesthorpe hall and will be looking forward to the Dalesrun at Pateley Bridge Showground organised by Alan and his team from the West Yorkshire Area and if it's anywhere as good as the Dent weekends then it should be fantastic. I will report on these at a later date.

Kevin

Pearly Bennett, Sid senior's wife, Sid junior's mum and my favourite dance partner has recently suffered a stroke and is currently in hospital recovering, myself, Dawn and the rest of the Lancashire Area would like to wish her a full and speedy recovery, and I look forward to us twizzing around the dance floor later this year.

## ● LEICESTER & RUTLAND Tel. 01664 850253

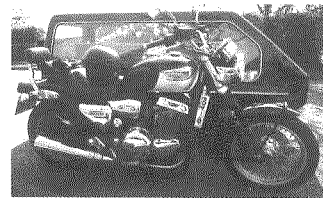
### The funeral of Peter Udall

In the first place, one could not have wished for a more beautiful day on which to celebrate the life of a "very nice man". In keeping with Peter's wishes, the day turned into one of the best classic car meets I have attended since last summer.



There were some 30 vehicles lined up waiting to escort Peter to Nuneaton, the majority of which were Triumph Heralds, Spitfires and various TR's, many driven by his friends from the Triumph Sports Six Club, others from Kettering Car Club, Pre war Austin Seven Club and various local car meets.

Peter had been quite clear in his funeral arrangements, that he was not to be carried in a normal motor hearse. Not for Peter anything so conventional, he had requested the so called "Flying Vicar", no less than a Classic Triumph motorcycle combination complete with a beautifully fitted out hearse as a sidecar. He arrived with some style at the front of the procession and immediately in front of his beloved Herald Coupé which, driven by his



best friend Ray, was to follow him through-out this last journey.

The ceremony was quiet and dignified affair with a selection of Peter and his beloved wife Dorothy's music playing in the background. Peter wanted only people who had known him to say a few words about his past life, his son in law Reg Lobee spoke on behalf of the immediate family, Graham Roach of the TSSC, and friends Ray Dace and John Corcoran paid tribute on their own and on behalf of Peter's many classic car meet friends. After the committal, Peter's daughter read a short poem.

### Peter will be sadly missed by all but not forgotten by any.

The area turned out in numbers to the funeral of Peter Udall and about thirty classic cars followed the cortege to the service.

Drive it Day on the 26th April started at the Brant with eleven club cars and a picturesque route took in the villages of West Leicestershire, before a coffee stop at Melton Mowbray. From there, villages to the east of Leicester finishing up at Lubenham and the club open day for a BBQ lunch. Graham led a small party off to Jigsaw open day at Corby which turned out to be a prolonged tour of the town and its new roads. Thanks to the member who stopped, having just left Jigsaw, who pointed out the way to get there. A quick tour of the impressive premises before they closed was all they could manage.

The weather stayed dry but windy for our display at the County Show on Sunday 3rd May and ten club cars, in a good position on the showground drew a good crowd of admirers all day. If I hear another person say as they walk by my Triumph "My granddad had one of those" I will jump out and ask them why they did not keep it!

A group of ten members visited the Triumph motorcycle factory at Hinckley for a guided tour. Very impressive operation and some lovely new machines to admire and sit on. No pictures were allowed as they are about to launch a new model. Events for the remainder of the month are at Sribston Transport Festival and then Duxford for the Standard Triumph day.

**June** and we decided not to visit Evesham this year so I will organise a Picnic run for the **7th**. Stapleford weekend is the **13/14th** and is a nice local show, and no cooking competition this year, or mud, glorious mud. Hopefully !!

Dave

**IMPORTANT NOTE to ALL**  
If I don't reply to your email  
I Haven't received it!! Bernard ed.



## ● LINCOLNSHIRE Tel. 01529 307302 www.lincolnstssc.co.uk e-mail: garth@lincolnstssc.co.uk

Hi, I'm not Garth Jupp. This month's area report is being written on a mobile phone on the Isle of Wight so please forgive the poor spelling and typos!

As Garth and Ellie were bringing the caravan, myself and Sarah got to steal the Herald for the journey down to the island on the Thursday. After adapting my driving to 'the herald way' she drove faultlessly. We'll have to see what happens when I go back to a modern car! I won't go into details regarding the Isle of Wight camping weekend as I'm sure this will be heavily covered in The Courier.

Thursday night saw us taking up residency at The Spyglass Inn in Ventnor. After a great meal, the Herald struggled to carry three beer-fuelled and one sober adult up Ventnor Hill (think Bullit and San Francisco). As Garth operated the handbrake, I had to jump over the back of the car and attempt to push it uphill. Much revving, sweating, swearing and handbraking later, we made it up the hill where I had to attempt to jump back into the car. Athletic I'm not - but we got a round of applause from the locals.

Following Phil and Will arriving on Friday night (winners of the 'travelling light' award) - The Lincolnshire contingent was able to form a formidable quiz team for Saturday. We even managed maximum points in one round and came a respectable fourth overall (This was despite a certain other team calling themselves 'Garth Jupp', and embarrassingly doing better than the real one! The weekend continued with most people claiming to be 'not Garth Jupp').



We also ached with our impromptu 'beer garden' at the Sunday night bbq. We reckon we can modify the Heralds boot rack further for optics before Stafford. Please send your drink orders to Garth - although we're keeping the 'Wobbly Bob' for ourselves!

During the weekend we even managed a hike up to the monument above Appuldurcombe house. It nearly finished me and Garth off! It seemed a good idea at the time...

I would just thank everybody involved in





## LINCOLNSHIRE . . . LIVERPOOL MANCHESTER . . . NEWBURY

### LINCOLNSHIRE Cont

the organisation of the event for a great time - especially for booking the weather. On Tuesday when everyone else had left we thought the tent was going to fly away like the wizard of oz! Next year can we book the sunshine for a bit longer? I hear that the campsite line-up photos are due to appear in triumph world magazine - so look out for our cars, the white Herald 1200



and Valencia Herald 1360 on the far right of the bottom row.

Our only trouble during the week here has been down to a ropey fuel gauge, new carbs not set for fuel economy and some enthusiastic driving - which resulted in a walk, a bus, a petrol station and a taxi. The next day I was introduced to the concept of a reserve lever on the tank - duh! I also now have a full jerry can on board.

Tomorrow we pack up and head for the SEM weekend. So it's a farewell to the Isle of Wight for us. I look forward to coming back next year in my Vitesse if I ever get it back on the road!

**STOP PRESS:** As we managed to not send in the above courier report on time, I am now able to add a little additional info on SEM!

Huge thanks to all of the organisers as we had a blinding time - especially meeting our new found friends Alicia, Tony and Trevor who joined myself and Sarah to form the 'Non-geographical Beer and Banter Area' for the Saturday night - we bailed out early, but apparently the Whiskey was still flowing at 2am!

Jenny the Herald failed to win the concours 'best use of gaffer tape' award, but did benefit from some TLC from the on-site tune-up guys - I reckon she now has 40% better fuel economy! Ta-ra,

*Simon*

### LIVERPOOL

Tel. 0151 5491267

Not much to report this month, we had a quiet meet last time out (the April one as I write this), probably due to a big football match falling on the same night. Those who attended had the last laugh as every seat in the Derby Arms had a great view of all the 8 goals! Still, it was nice to see a couple of Triumphs in the car park. Hopefully my Spitty will be there in June?

As our meetings fall late in the month, we'll already have discussed the following points, so if you are unable to attend can you let me know if you are interested? As we are becoming a bit more established, perhaps we could look at maybe moving the meeting to the first week of the month? I think it's clear we don't have much of an impact upon other nearby Areas who meet at the same time. It would certainly help me in writing these reports! Opinions please!

On the subject of a camping weekend, Alan from the West Yorkshire Area has been in touch to tell me about the Dales Camping Weekend in mid August (see Courier ad for further details).

It seems a really good, busy, and well attended event, just the sort of thing to get involved in! Also, I'll need to have numbers and forms back for the Woodvale show in August please.

That's all for now, cheers,

*Alex*

### MANCHESTER

Tel. 01524 791607  
www.tssc-manchester.org.uk

In April we were bragging, loads of long warm sunny days. For the start of the new season (Holmfirth and Cumbria) yeah!!!

In May wet, windy, and flippin freezing as 14 of the Manchester Area found out at Gawsorth Hall, eight members including Sarah Paul & baby Max (our youngest member) braved the elements to have a picnic using PAL a smart looking Spit MKIII as their only shelter from the elements? Here's hoping that 2009 will be a better year weather wise to get your tops off??

The TSSC open weekend certainly wasn't cold or wet, the sun shone all weekend and five Manchester members made it down to Lubenham on Sunday. There was plenty to see and do with the unveiling of the "Standard Triumph neon dealership sign" a BBQ, free raffles, discounted products in the club shop and the crème thingy, our very own Martin Bridge (in Vicky) a stunning looking TR6 won car of the show on Sunday, Well Done Martin!!!!



It is still only the second week of the month, as I write this report, and we still have one or two events still to look forward to in May like Cholmondeley Castle, Area BBQ, Triumph Marque Day and Tatton Park phew!!!! Full reports will appear next month.

The Area meeting was quite well attended with 29 members present which was a bit of a surprise as I had been receiving phone calls through out the day from members from the red side of Manchester who got their priorities back to front and preferred to watch the Champions League instead of coming to an area meet, if it was me, the area meet wins every time!!!

Les n Ler and Frank and myself will be going down to Slimbridge early next

month to finalise one or two routes so if you have any suggestions please get in touch in the usual way.

The Pageant of Power and Silverstone are now fully booked all we await is for those tickets thanks to Paul and Les. We are really looking forward to it.

There will be 11 of us up to now going to the Mile of Triumphs I will be booking a couple of static caravans for us, hopefully I will find out more detail within the next few days.

Houghton Tower will be held on the 28th June for 1 day, it was rained off twice in 2008 and those that bought passes will have them honoured by Andrew Greenwood this year, any one wanting to go that didn't have a pass last year but would like to go this year please can you get in touch with me as soon as possible the passes will be £3 this year.

Anybody interested in a camping weekend at Wickstead Park in Kettering. It is a new event (The Standard & Triumph Rally) organised by Adam Easton and his members from Northants Area on the 3/4/5th July please let me know it will be on the agenda at the June area meeting.

Well I can't think of any other information except what will be happening in June we really are Busy! Busy! Busy!

**Tuesday 2nd June Area Meeting**

Saracens Head 8ish

**Fri/Sun 12/13/14th June**

Dales Weekend

**Fri/Sun 19/21st June Peak Weekend**

**Sunday 28th June** Houghton Tower.

Hope we see you at some of the above events

*Dip & Frank*

### NEWBURY

Tel. 01635 868640  
dave.rumens@btinternet.com  
mary.rumens@btinternet.com

The Easter show at Wyke Down was great this year. The weather was sunny and, dare I say, hot at times. The ice cream van was very busy as opposed to the hot soup kitchen in the past 2 years! There was a good turnout of Newbury Triumphs on the TSSC stand, along with members from Andover and Southern areas. Sean, Colin and Sandy, John, Patrick and Jean, Dennis, Malcolm and Josie, Roy and Helena, Nigel and Helen, Dave and Mary were all there. There were quite a few autojumble/trade stands. The bargain of the day has to go to Patrick who picked up a new (never been fitted to a car) Spitfire double duck hood, for £25! And he had knocked the seller down a bit. Not to be passed by at that price, even if you don't actually need one.

