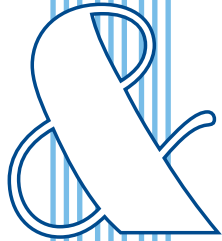


Toledo

1500



Triumph Toledo



STAG

40TH ANNIVERSARY

**COME & SEE THE
STAG & TOLEDO/1500
40TH ANNIVERSARY
DISPLAYS AT STAFFORD**

August 20th to 22nd 2010

International Family Weekend

STAFFORD County Showground

MEMBERS WEEKEND PRICE £17.50

PER PERSON PRE BOOKED

UNDER 16's FREE

TEL. 01858 434424



PYJAMA PARTY!!

Saturday Night

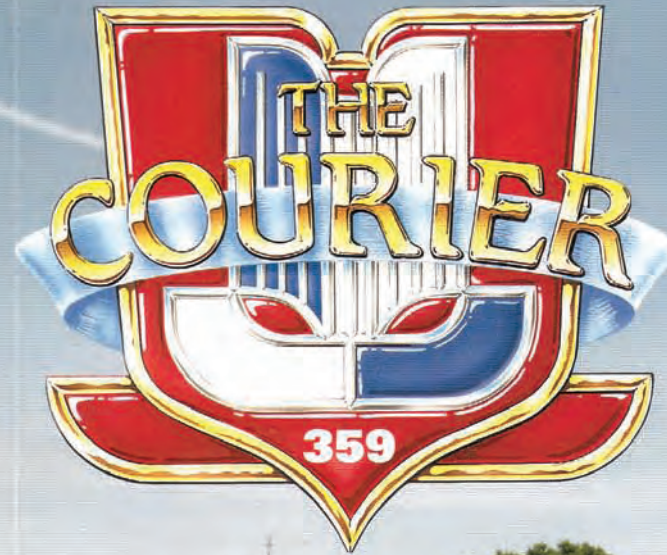
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Triumph Sports Six Club

The Courier 359

MAY 2010



MAY 2010

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
No.359 Vol 31. MAY 2010
Price £3.50 Free to Club Members.

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e-mail: courier@tssc.org.uk

We will only accept TXT files NO Attachments

Courier Copy By 8th of Each Month

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COUNCIL MEMBERS 2010

Chris Baker, Nigel Clark,
Adam Easton, Pip Flegel, Chris Gunby,
Claire Hill, Nigel Hill, Derek Holman,
Jane Rowley, 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.
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CELEBRATE THE STAG'S
40TH AT THE SOUTH OF
ENGLAND MEET!
PIC
KAREN CHIGNELL

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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2010 EVENT INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

May 2010

SAT/SUN 1/2 MAY 2010

TSSC AVON AREA CLUB STAND AT THE FOOTMAN JAMES, BRISTOL CLASSIC CAR SHOW, ROYAL BATH & WEST SHOWGROUND, SHEPTON MALLET.
CONTACT JUNE – 01454 327059

SAT 8 MAY 2010

TOTALLY TRIUMPH CLASSIC CAR SHOW
WALLACE PARK, LISBURN, CO ANTRIM.
CONTACT DOUG 028 2564 2770
OR 07707 288233

SUN 9 MAY 2010

SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
CONTACT GUY 01672 514241

June 2010

FRI/ SAT/SUN 4/5/6 JUNE 2010

TSSC NORTHANTS AREA PRESENT
A STANDARD & TRIUMPH RALLY
WICKSTEED PARK NORTHANTS
CONTACT ADAM EASTON 01933 229992

FRI/ SAT/SUN 11/12/13 JUNE 2010

YORKSHIRE **DALES RUN & CONCOURS**
CONTACT RICHARD BRISCOE
07766 354449

FRI/ SAT/SUN 18/19/20 JUNE 2010

NOTTS AREA **5TH ROBIN HOOD RALLY**
WALESBY SCOUT CAMP NOTTS
CONTACT CLAIRE 07971 017012

SUN 20 JUNE 2010

TSSC HERTS & BEDS AREA
FATHERS DAY BASH
MILTON KEYNES MUSEUM OF LIFE
CONTACT PETER 01582 750943

FRI/ SAT/SUN 25/26/27 JUNE 2010

DERWENT VALLEY AREA PRESENTS
THE 2010 PEAK RUN
www.derwentvalley-tssc.org.uk

FRI/ SAT/SUN 25/26/27 JUNE 2010

TSSC AVON AREA CAMPING WEEKEND,
BREAN, SOMERSET.
CONTACT JUNE 01454 327059

FRI/ SAT/SUN 25/26/27 JUNE 2010

TSSC CORNWALL CAMPING WEEKEND
HIGHER HARLYN PARK PADSTOW
CONTACT HELEN & TONY SPICER
01726 851687 OR
MIKE CREWES 01872 573763

July 2010

SAT/SUN 10/11 JULY 2010

TSSC DEVON AREA CLUB STAND AT
THE POWDERHAM SHOW NR EXETER
CONTACT SUE & JOHN FRANKLIN
01548 821348

August 2010

SUN 1 AUGUST 2010

TSSC LEICESTER & RUTLAND
SUNSHINE RALLY - BROOKSBY HALL
CONTACT DAVID 07774 276564

FRI/SAT/SUN 20/21/22 AUGUST 2010

TSSC INTERNATIONAL FAMILY WEEKEND
STAFFORD COUNTY SHOWGROUND

September 2010

SUN 19 SEPTEMBER 2010

TSSC HERTS & BEDS **ALL TRIUMPH DAY**
DUXFORD IMPERIAL WAR MUSEUM
CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

May 2010

FRI/SAT/SUN 14/15/16 MAY 2010

NORTH YORKSHIRE TRIUMPH WEEKEND
RUNSWICK BAY NR WHITBY
CONTACT ANDY 07827 311423

SUN 23 MAY 2010

STANDARD TRIUMPH MARQUE DAY
PRESCOTT HILL CLIMB
GLOUCESTER

SUN 30 MAY 2010

HASLEMERE CLASSIC SHOW & TOUR
CONTACT ROSS EWING 07802 347727
www.ross-ewing.co.uk/haslemere.html

OVERSEAS EVENTS (CLUB INVITED)

July 2010

FRI-SUN 9-11 JULY 2010

LE MANS CLASSIC

“Comment

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

TSSC Council of Management

The Council of Management is the team of TSSC members who provide the direction and leadership for our Club. Council members are all dedicated volunteers who come from many walks of life, with a range of experience they bring to the Club; the qualities all Council members share are a passion for Triumphs and total commitment to the Triumph Sports Six Club. Council members are elected and regularly re-elected at the Club's Annual General Meeting and anyone who has been a member for more than three years can stand, so the TSSC is truly a democratic organisation.

There are some important changes happening within the Council of Management at the moment. Mike Crewes, who has been General Secretary since 2006, had some while ago announced his wish to retire from the Council with effect from the 2010 AGM, for personal reasons. I would like to take this opportunity to thank Mike for his many years service on the Council and for his leadership as General Secretary, which is a very demanding role. Mike has successfully steered the Club through some challenging times.

Mike's retirement of course raises the question of succession. When considering how to follow him as General Secretary (clearly an impossible task!), the Council has decided to make an important change. The General Secretary has many responsibilities, including chairing the Council meetings, formal administration on behalf of the Council and the Club and acting as a spokesperson or figurehead throughout the classic car world. Given the complexity of the role of General Secretary, and our good fortune in having a number of excellent candidates, the Council has decided to split the role. In future, the TSSC will have both a Chairman and a General Secretary, a structure which has in the past proved successful for the Club.

It is a great pleasure to be able to announce the appointment of Dave Smith to the position of Chairman and Vivien Thompson as General Secretary. Both bring us a wealth of experience and the Club is fortunate to have their service. Many will know Dave as the long-time Area Organiser of the thriving Leicester and Rutland area of the TSSC and organiser of the annual Sunshine Rally. He has also served on the Council for over two years.

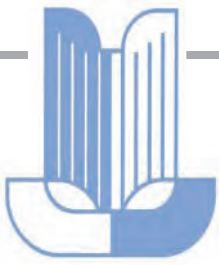
Vivien, with her husband Victor, has been active in the Club and on the Council for many years, including a spell as Area Organiser for South Yorkshire, International Concours Organiser and TSSC representative at the Standard Triumph Forum.

Dave and Vivien both bring a wealth of experience and total commitment to their roles at the Club.

Please join me in welcoming them and wishing them every success in taking our great Club forward.



I would like to close this month with a word of thanks to Peter Lewis, who was given the Member of the Year Award at our recent AGM. Pete is the Area Organiser for Herts and Beds, who under his stewardship are a very friendly and active group. Last year he took on the running of the All Triumph Day at the Imperial War Museum Duxford, which continues to be a very popular event. Pete is also well known to our online community; he is the most prolific contributor to the message board answering any and all technical queries with amazing speed and knowledge. What is less well known is that he has done a great deal of work behind the scenes, including testing, during the redevelopment of the website. He deserves our congratulations and a big round of thanks.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Dalesrun Fully Booked

Thank you everyone who has booked into the Yorkshire Dalesrun. We have reached our limit of 45 and so we have now stopped taking any more bookings.

There may still be cancellations so feel free to contact Richard Briscoe on 07766 354449 to enquire or register your interest but please do not send any bookings through the post as these will be returned to you. Please be aware we are unable to accept anyone just turning up on the weekend and will unfortunately have to ask anyone doing so to leave the site.

Thank you for supporting us,

The Dalesrun Team

TSSC West Yorkshire End of Year Bash

Please note that the dates have changed for this event. The weekend will now be **Friday 10th September to Sunday 12th September**. The event will be held at Major Bridge Park, Holme-Upon-Spaldin-Moor, East Yorkshire. Please see the advert in the back of the magazine or contact Alan Heaton on **01274 781814 or 07944 909823**

Classic Triumph Invitation Race

JIGSAW Triumph Specialists of Corby, will be holding their third annual Classic Triumph Invitation Race as part of the Classic Sports Car Club meeting at Mallory Park over the **August bank holiday weekend**.

Entrants from the previous races have included a selection of Spitfires, GT6's and a



Vitesse, various TR models from TR2-6, a couple of Dolomite Sprints and even a Peerless.

For 2010 we would also like to try and get a couple of Standard 8 or 10's, 2000 and other Triumph engine production cars including Swallow Dorretti, Fairthorpe and Warwick, if possible. All cars are required to be race prepared and likewise a minimum of National B race licence is required for the driver. Entry to the race is by invitation of the organisers.

For 2010, our third race, we shall revert to our original format of a 20 minute race, and entries are now being accepted.

For further information on the race please contact Mark at JIGSAW on **01536 400300** or check the Jigsaw website:

www.jigsawracingservices.co.uk, for further details on entries.

Saturday Club Shop Opening

You will note that the Club Shop starts opening on Selected Saturdays from May. To make sure you don't have a wasted journey please ring Garth the week before to ensure he has the parts you want in Stock. **Tel. 01858 434424**



HQ OPENING TIMES

MAY- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SHOP OPEN SATURDAY 15TH MAY

10.00 AM - 1.00PM



www.tssc.org.uk



www.tssc.org.uk



www.tssc.org.uk

JUNE- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SHOP OPEN SATURDAY 12TH JUNE

10.00 AM - 1.00PM



The Club Shop will be attending the forthcoming show

SOUTH OF ENGLAND MEET

LEATHERHEAD - Sunday 9th May 2010

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

Council of Management Meetings

16TH MAY 2010

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: **Vivien Thompson**
TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster
South Yorkshire. DN5 7LG. or email: gensec@tssc.org.uk

TSSC INSURANCE PANEL

Footman James

0843 357 1790

www.footmanjames.co.uk

Peter James

0121 506 6040

www.peterjamesinsurance.co.uk

Lancaster Insurance

0800 013 0080

www.lancasterinsurance.co.uk/tssc

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- 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
e-mail. chrisbaker_7@hotmail.com



Chris Baker

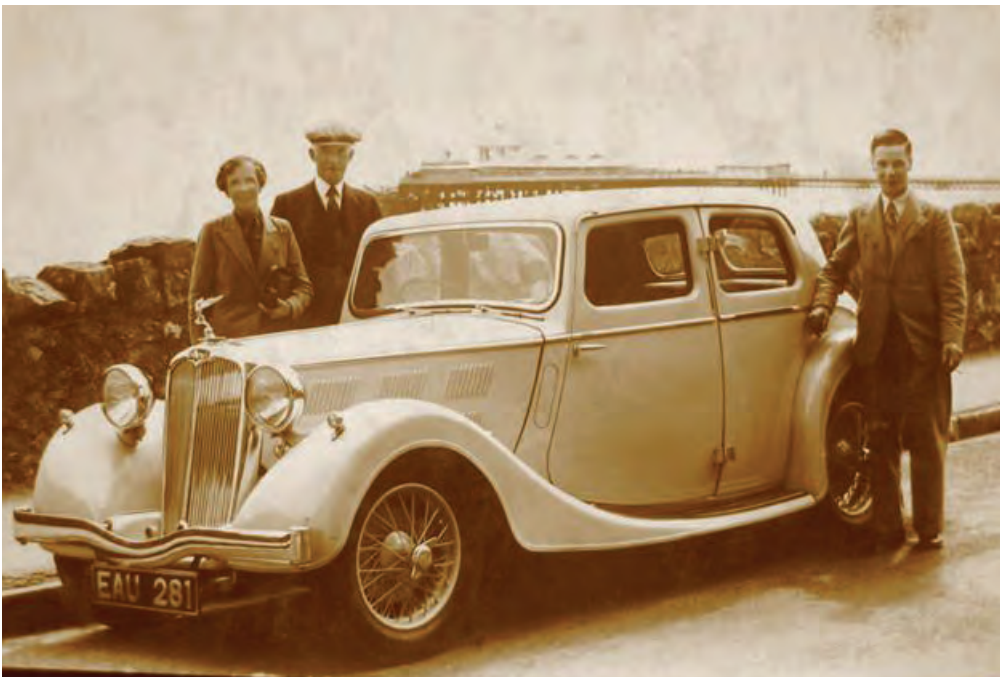
Triumphs in the family

I am not the first person to own a Triumph in my family tree. Triumph cars have been in my family since 1937 when my grandad Ken Oxley standing to the right in this photo bought his first Triumph. He started out with a Peugeot which he owned for all of two weeks until he traded it in for a 1937 Vitesse pictured below.

The 1934 Gloria Vitesse shared more than a passing resemblance to an SS Jaguar and was an impressive car, lets face it in the 1930s pretty much all cars were impressive. The Gloria came in a range of body styles

including saloons, coupes, and convertibles much like the later Triumphs.

The car originally featured either a range of 4 cylinder engines ranging from a capacity of 1.1 and 1.3 litre to a 1.5 or 2 litre 6 cylinder engine with twin S.U. carburettors producing 16h.p, 6 cylinder cars had a 8inch longer chassis than 4 cylinder cars, presumably to accommodate the larger engine. Later cars also benefited from a 4 speed synchromesh gearbox. The Vitesse model which is the French word for "Speed" was the first to use Triumph's new overhead valve engine based loosely on the 6-cylinder Coventry Climax



Young Members Co-ordinator

engine. It is estimated by the pre-1940 Triumph Owners Club that around 350 of these cars were made and if anyone knows the car pictured here EAU 281 is still in existence get in touch.

He then went on to own a big selection of



Triumph range, including a Dolomite with the fluted grill which some people nicknamed the fencers mask, a Lemon and White 61-62 Herald,



2000s Mk1 and Mk2, Vitesses, and also the later Dolomites.

My mother went on to buy a White Spitfire 1500 around 1980 with the number plate YAU 955S and any information anyone has on the whereabouts of that car would be well received, she used it as her daily transport till the late 90s and unfortunately myself and my sister were ultimately the reason why the car needed to go along with mum needing something a little more modern and 4 seated for her job. When the car

was for sale however I made it my personal mission as a child to remove any for sale signs and do what I could to ensure it didn't get sold. My mum now wishes I'd tried much harder.

My Mk3 Spitfire then came along in the summer of 2005 which brought Triumphs once again back into the family.

If anyone has any updates on their cars or such and would like to write in the magazine then please can you send me an email chrisbaker_7@hotmail.com

Well done on Facebook to everyone who's joined it is most definitely a success with almost 200 world wide members and 300 photos it's much bigger than I could have imagined it to be. Keep on joining and invite your friends to join and add more photos, let's see if we can spread the Triumph name and enthusiasm to keep as many cars around as possible. "TSSC Young Members"
<http://www.facebook.com/#!/group.php?gid=93511930542&ref=ts>

A promotional graphic for Triumph merchandise. At the top, the word "TRIUMPH" is written in large, bold, black letters. Below this, there are four main sections, each with a red border and a green laurel wreath logo. The first section is labeled "GIFTWARE" and shows various items like a clock, a mug, and a keychain. The second section is labeled "REGALIA" and shows a red Triumph Stag car, a red Triumph convertible, and a red Triumph sedan. The third section is labeled "MERCHANDISE" and shows three t-shirts in different colors (green, white, black) and a red Triumph sedan. At the bottom, the text "EVERY MODEL HIGH QUALITY LOW PRICES" is written in bold, black letters. Below this, there is a small image of a yellow Triumph convertible. At the very bottom, the website address "WWW.CAPRICORN1.CO.UK" is written in bold, black letters.

Standard Triumph Marque Day at Prescott

Sun 23 May 2010

A celebration of both marques at this famous venue organised by Standard Triumph Forum.

EVENT BOOKING FORM



Entrant's Name: _____

Address: _____

Post Code: _____

Tel (day): _____

Evening: _____

E-mail: _____

Your Club: (TSSC etc) _____

Membership No: _____

Vehicle Details- Model: _____

Registration No: _____

If you are taking either hill climb option we need the following vehicle details:-

Name of Insurer: _____

Policy No: _____

Complete table below with **BLOCK CAPITALS**, return with payment to: **Triumph Sports Six Club, Sunderland Court, Main Street, Lubenham, Market Harborough, Leics, LE16 9TF.**
Tel: 01858 434424 Fax: 01858 431936 E-mail: info@tssc.org.uk

Menu	No. required	Units	Cost £ Pre-booked	Cost £ on the day	Totals £
Saturday 22 May – Cotswold Run (limited numbers) (Route book tour of the Cotswold Country side) car		car	3.00	3.00	
Saturday 22 May – Evening Barbeque per person. (At Prescott – numbers will be limited)		persons	10.00	12.00	
Camping - (Fri/Sat/Sun) cost per unit per night (At Prescott site – limited spaces) nights		nights	10.00	10.00	
Sunday 23 May - Event Entrance only (one car and occupants – no hill climb or cavalcade)		per car	8.00	10.00	
Sunday 23 May - Event Entrance and Cavalcade (one car and occupants – slow speed cavalcade up hill climb) (This option only available by booking now)		per car	10.00	Pre booked only	
Sunday 23 May - Event Entrance and Hill climb (2 climbs; passengers permitted)		per car	25.00	35.00	
Sunday 23 May - Exciting Rides (Not including Event Entry) (One climb - as a passenger - with experienced driver)		per run	25.00	25.00	
Sunday 23 May – Additional Hill Climbs (subject to availability)		per run	10.00	10.00	
				TOTAL £	

Further details on local Hotels and other information will be included with your booking confirmation.

I enclose cheque/postal order payable to TSSC Ltd for £

OR:-

Please debit my Visa/Mastercard Number:

Expiry Date:

Security No.

(If the credit card is not in the name of the Entrant, please supply card holder's full name and address.)

Entrant's Signature: _____

Date: _____

STAG Register



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



Richard Briscoe

Stag Servicing

Well it's that time of year where we all seem to need to give our cars just that bit of extra special attention.

Whether you use your car all year round or just the summer months now is the time to service your Stag.

Victor Thompson has sent me a service sheet which you may find a useful tool to ensure that you check everything. It also helps provide proof that you've serviced the car whilst in your ownership and will help you keep a long term eye on vehicle condition.

Whilst the sheet is not exhaustive it does give you the information to carry out a major service. Some steps can be skipped if you wish depending on your annual mileage. I prefer to go over the top and service everything. The factory recommended a 3000 (A service), 6000 (B service) and 12000 (C service) mile service interval. I.e. your car was serviced every 3000 miles with varying degrees of thoroughness. To be honest the basic difference between the A and B service is that whilst both change the oil only the B service changes the filter. I would always change the filter as they only cost a few pounds. This means you can stick to the B and C service.

The B and C services are both pretty thorough with the C service including changing plugs and points as well as a few extra checks. The factory workshop manual gives a pretty good description of each service check.

As the cars are now reaching their 40th year I prefer to go over the top on the service inspection and do a C service every 3000 miles minus the plug changes (They will last 12,000 miles easily and electronic ignition removes the need for points)

Here is Victor's service sheet. If anyone would like a copy in MS Word format to keep and print at home I can send them via email. Please send your request to Stag@tssc.org.uk. Sorry I can only send them via e-mail.

Martin Stevenson has contacted me after I bumped into him down at Stoneleigh earlier this year.

Hiya Richard, it was nice to run into you at Stoneleigh, I hope you got what you were looking for, especially that cup of tea!

I've gone the whole hog and bought an aluminium radiator, there was considerable interest in it at Stoneleigh so I thought I would drop you this.

For some time now, I've been looking for a solution for the odd few times my Stag overheats, they are infrequent, but worrying all the same.

After a sustained fast run, at motorway speeds for example, the temperature can creep up to over 95c, normal running temp is about 85c, I should add that I have a capillary temp gauge.

When parked after a run, with the engine off, the gauge can creep up to 110c and the electric fan can run, on and off, for ten to fifteen minutes, this phenomenon is called heat sink. The radiator has only ever had anti-freeze and distilled water in it, and at every annual drain

TRIUMPH STAG Service Checklist

Date	Mileage	Service Type	Major
Item Serviced		Comments	Done
UNDER BONNET			
Engine oil - drain & refill (20w - 50)			
Engine oil filter replace (or clean cartridge)			
Automatic Transmission (If fitted) - Check/top up fluid level			
Check tension on all drive belts			
Coolant - check/replace (Flush & replace every 1 or 2 years depending on coolant)			
Air cleaner element, clean/replace			
Spark plugs - check / clean (replace every 12,000 miles)			
Distributor - clean & inspect cap & rotor arm, lubricate centre bearing, reset points/dwell angle, replace points and condenser* . (*Not applicable to electronic ignition)			
Ignition timing - check and adjust			
Carburettor - top up damper, check & lubricate linkages, adjust mixture and idle.			
Fuel Filter - check/replace			
Check condition of fuel lines, replace any hard/cracked/perished items			
Accelerator cable - check			
Brake and clutch fluid - check & top up. (Recommended to be replaced every 3 years or 36,000 miles)			
Washer bottle - check & top up			
Battery - clean terminals & top up			
Pipes and hoses - check/renew Check power-steering pump fluid level and top up.			
Check operation of viscous coupling. It should spin with resistance and turn no more than $\frac{1}{4}$ of a revolution			

Item Serviced	Comments	Done
INSIDE CAR		
Sear belts - check condition.		
Lights, indicators, horn - check (with assistant outside the vehicle)		
Instruments and interior lights - check		
Check for water leaks		
Lubricate pedal pivot points		
Hood frame - check lubricate all pivot hinge points		
Check / lubricate all door hinges and locks		
FRONT CHASSIS		
Brake pads - check/renew		
Suspension bushes - check		
Wheel hubs - check & adjust bearings		
Steering rack - check & lubricate (5 pumps only every 6000 miles)		
Steering rack gaiters - check		
Track rod ends and ball joints - check		
Braking system - check for leaks		
Clutch hydraulic system - check for leaks		
Shock absorbers - check condition & for leaks		
Front wheels and tyres - check condition and pressures		
UNDERNEATH		
Check general condition of floor panels and chassis		
Check and top up gear box (manual)		
Check and top up differential.		
Differential breather - check, hole / split pin can move freely		
Lubricate hand brake cable components		
Check condition of exhaust system, system joints and hanging rubbers		
REAR CHASSIS		
Rear wheel bearings - grease		
Brake shoes - check/replace		
Hand brake cable & linkages - check/adjust		
Prop-shaft - grease all sliding joints / U/J s (where fitted with greasing plugs)		
Rear suspension arms - check		
Shock absorbers - check condition & leaks		
Rear wheel and tyres - check condition and pressures		
SPECIAL OPERATIONS		
Check condition of bodywork		
Spare Wheel and tyre - check condition and pressure		
Check tool kit and jack are complete		
ROAD TEST		



and flush, the coolant has come out clean. I had thought about an electric pump, but was put off by the complexity of the control system. I had spoken to John and Mick at E.J. Wards about this on a few occasions, and they had suggested an aluminium radiator. After some humming and hawing I bought one, Mick fitted it there and then, and the journey home was an eye opener.

I took the long route so that I could cruise fast as a test, the temperature rose to 85c and stayed there, in a traffic queue, it crept up to about 88c, after getting home and switching off, I waited fifteen minutes, then checked the temp again, it had risen to about 93c, the heat sink has been dealt with.

Needless to say I'm delighted, and I'm looking forward to the summer (please) to see how she behaves on a hot day.

Martin Stevenson

Thanks for that Martin this piece of information has already proved useful to at least one other member. Overheating is the major worry with the Stag and obviously reducing heat sink and high motorway temperatures will help prolong engine life. My dad's Stag runs at 85 – 88 deg C on the motorway – even on the hottest day but the gauge shoots up once you switch the engine off to 110 – 120.

I suspect an aluminium radiator may be on the cards once he reads this!

Keep running on eight,

Richard

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Web: www.yorkshiretriumphs.co.uk

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GT6

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2000/2500/2.5PI Register



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Mark Blease

Buyers Guide

When it comes to classic cars, they don't come much more practical than the 2000 / 2500 car range.

Four doors, comfortable ride, good to drive and with a commodious boot, what more could you ask from a "practical classic"? Buy the estate version, and the family dog can come along too. And although values have risen in recent years, the Triumph big saloon range still represents superb value for money.

So, you've decided that a Triumph "big saloon" is the car for you, what do you need to look out for? As with any car that's getting into its fourth decade or beyond, perhaps the most important item is: **RUST**

Triumph weren't generous with the rustproofing, so many big saloons have succumbed to terminal rot. Luckily, many were bought by well-healed individuals who treated their shiny new executive car to extra rustproofing - but finding an original one now will be difficult.

As with most cars without a separate chassis, the big saloon range relies on its sills for

strength (*Photo 1*). Check the full length of the inner and outer sills both outside and underneath the car, also lifting the carpets to check the floorpan to inner sill joints. To repair the sills properly is quite an involved task and can prove expensive - if repairs have already been carried out, check they have been done properly and not just to a "through the MOT" standard. Whilst you are groveling around dirtying your jeans, check the front outriggers.

Check the front wings around the joint to the



lower valance, and check that the drain holes at the rear of the front wings are not blocked. The area around the wheel arches is double-skinned and can act as a moisture trap, so run your fingers around these to check for rot or filler repairs (*Photo 2*).

The rear suspension mounting points can weaken through rust. Check around the rear subframe mountings (at each side just behind the sill) and if possible lift the rear seat squab to check the floorpan condition from above



3. *(Photo 3).* The top spring mounts on the rear box sections can also weaken, so check here and for an unequal ride height.

The rear valance can rot underneath at the



4. joint to the boot floor, and on Mk2 models the upper seam where it meets the rear light panel.

Check the door bottoms for rot *(Photo 4)* - supplies of solid second hand doors are drying up rapidly.

Watch out for rust in the rain gutters either side of the roof - an unusual place, but it's not unknown for rust to take hold there.

The 2000/2500 uses quite a complex

bodyshell design, so it is definitely worth checking very thoroughly or take someone along who is familiar with the big saloons.

The rule is always to buy the most solid body - mechanical components are much easier to put right.

ENGINE

The Triumph straight six is a strong, simple and tough lump of cast iron. Mileages of between 100,000 and 200,000 without major surgery are not unheard of, but the 2-litre powerplant tends to fair better in this

respect than its longer stroke 2.5 litre cousin.

The main weakness is the crankshaft thrust washers which can wear and, in extreme cases, drop out completely.

To check for wear, lever the crank as far forward as you can and then as far back as possible, made easier in a manual car as an assistant operating the clutch will do the job for you. The acceptable endfloat is around 0.010" - more than this and the thrust washers have worn. Once the play approaches 1/8", it is likely the thrust washers have dropped into the sump with resulting damage to the block and crankshaft.

The 2.5 litre engine is much more likely to suffer from thrust washer problems but it is a worthwhile check on all straight six Triumph engines. The original oil filter canister has no anti-drain valve, so after a cold start the engine bearings can be starved of oil for a few vital seconds while it refills.

To overcome this, it is strongly recommended that a spin-on oil filter conversion kit be fitted, using a modern filter with anti-drain valve,



which will also mean easier and less messy filter changes (Photo 5).

The fuel and ignition systems are generally robust, using tried-and-tested components from Lucas, SU and Stromberg that will be familiar to most Triumph owners. A well set-up 2000 or 2500 will tick over and rev smoothly, but don't expect instant throttle response, as these are long-legged, torquey engines.

The fuel injection system fitted to the PI models gained an unenviable reputation for fragility, but this has now been corrected with modern techniques and servicing knowledge. To keep a PI system in fine fettle will invariably be more demanding than a carb-fed engine, but the reward will be driving a true sporting saloon.

TRANSMISSION

Gearboxes are quite tough but don't expect a particularly crisp gear change as they don't like to be hurried through the gears. Overdrive was a common and worthwhile fitment, coming in A and J type variants. Both are strong and generally reliable, the most likely cause of problems being electrical. The overdrive shares its oil with the gearbox so a low oil level here will give overdrive troubles.

Clutches can be problematic on the big saloons. Inadequate disengagement can sometimes be cured using a replacement slave cylinder which gives a longer travel. The flexible pipe connecting the master and slave cylinders can also become soft due to age and heat of the engine, and can result in some pedal travel being lost. The best advice is to test drive the car and see how it feels. Clutch

judder can sometimes be caused by the engine and gearbox mountings. The rear gearbox mounting in particular has a hard life, as it invariably gets soaked with oil - most replacements are not manufactured to the same standard as the originals giving a limited lifespan.

Differentials are quite tough but tend to leak - on a leaky diff it is worth checking the breather hole on top of the casing, a blockage will cause excess pressure to build up inside the unit. If the front oil seal is at fault they are relatively simple to replace. Treat a whining diff as a price negotiation tool, they tend to go on like

that for thousands of miles.

Clonks from the rear end are fairly common and can be a combination of wear in the propshaft and driveshaft universal joints. The driveshaft splines can also wear and this, along with worn trailing arm bushes can produce the infamous "Triumph twitch" endured by big saloon and Stag owners alike. Unless they are very worn the splines can be cleaned and re-greased, and the trailing arm bushes replaced with polyurethane versions.

Auto transmissions are standard Borg Warner 35 and 65 units and are tough, regularly covering 75,000-90,000 miles before needing attention. However engine drive-plates are a weak point and can crack.

SUSPENSION

Lots of soft rubber bushes were employed to isolate occupants from the road, but over time will have perished or worn. Most if not all are relatively easy to replace, and in most instances benefit from upgrading to polyurethane versions which last much longer. Many prefer to stick with the original rubber items for anything contacting the body, to keep the famous big saloon smoothness.

The above is intended as a very quick guide only (please let me know if I've missed anything!) and as with all classic cars common sense should prevail. Thoroughly check any prospective purchase and don't rush into buying the first one you see. Your reward will be a usable, comfortable and, best of all, a reliable classic car. Until next month!

Mark



TSSC MEMBER OF THE YEAR



Peter Lewis (Right) receiving the **Roger Thornton Memorial Trophy** as TSSC Member Of the Year 2010 at this years AGM from TSSC General Manager Nigel Clark. The award is decided by the Council Of Management for the member who has shown considerable commitment to the TSSC either for a particular activity or as in this case, over a longer period of time.

Peter is the Area Organiser for the Herts & Beds Area and along with his duties there including organising the Duxford All Triumph Day he also helps out on the TSSC Website as a regular on the Forum and with entries for the Club Shop.