The Drive It Day on 26th April was celebrated in various ways. Sean and Diane, Patrick and Jean, Malcolm and Josie went to the Royal Oak at Bishopstone near Swindon. Quite a gathering there and again the weather was nice, made even better by the delicious refreshments. Mary and Dave, Roy and Helena joined the TR Register on a tour round the Wiltshire/Hampshire countryside, with lunch at a pub en route. Everyone saw loads of other classics in the area, so obviously everyone was taking advantage of

## NORFOLK NORTH EAST . . . NORTHANTS

the good weather.

At last a dry Popham Fly and Drive Show - just! The down side was that it was very cold but that didn't put off large crowds of both exhibitors and spectators. Although there was no official club stand, most of the TSSC members from Newbury and Southern (and a few TR members) arrived at similar times and were able to park near each other. Apart from a splendid display of cars there was the aero interest. Lots of small planes taking off and landing all the time on the grass runways. The highlight was a Russian Antonov2, the biggest single engine bi-plane there is, taking to the skies. Apparently it doesn't do that very often so we were lucky to see it, especially as spectators were allowed so close when it was warming up and taxiing back to its static position.

If you are coming to the camping weekend, details will be given out at the meeting on the 10th, or e-mailed to you if you are unable to make it. Sunday lunch for the 21st has been booked for 12 noon as usual.

Don't forget Cars in the Car Park in July, so get polishing! Also our Area has been invited to the TR Register Annual BBQ at Snelmore Common on **Sunday 12th July**. More details later.

Next meetings

**Wednesdays 10th and 24th June** at The Spotted Dog, Cold Ash starting about 7.30p.m.

**19-21 June** Newbury Area camping in the New Forest

**8 July** Cars in the Car Park at the Spotted Dog

Keep 'em flying.

*Mary and Dave R.*

### NORFOLK

Tel. 01603 426539  
www.norfolk-tssc.co.uk

This is, by necessity, going to be shorter than the average report due to the Spring Bank Holiday - our monthly meeting, (normally on the first Monday of each month is put back a week) will be after Bernard's deadline for the reports.

The show and outings season has well and truly started. First of all there was an organised St Georges day coast run that started from Fakenham racecourse, and then for the May bank holiday weekend there was the Wymondham Old Timers show, closely followed by the MG Owners Club Heritage run.

This latter one, was a stunner - starting from Caister On Sea and ending at Blipping Hall, taking in country lanes and lovely scenery. It wasn't all MGs, although there was a sizeable percentage of cars representing that marque, but Triumphs (of course), Lotus (both classic and modern), Mercedes (including a beautiful 1950 190SL drophead), MX-5s, a BMW 2002, Minis, Porches, Morgans, etc. - A list of who's who in terms of classic cars. Our local area was represented by quite a number of us - about 8 cars if I remember correctly. There should be a few photos of this event on our local web site by the time this report goes to print.

The June meeting will be back to normal

in terms of dates - being on the **first of the month**.

There should be more classics on the road now that the (hopefully) warmer weather is imminent. That's it for this month. A fuller report will be in next month's issue. Make the most of the B-roads when driving your Triumphs if you can.

*Laurie.*

### NORTH EAST

Tel. 07917 738091  
e-mail: [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk)

Hi all. Been very busy working away between the meet and writing this so it's pushing the deadline. Hopefully it made it. Anyway, another nice well attended meet with a new most 'common' car. Previously it was Spit 1500s, now it's Herald convertibles hogging all the spaces.

First off I want to thank everyone who offered help due to my alternator ceasing to charge half way to the meeting. Special thanks to Sue who shepherded me home in case of terminal failure which fortunately didn't occur, in fact it started charging 2 miles from home, still, replacement with a new modern unit is on the cards before the Holy Island trip on the **28th June**. Start from A1N Washington Services at 9am prompt please. If starting from the North, the layby on the Woolstington bypass is where I usually join, else Rothbury car park adjacent to the river for 10.45 or so.

Well done to Ken for organising a coastal run round the area on Sunday 10th May, weather looked okay, turnout was promising so hopefully all went well.

Our campsite for the **August** weekend is sorted, Rosedale Abbey down near Pickering, costs around £20 per tent + car per night. It's right next to where N Yorks used to have their camping weekends and has plenty in the local area to interest us. Deposits of £20 required at the **June** meeting please.

Little bit of car news, Brian A has his Herald now with O/D and the ex Philip Tucker Spit exhaust fitted, he's very happy with it. Thanks from him to Geoff for helping in the conversion.

Come along to the June meet to find out what else is going on. Sorry for the brevity this month, normal service to be resumed next month.

Cheers

*Mark.*

TTOTM - don't straddle pillow type speed humps with your car, especially if it has low profile tyres, they cause premature failing, sometimes sudden & catastrophic, of the inner sidewalls.

Always stick one tyre through the gap and the other over the top.

### NORTHANTS

Tel. 01933 229992  
www.tssc-northants.org  
e-mail: [tsscnorthants@aol.co.uk](mailto:tsscnorthants@aol.co.uk)

We have had a busy couple of months and there is lots to review but first I would like to draw your attention to the comments page of last month's Courier. Recruiting new members to our club is vital to our long term future. It is sometimes easy to think somebody is taking care of everything and we can sit back and just enjoy

the benefits. I hear time and again that the club should do this, or the club should do that. There is one thing we must remember. We are the club! If we don't get out and tell people about what we do, no one else will.

So find your leaflets that came with your Courier last month, pop them in your Triumph and when you are out and about or at a classic car show find a fellow Triumph owner and tell them about our club. I don't think anybody has escaped the economic down turn and it is times like these we must take care that we don't lose what we, and members before us have created.

The spring time events have taken off with a flurry of great days. We joined Herts and Beds for their Classic Car day at MK Museum. Our area had a great turn out with ten cars. The weather was kind and we had a good look around the museum. Although we visited last year it was good to go back and spend more time there. There is a video clip of the day on our web site. Our thanks to Herts & Beds for a very enjoyable day.

We visited Stewkley for their Village weekend. We were kindly invited to display our cars in the classic car display and we obliged with a good number of Triumphs, again we joined up with Northants Stag Owners Club for the day and it is great that we work so closely together.

The Spring open day at our clubs museum and HQ was a very special day. Once again we had good weather and we sat out in the sun and enjoyed the spectacle of the car park jammed full of Triumphs. The highlight was the official unveiling of the neon dealership sign which has undergone a year long restoration headed up by Bernard Robinson and now hangs in pride of place in our museum. Also it was the first opportunity we have had to view the Triumph Gloria Monte Carlo that is now on display. The Gloria is on loan to us for a year. So if you have not seen this stunning car take the time to visit Sunderland court. For the 50th anniversary of the Herald one of the show rooms has been dedicated to this very special anniversary. It is a wonderful tribute to the car.

We are getting very close to our Rally at Wickstead Park. I am sure you are aware the dates are **3rd 4th 5th July**. Booking forms are available at the web site [www.standard-triumphally.co.uk](http://www.standard-triumphally.co.uk) or you can call me on 01933 229992 and I will be happy to take your booking. If you intend to camp over and join us for the BBQ you must book in advance. However the Rally on Sunday is open to all. I am very pleased that Jigsaw Rally Specialists have kindly offered to sponsor the rally and will be bringing some cars to display.

Next up:

**Sunday 7th June**, Classic and Sports







## NORTHANTS Cont

Car Show  
Northampton & Lamport Railway.  
**19th-21st June 21st**  
TSSC Derwent Valley Peak Run.  
Please check our web site at [www.tssc-northants.org](http://www.tssc-northants.org) for the latest event updates. Our next area meeting will be at Elwes Arms, Great Billing on **Wednesday 10th June**. Old and new members are always welcome.

Adam

## NORTHERN IRELAND

Tel. 028 2564 2770  
[northernireland@tssc.org.uk](mailto:northernireland@tssc.org.uk)

Our first real meet of the year took place at the end of April when we attended 'The Argory Open Day' at Dungannon. We had a good attendance, from near and far, and even better the weather was excellent. In fact some of the ladies were seen wearing their sun tops - a big change from the earlier months of the year. It's well known that the staff at The Argory do a very nice burger throughout the day as we have seen from Stephan in the past. Not to be outdone in his absence, Stephen used the opportunity to ensure that the tea house was up to the usual high standard. Clearly with the hot weather, an early start and the food, he wasn't able to stay the pace as can be seen in the photographic evidence.



Just an update on the saga of the TR6 gearbox. It has been returned from Des and all that is required now is the time from Paul and the opportunity after Mark returns from holiday - but will he bring a Triumph back from England and need the space??? As you know from last month Des and Maeve had a little boy Rory but as you can see he already has assistance from Martha when the going gets tough.

Perhaps it's time for me to go to night classes and try some self help although I did

learn a great deal last month with assistance from Paul. The trick will be putting it back together again - correctly. As you all know early May is the time of the year for the Totally Triumph Show at Lisburn where we have usually been blessed with good weather. Well what a day! The Argory was really warm but Lisburn was bad, very bad notwithstanding that we had a show to run between the hail storms and

## NORTHANTS NORTHERN IRELAND . . . NOTTINGHAM

Chic and Iain had parts to sell. This was a day when we were really thankful that we purchased the gazebo before last year's show. It really came into its own as it was used as a cafe, rest room and parts store throughout the day - and sometimes all three at once. Although the weather was poor we did have some bright periods when the sun thankfully shone as the Mayors Parade was making its way to the park. Nobody from Southern Ireland appeared at the show this year - probably due to the weather - and the figures were down locally. Good to see Des there though even if he hadn't a Triumph car available he did turn up on a very well looked after Triumph motorcycle. At the end of the show I had 29 applications, 26 vehicles arrived and I had payment for 23 so I have no idea where I stand. If you didn't pay for whatever reason please contact Alan. All I do know is that we didn't lose any money as a result of the show, even after buying the finishers and class awards. This was due to good housekeeping and the support from Jacqui and her



immediate family with the tea room - hopefully the Mayor will make a donation to defray our expenses a bit.

Ah yes I hear you say who won what? The awards were handed over by the Mayor of Lisburn City. Best Sports Car was Derek with his very tidy blue GT6 and then we had Philip in his Triumph 1300 as the Best Family Saloon - boy was he surprised - and next, again, and why not, we had Marty in his Dolomite Sprint for the Best Modified Car. The award for the Best Used and Cruised Car was the long lasting Spitfire 1500 of Stephen (with help from Ivan) before we had the Car of the Show in the capable hands of Fleming McFarland in his immaculate Spitfire that has won the Car of the Show now for this last two years.



A big thank you to all who assisted at the show from the start of the applications, to the planning, the provision of house room, supply of equipment and then on the day itself that was quite difficult due to the weather. Thanks also go to Chic and Iain for coming over from Scotland - I hope that it was worthwhile for them. For all of you who turned up I hope that, in the main, you had a good day and I apologise if I didn't get time to speak to you as the day flew for me with all that was going on. As you all would appreciate the day just doesn't happen nor does it run itself.

As I write this, Saturday evening, we have just two weeks to go to the "Run to Kerry" event and as you read this it will have been over. If you weren't there you will have missed an opportunity to attend a great event as we celebrated the 50th Anniversary of the Herald in Ireland. Neither of my cars will be ready on time and so I was "forced" to buy a 1979 Spitfire that has already thrown up a few problems. More on that later as to how the suggestions given to me at the show will pan out. Remember that we intend to meet again at the Ballymena "Kilbroney" event on **Sat. 27th June** at the Showground's. Book early and ask for our TSSC stand and get a finishers award or just turn up on the day, although there may be no room left on the stand as this event is usually very well attended by club members and friends.

Three weeks later, on **Sat. July 18th**, sees our next run that is being organised by Frank and details will be provided nearer the time. Have had to finish this report on Sun. as Bernard needs the report by Mon. morning. What a pity we hadn't today's weather for the show on Sat. after the effort put in by all concerned.

Doug.

## NOTTINGHAM

Tel. 07971 017012  
[www.notts-tssc.org.uk](http://www.notts-tssc.org.uk)

The show/camping season has definitely got off to a cracking start, the Isle of Wight weekend saw a huge gathering of Triumphs, fantastic weather and amazing scenery. Don't know if the Notts area will be welcome next year though, we came home with the "Car of the Show" trophy - well done Bill and Margaret, lovely blue TR3 - and the star raffle prize.

This was closely followed by The South of England Meet at Leatherhead, a fairly quiet Saturday was followed by a huge attendance on Sunday, again all in the brilliant sunshine.

Another of our area members were delighted to win Car of the Show at Crich in April, Josie and Ron's Bond caught the eye of the judges. Between Bill and Ron's cars we will soon hold (or have held) most of the awards in the Notts area. Well done to both of you.

Some of our area members attended the Thoresby classic car show on May Day Bank Holiday despite the awful weather. Well done to you all for representing our area in all weathers.

June sees several more events to add to our calendars, **12-14th** the Dales Run which is a firm favourite for many of our area members (if only to see what outfits Roger will wear this year!!). We are also pledging our support for our neighbours, Derwent Valley, for their 21st Peak Run (and no, Colin, we do not believe you are the same age!!).

May also saw a large number of area members supporting Ian Smith in his charity football match for a local cancer hospice. The event raised in excess of £1000 but I am sure we could do better next year - just by collecting money for Ian to keep those legs under cover in future!!

Last of all an appeal...a couple of years ago someone borrowed four books from me on "Nottinghamese - the dialect". I

## PETERBOROUGH SCOTLAND CENTRAL WEST . . . SOMERSET

could really do with them back so if they are festering on your bookcase somewhere can you bring them to the next meeting. Ta very much!!

Nigel and Claire

## PETERBOROUGH

Tel. 01778 560507/01780470358

A good turnout of members and cars at the May Club night. It was good to see Dan from London turn up in his very nice Carmine Red GT6 which he keeps garaged at his parents in Peterborough.

Most cars in the car park had their hoods up against the cold and bearing in mind this is May and how cold it was, it is easy to see why Granny always said 'ne'er cast a clout till May is out'. However the rain does seem to have forsaken our area, but I am afraid the lack of rain isn't going to do much for our green and pleasant land. But I am sure when we really get into the thick of the events, then it will know when to fall.

Graham was hobnobbing along on sticks, but considering its only 3 weeks since he had his hip replacement he is doing very well. Though it will be another 3 weeks before he is allowed to drive his super little Spitfire again.

On a sad note, Andy Beck announced his leaving of his temporary job in Stamford for a full time post in Rochester. For those who didn't know, Andy lived in Huddersfield. Andy, we all wish you and your Vitesse well in your new position at BAE.

Pat has very kindly put together an events calendar for us, and if you would like a copy popped in the post please let me know. There may be events on the show calendar or even local events that we are not aware of, so please keep us informed.

The Northampton Area is holding its weekend at Wickstead Park in early July, and it appears that a few of us are venturing across. Steve is even buying a new tent for the event.

Paul will be asking for numbers at the next meeting for the Kimbolton Charity and Classic Country Fayre event on the **19th of July**. If you were not at the May meeting, please would you let either Paul or myself know if you would like to book a space.

Our next Club night is on **Monday the 8th of June** at the Bertie Arms in Uffington, near Stamford. Join us for a noggin, roll and natter from about 8.00pm. All members old and new are sure of a warm welcome. Get that car in tune, and we will see you in June.

Doug

## SCOT CENT WEST

Tel. 0141 952 4624  
[centralandwestscotland@tssc.org.uk](mailto:centralandwestscotland@tssc.org.uk)

The May meeting at Lochinch was attended by only 3 Triumphs as the weather was poor again. Dave had his Spitfire out, Tom and Darren their Herald and Gareth had his Spitfire. All hoods up this time. We all went inside for the evening. The upcoming shows were discussed and the web details etc. Not a lot of new news this month just run review and calendar of events. Mark Smith has his Spitfire website running which includes Area Information and

some Area photos from a few years back. Try this link or the main mark-kaye ntl-world bit. I am not up on website design so Mark has kindly added our area to his site. <http://homepage.ntlworld.com/mark-kaye/Scot%20West%20Nav%20Bar.htm> The Run 2009.

A total of 8 cars turned out, Spitfire Mk2 (Gregor), Spitfire Mk3 (Mark/Kaye), Vitesse Conv (Martin), Spit 1500 (Steven), Herald 1200 conv (John), Herald 1360 conv (Tom, Darren +1), TR4A (Iain), Vitesse conv (David). We made our way through the Clyde Tunnel towards Clydebank and then Cardross and Helensburgh. After passing Faslane Naval Base we made a turn onto the Glen Fruin Road, which is a steep single track road up and down the hills to get to Loch Lomond. It is a little like



the hillclimbs of days gone by, so, oops, or, after checking the route and doing a risk assessment for the group and completing the necessary H&S forms, we had a little burst of speed. You could see well into the distance, so, I shot off in my 1147cc Spitfire closely followed by Mark and Kaye in their 1296cc Spitfire Mk 3. The reason for stating the cc's of each car is that the 1998cc cars could not keep up and we had to slow down for them. At the end of the single track once all together we made our way to the Lomond Shores promenade at the lochside. We were escorted by staff Alastair and Charlie to the Gathering, which is a circular area at the complex. We were given the use of a large gazebo for the Club etc, so the banners went up and the TSSC flag was flying. We were joined later by Ronnie who had been touring further north. As it was slightly colder the boat trip was not taken up, but we had a good number of people looking at the cars. Lunch for some was in the gazebo while others were inside at the restaurant for a good lunch with chips. About 3pm the first group wanted to head home as they had distances to travel to (Edinburgh and Ayr)



or family to collect. The rest of us stayed for about an hour, tidied away the Club stuff and headed home. It was a good day and we did show the cars to their best as part of Drive It Day.

We had a lot of response along the route we took through the main streets, rather than the main roads. Not the most scenic but the hillclimb road made up for that. Thanks to all who turned out for the run, all with roofs down too, Martin was even forced to buy a hat, the rest of us have been on the annual run before and were equipped. At least it didn't snow. Thanks also to Lomond Shores for having

us. We do now have a return invitation from them, when it is warmer, and an invitation to the Glasgow Hot Rod Cruise Nite which runs every month. A successful run thanks to all for attending and behaving, a credit to the Scotland Area and the Club.

I will continue to print the events list in all future Area News Reports: A provisional **2009 Show Calendar** is as follows:

**28th June** - Leven

**August** - Eglinton Show CANCELLED  
**16th August** - Chatterhault or Stafford  
**29/30th August** - Culzean Autoclassica  
20th September - Selkirk

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. We now have Area Windscreen Stickers in glorious colour. These will be on sale at the meetings and shows for £3.50, or send me an SAE plus £3.75, or £5 inc p&p.

All money going to area funds, so don't miss out. Please let me know of any cars for sale as I have had enquiries. Similarly if you are selling spares etc.

The next meeting is on **Wednesday 3rd June**. It is at Lochinch, Pollok Country Park, G41 4SN, as usual. Hope to see you there. As ever.

Gregor G.

## SOMERSET

[somersetareameet@tiscali.co.uk](mailto:somersetareameet@tiscali.co.uk)  
Tel. 01275 340336

I have only just renewed my membership and as a result, I have not received the last copy of the Courier. Therefore, I don't have a clue what rubbish/fiction/lies etc I wrote last month so if I am repeating myself it is not age related - honest!

The little rust mark in the Stag floorpan, I mentioned last month turned into a small hole, and after some grinding, the floorpan could have won Britains got Talent with its impression of a tetley teabag. A call to James Paddocks saw a rear quarter floor panel on my doorstep, followed by lots of cutting of metal and me, rust, swearing, neighbours complaining - how inconsiderate of them, and then a newly welded in rear pan. One quarter down, three to go.....However, it was done just in time for;

Drive it day, some of us went to the Big Pit in South Wales. Two pick up points - Clevedon and Aust services, by which time we had 13 Triumphs, and two other moderns in the fold from Somerset and Avon areas. A drive through the Wye Valley, Monmouth and onto the Pit. Dave led, and after an interesting detour for some via the Service yard at the services we all went in the correct direction - Dave states it was intentional!! Arrival at the Big Pit saw us meeting up with Jim and Helen, who had detoured via newport to look at some plant machinery for sale!







## SOMERSET Cont

If you have never been to the Pit it is free, and includes an hour long tour 300ft underground, with the guides being examiners who worked the pit - the knowledge and history is amazing. The tours were 17 to a group and I think we spread across three tours in the end to get us all through. Those I spoke with said they had an excellent time and would recommend it - so, if you haven't been, go it is well worth a visit. You walk one mile underground, over an hour, but it really does seem like it!! Go - you will like it.

First big show of the year under our belts, with the Bristol classic car show at the Bath and West - organised by Avon area and the Spitfire Scramble theme being utilised. Thanks to Eric, Ann, Derek, Paul and Carl who helped staff the stand with June and the other Avon members. The show had Nigel and Trudi from Club HQ turn up as well - once I recognised them and realised who they were!! Doh. Personally, I thought the stand looked excellent, and it was clear to see the effort and time that had been expended organising it - Well done June and Les. If you didn't go, I thought it was the best one Footman James had organised yet.

For the Somerset area, some good news, my favourite show of the year, the restoration show in November is back on. I have already submitted our booking form for it. So far, we have fitted a new Herald soft top, rebuilt a Vitesse engine (well, Paul did) and a Spitfire rear leaf spring has been changed at these shows. An idea I had (well pinched from another stand at the show) will be amalgamated with an idea DG has had, so I am confident this will evolve into something and hopefully see us winning a prize again as we did last time with the Avon Stand.