GT6 Mk I - II - III Register



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Colin Lindsay

Stoneleigh or Bust!

What's red orange and yellow and looks good on a Land Rover Discovery? **Fire.** Not just any Discovery but the one that decided to blow a top radiator hose while I was passing Kendal on the M6 en route to

of matches and the AA man didn't smoke. This is the reward I get for a winter of polishing and servicing, not to mention the rear graphic made specially for the Stoneleigh trip.

So: the intended article on the show and all the autojumble bargains is up the loft, and Stoneleigh is now a four letter word. No doubt I'll discover that Kendal Hose is something they wore in the Dark Ages.

I've spent the time I should have been away rebuilding the GT6 engine to cure the heavy oil leak from the front of the block which dripped on the MOT tester in 2009 and almost lead to a test fail. I've realised that it's like the classic horror film *The Omen* - in every photo of SAL the



Stoneleigh. Hoses no longer look like hoses; this was a cross between a set of bagpipes and an octopus and completely unrepairable. The AA may have been sympathetic and admittedly did offer to help me continue the journey, but only if I made my own way home.

Not much of a choice then, so it was back to Stranraer and the last ferry of the night home, arriving totally fed up on the back of a transporter at 4am. Sadly I was short



GT6, there's the same dark patch under the engine, no matter where it's actually photographed.

Identifying exactly where it was coming from was difficult, due in no small part to the engine fan blowing the oil back along the underside of the sump, so all I could



stripped the threads it was going to have to come out anyway – along with the entire engine as the sump is hard to remove with the engine in place.

Once the engine was removed I identified two possible suspects – the timing cover oil seal was discoloured along the bottom edge, and appeared to be badly fitted. Old seal out, cover cleaned up, new seal

do was address each area in turn and seal everything.

Due to the backwards slant of the GT6 engine any rocker cover oil leak is likely to be from the rear, and a quick check of the head showed clear in this area. The head gasket too was suspect, after my discovery of tadpoles in the expansion bottle – see photo above - little drops of pure engine oil in the water attaching themselves to the plastic sides.

On the front of the engine there was no trace of oil coming from the timing cover crank seal; however as timing cover, front plate and sump all meet at the same point at the bottom I couldn't have identified the culprit from visual inspection anyway. If you remember the

in, and tightly this time – job done in five



minutes. The other suspect pleaded guilty after a quick inspection – caught red handed, m'lud! Not only badly worn and pitted on the inner face, this alloy sealing block was actually bent. There was no way the sump gasket could have compensated for the distortion, so here was the source of all my troubles.

It was whilst searching for a replacement alloy sealer that I discovered Classic Technologies (there website address is www.classic-technologies.com) were manufacturing these in steel, and I quote from their website:

"The original sealing block has several serious design issues. The material that it is made from is soft, which is not an ideal choice for a part with threads. Making matters worse, the two holes that intersect the counter-bored holes require shorter bolts



article from March I had suspected the alloy sealing block, and since I'd

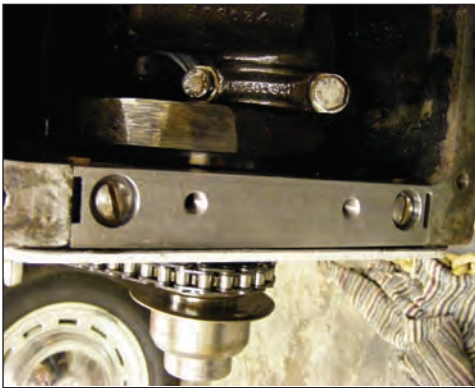
and have inadequate thread engagement (length of the bolt in contact with threads). The rule of thumb for this is about 1.5 times the diameter of the bolt. For softer materials, it should be 2 to 3 times the diameter of the bolt. The bolts for the sealing block are 5/16-24, so for the original sealing block, the minimum thread engagement should be close to 15/16" (3 diameters). The two bolts that intersect the counter-bored holes only have a thread engagement of 3/8", just over 1 diameter. This is why these holes are so prone to stripping. The manual has a lower torque setting for these bolts because of this; but these bolts are on the



the man in the Red GT6!
The block duly arrived – and was hand-somely charged Customs duty too, in fact £32.50 on a part costing £43. I must get round to attempting to claim it back... however the new block was worth the money. I could have displayed it as a sculpture. Precision-cut, beautifully made and far more solid than the one it replaced – and of course,



bottom edge where the seal needs to be the best. Additionally, to have a good



seal, the bolt torque around the gasket should be uniform."

Obviously mine wasn't, and I didn't want to risk a second-hand replacement giving the same trouble of stripped threads or distortion. These blocks are also for sale on eBay by member goldblma, which was all the encouragement I needed. Sold to

little danger of stripping threads. It was fitted in an instant, even the wooden sealing wedges looked hand carved, compared to the B&Q off-cuts in my gasket set. New front gasket fitted, and I took the opportunity of fitting an alloy front plate too (Pic above) – vanity I know; I'm not after weight saving or I'd leave the car alone and lay off the pies myself, but it looks clean and shiny; more importantly I didn't want to find out the hard way that the old plate was warped or bent, thereby creating yet another oil leak.

Sump replaced, all painted and clean, and the engine slotted back into place in an afternoon. I still get that feeling of amazement when the engine turns over for the first time and doesn't go bang, and even more so when it starts up and nothing flies off. And... guess what? No oil leak. I may actually have done something right, although only time and a good long motorway run will tell. Next time your engine is out, or if you're in the

middle of a rebuild, replace the seals as a matter of course whether they look like they need it or not – it saves bother later on; and inspect the alloy sealing block too!

On a lighter note, for those of you who haven't yet indulged in hero-worship during the commercial breaks: the new Lucozade advert features a green GT6 Mk1 driving through the snow on a dark cold night. Our intrepid driver meets a herd of deer... does he brake, and overturn? No, for he's just had a bottle of Lucozade, which keeps his brain so alert he swerves off through the trees around the deer and back onto the road, leaving his passenger staring at him in amazement, probably wondering where the rear view mirror has gone. I've no idea why they picked a GT6 for the ad, but it's one up for Triumph – going by some of the comments posted on internet forums there's a little bit of

jealousy out there...no, the GT6 was not written off but computer-morphed into the



upside-down crash position. Is it true that if Michelotti had designed the Lucozade bottle it wouldn't have had a cap, but the entire top half would have opened to allow easier pouring?

See you next month

Colin

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Derek Giles

Every Car has a Story

I had an e-mail from Karl Overall in early March titled "Every Car Has a Story" asking if I would like to use it for the Courier. This is one of the ways I get a chance to learn more about owners and their cars, so I was pleased to say yes.

So it's over to Karl:

'Hmm' where do I begin, my Dad bought XMF 997G (a convertible) in September 2004. After years of pleading with my Mum,

arches, as well as a few blisters on the bonnet. Then there was the test drive, which showed up a very whiny gearbox, so I said to my Dad, "best leave it as it looks like a heap of trouble". A week later we picked her up for the princely sum of £1000.

Over the next couple of years the hood was replaced as well as the driver's seat, twice, (I bought the wrong type for him one birthday). Then he fitted a set of Dolomite Sprint alloys, not much use keeping it original as it already had a second-hand Dolly 1300 engine. This was fitted in 1994 when the car had a body off restoration, and (we all know the original wheel was huge) a sports steering wheel!

Now for the saddest part of the story, in July 2008, after suffering from depression on and off for the last 10 years, my Dad decided to take his own life in his beloved Triumph Herald. A very traumatic time for me and my mum, Dad was gone, how would we carry on?

As for XMF, she was dragged off to a compound for police investigation. Then after a few months it came time to collect XMF. My mum and sister couldn't entertain the thought of seeing her again, but I couldn't let her go even though I always joked she was a heap and that I would bury him in the car, if only I had known how he



when his last classic an MGB roadster, disintegrated on the drive of our house 15 years ago. I remember going to look at it. She was up for sale for the modest sum of £1295. When we saw her she had a torn hood and driver's seat, pitted chrome wheel trims and a fair bit of tin-worm on the front and rear wheel

really felt maybe things would be different.

After a few months of tears and guilt I took her to 'Battlebridge' car show, not very fast and the brakes weren't great, a strange experience all round; it was the first time I had ever driven a 60's car, still it was my Dad's pride and joy.

In the summer of 2009 I decided, after speaking to a few Triumph enthusiasts', that a



new gearbox was in order (the whining drove me mad) overdrive it was then. More speed less noise, I was told, so with little, well no mechanical knowledge and a Haynes manual



I took out the old gearbox, easy enough, only took 2 days and a lot of swearing. Went to fit my bargain e-bay O/D, hmm doesn't fit! A quick call to a mechanic friend of my Dads', and a new prop shaft and I was away.

A few more shows and I thought this winters little project could be a re-spray, how hard can it be to splash on a bit of paint over her and fill her rust holes; especially with all my experience, me and my Dad had run a landscape gardening company!



Well it took 3 months and it looks, well OK from a distance (about 300 yards).

A new year of shows about to start, "great" exclaims the missus, you spend more time and money on XMF than me, well don't we all! Being 29 I am often the youngest classic car owner at shows, although I have always loved classic cars as me and Dad used to go to shows when I was little. I now feel sad that my Dad has gone but feel I keep his spirit living, by keeping his car and part of our 'British Heritage' alive in XMF.

RIP Dad.

What more can I say, other than, thanks Karl.

Derek



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Rob Newton-Allen

Didn't he do well?

Some of you will remember last year I had a couple of articles written for me by a member who was suffering with his Herald addictions and Herald afflictions. This member needed to get a few things off of his chest and his way was to put it in writing. Well he has now gotten over his issues and his final outpourings follow below. For the sake of his sanity he will remain anonymous. So for now I will just call him Steve.

rebuilt and sprayed, and all running gear re-fitted with largely new components.

During the winter of 2008/2009 the restoration slowed down but I managed to push on and rebuild the engine. I'm not going to outline the rebuild in any detail as I'm no expert and certainly cannot do as good a job as the various manuals readily available from other sources, instead I will just mention some of the key points in my own rebuild.

One of the first things I noted was the engine number as this proved that this is the original block as detailed on the English Heritage Certificate. Bolstered by this good news I decided this engine



Pic 1.

would be rebuilt regardless of whatever I find when stripping it down. I had already completed a compression check before I took the car off the road so I knew the engine was in good order.

The engine came apart with no problems or horror stories and nothing snapped or stripped. I was pleased to see there is no lip on the bores and no scoring, indicating that I was looking at a very good engine. The pistons also carry no manufacturers markings suggesting the

It's been over 12 months since my last update so I hope you have a good memory! You might recall that the chassis had been

engine has never been re-bored.

I next removed the main bearings and big end shells and found they were in good condition with

no scoring and were still original size, i.e. This engine has never been reground since it was first built 43 years ago – an impressive state of affairs I think you will agree? The rocker shaft was in good condition so that

that the body tubs were stored on a platform above the chassis, I now needed to devise a way of easily moving the tubs to enable me to work on them. Most people begin with the front tub but I decided to start with the rear as this occupies most of the available garage space, my plan being once finished to drop it on the chassis so I could easily wheel it in and out of the garage in one lump. After a lot of trial and error I settled on a timber 'H' frame on the upper side of the tub, and a couple of braces underneath. I could now lift the tub either way up using a sling and engine hoist.

Photograph 2

Right, now I could get to work removing what felt like a mountain

of underseal. As this is such a laborious task, I tackled the job an hour at a time over a couple of weeks, whenever I had a spare hour I would be out in the garage stripping underseal.

It was only once all the underseal was removed that the extent of rot became apparent. I was going to need two outer wheel arches and a spare wheel well as well as several patches welding in place before this tub would be ready. Don't get me wrong, the tub

was re-fitted and I did not strip the valves as I could see no good reason to do so.

The engine block was cleaned of all the gunk accumulated over its long life, what was left of the original paint was removed and finally repainted in gloss black in readiness for the rebuild. All external components were stripped and repainted where applicable before re-assembly.

I replaced the main bearings and big end shells, thrust washers, timing chain & adjuster, and all gaskets. The oil pump was well within specification so that was refitted. I really can't believe how good this engine is considering the car as a whole didn't appear to be particularly well maintained, maybe a testimony to how well these cars were built originally – or am I just lucky?

I knew the gearbox was in good condition so it was cleaned up and re-fitted along with a new clutch. The prop-shaft was re-sprayed black, universal joints replaced and the shaft attached to the diff. Finally new engine and gearbox mountings were fitted and the whole unit dropped back onto the chassis. **Photograph 1**

You may recall from my previous instalments

Pic 3.



wasn't bad considering it's unlikely to have ever been removed in the 43 years since it left the showroom. **Photograph 3**



Pic 2.

I'm not going to go into detail but I had to cut out and replace the rotten metal beginning with the boot corners where the tub attaches to the boot outriggers. These are double-skinned so a little tricky to replace but absolutely necessary for structural integrity. I also had to repair a couple of nasty holes just behind the wheel arches, the front edge of floor where it joins the front tub, and I had to fit a repair panel to the nearside rear wing where it joins the floor just in front of the wheel arch. I could not locate a spare wheel well in good condition but I did find a brand new wheel well from a Vauxhall Astra (sorry to all the purists) for only £20 from a garage closing down sale. I had to reduce the height but otherwise it was almost a perfect fit. If anyone would like to do the same then according to the label the Vauxhall part number is 9196180.

Refurbishing the front tub was more-or-less a repeat process so I won't go in to detail, but as you can probably imagine it was another round of chopping out rot and letting in new steel.

Finally all paint was removed from the underside before painting it with Kurust and rust-preventative undercoat. The only thing left to do now was to sort out the doors, bonnet, sills, boot lid and valances (if I say it quick enough it doesn't sound too bad!). Again I won't go into detail as by-and-large it's not an interesting story.

Before I moved on to these other panels I re-sprayed the tubs so I could attach them to the chassis thereby making more room in the garage. Fitting the tubs was fairly straight forward but took quite a while to align everything correctly and a few choice expletives to help me along the way.

Once the tubs were fitted I couldn't resist turning my attention to getting the engine fired up. The main loom was fitted along with dashboard, ignition circuit, brakes etc. The radiator was fitted, connected and filled and I used a jerry can as a makeshift petrol tank. It

was with quite a lot of trepidation that I turned the ignition key and low & behold there were no untoward noises or leaks so I continued cranking until the petrol got through to the engine. It fired up beautifully and sounded great. I could now drive the car backwards &



forwards on the driveway. **Photograph 4**

Between re-assembling the many mechanical components, and when weather permitted, I would turn my attention to prepping and spraying the remaining panels - bonnet, doors, boot lid, roof, sills, valances, spare wheel well, etc

I then turned my attention to fitting the new roof liner. This took a lot of patience to constantly keep readjusting the liner and slowly stretching it while holding it place using clamps and clothes pegs. Once I was happy with the fit I worked my way around gluing the edges down. It's not quite factory perfect but I am very happy with it and would recommend anyone contemplating this job to take the plunge and do it.

Once the liner was fitted I was able to refit the roof and windscreens. I was quite taken aback at the cost of new windscreen rubbers so I only replaced the front and rear ones as the original ones were just too far gone. The rear side screen rubbers cleaned up very nicely despite being over 40 years old so were refitted and now look like new. It was starting to look like a car again.

The doors were fitted out with new window

channel liners, furlflex glass seal and new window rubbers. This should now hopefully ensure water-proof and rattle-free doors.

Moving to the interior of the car I fitted a new fibreglass gearbox tunnel, moulded carpets in Matador red to match the seats and door cards, and new inertia seatbelts. The front seats were already in excellent condition as the previous owner had them refurbished not long before I bought the car, but I had to source a replacement rear seat as the original was water and sun damaged. The door cards underwent a scrubbing session with soapy



By now I was getting to be quite an accomplished welder and, although I say it myself, I reckon I did a pretty good job with this repair. **Photograph 6**

It was now autumn 2009 and it was at this point that I got a little anxious to re-spray the bonnet and boot lid before the weather changed and in my haste didn't make a great job of it. Close up you can see it's a little patchy, but no big deal, I'll just redo it this summer.