I have approached the club HQ about an online event calendar for the Somerset area - watch this space, and Ann and I are in the process of organising a couple of drive it type days to various attractions - all will be revealed.....eventually.

Also, I have not made the May meeting hosted by DG, but welcome to Martin, who I have already met, and I hope by the time we read this, his Herald will have passed its MOT and joined us at Pecorama. As always, any feedback, comments, suggestions please let me know.

Phil

## SOUTHERN

Tel. 01672 514 241  
e-mail: spitfires.tssc@virgin.net  
http://triumphsouth.20m.com

The April roaming meet at the Deer's Hut at Griggs Green saw a good turnout of Triumphs with the convertibles all arriving with their hoods down, unlike the hosting MG owners), who all retreated in doors as soon as it started to get cold. The subject of members offering some of their skills (e.g. electrician, carpenter etc) to help other local club members was suggested, with this possibly being added to the Southern

## SOMERSET . . . SOUTHERN SUFFOLK

Area list.

April 26th was 'Drive-It Day' with our members attending 2 meets. Alan and Wendy, (Vitesse), Neil and Maxene (GT6) and Paul and Caroline (TR5) attended the Deer's Hut to Goodwood run (with about 50 cars making the run), where there was about 50 electric cars to greet them at Goodwood.

The New Forest run was participated by about 100 cars including Mike G (Stag), Mark G (2.5Pi), Vanessa (2.5S), and Peter (TR4). Guy and Suzie attended a Vintage run in their 1924 Standard for a pub lunch.

I attended the Bath and West show at Shepton Mallet, (hoping to see a cheap GT6 or Triumph 2000/2500). However, amongst the unusual cars was a Morris 1000 Traveller, with a passenger-side only rear door, (with the wood trim), and a lifting rear window.

The May Regular meet at The Seven Stars at Stroud saw a good turnout of people and cars, including 2 new attendees Paul H and Nick in Nicks Spitfire MkIV, (with Paul's Vitesse left at home after breaking down earlier). Other cars included Richie, s Spitfire, Mike G Stag, Neil F MkI GT6 and Paul T TR5.

The prize draw winners this month were Paul H, Mark G and Gerry.

We always welcome new members/enthusiasts at any meet, or perhaps some who have not been able to attend for a while, with or without their Triumph. Any member wishing to find out more can visit our Yahoo group at the above web-site

Finally, congratulations to Natasha and Lee, on the birth of their first child, Grace in April.

Mark

### June Events:

**2nd June:** Regular meeting at 'The Seven Stars', Stroud on the A272 near Petersfield, GU32 3PG

**7th June:** Goodwood Breakfast.

**7th June:** Auto jumble and Vintage Show at QE Park, (off the A3 to Petersfield).

**7th June:** London to Brighton Classic Car Run.

**18th June:** Roaming Meet The Pub with no name alias 'The White Horse' at Priors Dean GU32 1DA.

**19th - 21st June:** Midsummer Madness at The Flowerpots, Cheriton, SO24 0\*

### July Events:

**3rd-5th July:**

Goodwood Festival of Speed  
**4th July:** BBQ at Guy and Suzie's at Cadley, near Marlborough, Wiltshire SN8 4NE

**7th July:** Regular meeting at The Seven Stars, at Stroud, near Petersfield, GU32 3PG

## SUFFOLK

Tel. 01206 250360  
Suffolk@tssc.org.uk

The weather was mild for the beginning of May and unseasonably dry, so there was no excuse not to get the Vitesse out for May's meeting. Planned a new cross-country route from Felixstowe to the Magpie and arranged to meet Brian in his recently acquired Vitesse en route. Things didn't go to plan, went wrong, missed Brian, arrived somewhat late. Must try to get it correct next time. Brian's car is a nice clean car - a good buy it would seem.

Julian, who has not been along for some

time, came to the meeting in a nice TR6 that he had bought only two weeks earlier. He is keeping his early, green, Vitesse 1600 saloon (a very nice car) and so has a garaging problem. This always seems to be a problem among classic car owners (except for Colin). I have extended my garage twice and Pat says "no more".

Lyall has got the Stag bug well and proper. He bid for one on eBay but was outbid at the last moment. Another one doesn't seem to be quite right somehow so he is leaving that one. He is still looking - what will become of the Heritvondfire?

Colin completed the Round Britain run. He broke down three times - the fuel pump gave up after 9 hours (where have we heard that before!) and the battery went flat twice. The 20Amp alternator was just not man enough to power the main beams, the fuel pump and the windscreen wipers. Fortunately he had a spare battery with him. A 35Amp alternator has since been fitted.

Two days before the Ipswich to Felixstowe car run, Chris came round and asked me if I would like to drive his Herald Convertible as he had entered it but now had no one to drive it. Quick check with Pat and the answer was yes. It is quite a responsibility to drive someone else's car into which they had put blood, sweat, tears (?) and money, but also nice to be trusted to do so. The idea was for 5 cars to leave Felixstowe, meet up with other Triumphs, MGs and Lotus Elans in Ipswich before making for the start of the run. Well, the poor old Herald decided not to behave, no misfiring, just loss of power in a big way. Chris and Lindsey were in front and Chris described a surprised moment of looking behind and seeing no other cars - probably a slight moment of panic. We had turned off the A14 rather than risk a truck trying to get too affectionate with the stopped cars. Fiddling with the Herald and enriching the mixture effected some improvement but it was not happy. However it completed the run and returned to its home under its own steam. (It got hot, very hot, but not actually that hot). Various thoughts on the problem but the favourite is muck from the petrol tank fouling the carbs. The cause might be known by the meeting in June.

Chris has progressed with his newly acquired Stag, stripping the paint off the body (this was really thick in places and so was hard work). Shortly it goes to a body shop to have some welding done and the new front wings refitted.

Last month I mentioned that Russell had had fuel siphoned from his TR6 whilst parked at the Magpie. Apparently there have not been any other instances of this and the publican has offered Russell a free meal. So we will be continuing to meet at the Magpie but will keep an eye on the situation.

The next meeting is **Tuesday 2nd June** followed by the **7th July** and **4th August**. Be at the Magpie, 8:00 on **Tuesday 2nd June**.

Peter

### IMPORTANT NOTE

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

## SUSSEX . . . THAMES

## SUSSEX

Tel. 01273 566593

OK, OK I know I didn't write up last months meeting. Was away with the family, forgot all about it etc etc. I was reminded many times at the meeting on Tuesday....

Anyway, last meeting was good. Doug was back after a few months in hospital, just bought another Herald and his crashed one has now been returned. Just a few(!!) bits to swap over and it is due out on a rally at the end of May. However, I have a cunning plan and Foxy will also be entered with my daughter navigating. May the best team win!

Plans were made for Leatherhead, usual convoy up on Sunday, plenty of bacon, burgers etc, so by the time next meeting arrives we will have all been on detox diets. OK, no we won't, but we will have eaten well and drunk gallons of tea. And maybe a few beers. Hopefully picked up a few bargains, and I plan to sell a load of odds and ends that are cluttering up the garage.

On to the future, the meeting on the **2nd of June** is an early start. We have done this before, the idea being that people bring other half's, kids, whatever. The pub is currently doing "2 for a tenner" so hopefully the promotion will still be on. Bargain.

There are also plans afoot for a treasure hunt in **September**, but I need to do some checks first. I hope to involve another local Triumph group, to get numbers up and make it all worthwhile.

It is also time to get the Stafford show in the diaries, remember **August 13/14/15** that includes the Friday, when we all tootle round the motorways.

Well, have fun, enjoy the sunshine and lan, get that GT6 on the road!

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)

A warm welcome all. We have been enjoying lovely warm weather of late. The Shalford Easter show held by the Guildford Lions was great and the loW camping weekend was absolutely smashing. Both the Vitesse and Battered Acclaim are going extremely well (I sods law says that will change now). We still have lots of car shows coming up so please get in touch if you would like to join us.

9th April - We are in the battered Acclaim & collect Nina J on the way to the Fox & Castle. At the pub we are joined by George B, Mike H, Rob W, Dave L. We also have visitors from Southern Area, Mark & Mike G, David H and from the TR register Paul & Joyce W, Bill B. We hope you enjoyed the meeting and the pub, and we hope to see you there again. Triumphs in the car park were: Mike's Herald 13/60 con, Rob's 2000 Mk1 (back on the road after being restored) Mark's 2.5Pi Mk2 sal, Paul & Joyce's TR7, Bill's TR6 and of course our Acclaim. Talk was of the Farnham show the Sunday before, Shalford Easter show coming up, and welcoming our visitors. Rob's Mk1 is now on the road but has yet to be painted and the final finishing jobs to be done.

13th April - Guildford Lions Easter show at Shalford. I am alone in the Vitesse this

morning with our show stand equipment. Julie will join us later as she is collecting her parents and sister in the battered Acclaim. As I get to the show ground Dave L in his 2.5Pi Mk2 sal, Mike in his 2.5Pi Estate Mk2 & George B in his Mk1 Vitesse con. are already waiting. We pick a spot near the car show entrance and mark out enough room for the Triumphs booked on to our stand. Then we set about setting up the gazebo, putting out the banners, bunting and hoisting the club flag. Now we can relax and have a well needed tea or coffee. The Triumph's are parked up as they turn up with the 2000 & 2.5's at one end and smaller Triumph's starting at the other end, with a second row starting behind them later. We had an impressive fifteen car line up, these were: Trevor T in his Herald 13/60 sal, George B in his Vitesse Mk1 con, David H in his Spitfire Mk4, Martin & Cynthia in their Spitfire 1500, Tony H in his Spitfire 1500, Mike H in his Herald 13/60 con, Bernie & Toni in their Herald Coupe, Ned & Lisa H in their TR3a and TR7, Mike G in his Stag, Mark & Vanessa in their 2.5Pi Mk2 sal & 2.5's sal, Mike in his 2.5Pi Mk2 est, Dave in his 2.5Pi Mk2 & not forgetting our Vitesse Mk2 con & battered Acclaim. The weather was the making of the show after last years early Easter and the shocking four seasons in one day. The show did not open until 11:00 am but the car boot sale was up and running at 9:00am. Other attractions included a kid's fun fair, Archery, Trade stands, Punch & Judy show, Booney Castles, a tug of war competition, Beer tent, ice creams and refreshments. In the main arena there were sheep dog demonstrations, BMX & Motorcycle display & Dancing by the Italia Conti (missed them). Other Triumphs at the show were the Stag OC with four Stags on show and in amongst the other classics were Triumph Monte Carlo, TR3 and TR4. This was a wonderful day out for all.

23rd April - It is a sunny trip to the Fox & Castle, Julie and I are in the Acclaim. This evening we have the pleasure of Tony H, George B, Dave L, Rob W, Oliver & Nikki, Mark M, Mike H, Andy K. Primula DeH was back for the first time this year and is looking forward to getting her GT6 back after being restored. Also it was great to see Stuart C back after a serious illness but unfortunately he has had to sell many of his classic cars. From E Berks area Colin and Jess joined us. Triumphs in the car park were: Colin & Jess Spitfire Mk4, Tony's Spitfire 1500, Dave was in a borrowed Mk1 2000 sal, Rob's Mk1 2000 sal, Oliver & Nikki's Mk1 2000, Mark's Mk2 Vitesse sal, Mike's 13/60 Herald con, Andy's Stag, Stuart's Stag and our Acclaim. Talk was of the loW camping weekend, of Stuart's recovery and sale of his cars, of Primula's GT6 restoration. Work on Triumphs has been: Rob's Mk1 2000 has now had its tracking sorted and a patch of red paint added to the wing as a test colour. Oliver needs to refix the exhaust on his Mk1 2000. It was a very busy meeting.

1st May - On this fine Friday morning Julie and I in the Vitesse meet up with Chris C in his freshly repainted Spitfire Mk3 & Mark S in his Spitfire Mk4, also with us is my little sister Karry & her partner Michael in their eurobox. We are on our way to the Isle of Wight, but before we set off Mark has the bonnet of his Spitfire up and is watching water weep from the waterpump hous-

ing. As time is passing we opt to take the M3 to Southampton, stopping to check Marks Spitfire on the way. We make it to the ferry terminal in good time and meet up with the Devon Area who are also on the same ferry as us. The fine collection of Triumph's had many admiring comments from other travellers. We regrouped once off the ferry and headed to the campsite where we set up our homes for the weekend. Mark set about making a replacement gasket for the water pump on his Spitfire from a cardboard biscuit packet (it worked as well). We shot off to the supermarket for supplies and to get our evening meal before returning to the camp site to eat. Later on we headed to the bar to meet up with our friends & fellow Triumph enthusiasts. Those from Thames Area were Andy K & Paul Ms, Tony & Penny, Chris C, George B & his mate Chis & John & Anthea.

Saturday morning and those bloody birds have awoken us at 4:30, we strive go back to sleep and finally get up at a more reasonable hour to have breakfast and get ready for the convoy to Blackgang Chine. We get there in fine style and are parked up all together, 60+ Triumphs made a great sight. Inside the attraction Karry, Michael, Julie and I try to do the treasure hunt and spend the best part of the day wandering around the site exploring and hunting down the answers the best we could. We had great time there. Back at the campsite we had a BBQ before heading to the bar for the evenings entrainment which was skittles (which we missed) and the Quiz. Our team were the Thames Tubbies who were Tony, Penny, Chris, Paul, Andy, Karry, Michael, Julie and me. The final results were Third "Cornish Betty Stoggs Knockers" with 38.5 points Thames Tubbies (US1) came second with 41.5 points, Materland Marvels won with 43.5 points. After celebrating and blowing our winnings on booze we retired to sleep.

Sunday and we ignore the birds and sleep in a bit longer before having breakfast and lining up all the Triumphs for a photo shoot. Then heading off on another run to Brading Downs for the ice creams. There we meet up with a group from the TR Register. From there Andy, Paul, Julie and I head off to Havenstreet Steam Railway to taste some beer from the beer festival and to journey on the steam train. Then we head to Sandown for some crazy golf before returning to the campsite. That evening Tony, Penny, Chris, Andy, Paul, Michael, Karry, Julie and I travel to the White Horse at Whitwell and have a scrumptious meal which made the 30 minute wait worth while. We rush back to the campsite bar to wait the raffle draw and find out that we won the treasure hunt, for which we received a miniature trophy and a travel Monopoly board game. Tony won a bottle of car polish in the draw.

Monday morning comes so quickly and after saying our farewells Karry, Michael, Julie and I go to the amusement park at Shanklin to play on the two penny machines and another game of crazy golf. We met up with Mark & Chris at the ferry and headed for home up the Meon Valley to the A31 and parting to head off to our own homes. We all had a wonderful time





## THAMES . . . NORTH WALES . . . WEST MIDLANDS WIRRAL . . . WORCESTER

### THAMES Cont

on the island and a BIG thank you to all those that made it such good fun.

Our next meetings at the Fox & Castle are from 8pm in **June on the 4th & 18th** and in **July on the 2nd, 16th & 30th**. Please come and join us for a warm welcome or call me on 07773 623807.

Up coming event  
**12th/14th June**  
Classic Sandwich Show Kent  
**19th/21st June** Mid Summer Madness  
**20th/21st June** Weekend of Triumphs Kempton

**27th June** Cornwall Camping Weekend  
**3rd/5th July** Northants Camping Weekend

**10th/12th July** Ardingly  
Best Wishes  
*Mickey & Julie Hazell*

### NORTH WALES

Tel. 01978 359263  
www.triumphwales.co.uk

The first big show of the year, Weston Park, proved to be as good as ever and the sun came out making our gazebo redundant! Good turnout of cars and we had a combined stand with MGOC so two flags flying and our banner of course.

Like the new club flyers, we put lots on windscreens of various Triumphs so hope it results in more members.

I took my Herald to the show as Stag still not repaired, making very slow progress in getting bodyshop to make a start, hope the season is not over before I get it back?

Derrick tells me his Vitesse is well underway at his bodyshop and hopes to have it ready for Stafford.

Went as a navigator on Drive it Day Run on 26th April. Excellent range of cars, around 20 in all took part in 'tulip style' run of about 55 miles in North Wales countryside. Some very narrow roads and difficult turns to find, wonder how many actually made the whole course and arrived at final meet the Archers Arms, nr Mold. The weather stayed dry for most of the day and only one car had overheating problems due to his electric fan not working and no normal engine fan to back this up.

Looking ahead, we have Llandudno on 3rd May, Chomondeley on 10th, Cosford run on 17th, Prestatyn on 24/24th and Tattton Park on 30/31st - a busy month  
Safe Motoring

*Michael*

### WEST MIDLANDS

Tel. 07969 024999

Now bearing in mind that Tuesday 5th May 2009 was only the fifth meeting of the year, you can guess how delighted I am to report that at that meeting there were 47 persons present and spread around the forecourt of the 'Drakes Drum' there were just over a dozen cars.

Congratulations everyone, what a smashing start to the summer months.

I have got to start off first by giving a big hello to a group of newcomers to our meeting. To Colin Hill from Droitwich, a proud owner of a TR6, to Shaun Daniels of

Featherstone, Wolverhampton who has a 13/60 convertible. Martin Boyle of Llongbridge who is rebuilding a 1500 Spitfire happened to be passing, saw the cars of the forecourt and with 3 friends called in, and by the time he left found he had made a few new friends. We met Steve Jarvis of Erdington the week before when we were on the way to Lubenham on Drive it Day. He owns a Morris Cowley, an MG, and a Lotus. We welcomed him to the meeting after deciding that the Lotus has Vitesse front suspension. This was the first time these people have attended a West Midlands meeting, welcome and we hope it will not be the last.

Liz as usual, did a grand job selling raffle tickets, and then assisting to hand out the prizes to the winners. As luck had it Judy won the last prize so we were able to get her to come out to collect it and to her surprise her husband presented her with a beautiful birthday cake, which had been excellently decorated in the shape of the Triumph insignia. Now I am not able to reveal her age, but I am sorry that we were not able to get sufficient candles for her cake. The local shop sold them in boxes of 12, but they didn't have the 5 boxes that we needed. Now come on I didn't mean we had to use them all, be fair. Anyway Judy, happy birthday, hope your day was enjoyable.

On Sunday 19th May, the Historic Vehicle Day was held in Dartmouth Park, West Bromwich, and I am proud to report that we had 16 Triumph cars on display for the enjoyment of the public, well done to everyone who took part, you did our region proud. The event was well supported by the general public and I understand everyone on site had a great day, with plenty of hot dogs, burgers and bacon butties being consumed. Thanks are due to Mrs Okey Dokey (Charlie's Wife) for providing the Samosas.

We meet for the summer months on the **3rd Tuesday** at the West Midlands Police Social Club, Pershore Road, Edgbaston, as well as the **1st Tuesday** at the Drakes Drum so if you miss us at one venue, catch up with us at the other..... Keep your plugs clean.....See you soon.

*Roger the Dodger.*

### WIRRAL

Tel. 0151 339 4150

Here we go again, I cannot believe that it is eight weeks that I was writing up the April Report. At least compiling what to write on alternate months with Andy takes the pressure off both of us.

Our May meeting held on Tuesday 5th mustered fourteen bodies, a marked decrease on April when we actually had twenty five present, I think this was a record for recent years.

So what has happened and what will happen, hopefully. On Easter Monday Bettine and I went to Weston Park on the Staffs/Shropshire border for the Midlands Festival of Transport. The only other Wirral body there was George, a pity really as it was a nice sunny day, plenty of stalls and various displays took place in the Arena. At least the One Hundred and Twenty Four miles round trip gave the 'Spitfire' a good blast and blew away the cobwebs.

Sunday 26th April was 'National Drive It

Day' so we organised a small display in the car park of the 'Cottage Loaf' pub. This was quite a success with lots of people viewing and Mine Host laid on hot dogs and burgers at very reasonable prices. Martyn was in his 1930 Austin 7 'Top Hat' saloon and gave rides up to Heswall Village for a small donation and all the takings were given to the local childrens hospice.

One glance out of the window on Monday 4th May was enough to put people off driving to Gawsworth Hall near Macclesfield. Fifty miles there and Fifty back home in the rain did not appeal, a pity, but there we go, that's the English Bank Holiday weather for you

By the time you read this some of us will have attended one or two other events taking place in the area during May. Chomondely Castle Rally will have taken place on Sunday 10th May and there is a choice on the 25th, Bank Holiday Monday, there is the Sandbach Show in Cheshire or the Prestatyn Show in North Wales and then we have Tattton Park but we only have tickets for the Saturday 30th May, it seems it is full up on the Sunday which is the day most of us prefer to go.

Andy Todd, our esteemed Area Organiser has invited the North Wales Area to attend our meeting on **Tuesday 2nd June** at the 'Cottage Loaf' pub. I understand they will be accompanied by (dare I say it) members of the North Wales M.G. owners club. Anyway lets hope for a bumper turnout for what we hope will be an enjoyable evening. No doubt Andy will report on this next month.

Car wise what has happened, Paul Griffiths traded in a spare TR that he just happened to have for an immaculate GT6. I remember this mustard yellow car winning several trophies at Stafford in the concours and it will quite likely go on to win a few more with its new owner.

Andy reports he has some rather peculiar noises coming from the diff and also the gearbox on his GT6 so he intends doing quite a lot of work in the not too distant future to set it to rights.

Dave has still not fully sorted out the problem with the fuel pump on his fuel injected TR4. It is going but it is a bit of an embarrassment when driving along the highway as it sounds as though a wee Scotsman has climbed into the boot and is in the process of learning to play the bagpipes to the horror of other road users.