The bonnet and boot lid were fitted, followed by chrome trim, badges and radiator grill. By now the car was looking great and



water and nail brush and came up like new. **Photograph 5**

The one major item remaining was the bonnet, which of course includes front wings and wheel arches. The original bonnet was not in great nick but I managed to find one that was 90% refurbished, all it needed was a repair section beneath the offside sidelight which had rotted out but had been hidden quite well with filler and mesh, which is the reason I had missed spotting it in the first place. The repair was accomplished by cutting out the rot and letting in new metal.

I was almost happy enough just to stand back and admire it without ever driving it!

It had now been just over two years since I began the restoration in October 2007 and it was finally booked in for its MOT. It initially failed the test due all the lights failing and the fuel pipe becoming unclipped from the chassis.

I wouldn't have minded but I checked the lights once it was booked in for the test, and again just before I drove it to the garage. It turned out to be a faulty bullet connector block so at least it was an easy fix, and the sparks under the dashboard led me straight to it! The car finally

passed the MOT on November 23rd last year. Unfortunately, due to terrible winter weather I wasn't really able to use the car, there was no way I was going to drive this labour of love on snowy and salty roads. Up until late February I only managed to clock up 41 miles. I have now started to make up lost time and several people have commented on seeing me driving around Shropshire.

The shakedown testing went relatively smoothly with the only faults being a failed

myself a little work to do - the re-spray of the bonnet and boot lid and fitting of new rubber bumpers (well I need something to keep me occupied through the summer months). Other than these two jobs the car is in perfect running order and is probably the nearest experience to driving a new Herald as I'm ever likely to get. I'm now looking forward to getting out & about during the summer and will be attending a few local shows to show off my near-perfect Herald.
Photograph 7



Pic 7.

speedometer requiring a replacement cable (one of the few parts I didn't replace during the rebuild) and a failed throttle cable. I'm not sure why the throttle cable failed as it was brand new and only did about 20 miles before failing, luckily within a few hundred yards of home.

Although the car is now in use I have left

Many thanks again to 'Steve' and I hope by sharing his problems with us all he has now got over all his troubles and is enjoying his Herald. Summers nearly here and hopefully this month I will see some of you at SEM and who knows... This time I might be driving a Triumph...

See you there

Rob

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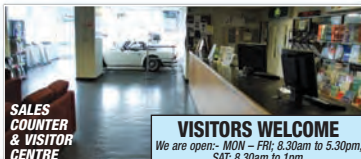
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Trevor Collett

George's Car - Part 2

I hope you haven't found the last four weeks too difficult, waiting for the second, and final, installment of the George Scott Douglas TF story. Your patience is rewarded:

supplied with the body kit was too narrow at the top to take a fuel filler fitting (Douglas put theirs on the side). I decided that there was room to extend the tank cover and with an improvised mould added another couple of inches of fibreglass. Whilst in GRP mood I

Eventually I was ready to fit the body to the chassis. After careful study of the Douglas build manual, things went together fairly smoothly. The body mouldings were very well made and were good fits. They had been carefully handled and were rugged enough not to have warped or shrunk during the crucial curing period after removal from the body moulds.

I obtained an Austin Maxi radiator from the local scrap yard. This was then re-cored and the bottom tank reversed and modified. According to the build manual the petrol tank would fit straight in to the chassis extension that Douglas had provided. It didn't! They had built their car from a 1200 Herald, whereas mine was from a 13/60 with a larger tank. A phone call to Southern Triumph Services in Bournemouth confirmed that they had a 1200 tank that they were willing to swap. The fibreglass tank cover



also moulded a glove box for the dashboard and stiffened the steering column mount area. And so things progressed, with numerous hiccups along the way, but each being sorted out in turn.

The electrical side went well. The original loom was in good condition and by dint of shortening some leads and extending others I was able to re-use it. The only real problem was the lack of earthing points from having a GRP body, easily overcome by running an earth loop of heavy gauge wire around the inside of the moulding.



The black vinyl seats of the donor were in good condition. I decided to use the rear seat to provide ready-fluted upholstery for the smaller rear bench and for the pockets I intended to put on the door panels. The front seats simply transferred as they were. Luckily the black vinyl was easily matched at an upholstery shop and whilst my trimming is not up to professional standard I have been quite happy with the result. The dashboard I cut from some ply left over from making a hutch for my daughter's guinea pig.

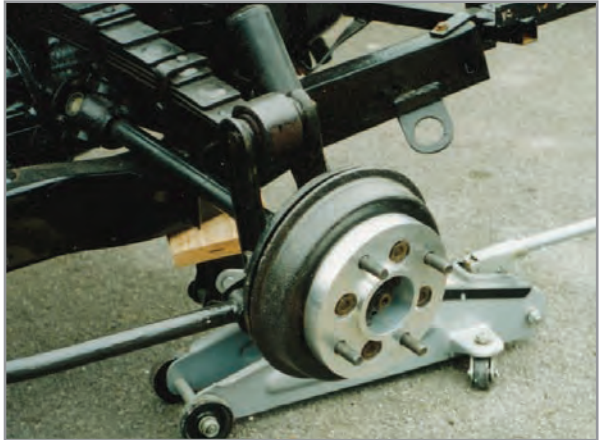
With grain filler, stain and polyurethane varnish it too was quite presentable.

With the first trial fitting of the body I realised that the original Herald wheels were not filling the wheel arches. I looked in to fitting wire wheels but decided that it was going to be too expensive. I needed something larger than the Herald 13-inch but probably not as big as the original TF 15-inch. Early MGB 14-inch pepper pot type seemed to fit the bill, but of course their stud holes are on a greater pitch circle diameter than the Triumph studs. They also have a 7/8-inch greater offset than the Triumph wheels, and this suggested the solution. In spite of various horror stories I decided that 7/8-inch hub adaptors would be the answer. I had them made in aluminium fitted with MG size studs from Merlin Motorsport and wheel nuts from a scrapped Austin Allegro. Because of the offset the MG wheels gave the same

"footprint" as the original Herald wheels and I did not need to change the steering geometry. I have used the adaptors for 13 years and they have never given any problems. I still have the drawings if anybody would be interested in doing something similar.

I was slightly concerned that the larger wheel diameter would adversely affect the pulling power and the speedometer readings. As it turned out even when shod with 165/14 tyres acceleration was adequate (much lighter body than the Herald) and the 30 mph reading on the speedometer was spot on!

With the mouldings thoroughly rubbed down to remove any traces of release agent it was time to tackle the painting. I fancied doing it myself, but after a couple of less than successful attempts my wife persuaded me that it would be a good idea to call in a professional. So the mouldings went off to a local specialist who did a superb job in Ford Ivory cellulose. When they came back, I was still working on bits of the chassis and there was no room for them in



the garage. My wife resigned herself to housing them at the far end of our lounge till they could be fitted. She is very tolerant of my projects. Over the years we have had boats in the dining room and bubble cars in the kitchen.

At last it all came together and I contacted the

local Vehicle Licensing Office about registering. They were very helpful and said they would arrange an inspection at my house in a couple of days. In due course a traffic policeman arrived and after a chat about the build he had a look at the car, checked the engine and chassis numbers and said that he would recommend that I retained the original Herald registration number.

The MoT test went well and in due course the licence arrived; I was on the road.

Since then I have kept the car permanently in use except during major repairs or refurbishments. I used it daily whilst I was still working part time, although latterly the annual mileage has dropped. Fairly early on I fitted a tow bar, adapted from one I found in the scrap-yard on an Allegro, in order to tow my dinghy. Over the years I have had to replace the clutch and the gearbox (front bearing in the gearbox broke up with horrible noises and it was a



hugely interesting car and thanks for writing it up so well. A couple of points of particular note about this build: the good old Maxi radiator; I used one in my Moss. They are nice and narrow to fit in the nose cone but tall and thick enough to have a good water capacity. The bottom inlet pipe is on the wrong side for the rest of the Herald cooling pipery; George's solution was rather more professional than mine, I just plumbed in a piece of copper pipe running along the bottom of the rad. One thing does bother me though, could we find a new one now if we needed to.



good opportunity to do the clutch), and fit new pistons after serious overheating as a result of a burst hose whilst in a fast moving stream of traffic. Recently I have been plagued by wear in the front trunnions and so have fitted Caterham style uprights and ball joints using a kit supplied by Canley Classics.

Thanks George, thanks for building such a

From a common kit car solution to a very uncommon one: the problem of the 13-inch Triumph wheels being too small for our kit cars' wheel arches has been solved in several ways (my solution was one of the less elegant approaches – get thicker tyres). George's nifty fabrication of aluminium spacers/adaptors is one I don't recall hearing before; definitely got me thinking.

As for the Caterham style uprights – a Herald derived car without those iconic brass trunnions? That's just not right.

George has hinted that he might bring his Douglas to SEM at Leatherhead, and I really hope he does. I really hope that many more of you bring your kits and specials to SEM – it's always a great meet. If this edition has just arrived through your door, you've got about a week to get your car ready.



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Dave Rumens

Vitesse No.2 & Counting

Hello everybody, firstly don't forget the South of England Meet at Leatherhead, Surrey, on Sunday 9th May and that it is only a one day event this year, although you can still camp if you wish from Friday Night.

After Nigel Thorley's introduction last month, this month he reveals the second Vitesse in his line up.

After the Yellow 1600 convertible and a few, not-to-be-mentioned other makes, one Saturday evening when, as a teenager, "cruising" through town with other friends, our convoy of cars was hastily joined by someone in a Vitesse. Upon stopping at the first watering hole, he parked up with us and introduced himself.

Clive was in the area from London with his father (a builder), involved in a major contract and, with his evenings free, he was looking for some fun and saw us and our variety of cars from Ford to Jaguar! He took an interest in our cars and we took an interest in his, a brand new 2 litre

Vitesse convertible in Slate Grey with Red interior and overdrive. A very dapper lad, well groomed with his grey mohair suit with red lining and something we had never seen before – a car phone, and this was 1967! A giant piece of kit slung underneath the dashboard with an enormous, tank-style aerial on the rear of the car.

He also had a wolf-whistle horn plumbed into his engine manifold!

It was seeing that car and riding in it that convinced me I wanted another Vitesse. I thought the revised dash was a big improvement, much more sporting, the seats looked more comfortable and, of course, it was quicker.

By this time I was working in the family business and as luck would have it the family decided to upgrade most of the cars,



Picture 1.

including my brother's works van (The Herald Courier) and I was to be included in the "deal". My mother wanted to upgrade her Triumph 2000 as did the Company Secretary of the business who also had a 2000; along with my brother and me, that made a good deal for Byatt's of Fenton Limited, our local Triumph distributor.

The new cars, **Picture 1**, were to coincide with the new "F" registrations (August 1967) although my brother had to wait a little while for his new Herald 13/60 Estate because it wasn't available until October. My mother chose a new Triumph 2000 and the Secretary a White Triumph Vitesse 2 litre convertible



Picture 2.

registered NVT 393F (does it still exist?). I didn't have to think long about what I wanted – a Vitesse 2 litre convertible in Wedgwood Blue with Blue interior and overdrive. That car was registered NVT 394F (the next number to the white car in our little "fleet"). **Picture 2.**

I saw the Vitesse arrive at the dealers but wasn't able to take immediate delivery because of a mistake at Standard-Triumph – no overdrive. Byatt's ordered an overdrive unit and they fitted it and a few days later, I finally took delivery on a drab Friday afternoon in August. I collected the car from another branch of Byatt's because the head mechanic had fitted the overdrive (and the badge on the boot

lid). I met him and he was also a devotee of the Vitesse, owning a very late 1600 convertible in Royal Blue with a white stripe.

I remember him saying that the 2 litre was a much better car but that it wasn't as well built as the late 1600. What follows below will perhaps qualify his comment.

My period of ownership of this NEW Vitesse didn't exactly extol the virtues of the car's build quality. It all started with that very first day when I collected my girlfriend and we went out for an early evening drive. It looked like rain so the hood had to go up and then, within a few minutes the heavens opened with hail stones the size of ping-pong balls. Something very frightening then happened. As the hail bounced off the car, it created an incredible blue haze as the paint rose with it.

The next day there was no obvious damage until I parked next to my mother's 2000 which was also painted in Wedgwood Blue. My car was decidedly duller than hers. A visit to the service department at Byatt's provided no satisfaction as the service manager commented "colours will vary from car to car so I don't think any harm has been done, so see how it goes."

The next problem was that the driver's door wasn't fitting correctly and gradually, over a few weeks, met with the top of the rear wing, chipping the paint away down to bare metal every time you opened and closed it. This was accompanied by the deterioration of the paint around the bottom of the door, rear wing and bonnet areas. The blue paint was literally fading to white and looked awful compared to the rest of the car. Having said that, the rest of the paintwork was dull and seemed to be getting duller, something I was convinced related to that first night out in the hail storm.

Speaking to the service department again they agreed to get a Regional Manager over

from Standard-Triumph to inspect the car and a date and time was set for me to return the car. This I did and I stayed during the inspection. The Regional Manager was, I felt,

either on loan or actually for sale. I remember, for example, seeing the first Triumph Italia in the service bay and the prototype Triumph Fury, **Picture 3**, which the service manager gave me a ride in.



Picture 3.

begrudgingly, apologetic and, after a long discussion, finally agreed to have the car totally resprayed at their cost.

This done and back on the road I had no further paint/body problems during my ownership except for a slight difference in the colour of the driver's sill to the rest of that side of the car. I covered a total of 30,000 miles and mechanically it was pretty good, one noticeable issue being the excessive front tyre wear, self-inflicted by my regular use of the tight turning circle. I wasn't that careful a driver in those days either so, spirited driving, resulted in a complete new set of tyres at 14,000 miles! The car came equipped with Goodyear G800 radials from new but I fitted the then well known Michelin XAS tyres which performed brilliantly and lasted well, having still got plenty of tread left when I sold the car, 16,000 miles later.

The dealership looked after regular servicing, along with all our family cars. By this time it was a major dealer and distributor for Triumph, Vauxhall (including Bedford), Jaguar and Rolls-Royce. The boss, Tom Byatt was very friendly with all the major directors at Jaguar and Triumph and regularly had interesting cars 40

its own. Because of a need to carry two sets of luggage plus camping and catering gear, a



Picture 4.

boot rack was in order. I wanted a proper bolt-through the boot type and found a stainless steel version with varnished wooden slats that fitted the bill and worked well. The only problem I found was that with the hood down, the wind used to whistle through the rack. To accompany the rack and to improve visibility I fitted a couple of sports mirrors on the bonnet.

I wanted a couple of fog lamps at the front but didn't want to fit the rectangular type slung underneath the bumpers, nor to destroy the mesh radiator grille by bolting the lights

through it. I eventually came across the ideal solution, a pair of exceptionally "thin" Marshal lights. **Picture 5.** Because they were very thin they could fit in line with the sloping headlights

that supported the radiator grille (immediately below the chrome finisher strip along the top of the bonnet. Standing astride the front of the engine and almost double-jointing myself and with the help of someone holding the lamps in place from underneath, I could just get the nuts onto the securing bolts in the restricted area at the front inside of the bonnet. But it worked and they



Picture 5.

so they looked good and, more importantly from an aesthetic point of view, would not

looked fabulous.

On the 1600 Vitesse

I had a Les Leston woodrim steering wheel which I had kept when the old car was sold so I refitted this to the blue car. The only other addition was the fitting of my by then three sets of auxiliary horns that I had collected. Maserati triple-tone air horns and accompanying five-tone "Colonel Bogey" air horns fitted perfectly into the well under the bonnet created by the wheelarches. The other, a Klaxon also fitted in this



Picture 6.

protrude too much beyond the front of the car. The problem then was to how to secure them in place. Remarkably and because they were so thin, I found that I could very carefully drill the securing holes through the vertical bonnet panel

area and all were run off a Desmo bank of auxiliary switches under the dash. So you can get a feeling of the times I have included **Picture 6** as it is a moody night shot of NVT doing what it did best.



Picture 7.

There's nothing quite like a new car and I thoroughly enjoyed my ownership of the blue car, *Picture 7*, only marred by the initial paint/body problems. So, why did I sell it? I

had moved on into another job and needed a more fitting car, another saloon or estate; the Vitesse then gave way to a Mini Traveller!
Finally picture 8 is what it's all about I think!