That's all for now folks, the weatherman has promised us a long hot summer so get those 'Triumphs' out and make the most of it. You will hear from me again in August. Meanwhile, Cheers

*Ray*

### WORCESTER

Tel. 01384 279686  
www.tssc.org.uk/worcester

A good turnout with 9 club cars, leading to a pleasant sunny evening in the car park, with members keen to catch up on the past month. Apologies from Diane & Richard who, lucky things, have flown off to Portugal. It was also pleasing to see Mel back and the other Tango Twin - Mike even thought we were stopping overnight and brought the Marquee!!

On Sunday 19th April several members attended the Malvern Spring Show. We were very lucky with the weather and there

## WYDEAN NORTH YORKS . . . WEST YORKS

were plenty of cars to look at and stalls to rummage through for bargains.

April 22nd was the first of our extra Spring/Summer pub meets. That night we were at the Moat House, Kings Coughton. Not a very good turn out, so how about joining us for the next meet on May 19th at The Gardener's Arms, Charlton.

We joined with the Gloucester area for the 'Drive it Day' run to Symonds Yat on Sunday 26th April, stopping at the Wye Not Inn for lunch. We all had a pleasant run and a great day out and hopefully not too many misfortunes, even though Mike had a fuel line leak before we started out. Thankfully, Bob had a spare and not too far away. Also, a little bird told me that a certain Mr D. had a problem near home.

Several of us, along with a contingency of TR7/8s also attended the Droitwich Car Show in the town centre streets on Saturday 2nd May. However, even with our combined turnout we were still outnumbered by the MGs. It was yet another well organised event with a wide variety of veteran and classic cars, this year additionally having the benefit of a farmer's market, an Italian market and craft stalls.

As I mentioned at the meeting my work roles have been changed yet again and for the worse. It means that I will be working more weekends. Therefore if members still wish to attend events as a group at week ends I will need your support with this. At the moment I am still able to make our monthly meetings and therefore continue as AO but this may change in the future.

Just another reminder that we have been informed that the Wythall Green monthly meets have been cancelled.

Finally, a reminder, as several members will not be returning from the Laon Historique event until the evening of **1st June**, the meeting has been **postponed** until the following **Monday (8th June)**.

Dates for your diary:  
**29 May - 1 June** - Laon Historique  
**6 June** - Evesham Crown Meadow Show  
**8 June** - Monthly meeting (Rescheduled)  
Please check the Website Calendar for scheduled events for 2009.  
(www.tssc-worcester.org.uk)

*Stef*

### WYDEAN

Tel. 07828 250517 or 01531 650035

Hello again and a great turnout again last month. The change of venue to the White Lion seems to be paying off really well. Actually got to see Paul's GT6 in the flesh and also Steve Attenborough drove up to the meet from Wales in his much modified GT6 and great to see him after all this time. Hugh's multi cylinder beast is out of hibernation and chewing back tyres again, my TR7 however, has only moved back around the side of the house. This was far more exciting than it sounds, the clutch has stuck again and I was unable to give it any welly up the road to free it off this time. Reversing and manoeuvring a 2litre 100 and whatever bhp car across a lawn and around the corner of a house with no clutch gets the blood racing! I managed to get within 6" of the shed before hitting the

brakes and killing the ignition. Job done and no-one died. Phew.

We (the local TSSC) have been invited to the Triumph 2000/2.5 register's National Weekend, which this year is being held at Greenway Farm Caravan and Camping Site, Drybrook, Gloucestershire on the **26th-27th of June**. Nice to be invited and I'm sure some of us will be taking them up on it. If you wish to know more then contact Alan Chatterton direct on 01527 401833 or give me a ring and we'll arrange a convoy run.

See you at the White Lion on the **18th**.  
Cheers

*Clive*

### NORTH YORKS

Tel. 01723 500385

Well this will be a shock to your systems! No Mike this month as he's a bit under the weather. Get well soon Mike.

The April meeting was quite busy with Triumphs appearing in the car park. Not warm enough for everyone to stand outside and chat about them yet though. Perhaps this will have happened at the May meeting?

Alan Heaton from West Yorkshire did a sterling job of organising the Drive It Day event to Eden Camp and we look forward to next years event.

Come along and join in on the second Monday of the month in at the White Swan in Deighton which is south of York on the A19.

By the time you read this we will hopefully have had a great day out at the Sherburn Aero club wings and wheels day.

Events to remember in the coming weeks  
**12th - 14th June** Yorkshire Dales run at Pateley Bridge  
**26th July** - Huby and Sutton on Forest show. This is a great day out and well worth a trip. That's it for this month

*Richard*

### WEST YORKS

Tel. 01274 781814  
www.tssc.org.uk/westyorks

Hi all, first of all I would like to take this opportunity to thank all TSSC members, some of you must have travelled for hours to support us on our day out to Eden Camp for Drive It Day to keep our historic cars in the public eye. Thanks also to the Craven Old Wheels, Yorkshire Rover Club, Morris Register and Rolls-Royce members for their support.

The oldest cars were both from 1932, a Morris and a Rolls-Royce.

My day started at 4.30 am with a text on my mobile to say that our meeting place, the Old Red Lion, York Road, Leeds, had been broken in to and he was unable to open for our coffee as arranged at 8.45. The reason was that they had to have a full audit for the brewery. So apologies to everyone expecting a warm drink.

Jenny and I arrived bang on time. It was a superb greeting to see a full car park of classics and we were all on our way at 9.15 to meet up with Richard at Tesco in York where a lot more classics were ready for the run to Eden Camp. It was good to see all the cars including Richard's GT6 newly back on the road after it was damaged last



year by the earthquake and what a very good job he has done with it and it's a credit to his workmanship.

Some decided on taking the main A64 route as this is the shortest way but very popular with the coast run traffic and the risk of Caravans. (Sorry caravan owners but anyone who has driven the A64 between York and Scarborough will know what I mean!)

However most decided to take the scenic way utilising the map I had prepared. This tuned out a very good choice as only a few had been that way before. On arrival at Eden camp the staff led us to our dedicated parking area for the day. For most people this was their first time at this venue, with 32 huts all with a different theme mainly of the Second World War and to sample the 40s food this was very good.

As we kept going to the NAAFI during our stay we did see a lot of our party popping in and out with knives and forks. I must say the apple pie was excellent.

There was only one disappointment which the hut with the submarine display which was closed with an electrical fault. This exhibit is rated as one of the best on site but the rest of Eden Camp was entertaining and was a very good choice for our 2nd Drive It Day.

I hope you all had a very good and enjoyable day out. Thanks again for all your support as this has given me a lot of encouragement to arrange one for next year and from the feed back I received we are now planning next years for **25th April 2010**.

CLUB NIGHT was a good turn out 21 members. Considering it was Easter Tuesday. We had 5 club cars and instead of our usual quiz we had a change. This was a round of Ding Bats, with the ladies winning with the raffle to follow.

My 1200 Herald is now well on the way now, with all new outriggers and side rails on, a full set of new brakes plus a full set of new carpets from the club shop. Hopefully it will be back on the road by the end of the month. The car show at the White Rose Shopping Centre went well and we had 7 club cars on the stand. It was a good turnout considering the cold wet morning. This show is very well organised so if you can give it a try next year do so.

It will be on the **May Day bank holiday**. The Dalesrun weekend is looming on us on **12th/13th/14th June** so if you haven't booked please do so!  
**21st June** is Fathers Day and we will be having a club stand at Harewood House classic show

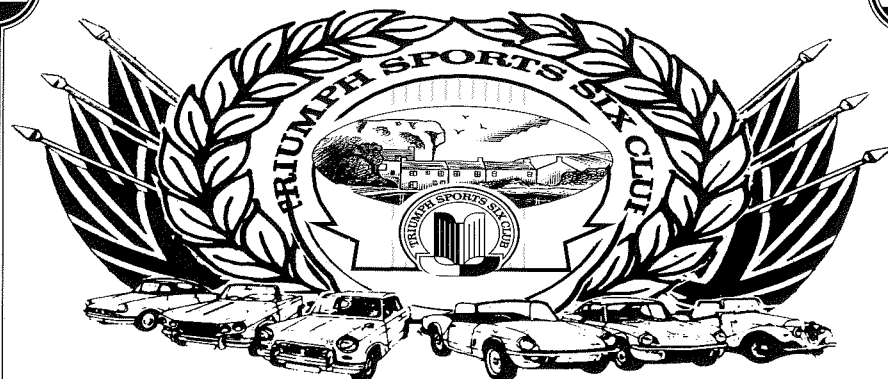
This is open to all Triumphs TSSC members or otherwise, please book with me for a discount 01274 781814 or 07944909823  
**June 28th** at Broughton Hall nr Skipton for the game fair and classic car show. Club stand and £3 per car with driver +one passenger any more will be £3 per extra head.

**July 11th/12th** North York's Railway vintage car weekend

**July 19th** Newby Hall classic car show  
Keep your Triumph wheels turning

*Alan*





## 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 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.

# Avon Area Camping Weekend



## 19th to 21st JUNE

## WARREN FARM HOLIDAY CENTRE, BREAN

**£6.75 PER NIGHT  
FOR ONE CAR AND  
CARAVAN OR TENT  
AND 2 PEOPLE**

**FREE AWNINGS, FREE SECOND CAR,  
FREE DOGS, FREE ADDITIONAL PERSONS.**

**ELECTRIC HOOK UP £2.00 PER NIGHT**

**SHOWERS 50P A GO**

**BEACHCOMBER INN ON SITE OFFERS FOOD  
AND CARVERY AND LIVE ENTERTAINMENT.**

**ONE MILE FROM BREAN LEISURE CENTRE**

**WEEKEND ENTERTAINMENT PROGRAMME**

**TBC BUT INTENDED TO BE A  
CHILLOUT WEEKEND.**

**CONFIRMATION OF BOOKING AND  
PAYMENT PLEASE BY END OF MAY.**

## CONTACT JUNE

**ON 01454 327059 or e-mail  
[Junewrighton@tiscali.co.uk](mailto:Junewrighton@tiscali.co.uk)**



# MIDSUMMER MADNESS



**TSSC SOUTHERN**

19th -21st  
June 2009



The Flowerpots,  
Cheriton

**TSSC Southern are again staging  
Midsummer Madness, camping in a field  
behind a pub with an on-site brewery,  
with road runs, a BBQ on Saturday  
evening and a visit to a local  
place of interest.**

**19, 20 & 21 June 2009**

**at The Flower Pots,**

**Cheriton, Nr Winchester.**

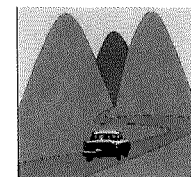
**Please contact Suzie Singleton at the  
Control tent for an application form or  
for more details.**

**Tel 07818 451360**



**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 talking 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.**



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)

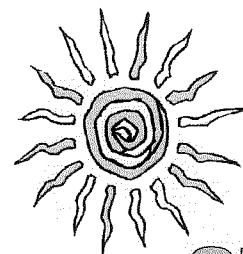
Web Address:-

[www.standard-triumphrally.co.uk](http://www.standard-triumphrally.co.uk)

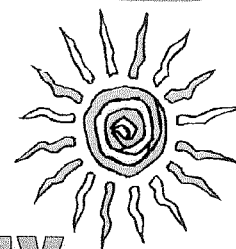


## Triumph Sports Six Club

Leicester and Rutland



THE  
26TH



SUNSHINE RALLY

Sunday 2nd August 2009

Show opens at 11am

Club Stand

Auto Jumble

Concourse

Games

Refreshments

**ALL CLASSIC CARS AND BIKES WELCOME**

If you've got a Triumph, any other classic car or bike, or just fancy a day out in the country,

**Brooksby Hall, Nr Melton Mowbray  
Leicestershire**

For Further details contact Dave Smith

On 07774 276564

Admission £4 per person

Children under 12 FREE if accompanied by an adult





# International Family Weekend

August 2009  
14<sup>th</sup> to 16<sup>th</sup>  
STAFFORD  
County  
Showground  
**Christmas  
Party  
Theme**



## DIRECTIONS

Junction 14, M6.  
A518 Stafford to  
Uttoxeter Road.

- ★ Herald 50th Anniversary Display
- ★ TR6 40th Anniversary Display
- ★ Massive pure Triumph Trade Parts and Autojumble Stands
- ★ The Premier Triumph Concours Competition - Anywhere!
- ★ Saturday Night Party, Live band.
- ★ Hog Roast & Jacket potatoes
- ★ Bouncy Castle It's a Knockout!
- ★ Fun and Games for ALL The Family & much more!

**WEEKEND PRICE £17.50  
PER PERSON PRE BOOKED**

**TEL. 01858 434424**

**OR WEEKEND GATE PRICE £20.00 PP**

**CHILDREN FREE! (UNDER 16)**

**INCLUDES ENTERTAINMENT & CAMPING**

**1 DAY TICKET £9.00 PP PRE BOOKED**

**OR 1 DAY GATE PRICE £10.00 PP**

# TSSC West Yorks Camping Weekend



## END OF YEAR BASH

**11th to 13th  
September 2009**

**High Laning  
Camping  
& Caravan Park  
DENT, Cumbria.**

This is a new camping weekend to give everyone a final weekend of Triumphant before the winter comes in. The theme is Christmas and we will be taking you through some wild and scenic areas of the Yorkshire Dales and Nidderdale and visiting a different attraction on each day. There will be more details at a later date but we have booked the campsite at Dent which was so successful for the 2007 and 2008 Dalesrun. The Village Hall has been booked to host us for the evening meal and entertainment. The campsite address is High Laning Camping & Caravan Park Dent, near Sedbergh, Cumbria LA10 5QJ

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 with campsite.

Bookings must be made through Richard Briscoe to receive these preferential rates. 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

Name(s) : ..... Address.....

..... Tel: .....

e-mail: ..... Club Area .....

Car: ..... Reg No.: .....

Nights camping - Friday/Saturday .....

Small tent, £10 per night (max 2 adults - £2.50 Discount for Single occupancy) .....

Large tent / camper / caravan any other camper, £15.50 per night .....

£ 5 per car extra to cover the costs of booking Village hall and snacks.

Any profit will be donated to charity



# TSSC NOTTINGHAMSHIRE & CHURNET VALLEY RAILWAY CLASSIC CAR AND TRAIN DAY



Sunday 4<sup>TH</sup> OCTOBER 2009

TSSC Nottinghamshire & the Churnet Valley Railway present their 2<sup>nd</sup> Classic Car and Train Day at Froghall Station, Froghall, Staffordshire.

Join in for a 10 ¼ mile round trip through the Churnet Valley, known locally as "Little Switzerland" behind a heritage railway train for the day, enjoying the sites of restored railway stations, working canals or towpath walks. The Churnet Valley boasts a Public House at each of the three railway stations within a very short walk all offering good "Pub Grub" or enjoy a meal at the café at either Cheddleton or Froghall stations.

Our classic car display will be situated in the car park at Froghall station, which will only be open for access to TSSC cars. Services will run from 10:30am to 5pm.

## Booking form for TSSC/CVR CC&TD 2009

Name .....

Address .....

Post code .....

Phone No ..... E-Mail .....

Registration No .....

Car Make ..... Model .....

Cost £5.00 per car for driver and passenger, offering "Day Rover" ticket on the CVR.  
(Normal Day Rover price £9.00 per person, saving £13.00)

Please send application form together with your cheque made payable to

Churnet Valley Railway (1992) plc to:  
TSSC/CVR CC&TD, c/o Andy Sollis, 39 Whilton Close, Sutton-in-Ashfield,  
Notts, NG17 3BF

Telephone enquiries: Andy Sollis (TSSC) 01623 554212 or Ken Lupton (CVR) 01298 24992  
(Disclaimer - The CVR cannot guarantee a Steam locomotive service and reserves the right to substitute with a Diesel loco with no prior notice)

# CLASSIFIED

## SPITFIRE

**1500** 1976 White. Overdrive, Hardtop, Soft top, Tonneau, Stainless Exhaust, Waxoyled.. Excellent Condition. One owner since 1979. £2,900. David (Exeter) 01392 466311.

**MKIII** 1968 1300. Red. Overdrive. Aluminium Radiator. Long MOT. Good A2 condition. Agreed Value £4,000 accept £2,400. Genuine reluctant sale. George (Lincoln) 07787 554434.

**MKIV** 1970. Overdrive, wire wheels plus many spares. Rebuilt engine+o/d box fitted in 06, needs a little work to get it back on the road. MOT expired at the end of March 09. £1,200. Piers (Uckfield) 07830 160209.

**1500** 1979. O/D. Pageant Blue. Minilites. Gaz dampers. Oil Cooler. Full MOT Tax Oct. Excellent Condition. Agreed Value. £4,750. Sell £3,750. Steve (Mid Wales) 01597 823871 or 07900 098934.

**MKIII** 1967. 2,000 miles since body off

restoration. TSSC Valuation £4,700. Fully Re-upholstered. Just MOT-ed. Owned for last ten years. Offers please. I Kitching (York) 01904 488155.

**1500** O/D VGC 35k miles 1980. Genuine mileage no rust. Excellent condition throughout, Brooklands green, sensible mods, possible swap Vitesse Convertible and cash adjustment. Email for full details matt@saym.wanadoo.co.uk. Lovely car. £4,500. Matt 07590 833321.

**1500** 1979. TSSC valuation £5k. Minilites, sports exhaust, CD Player. Very Good condition, selling due to baby on the way! £3,750 James (Knutsford) 07816 515428 or jameshollad@aol.com

**1500** 1979. Green, new lowered front springs, new rear spring, new shocks all round, big radiator, alloys, spares engine, gearbox, overdrive, diff and shafts. £1,800. Stuart (Edinburgh) 01315 391752.

## HERALD

**13/60 CONVERTIBLE**. Red. 1969. Overdrive. Twin S/U's. S/S Exhaust. Electronic ignition. Extensively Restored. Club Valuation £5,500. Minilites. Long MOT. Tax Exempt. £4,250 ONO. Jeremy (Kent) 07956 493553.

S/Steel exhaust. Full MOT. Good chassis, bonnet etc. All original. Dry stored. Recent History. Nick (Worcester) 01905 841150.

**13/60 CONVERTIBLE**. Damson. Tan. Hood

**13/60 SALOON** 1970. MOT 13/09/09. 2 lady owner from new. Proof of genuine 46,000 miles. Offers around £3,000. J.Willis (Stourbridge) 01384 374916.

## GT6

**MKIII** 1974. 94,736 miles. Overdrive. MOT Oct09. Sound throughout. New Radiator, S/S end box. Half floor pan carpets needed. £2,750. R. Cheeseman (Kent) 01622 726811.

**YOU CAN NOW PLACE YOUR ADVERT ONLINE AT**  
[www.tssc.org.uk](http://www.tssc.org.uk)

## VITESSE

**SPORTS 6**. 1966. White. 83K. Good Condition. 3 owners. Needs a good home. Garaged for last 9 years. MOT October. £1,650 ONO. Richard (Sunderland) 0191 5676098.

**MKII CONVERTIBLE**. 1969 special series, UVC 218H (see Register) FWO Last Valuation in 2008 £7,000 will take £4,000 ONO. Dr Jackman (Dorset) 01963 210240.

**TSSC INSURANCE PANEL**. CALL FOR A NO OBLIGATION QUOTE.

LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND BREAKDOWN RECOVERY

FOOTMAN JAMES 0845 458 6760 ADRIAN FLUX 0800 089 0337

PETER D JAMES 0845 0999 500

*Cars for Sale  
Cars for Sale  
Cars for Sale*

**JY CLASSICS**  
SERVICE, RESTORATION & SALE OF  
TRIUMPH SPORTS CARS

**CASH PAID  
FOR  
YOUR  
SPITFIRE!**

TEL: 01494 866087

E-MAIL: sales@jyclassics.co.uk  
Website www.jyclassics.co.uk



## M.W. Restorations GT6 SPECIALISTS

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up,  
FOR DETAILS RING THE WORKSHOP ON:

**01799 584994**

Saffron Walden, Essex.

e-mail: mwrestore@aol.com

## CARS WANTED

**VITESSE CONVERTIBLE** in good condition. Body and chassis must be sound. Could swap my VGC 1500 OD spitfire 35k miles, valued £4500. Matt (Monmouth) 07590 833321.

## BOND

**BOND EQUIPE GT4S** (1970). 1300cc. 12 months MOT. Many extras. Email/phone for photos and details. ian.harmon@adamusic.co.uk Reason for sale: Owner deceased. £1,600 Ian (Gillingham, Kent) 07989 664380.



# PARTS WANTED

**REAR SEAT GT6 MKII** I'm Looking for a back seat (the bottom part) for my GT6 MKII, can anyone help? Michel (Netherlands) eMail: bartelinkm@gmail.com

**HERALD WINDOWS** Wanted. I need a rear window also passenger front side window and passenger rear side window. Zahid Tariq (Surrey) 07969 602938.

**You Can Now  
Place Your Advert  
Online At  
www.tssc.org.uk**

# PARTS

**SEALEY PROFESSIONAL MIG WELDER.** Forced air cooling system with gas. Model No. PM130XT. serial No. 037531/98. Never used £100. No offers please. Buyer Collect. Septi. (Harrow) 07905 286383.

Hardtop. Also some MKII spares. Please ring for details. Paul (Norfolk) 01603 458582.

## "SEATS"

**Rebuild Original Seats  
Exchange - Ask Mike**

Vinyl Seats (pair) £250 or  
Leather Seats (pair) £395  
Include New Foam Bolsters  
All Triumphs/any Classic ASK  
Delivery Anywhere  
Tel Daytime or Evenings  
**Tel. 01752 227789**  
"Classic British Sportscar Trim"  
Visa - Mastercard - Switch  
Accepted

**SPITFIRE I/II/III.** N/S Rear wing. Original Stanpart, some surface rust from 40 years storage. Will clean up. £50. Barry (Essex/Herts) 01279 730520.