Thanks Nigel, you brought back very many happy memories of the 1960's and of driving a Vitesse during that great period. While I am on this subject, if any of our readers have similar memories then let's hear all about them. See you all next month and...

[...Keep Running On All Six](#)



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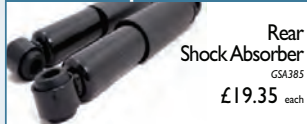


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SPITFIRE I - II - III Register



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Suzie Singleton

New Tach-nology

A few months ago I was sent the following article by Ernie Knight, a police officer in a suburb of Chicago. At first I was slightly confused by the photos of his car's dashboard, thinking it must be a MkIV or 1500 and thought it more appropriate to Hugh's articles, but Ernie put me right on this and some further investigation led me to some information which was new to me.

I knew that there had been some changes made to the 1970 Mk3 Spitfires, in particular the larger number plate light fitting on the rear and new badging, as well as the 4Ω J wheels being fitted as standard. What I hadn't realised was that at this time cars built for the US market had some even more radical changes.

This was due to new safety / emission regulations introduced in the US which in time would lead to further modifications being made to USA cars including the use of single carbs and rubber bumpers fitted to the 1500 models.

Now I'll let you read Ernie's article about how he resolved a problem with his tachometer, then I'll bring you some more information on these unusual - at least to those of us in the UK - cars.



Ernie's car - before and after (resprayed in Mallard Blue)



NEW TACH-NOLOGY BY ERNIE KNIGHT

Updating, upgrading or dealing with electronic gremlins of Spitfire and GT6 tachometers can

be a challenge.

Replacing the stock tach can be difficult since



few manufacturers make 4" tachometers.

I ran into this challenge since I swapped a 2.6 litre Ford V6 into my '70 Spitfire MK III. Originally I was going to run a Vertex magneto with a tach drive. That should have worked fine with the stock mechanical tach. The only problem was the Vertex would have been sticking about 6" through the hood. OK, the Vertex was out. In went a late '70s electronic distributor from a 2.8 V6 along with an MSD 6A ignition box. (Even this required adapting the hood support bracket so it would clear the distributor.) Out went the mechanical tach. Thus began the quest.

I found a reproduction Smiths electronic tach manufactured by CAI (on original tooling, no less). It looked perfect with a stock GT6 Smiths speedo and fuel

gauge and Smiths repro voltmeter and mechanical oil pressure and temperature gauges. The only problem was it didn't work with the MSD. More research. I couldn't find anything authoritative, but it appeared that I needed a tach adapter (MSD part) to make the

tach work properly. I installed the tach adapter and it still didn't work. MSD gave me info to check the tach output from the box and it was OK. CAI didn't have information on their website (not a lot of MSDs on older cars over on their side of the pond). Hmmm . . . do I keep the tach and dump the MSD (and possibly my electronic distributor) or keep the MSD and dump the

tach? Modern electronics or old-tech? Not a tough choice. More research.

Replacement 4" tachs are as rare as hen's teeth, especially ones that look right. I found a VDO Vision line 4" tach. It appeared that it might look fairly close and VDO has a great reputation. Well, the VDO tach required opening up the mounting hole a bit before it would go in. The tach adapter stayed on, since MSD said VDO tachs required it. The tach is programmable, so I programmed it for a 6



cylinder. It looked OK in the dash, not quite right especially at night. The only problem was that it was reading way too many revs. Even set for an 8 cylinder, it read about 50% too high. You'd think it was an Indy-car engine. I tried it without the tach adapter- no luck. I double



(not to mention not being based on 1960's technology). The only complication was that I had to get chrome full-vee bezels for the other Smiths gauges to match the tach.

Ernie tells me:

'I did replace the black vinyl covered dashboard with a custom laminated walnut dashboard. That's

checked all the connections- everything's right. I put in a call to the VDO "Tech Line". Interesting . . . a recorded message. You can only leave a message! A message which is never returned, despite repeated calls. Aha, what about email? I emailed them. I got a nice acknowledging email telling me they got it. I NEVER got a response. I did get an email survey later asking how satisfied I was with the response! I am convinced that VDO does not employ human beings. So, the tach went back to the retailer, as defective.

Time for MORE research. Due to extensive and diligent effort (not to mention unanticipated great luck), I ended up talking to someone on Autometer's Tech Line. Yes, an actual human being. They have a 4" Cobra tach (part no. 201004) made for a V8 application. Well, after my begging and pleading, I found that for \$25 plus shipping they would reprogram the Cobra tach for a 6-cylinder. Eureka!!!! (They can also reprogram it for a 4-cylinder.) I drove the Cobra Tach out to the factory in nearby Sycamore, Illinois and told them what I needed. (You can also ship it to them.) About a

week later I had it back. I installed it in the dash, removing the now unnecessary tach adapter and it works great and looks great. My hat's off to the wonderful people at Autometer!!! The tach is steady and accurate

why the fuel gauge is moved and there are 3 gauges in the center (among other things). I put a GT6+ fuel gauge to the left of the GT6+ speedo, replaced the electric temp gauge with a mechanical Smiths (CAI) gauge, added Smiths (CAI) voltmeter and mechanical oil pressure gauge. The headlight switch was replaced with an American push/pull switch. The hazard flasher switch was replaced with an aftermarket English switch mounted in the radio blank plate. The manual override switch for the electric cooling fan is also mounted there (to override the thermostat and turn it on manually). One of the indicator lights in the center section was also removed. I guess I should have mentioned all those mods earlier.

With a bit of research online amongst other sources I found a brochure for a 1969 US/Canada spec Mk3 on this website:

www.triumphspitfire.nl.



**TRIUMPH
SPITFIRE MK III**

The page showing the dashboard, as pictured here, has the following text: **The 1969 Mark III Spitfire's new aircraft influenced cockpit features a non-reflective, vinyl covered dash, black-faced**



and Windscreen demisting system. Fresh air is now inducted through a vent at the base of the windshield, above the level of fumes from other cars. Forced air is provided by a two-speed fan.

All controls are either flush fitting with the dash or have large safety type knobs. There are handy parcel shelves under the

rim lit instruments with matt finished bezels. The speedometer with mileometer and resettable trip recorder, and matching tachometer are directly in front of the driver.

Warning lights for high beam, loss of oil pressure, and non-charging electrical system are set in the speedometer dial. Turn signal indicators, and warning lights for malfunction in the braking system, and operation of the four - way hazard flashers are on the dash. Also on the dash are switches for the two - speed wiper, screen washer, and the four-way hazard flashers, and side and head lamps.

In the center of the dash is a control panel for an all new fresh air heating

dash. Safety padded shrouding is incorporated into the dash design.'

The brochure also clearly shows the new reclining seats with headrests which were fitted to these cars.



The optional equipment list is interesting to see. [overpage] I'd like to ask our readers 'across the pond' if anyone with a car of this



age has any of these optional extras.

OPTIONAL EQUIPMENT

UPPER LEFT: The optional center console fits between the two seats over the tunnel and contains a radio loud speaker, an ash tray, cigar lighter, and a padded arm rest which opens to reveal a useful small item compartment.

LOWER LEFT: The Spitfire has a space on the dash to accept an approved Triumph AM/FM or AM radio. These radios are made for Triumph in North America so that ready service is available.

LOWER MIDDLE: An optional wire wheel is available. It is hex-hubbed, center locking, sixty-spoked and double laced and hand torqued to Triumph specifications.

A magnesium or aluminum racing wheel (not shown) is also available.

FAR RIGHT: Bumper guards are available for front and rear protection.'

Some of you might have thought, seeing as last Months Courier was the

April issue, that the snippet about the 'pumpless garage' was an 'April fool'. I must admit, it hadn't registered with me at the time that was the issue it was in but it was a genuine article from the July 1968 Car Mechanics. This has been verified by **Steve Hudson** who has sent these photos of the building which he took the other day.

He says: '*as promised photos from the pumpless petrol station, unfortunately it is now an independent tyre sales, and it's a Herald in the photo not a Spitfire*



SPITFIRE I - II - III Register



Brackets to support the overhead pumps

As you pulled on to the forecourt there were 3 coloured circles outlined by studs as in picture B. The fuel hose was then lowered down to you from the pumps located in the canopy, the brackets are as shown in picture C.



As it was opened 4 years before I was allowed to drive I only had the experience of using the station under the guidance of my father.'



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SPITFIRE MkIV/1500 Register

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Derek Ford & Hugh Glossop



Does my Bum look big in this?

A lot of people ask about replacement seats for Spitfires as the cost of foams and covers is sometimes out of reach

for us poor Spitfire drivers so we have to look at alternatives. One popular option is the MX5 seat from those frightfully clever Japanese blokes.

Wanting more comfort on long journeys this weeks willing victim I mean volunteer is Nigel, a local member who was fortunate enough to be able to acquire a nice pair of MX5 seats and then proceeded to leave them in my

garage until I wanted them out of the way which meant I had to fit them for him. **FIG1** shows Nigel's Spitfire which is this month's guinea pig.

First job remove the seat squabs, under the

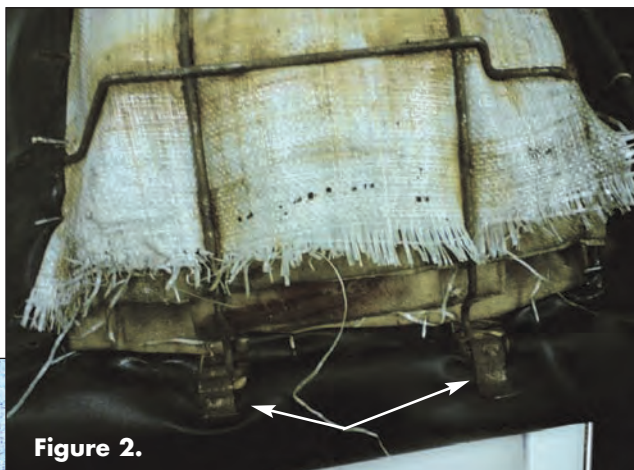


Figure 2.



Figure 1.

front edge there are two flat metal clips **FIG2**, that just have to be prised up and the seat base will lift straight out. This reveals the two front hinge bolts remove these and take the seat frame out of the way. The seat runners are bolted front and back through captive bolts in the floor pan these can be seen if the runners are slid backwards and forwards to reveal the bolt heads. On some cars these may be on loose nuts

so an assistant can be used to reach the underside nuts.

Next job "one for you here Nige" is to Hoover up all the bits of yellow stuff that invariably fall out of our seats cause we aren't going to see that again are we Hurrah!



Figure 3.

While my beautiful assistant is on his Knees I turn my attention to the new seat frames. On the underside are two locating pins **FIG3**, these need to be removed **CAUTION** I used an angle grinder but the foam on these seats is extremely flammable and covered with a tin plate so you can't see them smouldering, stick to the hacksaw. The runners themselves are bent down on the ends to suit the Mazda floor so a well aimed thump

with a lump hammer will straighten these out nice and flat.

Now to trial fit, FIG4, shows the seat in place, Position the runners two notches back from centre position and you should be able to see the two rear mounts easily, mark the position of the bolt holes on the carpet with a bit of white paint remove the seats and drill two holes slightly larger than the bolts you will be using.

Measure the gap centre to centre between the front and rear mounts and mark the carpet for the front holes with more white paint FIG5. Drill these through

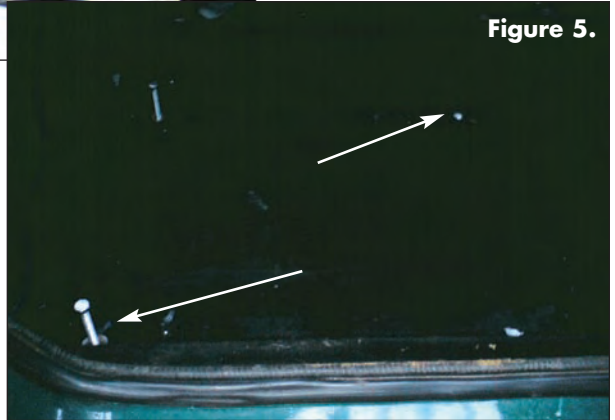


Figure 5.



Figure 4.

again slightly oversize.

We used 3in bolts with large washers above the runners and under the floor to strengthen the area and locked them in place with nylock nuts. The bolts were a bit long in hindsight but it did make locating the seats a lot easier. The inner front bolt is difficult to reach with the seat in the car so chemical metal it in place onto the runner or weld it if it's safe, to ease fitment. Tighten all four bolts and jump in your now very comfortable Spitfire.

On road test the seats don't slide more than a couple of inches so if



position is higher than the originals so touching the roof with your head can also be a small drawback, but the hold and feel of the seats is good **FIG 6**, shows the two sides finished.

We are all off to our first show Monday, Coleford Carnival of Transport - the forecast is lousy but I'll let you know how things went for us.

Cheers.

Derek

you're 6ft plus your not going to fit your legs under the steering wheel and the seating

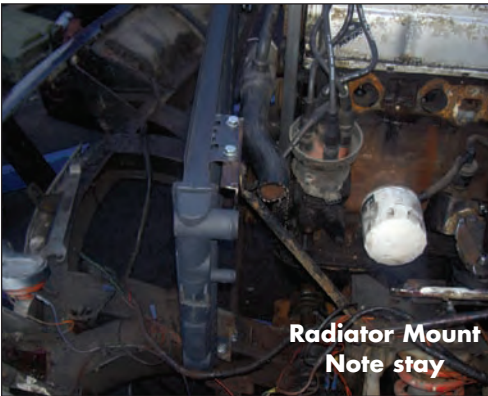
Spitfire Engine Conversion Part2

So it was on to more mundane things. The 90amp alternator and bracket fitted to the engine were huge which reads as wont fit ... The much smaller bracket and 65 amp alternator from a 1.6 carb type Sierra were substituted and this fitted neatly round the existing spitfire upright engine bracket.

Now onto the cooling system, what do we use, I know people like the Peugeot 205gti radiator but for this purpose it's a pain as the inlet and outlet are on the same side, so it was out with the tape measure again, and believe it or not the 2ltr Sierra radiator came out top trumps. By removing the standard frame and brackets it would mount straight to the chassis using two M8 bolts and even used the standard Spitfire



SPITFIRE MkIV/1500 Register



**Radiator Mount
Note stay**

45 degree stays with a couple of rubber bobbins and a small piece of angle iron each side
The top hose was a standard Granada item shortened with a 90 degree elbow added (Discovery top hose) the bottom hose was a little more complex as I wanted a header tank that filled to the bottom hose and the air leak from the top hose routed back to the top of the header tank

Having studied sizes of header tanks, a Ford (dirty word here) Ka header tank was found on eBay for 99p, this fits neatly on the bulkhead between the heater valve and the battery tray if the coil is relocated vertically next to the wash bottle
The bottom hose is again a

Discovery bottom hose but cut sleeved and realigned to fit.

The filler hose is connected to the Ka header tank and the leak off pipe from the top hose likewise.

The heater was two lengths of heater hose fitted where it touched

The oil cooler came from an MGB (new) as it was much cheaper than buying one from an after market supplier (we already had the thermostatic oil take off)

The engine breathing system had to be changed to an oil catch tank, using a different adapter in the block which is readily available from Ford/rally specialists, as the standard Ford offering does not work with Dellortos and throws oil everywhere!



Now on to the biggest problem of the whole job, The exhaust manifold, to cut a three day teeth gnashing episode down to a few lines, a Capri 4 branch (is a marginal better shape for what we want) was acquired from Peter Lloyd rallying which we then cut up, reshaped (badly!) but at least it now fits down the side of the engine between the chassis rails and doesn't catch or foul anything, ideally it would be a case of getting a custom manifold made, but with no pattern the prices quoted were crazy!!.

Funnily enough now we have a pattern the price halves and are within reach of the pocket.

An adaptor was then made up to mate the 4 branch to the standard twin box Spitfire sports system.

At this point the decision was taken to up rate the engine somewhat, so the head was removed Light relieving of the ports performed, remember this is an Efi head so has much better flow than the early heads and is also unleaded compatible. The valves were unshrouded.

A modification to stop oil retention round valves 7 & 8 done, a three angle valve job with narrowed seats performed. 60 thou (1.5mm) was also taken off the head and a thin felpro head gasket fitted this brings the compression ratio to just over 10 to 1

A Newman phase 4 cam was fitted together with their lengthened padded followers and matching valve springs

With this lot refitted, and the twin Dellortos in

co at tick over, great will even pass MOT emissions!

The first power run showed 101bhp at 5000 rpm but was running very weak above 4000 rpm, he then changed the air correctors from 210 to 150, result, mixture spot on for power at the top end and no flat spots, and even nicer an instant 40bhp, great I thought, we're done but he then went to the vernier pulley and advanced the cam timing by 3 degrees, and readjusted the engine timing the result another 4bhp and peak power at 5900rpm

With almost 165lbft of torque at 4600 rpm, great, so 3 hours on the rolling road got us another 44bhp and 32lbft of torque, to say the thing flies is a bit of an understatement!

The only thing we have lost out of the rolling road session is 5mpg but it still does over 30 to the gallon!

There are probably dozens of small items I've forgotten about writing this up but I think you will get the basics of the operation, and remember to get it to fit, number one requirement is a GT6 bonnet or a bonnet hump. If you want to have a go yourself email or phone me, I only bite after 11pm and before 6.30am as I like my Ugly sleep.

What would I do different if I were doing the job again? not a lot, but if living in town I would fit smaller chokes (currently 36mm) to the Dellortos (32-34 at most) to make it a little less cantankerous when sat in traffic but it would lose some of that top

end power and wouldn't readily spin to 7000 as it now does.

So what did it cost? not too bad when you consider the alternatives?

Engine/box (known low mileage used)	£175
Clutch (new)	£35
Propshaft (new)	£110
Gearbox mount & Speedo cable (new)	£65
Concentric cultch release (new)	£120
Sierra radiator (new)	£18
Twin Dellortos/manifold/filters (used)	£250

place the engine fired up first time but was a little flat but vastly superior power wise to the Spitfire engine, it seemed very good on fuel and we did a couple of hundred miles in it to settle everything down

And it was off to Tommy at the rolling road for a tune-up, so what happened, he checked everything including a cylinder leak down test, all was fine, in fact spot on, the first run showed that it was very weak at tick over, so the idle jets were changed to 165 from 150 result 3%



SPITFIRE MkIV/1500 Register

Capri engine brackets (used)	£15
Distributor (Bosch type new)	£40
Pertronix electronic ignition (new)	£50
Rally design quick shift (new)	£40
13 row oil cooler (new)	£30
Head work (machine shop)	£100
Newman cam/followers/valve springs (new)	£280
Rolling road, jets/air correctors (parts new)	£130
Odds and sods hoses clips wiring etc	£100

Total £1,558

Which is less than building a stage 2 triumph engine and this includes the rolling road

As side issue we have not had to adjust the suspension heights at all as its 1/16 different than it was before we started!

The down side is I suppose its not all triumph, but conversely it a wonderful car to use on the open road with a brisk turn of acceleration and speed should you need it and quite capable of out running most cars on the road!

(He still can't catch my V8 though!! - Hugh)

Helpful people and businesses

Mike at Lyons Engineering
Brynmawr
phone 01495 313033
Engine, gearbox, and cyl
head machining,
general Ford advice

Dave at Abingdon MG
Birmingham
phone 0121 544 4444
Oil cooler and various parts -

Tim at Frontline Spridget, Batheaston
phone 01225 852777
Propshaft, gearbox mounting plate/rubber
& Speedo cable

Rally Design Swalecliffe
phone 01227 792792
Gearbox quick shift, concentric clutch

Peter at Peter Lloyd rallying Bridgend
phone 01656 724777
Capri exhaust manifold

Tommy at
Willfield motors Abercynnon
Phone 01445 740798
Rolling road jets and air correctors
EBay
Dellortos, Capri mounts, radiator

So there you have it a tale of one Spitfire. To come, when the keyboard stops smoking, my sprint engine conversion in a Mk4 Spitfire which was much harder, harder still son two's Renault 5 turbo conversion, and if you are really unlucky his friends 1800 Cvh XR3 (with 1600 head) conversion in a Spitfire!

There that should keep us going for a while, if you have anything like this you want to publish please send it to me, even if it's just pictures I'll ring you and put the words together for you
Cheers

Hugh



The things we do for Triumphs!

CONCOURS

Tel. 01302 850740

e-mail. concours@tssc.org.uk

**Victor & Vivien
Thompson**



International Concours 2010

Looking forward to this years Concours, we thought we'd give you some idea what we're planning for this years Stafford event.

As we reported in October 2009, last year was extremely successful in the numbers, range and quality of cars entered. The interest generated was indicated by the number of people gathered around to hear the results. We hope we can sustain the momentum, and with your help and involvement, maintain and if possible build on last year's success.

Following last years event we had a great deal of discussion about the rules for entry, as promised these have been reviewed in light of the issues around trailering, eligibility for entry and classes. In forthcoming Couriers the revised rules will be published, although we can't promise to have answered everyone's points, we have looked at and considered all the suggestions made and together with fellow club officials have tried to act on them.

A very positive thing following last years Concours was the number of people who very kindly offered assistance and were keen to get involved. Your offers haven't been forgotten and we will be in touch. However if you'd like to be involved whether it be helping with administration or judging please get in touch and we can discuss what's involved.

We had positive feedback on the hints and tips for preparation and participation in Concours for those of you who may be considering having a go for the first time. So we will be updating and re-running this, for the Concours novices or those who'd like to take it a stage further.

Of course we have to give a very special mention to all the judges who gave their time and hard work, we hope we can rely on your continued help and the sponsors for your kind support, we'll be in touch over the coming weeks and months.

In June's Courier we will include the revised entry form; so get your entries in early and once again for the first 30, there will be a little something to reward you.





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FAX: 01487 740274

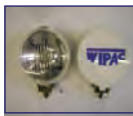
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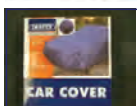
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Nigel Clark



Hose Fitting Trial

Thank you to Andrew Heywood for his interesting very informative article last month on rallying and the Halda trip meter.

This month we are going to take a look behind the scenes at what is involved in bringing a new product into the Club Shop. And yes, it is relevant to TR's because the product concerned is a silicone coolant hose set for the TR5 and 6.

Whenever we introduce a new product through the Club Shop we do our best to ensure the quality and the fit by carrying out trials, and so I have recently been asked to trial a prototype set of silicone coolant hoses for all fuel injection CP and CR series TR5 and 6 models. As a sign of thoroughness, we are also running separate trials of hoses for the US-specification carburettor CC and CF series TR250 and TR6 models, with members local to the Club who have kindly volunteered to test these hose sets.

As silicone is a tried and tested material for coolant hoses, we are able to offer a ten year guarantee with confidence; the main objective of the trial was therefore to ensure that the hoses would fit perfectly.

To test the CP and CR series hoses I fitted the prototype set to my own CP series TR6 CBJ (*Picture 1*). Throughout the fitting process it was important to take notes of differences in shape or adjustments needed, and supply pictures where possible. This



Pic 1.

will give the supplier all the information needed to ensure that the production hose sets fit perfectly.

Here is the report which went back to our suppliers.

Fitting Trial of Silicone Rubber Hoses for Triumph TR6 Fuel Injection

1. Overall Kit

The kit appeared well-made. However there were two hoses that appeared unrec-



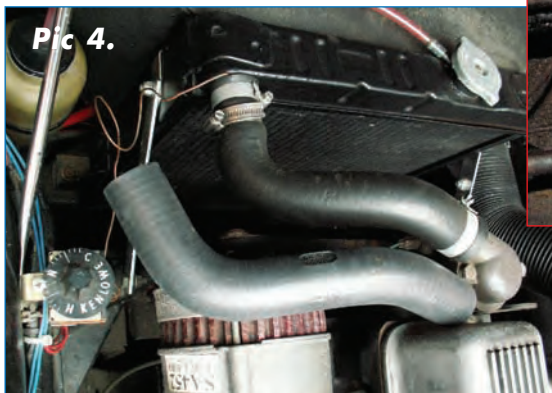
Pic 2.

essary; *Picture 2* shows the kit as supplied and *Picture 3* shows the hoses actually fit-



Pic 3.

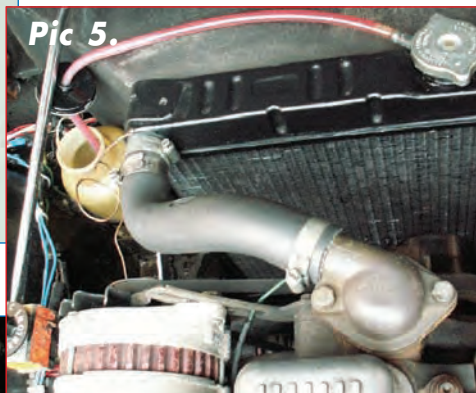
ted. I believe the surplus hoses are associated with the water supply for the heated inlet manifold of a carburettor TR6, whereas the injection manifold is not heated.



Pic 4.

2. Top Hose

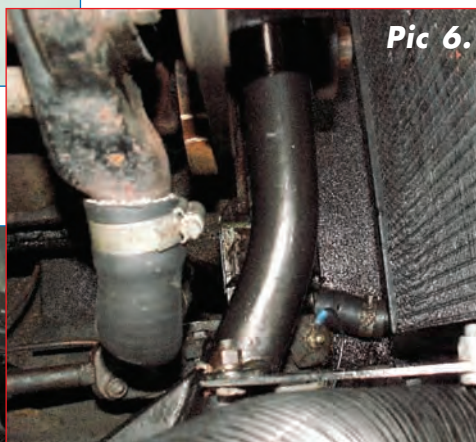
The top hose is formed at a less acute angle than the original (*see Picture 4*). In practice it fitted without problem but required 1cm to be removed from either end to achieve a good fit (*see Picture 5*).



Pic 5.

3. Bottom Hoses

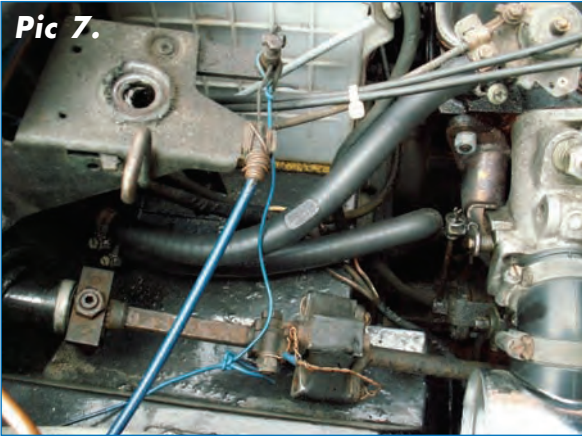
On the TR6, the bottom hose is effectively a short straight hose from the bottom radiator outlet, to a metal connecting pipe with an elbow hose connecting the other end to the water pump. The short straight hose fitted well although it



Pic 6.

seemed a little tighter than the original. The elbow hose from connector pipe to water pump needed 1.5cm trimming from its lower end and 1cm from the top to achieve a good fit (*see Picture 6*).

Pic 7.



4. Heater Hoses

The lower heater hose has a right angle at the front end. In order too fit 3.5cm had to be removed from the longer straight run, at the rear of the hose. The upper heater hose

is straight and was near enough the correct length (perhaps 0.5cm shorter would be perfect). *See Picture 7. Clearly there were no serious obstacles to successfully installing the kit.*

This report has been sent to the manufacturers who are now making the small adjustments necessary to ensure a perfect fit.

Watch out for an announcement from the Club Shop about availability; we expect the new hoses for injection TR's to be on sale from May and the carburettor versions about a month later. All will come with a 10 year guarantee, like the silicone hose sets we already offer for Spitfires and Vitesses.

So that should be the last time I ever need to fit coolant hoses on the TR6!

Nigel



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Guy Singleton



GT4S Restoration

To start off this month I have heard from Mike Bolton who is just completing the restoration of a 4s reading his words below I think he has done a great job, rescuing a car which needed lots of work. I look forward to seeing it in the flesh before too long.

The Restoration of my Bond Equipe GT4S by Mike Bolton

In late 2005, having finished the rebuild of my 1966 Triumph Herald 1200 and started using it on the road, I was at a loose end and started browsing e-bay for a project, egged on by my wife who seems to like me spending hours in the garage. Most cars on offer were far too expensive, far too tatty or the wrong marque.



Then, in October 2005, there it was, 1 Ω Bond Equipe GT4s - one in need of some restoration



but basically complete and supplied with two new floor pans and new carpet with the half being a spare engine, bonnet and complete sawn off front chassis and suspension. With a hired van and the help of a neighbour, we shipped it down from Manchester to King's Lynn and pushed it into the garage.

Unfortunately we only were able to bring the complete car plus the spare bonnet (from Bond

registered DDG 950C) as the part chassis and spare engine had been parked on top of a container and there was no way to retrieve these items.

What a sorry sight! Advertised as only needing the supplied new floor pans and the new carpets to be fitted, and having been partially prepped for re-spray, it had been roughly patched and rubbed down and given a quick coat of primer which on closer inspection covered the rust and myriad bumps and dents.

After many hours of stripping out the interior I was left with a mound of parts needing attention and a wiring loom that looked like a tangle of crazy spaghetti. Upon removing the headlining it was found that the roof had suffered a huge dent - caused by another

carefully reassembled into their individual units. All serviceable items, discs with callipers and pads, springs and shock absorbers were renewed as a matter of course, together with steering joints and all suspensions bushes and bearings. The engine, which on cursory inspection appeared to be in a useable condition, was stored in a friend's garage to await attention later as I did not have room for the separate parts and the car in my garage. Meanwhile the bulkhead unit was found to be in a very poor state having been repaired with lots of filler and sprayed over brown parcel tape. So much for believing e-bay descriptions!

I saw that a new car restoration business had recently been set up in a nearby town so I paid a visit to discuss inexpensive possibilities of replacing the bulkhead section. It was agreed

that he would use my car as a 'hospital' job as I was in no particular hurry and he could work on the Bond as time allowed.

We borrowed a van from a friend of his and obtained a good condition second-hand item from Quiller Triumph in London (from a Herald 13/60 convertible).

This was to prove a fortunate agreement as not only did he do a good job fitting the bulkhead and welding up various chassis

holes, etc, we - Ann, my wife, and I - having by now retired and the children having left home, decided to move to a bungalow and found one having both a double and single garage.

Ah! Deep joy - motor house for the Herald with the double garage providing a home for our every day driver and the Bond with the Fiat moved outside during the summer months to provide workshop space.

With the body still to be re-fitted to the chassis



vehicle being put on top in a breaker's yard? Externally all appeared OK but someone must have spent hours and hours sanding the 2" depth of filler to the correct profile.

Where to start? The mechanicals were my first choice and they were in pretty good order needing cleaning up, replacement of gaskets, bushes and nuts/bolts/washers. These were duly de-rusted, by hand and sand blasting, given two coats of black Hammerite and

and funds depleted, I decided to complete this work myself and so body and chassis were reunited in their new home.

With the body finally bolted to the chassis the problems began. The roof had been distorted by the huge dent and application of copious filler by the previous owner and was out of sideways alignment with the header rail by some two inches.

Another slight problem was that the header rail, being from a convertible, did not have the bolts for locating the Bond roof. After due consideration this was fairly easily resolved by cutting out the chunk of filler and making an

ment, a reasonable fit was achieved. Stand back and photograph proud achievement!

Inspection of the engine revealed that it was only in fair condition with the front mounting plate having had the dynamo mounting cut off (Why?). One of the carburettors was damaged and there was bearing wear. Idly searching e-bay one evening (will I never learn?), and saw a Spitfire 1500 engine and overdrive gearbox advertised as in excellent condition, and put in a bid; some days later it was mine and a van was once more hired and said engine collected from Birmingham.

The engine did, indeed, run beautifully -



aperture for the subsequent insertion of a Webasto folding roof. Some manipulation, two large PK screws and some polyurethane sealer finally made the fixing complete.