**COURIER** magazines 1988 till 2009. New condition. Free to collector. Mr Oakes (Birmingham) 0121 7470412.

**VITESSE 1600 + 2L, Herald 1200 + 13/60, 2000/2.5.** Engines, Gearbox, Differential, Half shafts, Rotoflex, Front suspension, Radiator, Sand blasted + primed chassis, Convertible top deck, Hoodframe, + Door glass, Coupe roof + top deck, 948TC rarities, Stanpart Bonnet Top (1200), Bootlid, Chassis sections, Valances, Sprint/2.5s Alloys, wire wheels, + hubs etc, Dashboard, Gauges, Switches, Lights, Chrome, Saloon seats, Donor 21 MKII Vitesse (front end). Colin (N. Wales) 07961 982668.

**SPITFIRE MKIV** breaking for spares. Nearly complete car including bonnet, bootlid &

## MIKE PAPWORTH

COVENTRY M6 JUNCTION 3  
TRANSMISSION SERVICES,  
And Restoration

**OVERDRIVE CONVERSIONS,  
DIFFERENTIALS, O/D UNITS  
1/2 SHAFTS ROTOFLEX AND STD,  
ALL ENGINE WORK,  
MOT & WELDING WORK  
VEHICLE MOVEMENTS UK,**

**Herald - Spitfire - Vitesse - GT6  
TR4/5/6 - 2.5 - Dolomite**

UNFINISHED PROJECTS-BREAKERS,  
ANY NEW UNUSED PARTS REQD.,  
**07768 775 170 - 02476 644499**  
Email mike.papworth1@btopenworld.com

**1978 SPITFIRE** rolling chassis, tub, boot lid & bonnet. Chassis straight outriggers needed. Body tub needs floors, boot & rear valance. Boot lid excellent. Bonnet needs some work. Garage space needed, must go! Offers: £199.99 George (Essex, Surrey) eMail: george\_poppe@hotmail.com

**GT6** Rotoflex shock absorbers. Pair rear shocks for rotoflex MK3 GT6. Good bushes, no leaks. I think these are no longer available unless you buy expensive koni/spax etc. £15. Also A pair GT6 Mk3 Stromberg 150cd carburetors with linkages. £30. Mark (Rugby) 07764 377118.

**COURIER** mags from Aug 85 to 2009, 16 years of these in binders. Free, collection from Addlestone in Surrey, help I need the space. Chris (Surrey) 07766 088862.

**COURIER** magazines for FREE from number 132 to present, free to good home-in boxes ready to collect Michael. eMail: mike.morley4@btinternet.com.

**THE TSSC CLUB SHOP  
ONLINE WEBSITE  
WWW.TSSC.ORG.UK  
PROVIDES MEMBERS  
WITH A 24/7 ORDERING  
SERVICE GIVING  
MEMBERS EVEN EASIER  
ACCESS  
TO ALL PRODUCTS  
AVAILABLE FROM THE  
CLUB  
★ SECURE ONLINE  
ORDERING  
★ ORDER CONFIRMATION  
VIA E-MAIL**

*Parts For Sale  
Parts For Sale  
Parts For Sale*

## MICK DOLPHIN CLASSIC TRIUMPH SPARES

★ GENUINE NEW TRIUMPH PARTS ★  
★ ALL MODELS COVERED INC. FWD ★  
★ KEEN PRICES/ FREE ADVICE ★  
TRY ME FOR THAT ELUSIVE PART  
01530 271326 EVES/WEEKENDS  
E-MAIL FOR PRICE LIST  
mickdolphin@tinyworld.co.uk  
Visit our Website  
www.mickdolphin.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

**TSSC INSURANCE PANEL** call for  
A NO OBLIGATION QUOTE. LIMITED AND UNLIMITED  
MILEAGE WITH AGREED VALUE AND BREAKDOWN  
RECOVERY FOOTMAN JAMES 0845 458 6760  
ADRIAN FLUX 0800 089 0337  
PETER D JAMES 0845 0999 500

# TRIUMPH TRADE SERVICES

## TOTALLY TRIUMPH

Open 7 days North West Dedicated Triumph Workshop Established 1988

01565 777 577 MOBILE 07860 26 62 62

SPITFIRE - HERALD - GT6 - VITESSE - TR7/8 - STAG -  
DOLOMITE - 2000/2500 - KIT CARS

Service - Repairs - MOT's - Bodywork - Restorations New & Used Parts  
Chassis, Bodies, Engines (any spec), rebuild to order (collection & delivery)  
Vehicle collection & delivery nationwide 24hr Recovery

JUST OFF M6/M56 (North Cheshire) PHONE FOR DIRECTIONS

## DOUGLAS MOTOR SERVICES

SPECIALIST RESTORATION AND  
REPAIRS FOR THE TRIUMPH  
OWNER

SERVICING AND MOT WORK  
FULL BODYSHOP FACILITIES  
EX TRIUMPH DISTRIBUTOR  
40 YEARS EXPERIENCE

GRAFTON INDUSTRIAL EST  
NORTHAMPTON  
01604 632201

www.dmsport.co.uk

## BRODIE MOTOR SERVICES

RESTORATIONS, MOT  
WORK, SERVICING ON ALL  
MAKES OF TRIUMPH

AT VERY  
COMPETITIVE PRICES  
OVER 20 YEARS  
EXPERIENCE

FRIENDLY SERVICE  
TEL: 01206 562597  
www.brodiemotorservices.co.uk  
COLCHESTER

## WEST COUNTRY TRIUMPH

★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6  
★ Accident repairs, resprays ★ Full or part restoration,  
★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order

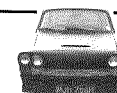


**Tel/Fax 01666 822476**

MALMESBURY, WILTS

www.westcountrytriumph.com

e-mail: raybrown@westcountrytriumph.co.uk



## www.CHRIS WITOR.com

**TRIUMPH 2000, 2.5 SPECIALIST**

WIDE RANGE OF PERFORMANCE AND STANDARD SPARES

**TEL: 07000 200025**

Mon - Fri, 9 - 1 & 1.30 - 5.30

**FAX: 01749 671404**

Our 4-page Ad can be viewed in the Triumph 2000/2500/2.5 Register Magazine 'SIX Appeal'

OFFICE 01592 722999  
PARTS DEPOT & FAX  
01592 722666



**CONTACT THE EXPERTS  
SCOTLAND'S LARGEST  
MG & TRIUMPH  
DEALER**

**FAST MAIL ORDER SERVICE**

**FROM A BOLT TO A BODYSHELL  
NEW OR SECONDHAND  
WE WILL TRY TO HELP YOU  
WHATEVER THE CAR TYPE**

**TSSC INSURANCE PANEL.  
CALL FOR A NO OBLIGATION QUOTE.  
LIMITED AND UNLIMITED MILEAGE WITH AGREED  
VALUE AND BREAKDOWN RECOVERY  
FOOTMAN JAMES 0845 458 6760  
PETER D JAMES 0845 0999 500  
ADRIAN FLUX 0800 089 0337**



SPECIAL OFFER TO  
TSSC MEMBERS  
FROM



ALL ADVERTS PLACED WILL  
APPEAR ON THE TSSC  
INTERNET WEBSITE, FREE!

# THE COURIER ADVERTISING FORM

The Courier is the best and most cost effective medium for selling your Triumph, and there's now an added bonus. For **ONLY** an extra £15.00, you can reach an additional 1.3 Million classic car enthusiasts. Your advertisement can appear in a special TSSC section in Classic Car Weekly and in Colour in Practical Classics magazine (Add £5.00 to total advert cost for full colour photograph in Practical Classics), the best selling practical car magazines on sale today (**published in the next available issue**). **NOTE:- EMAP publications deadlines differ to Courier.** Simply complete the form below indicating clearly whether you want your advertisement to appear in The Courier AND Practical Classics/Classics Car Weekly, or The Courier only.

***Do you wish your advert to appear on the TSSC Website?***

## ADVERTISING RATES (inc. VAT)

Tick as appropriate.

**PLEASE ADD £5 TO TOTAL OF PRACTICAL CLASSICS ADVERTS IF SUPPLYING COLOUR PHOTO.**

Credit Card adverts can be  
PHONED OR FAXED  
(01858) 434424  
(01858) 431936

<input type="checkbox"/>	<b>THE COURIER AND 2 ABOVE MAGAZINES</b>
<input type="checkbox"/>	Triumphs for Sale/Wanted: ..... Members ..... <b>£29.00</b>
<input type="checkbox"/>	Non Members ..... <b>£37.70</b>
<input type="checkbox"/>	<b>Spares for Sale/Wanted: ..... Members ..... £17.50</b>
<input type="checkbox"/>	Non Members ..... <b>£22.75</b>
<input type="checkbox"/>	<b>THE COURIER (ONLY)</b>
<input type="checkbox"/>	Triumphs for Sale: ..... Members ..... <b>£14.00</b>
<input type="checkbox"/>	Non Members ..... <b>£18.20</b>
<input type="checkbox"/>	Spares for Sale(Non Trade) Members 25 words only Free
<input type="checkbox"/>	I advert per issue with current membership number
<input type="checkbox"/>	Spares Wanted: ..... Members ..... <b>£2.50</b>
<input type="checkbox"/>	Spares for Sale/Wanted: Non Members ..... <b>£3.25</b>
<input type="checkbox"/>	Triumphs Wanted Members/Non Members .... <b>£3.25</b>
<i>All the above advertisements are limited to 25 words.</i>	

MODEL + MK

## METHOD OF PAYMENT

Tick as appropriate.

Cheques/Postal Orders (Payable to TSSC Ltd.) or your  
 Visa/ Mastercard/Maestro must accompany your ad.

☐ Cheque/ Postal Order (Value £.....)

☐ Visa/ Mastercard/Maestro (Value £.....)

Card Number \_\_\_\_\_

Expiry Date \_\_\_\_\_ Valid From \_\_\_\_\_ Issue No. \_\_\_\_\_

Sig Ver.No. \_\_\_\_\_ (last 3 digits on Signature Strip)

Cardholder Name/Address \_\_\_\_\_

DAY TEL NO. (STD) \_\_\_\_\_

Membership No. \_\_\_\_\_ (if applicable)

**Tel: (STD)**

### Location

Contact Name

**Send completed form with remittance to: Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TF.**  
**PLEASE NOTE:** The T.S.S.C. reserves the right to refuse or withdraw any advertisement at it's discretion and **cannot be held responsible for printing** although every care is taken to avoid mistakes. Advertisements received too late for a particular issue will automatically be inserted in the following issue.  
**Adverts placed CANNOT be cancelled.** Non members wishing to receive a copy of The Courier, add £2.50 to total.



# THE TRIUMPH SPORTS SIX CLUB

**MAIN STREET  
LUBENHAM  
MKT. HARBOROUGH  
LEICESTERSHIRE  
LE16 9TF**

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



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

## Over the Counter



*The majority of Products listed are available over the counter at the Club Shop during normal opening times. Why not pay us a visit and buy your parts at the same time!*

## Where to find us



## Or on the WEB!

**A wide selection of Club products are now on the net! Visit the Club site, and place your order using our interactive order form.**  
**[www.tssc.org.uk](http://www.tssc.org.uk)**



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