I then fitted the bonnet and found that there was some modification required as the shut lines were poor to say the least. This all took some time and control of temper but thank goodness fibreglass is fairly amenable to adjustments!

New door shells from Rimmers had already been fitted and when the door mechanisms and glass were fitted, with some pains-taking adjust-

despite having a YC prefix and thus being from a Dolomite 1500 - and this was fairly easily installed with the duly hired engine crane.

Following a pause to allow replenishment of restoration coffers the car went to MW Restorations in Saffron Walden and was finally prepped and sprayed green by Mike Wilkinson. There were a few problems with blistering - probably caused by my poor initial preparation and priming. Mike was very understanding for it went back into the oven a couple of times while blisters were repaired but finally a very satisfactory finish was achieved.



Back to me and the fitting of the trim.

The original door cards were stripped and the vinyl re-mounted on new boards cut from MDF; the original seats were re-trimmed locally; new carpets had been stored for years under the bed having been supplied with the vehicle originally.

During the last couple of winters, the trim, instruments and lights had been cleaned and restored as necessary, also being stored in readiness under the bed. The wiring loom was stripped and new connectors soldered on and then re-wrapped as originally. Fortunately I had a copy of the Bond owner's handbook with a wiring diagram and the electrics were relatively easily restored with new bulbs and battery, etc.

Brakes were bled and engine finally fired up last October, a car cover purchased, and the car put to bed for the winter. I hope to get the car MOT'd later this month after fitting new seat belts, number plates and a few other odds and ends to complete the restoration of my Bond Equipe GT4S MFJ 249F, purchased by me in November 2005, first registered 9th July 1968,

with the last tax disc expiring in June 1987.



As you know I have been corresponding with Jeroen Noordman with regard to the restoration of his 2 litre coupe. His most recent task was fitting the rear window. He had tried fitting the seal which is available off the shelf but, not being happy with this, has had some rubber seal reproduced. He had 30m made and the surplus (£50 for the 4m needed per car) is available to be purchased.

If you are interested please contact him at j.noordman@gmail.com

International Liaison Secretary



www.tssc.org.uk/overseas
e-mail. overseastssc@ntlworld.com



Gary Russell Far Flung TR4A

My apologies to everybody who already knows this story as to certain Wedgewood Blue TR4A of which I became the custodian for about 4 months during 2008. But I was a little surprised to receive a e mail and pictures from her current owner Nick Taylor.

sitting on the boot lid.

ABH 319C (ABey - Abey) Was originally sold as a South African car so it started out life as a right hand drive vehicle during its time in South Africa, Abey has not had to cope with our salty roads for most of it life, from South Africa the car moved into Europe for the first time for a long time to Holland where some work was carried out on the car. The car then returned back to the United Kingdom in the 1990s where the car was restored. My time



with Abey was short but enjoyable with attending a show which was the Mile of Triumphs 2008 where it won best TR! this was telling me that maybe I had something a little special as the car won this prize on the Sunday and I had only bought the car on the Friday! as members of the Manchester TSSC area will tell you. I sold the car

In 1964 Triumph got all clever with its aging TR chassis and bolted coil - sprung independent rear suspension to the back in place of the old leaf spring suspension. Thus the TR4 became the TR4A, with the only difference to tell them apart was the spearheads to front wings incorporating the side lights and the indicators, and of course the "IRS" badge

due to unforeseen circumstances to Classic Marques in Norfolk who then sold the car to its new owner Nick Taylor.

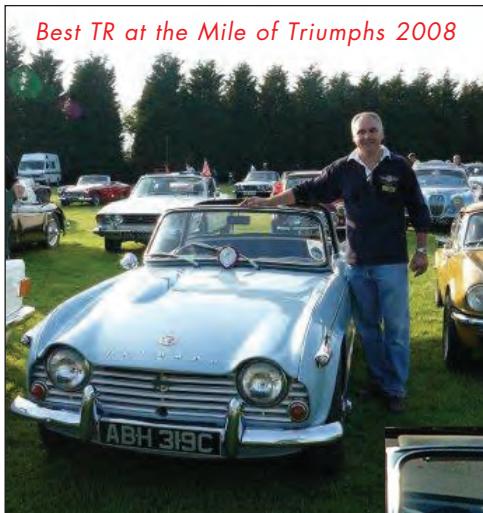
As you will read in Nick's e mail the car surprisingly is in hotter climates once more.

Dear Gary

Yes, I am very pleased to say that I still have Abey! I have done about 4 - 5000 miles in her

International Liaison Register

Best TR at the Mile of Triumphs 2008



since last January and the mileage is now reading 57550 miles.

She has spent most of the time in the South of France and is regularly seen cruising around Monaco, in fact she always attracts lots of attention and we are regularly complemented on what a beautiful car she is by other motorists, scooter riders and pedestrians.....

.....which is saying something where Ferrari's, Lamborghini's and



other exotica are really ten a penny!

Of course in the summer we have the car open and then in the winter we pop the hardtop on

for a few weeks until the weather warms up a bit. We took Abey to Monza (where I was racing a group C car) and even though we got stuck for well over an hour in a massive rush hour traffic jam in Milan in 32 degree temperatures she did not overheat....pretty impressive!

When I purchased Abey I got them to fit a Kenlowe fan and put the exhaust system back to standard as she was a bit rorty. After the new exhaust, I had her reset up on a rolling road which was a slight mistake because she now runs a little bit 'fluffy' below 2000 r.p.m. which can sometimes irritate, but no big deal really.

I will be bringing her back to the UK shortly to renew the MOT and will probably fit some 1.75 S.U.s which I think will be better for the sort of motoring I will normally be doing. I will keep the Webers in case I upgrade her for classic rallies so I have both options available, like the works rally cars in period.

The only problem we have had, was travelling down to the South of France when cruising at about 85 m.p.h for long periods in very hot weather, she was reluctant to start at fuel stops..... it was

something to do with the solenoid overheating, but since then no further problems at all..... not bad for a 45 year old car!



Cruising around Monaco

So yes, I am very pleased with Abey and you can be sure that she is being well looked after! Best regards

Nick

I think it is fantastic that Nick is using the car to go to all these places in Europe to which

some of us only dream of doing. Le Mans this year in my TR6 let's hope it gets there!

My Thanks to Nick for his kind permission to Print his E mail and also the use of the photographs.

Gary





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Readers

Write . . .



TSSC West Midlands Area Caption Competition

Above is a picture taken of one of our members cars placed in an embarrassing position without his knowledge. Readers are to be invited to give the picture a title.

The West Midlands area will offer a £10 TSSC shop voucher to the winner of the caption competition.

Send your Entry to Roger Haywood Marked 'Photo Caption' to e-mail address RogHaywood@aol.com or by post to Bernard Robinson at TSSC HQ Sunderland Court Main Street Lubenham Leics LE16 9TF.

The most original and amusing caption will be judged to be the Winner.

Best wishes and Good luck!

Roger Haywood
W.Mids AO

ADU 1B

*Planned visit to
Herts and Bed Area Meeting*

We had a really good turn out with 25 guys from far and wide

Not all bought a square and that's understandable but Mark field of Jigsaw gave an interesting talk on the cars history and events that led to its resurrection using some RAC numbered parts that were scattered around the world.

Those who sponsored a square had a blast down the A602 all seemed impressed, with a few comments of "I want one "

I want to thank Mark, Jo and Alistair for making the effort to bring her down to our area, and we were the first to get this off the ground, so we were a little unsure of how it would pan out but all in all Mark sold 17 squares which was a satisfying result.

Whilst we tried to do a Pudsey bear type cheque presentation, Alan who kicked this off



Alan presents the Cheque to Alistair(Left)

would not wear the spotty scarf and eye patch but we tried!

Impressive car and impressive turnout thanks to all who came along

Pete Lewis
Herts and Beds AO

Big Fat Ambition

Folks, I'm a TSSC overseas member and you recently featured an article on my MK3 spitfire. I have a human interest news story you may like to feature? Maybe your readers would like to know that one of their own, a Triumph owner for some 26 years is making something happen for a good cause.

I am now officially taking a career break having given up a great oil and gas job in order to raise funds for wounded soldiers and their families.

My site www.bigfatambition.com is 72 hours old and I've done my first radio interview this morning with BFBS which is a global channel listened to by the armed forces. I'm going to do a regular live feature every

Monday morning.

You can listen in the UK or on the internet at www.bfbs.com. We have already had 2000 visitors to the website from 10 different countries (in the first 48 hours).

You can listen to my 1st interview for the news channel here:

www.bigfatambition.com/blog/2010/03/radio-interview/ it explains in 3 minutes what would take me a day to type, I hope you will listen.

I've put an appeal to the oil and gas industry on my site this morning <http://www.bigfatambition.com/blog/2010/03/plead-to-the-oil-gas-industry/> which takes people eventually to a page where they can see advertising options <http://www.bigfatambition.com/blog/contact-and-advertising/> or email advertising@bigfatambition.com we hope to raise funds by selling advertising space on this site which is attracting industry as well as mainstream media attention.

100% of the money goes to 2 charities who support the families and servicemen in Britain and America.

Hope to be able to count on your support, this is already becoming a very well visited site.

Best regards

Mark Elliott
Big Fat Ambition
www.bigfatambition.com

Raise 1 million and lose 30 lbs weight....
....that's a big fat ambition





Paul Richardson©

Humourous Reminiscences



Over the years, my interviews with Standard Triumph people have provided a plethora of anecdotes with humourous conclusions. For this article, I decided to include a few of them to provide a laugh or two - prompted by the good cheer generated by the first of the warm spring sunshine recently and the hope that some hot summer months are just round the corner!

Jim Parkinson who worked in the technical office run by Lewis Dawtrey was relating some of the engine development mods on the early TR2 engine when he smiled and said.

"We were doing extended endurance tests on



Jim Parkinson Driving the oldest Standard



Frank Smith (left) foreman of the Test Brake section pictured at Jabbeke during tea break prior to the speed runs with TR2 MVC 575 in 1953. Other company staff pictured next to Frank are Bob Wilson, Wal Vickers and Ike Walton.

early TR development engines instigated by your dad when Sir John Black came into the office to talk to Lewis Dawtrey. When Sir John had gone Lewis asked me how many engines had blown up on the test brakes and when I thumbed through the test sheets about 3 had had given up the ghost with either crank, con rod or liner failure etc. and I asked Lewis if there were any problems. He said that Sir John had told him to make sure all the engine failures were listed and the faults categorised and to keep him posted. Lewis then carried on that your dad had already blown up about half a dozen development engines during day long test sessions on the track at MIRA which he'd not told Sir John about. I asked Lewis why and he said casually whilst he was fingering through some paperwork that it's best not to panic people especially when we were gearing up for Ken's speed record attempt at Jabbeke in Belgium."

One of several examples I have of how dangerous engine test cells could be in those days was related by design engineer

Graham Sykes who also worked in the technical department.

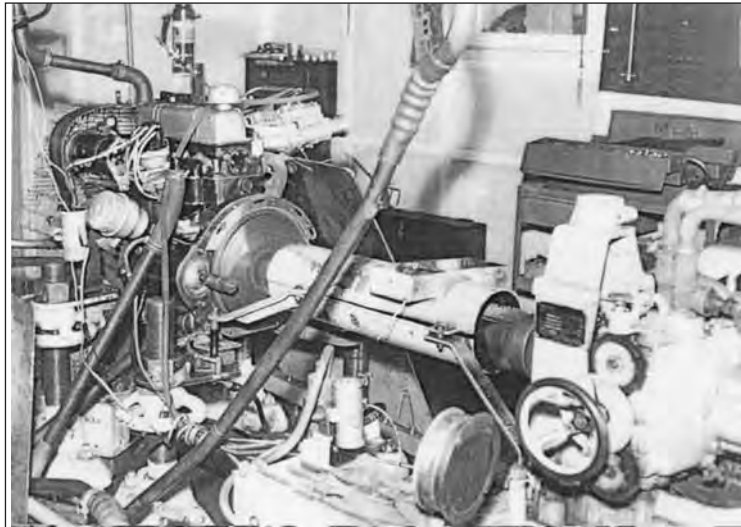
"I well remember, Frank Smith, a great bloke who was foreman of our engine test section, had refused to test the early Spitfire racing engines because he believed the crankshaft would not stand the revs the engine was achieving and thought being present in a test cell with a high revving Spitfire engine was too dangerous if an engine blew up. To qualify what I mean, Dennis Barbet and I did the brake tests on an early Spitfire engine and I remember that day very well because it was on the 6th April 1963 which was same day my daughter was born. Dennis and I were testing

snapping on a test brake. It sheared off, burst through the test house window, flew over the road and landed on the roof of the next building."

Jim Parkinson provided a particularly interesting account of his involvement with the 'Delorean' project - which I'd completely forgotten about.

"Well I'd retired when Colin Chapman was getting a design team together for the Delorean and I was asked to be a design consultant on the project.

You see Lotus brought in design consultants from agencies on outside projects like that because Chapman preferred to hire engineers on a contract basis rather than actually employing people on the Lotus pay roll so any hiring or firing could be done at will. I suppose this saved a small company like Lotus all the problems associated with redundancies and such. Anyway, I met Colin Chapman to find out more about the project and decided to take up the offer.



A 70X Spitfire engine in the 'unprotected' Triumph Test Cell

the engine, with Dennis on one side of it looking after the Webber Carbs, and I was on the other side looking after ignition adjustments. All of a sudden there was a hell of a bang when a con rod snapped and bits of metal from both sides of the block exploded all over the place and set fire to the fuel lines on Dennis' side. On my side a chunk of metal had shot out and hit the starter motor luckily and dropped to the floor in bits otherwise a direct hit would have caused me some serious damage. I also remember a prop shaft

Churchill House in Coventry, which was almost in the centre of the City, and I made many trips to Lotus in Norfolk to see Colin Chapman throughout the Delorean design to discuss progress and I also made trips to Dunmurry in Ireland which was the factory where the car was eventually put in production and they had a test track there. It was decided to use the Renault three litre V6 engine and gearbox and stick them in the back. It was quite an exciting exercise but I could never see it coming to a successful fruition really, there were too many

ebbs and flows. I found the project quite an eye opener because there were several people involved in the project who had no experience at all of car engineering and the Delorean was a totally new concept because everything on the car was stainless steel, other than the chassis which was galvanised, and it had gull wing doors. The whole thing was designed from scratch and the chassis and suspension was designed in our office in Coventry where I had to teach some of the design people the fineries of car engineering. In fact, in the end, I had to approve and sign off all the drawings for the chassis and suspension on the Delorean and became directly involved in obtaining the required stiffness in the chassis."

"The Delorean project proved a disaster in the end because there were too many loose ends not tied up with general engineering and it was rushed into production a bit like the Herald. As it turned out they only built a few thousand Deloreans because the financial side went pop. The trouble was the centre line on the financial drawing board kept moving about in all directions so the financial balloon was well punctured before it went up and finally came down with a bang."

The following extract was provided by Morley Faulkner one of my closest pals. He served his apprenticeship at Standard Triumph and subsequently worked in the experimental and competition departments in the Leyland era until it was closed in 1966. Morley, myself and two other pals of ours Robin Sladen and John Bakewell (also Standard Triumph apprentices and John's father Gretton was spares/supplies manager) were keen go kart enthusiasts and Morley related of dear John Bakewell.

"I donated a Villiers 150 cc engine to John for his go kart and when I took it round to his house he insisted on starting it up in the garage garage. He rigged up a petrol feed, put the Villiers engine on the floor and whilst bending down and hanging onto it with one hand he proceeded to kick start it furiously with his foot. Robin Sladen and I looked on in amazement and when the engine fired up John began revving the hell out of it. There was a sudden bang and John keeled over with his hands clutching his chest and fell to the floor virtually unconscious. Robin and I stood there in shock

and eventually rolled him over to make sure he was O.K. and he came round and slowly stumbled to his feet. The spark plug had cried enough and shot out of the cylinder head like a bullet from a gun and hit John dead centre in the middle of his chest. It was not until the next day when he took his shirt off to show us the huge multi coloured bruise on his chest, which was almost the size of a dartboard. Needless to say Robin and I nearly wet ourselves and I still giggle when I think about that today."

To conclude, the late Freddie Cooper was a highly skilled and well respected test brake specialist at Standard Triumph, who did a lot of test brake work on Spitfire competition engines. He explained where he'd first met my father which prompted him to relate my favourite story about test brake work.

"I first met your dad at Coventry Climax where I worked before I joined Standard Triumph. Ken sometimes popped in to see Harry Mundy our designer and my boss at Climax because they were old mates (N.B Harry Mundy and Ken had both worked at ERA and BRM and Harry lived next door to us in Bourne before moving back to Coventry where their friendship continued P.R.). Talking of Harry, Ken and test brake work reminds me that I had a session with Harry one Friday night at the Queen and Castle pub in Kenilworth before a holiday break after I'd finished brake tests on Jack Brabham's formula 1 Climax engine for John Cooper. After we'd had a few, I decided to tell Harry that I thought our test cells at Climax were bloody dangerous because they were all enclosed and they were too narrow because there was only a foot between the carb chokes and the wall so you had to squeeze by the intakes to get by and check things. If an engine blew up and a fire broke out there was no way of escape and we'd had several near misses with engine blows on our formula one engines. When I got back after the holiday break, Harry'd taken all this on board and he'd had the builders in to have a section of the back wall knocked out at one end of the test cells for a window and they'd put a wooden shutter in it. The only trouble was any quick exit from this window involved a sheer drop of twenty foot slap into the Coventry canal."

TECHNICALLY TALKING

by Hugh Glossop



TR7 Suspension

Hello Hugh,

As an owner of a Spitfire 1500 and a Drophead TR7 (and other non Triumph things) I read your articles in the Courier with great interest and I would welcome your thoughts on a couple of issues on TR7's.

I have recently bought some upgraded and shortened rear springs, matching the ones fitted to the front, and I note there are kits sold to fasten the springs from jumping out. Looking at photos of these on the Rimmer website it looks like 8 off small L brackets and 8 off nuts, bolts and washers. As this costs £20 plus and I have a garage full of steel, aluminium and bolts etc I would like to make my own equivalent. I am assuming that the idea is to clamp the bottom of the spring to the radius arm as the top of the spring fits into a reasonably deep cone section. Have you any knowledge of these kits and how they fit.

Secondly my rear axle (3.9) is making a slight whine, not terribly loud, but it can be heard with the roof down. I am aware that the 5 speed axle was never particularly quiet from new but I have read that if you start to hear it with the roof down on a drophead it is starting to go although it may not fail for a long time. I know from owning Jags that the crown wheel and pinion is rarely the fault and noise is usually associated with Pinion bearings which are not terribly difficult to change. I would welcome your thoughts on this.

Sorry for disturbing you but I would value your comments

Peter Martindale

Hi Peter

The brackets to hold the springs are exactly as you say, what they do is drill small holes in the spring pans to locate them, being a cheapskate what I do is drill the same two holes in each pan and use a decent cable tie. The bump stop stops the spring becoming coil bound and cutting the tie, never lost a tie yet (8 off required for the rear springs)

The other method I have done is to use a Landrover Series 3 rear axle check strap which are only a couple of pounds and blot that on at the correct length (cut the excess off) either of which cost £20 or so enough said!

As for the rear axle, most make some noise, if it whines it's liable to be crownwheel/pinion mesh, if it rumbles it will be bearings, it may be surprising but the diff carrier bearing for the halfshafts is quite a common failure and is easy to fix it makes the most horrid noise, and makes people very nervous about using the car.

I have had two fail on different cars now, it's a case of take the carrier out and spin the bearings to check for any roughness at all.

They are quite small compared with the pinion bearings, which I have never seen fail, except in the case of the oil seal failing and letting water in (you can always spin this with the carrier out to check!)

If fitting new bearings to the carrier you can generally use the existing shims as the bearings are machined to very tight tolerances, it's the carrier that isn't! and you are reusing that

Any more questions give me a ring my no is in the Courier

Hugh



STANDARD & TRIUMPH *Rally*

4th 5th & 6th June 2010
by Adam Easton

TSSC Northants Standard & Triumph Rally is now in its second year at Wicksteed Park, Kettering. Wicksteed is one of Britains oldest and most beautiful family entertainment parks.

Following last years successful weekend we have decided to add some new features to the event. As so many people made a weekend of it and arrived on the Friday we thought it would be nice to have our Big Feast BBQ on the Friday night giving everybody the opportunity to meet up, relax and enjoy some food in readiness for the weekend ahead. Camping is £15.00 per pitch per night and will include access to the whole park for the weekend, our private bar



Standards too!

on Saturday night and the Rally on the Sunday.

Saturday is the day when we can get out and enjoy driving our cars. For those of you who like a little competition in their driving we have a Treasure hunt that will explore some of the local villages whilst you find clues to discover the hidden treasure. Due to MSA rules it is only possible to run this event with a maximum of 12



Fabulous Turnout 2009



Cars. So if you would like to take part please download a booking form from the events website or call Adam Easton on **01933 229992**. The fee for the treasure hunt is £12.00 and gives you free access to the Saturday evening entertainment and the Rally on the Sunday. For those of you who would



Jigsaw's ADU 7B



Barbecue & Camping

The parks beautifully kept grounds are the perfect place to display our cars.

The Rally is open to all Standard and Triumph owners and is a perfect day out with the family.

You can spend some time looking around the cars picking your favourite People's Choice or relive

like a more relaxed day we have a free scenic drive to Stoke Bruerne, the National Waterway Museum. Stoke Bruerne provides the focal point of a great day out for all the family.

Saturday night the Park View Bar at the Pavilion will be open. The Bar is exclusive to us, giving the opportunity to relax with some entertainment. The Pavilion is on site and is in easy walking/staggering/crawling distance from the campsite.

On Sunday is our peoples choice concours.

your childhood on the train and go-karts or relax in one of the many café, bars and restaurants on the park. Prize giving will be at approx.2.30pm. If you come for the Sunday only entrance is £6.00 paid at the main gate and gives you full access to the park

Whether you come for the whole weekend or the Rally on Sunday you are guaranteed a warm welcome

**For more information visit
www.standard-triumphrally.co.uk
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TRIUMPH SPORTS SIX CLUB CLASSIFIED



Spitfire



1500. 1975. Owned from new. Long Mot/Tax. New engine plus many other replaced mechanical parts. Bodywork original. TSSC valuation £2,800. Offers. John (Oxfordshire) 01993 702367.



MkIV 1500 1973 tax exempt. 11 months MOT. Very sound car runs and drives well, good hood and dolomite alloys with new 175/70/13 tyres. All suspension poly bushed and Spax adjustable dampers on the back. 1500 engine with good non over drive gearbox. Included in sale is a "new" interior i.e door cards, seat covers back panel and rear arch covers. £1850 Paul (Gloucester) 01242 576041.



MkIII 1968. Professional body off restoration. Bare metal repaint. Unleaded engine. Interior retrim. Mohair hood. Stainless exhaust system. Over 8k spent. A1 Plus condition. £5,750. Frank (Eastbourne) 01323 767085.



MkIII 1969, concours example. previous owner completed a 17 year restoration. Recently MOT'd and registered Historic. It has had a tub off restoration. £5,999. Barry (London) 07939 137170.

1500 1979. Overdrive. 12 months MOT, 6 months Tax, Pageant Blue. Solid chassis, Stainless Sport exhaust. Been an Excellent daily driver. £2,400 Keith (Beccles) 07665 417050 or rustytriumph@btinternet.com



MkIII 1968 (French Blue). Great runner and fun for enthusiast. Both hard and soft tops, owned since November 2003. MOT'd November 2010, Tax exempt, Heritage certificate, original vehicle, 2 previous owners, full documentation, 66,370 original miles. New interior carpet, seat covers and panels, brakes. Full history available. £2,850. David (Monmouth) eMail: captain_tom@hotmail.co.uk

GT6



GT6 CONVERTIBLE conversion. GT6 running gear 2 litre 6 cyl. Full restoration by previous owner in about 2002. Excellent condition, always garaged and little used. £5,000. Mike (North Lincolnshire) 07785 915946.

MkIII 1972. Excellent major or quick back to road project. Over £3,000 of new / upgrade parts included. £3,500 ONO. Neil (Cardiff) 07752754527 / 07720053186.



MkIII 1974. 61000 miles, clean and tidy, overdrive, Minilight wheels, lots of paperwork, new MOT and 2 new tyres, last valuation £7800, accept £5600 ONO. Photos available. Pete (Bristol) 07780 707937.

GT6 MkIII 1974. Yellow. MOT Nov, O/D, sunroof, new sills, shocks, battery, £4150, Nigel (Herts) 01442 866003.

GT6 MkII Blue. Tax/MOT. Good condition. Used regularly until illness prevented. Very cherished. £3,500 ONO. Bass. (Richmond) 020 8940 7076.

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Vitesse



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MkII 2L CONVERTIBLE with o/drive. 1970. Valencia Blue, tan interior. Very good condition. New chassis, re-built body, Toad alarm. TSSC agreed value £7,000. Lots of spares. MOT mid-June. £4,900. Gill (Nottinghamshire) eMail: gillwill@ntl-world.com

MKII SALOON. 1971. Unfinished project. Garaged for 12 years. Many new parts fitted. Some Spares. Engine, G/box, Suspension OK. No MOT. SORN. Non Runner. Body (Banchury Nr Aberdeen) 01330 822623.

MKII SALOON. Webasto roof. Overdrive. Stainless Exhaust. 3 Owners. Full History. 65,000 genuine miles. No MOT. Requires some outrigger work. Owned 20+ years. All MOTs. Runs great. Best offer secures. Bill (Preston, Lancs) 01772 724555.

Mk1 CONVERTIBLE. 1967 2 litre Red. MOT. Good condition. Garaged & dry use only last 10 years. Overdrive. Plenty of history & receipts Ready to drive. £3,500. Mark (Sussex) 07976 331326.

MK1 CONVERTIBLE 1967. White. OD. Reconditioned engine, gearbox, front suspension, rear wings. Alternator, EI. No MOT but FWO, outriggers need attention. £1,000. More details: Jamie (Salisbury) 01722 743636.

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Superb condition. Must be seen. Nigel. (Doncaster) 07985 034480.



STAG MKII 1977 S reg. Manual, O/D, White/Beige, 89000miles, MoT July 10, New Hood, Retrimmed interior, Calipers/Discs, S/S Exhaust, Kenlowe. Offers around £7,000 Drive away. Consider px with MKII Vitesse convertible. Jeff (London) 07930 322831

2000



2000 MK 2 ESTATE. Pimento Red. Tax Exempt. No current MOT/Tax. Some welding required to floor. Bodywork sound. Good project car. £600. Mike (Nottingham) 0115 9119714

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SPITFIRE MK3/MK4/1500. Ideally in red but most colours considered, overdrive preferable. Must be good or excellent condition. Empty garage and cash waiting!! Simon (Farnborough) 07920 208387.

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WANTED TOW BAR for GT6 MkIII. John (Cumbria) 01229 833904.

TR6 wheel trims. Looking for a set of stainless wheel trims pref in good nick and shiney!! LEE eMail: leelaight@tiscali.co.uk

HERALD door glass channel assembly required. Driver's door glass channel required, the short one for the rear B post side of a Herald window. Colin (Northern Ireland) 07709 599665.

SPITFIRE Mk1 or Mk2 bonnet. Good condition or repairable bonnet for Spitfire Mk2 wanted. Will consider fibreglass but would prefer steel and standard or racing/Le Mans style. Tarquin (Gloucester) 07714 337419.

HERALD 1200, 1964 model. Front Steel Valance for Herald 1200 - preferably red wanted in good condition Anna. eMail: moulsonanna@yahoo.co.uk

VITESSE 6 Header tank required. I'm after a radiator header tank for a 1962 Vitesse 6. If anyone has one spare, please contact me

to discuss price. thanks. Chris (Maidstone) 07970 849336.

SAH tuning parts/badges wanted. SAH tuning parts for Herald 1147 or Spit Mk1 or Mk2. Also any original SAH badges. Cash waiting! Matt (Sowerby Bridge) 01422 836301.

GT6Mk1 passenger side QTR light. looking for passenger side front quarter light in very good condition and good chrome. Mine is missing the closing catch Cheers Carl eMail: carl.drinkwater@lslps.co.uk

SPITFIRE MKII Gearbox. With or without overdrive - overdrive preferred Reasonable price paid and will collect. Also want set of wire wheels for same car Roy (Wolseley Bridge) 07939 108378.

VITESSE centre rear bumper. I need one in reasonably good condition, pleaseeeze. Derek. (West Kent) 01732 743747.

GT6 Mk1 complete bonnet stay assembly

to hold bonnet in upright position. Must be reasonably priced and willing to mail to Australia, of course will cover costs. Kevin (Melbourne, Aust.) eMail: annebjones@dcsi.net.au

COMPLETE HERALD 1360 bonnet needed. Can be Fibreglass or steel Good Condition or easily repaired. Will collect. Thanks. Mark (Norwich) 07917 688554.

MKIV Glove box fascia support. Looking the padded bit that holds up the front edge of the passenger glove box. Jonathan Carter eMail: carter.jonathan1@google mail.com

SPIT/GT6/HERALD/ VITESSE wheels. I am looking for some very cheap wheels that I can use to keep my GT6 restoration mobile whilst its own wheels are refurbished. Chris Povey. eMail: chris@poveys.com

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May 2010

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Standard Triumph Marque Day 2010

Prescott Speed Hillclimb - 23rd May

MARSHALS REQUIRED!

In order to ensure the smooth running of the Marque Day event at Prescott, the organising team is looking for volunteer marshals. If you can spare 2 hours during the day to direct traffic on site (paddock, car parking etc) then please contact me. This does not include marshaling on the hillclimb course, which will as always be arranged by the Bugatti Owners Club, who own the Prescott venue.

Nigel Clark

General Manager Triumph Sports Six Club

Tel: 01858 434424



AREA DIRECTORY

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

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

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

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news Pub Run See Area News for details	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 Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	BARTON Aerodrome ECCLES. M30 75A. Just off A57	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 3366	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	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
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 - KIRK GATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Ian Stevens: 01773 787268	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday 8.30 .
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 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.
WORCESTER	Stefan Graham: 01384 279686	The Berkley Arms - SPETCHLEY	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 01223 836535	John Barleycorn - DUXFORD CB22 4PP.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 01603 426539	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	SEE Area Report.	1st Tues. 8pm.

NORTHERN IRELAND

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

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831 576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
		Roving Meet - phone for details	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. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th
	Mary Rumens: 01635 868640		Wed. Eves.
SOUTHERN	Mike Gooding: 01252 722432	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. 8pm.

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHEREWELL SP11 7JF	2nd Thurs. 7.30pm
AVON	June WRIGHTON: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
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. 8pm.
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	St Leonards Hotel - St LEONARDS	3rd Thurs. 8pm
WYDEAN	Clive Speaks: 01531 650035 or 07828 250517	3 Horseshoes - ALLENSMORE Herefordshire	3rd Weds. Eves.

OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg166 Tongeren - LIMBERG.	
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		lucabellinello@tiscalinet.it	
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		president@tssc-norway.org www.tssc-norway.org	
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SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 212 7731	Switzerland	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	



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



● AREA LIAISON OFFICERS REPORT

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk

The Area Organiser Road Show/AGM was very well attended, and it is always satisfying and a pleasure to see that you care enough about your club to take the time and the effort to attend the meeting, also a big Thanks to those who cannot attend the meeting but still managed to send questions in for the agenda it is very much appreciated.

A big Thank You to all the Area Organisers who attended the AGM with 33 Area Organisers present it certainly made for an interesting debate and it gives us the chance to share our views, ideas and opinions.

Nigel Clark (Club Manager) is actively looking to form a sub committee of volunteers to look at and manage some aspects of the website if you have the skills and can spare a few hours a week please get in touch with Nigel at Club H/Q.

To date we have ordered 25 Power Flags with 6 more being ordered at the road show these flags are £50 plus P&P (with a discount from Club H/Q) if you require one please will you put your order in with Frank and myself. We did trial our own flags and found if it was windy we needed assistance to hold the bottom of the flag in place so we are trialling a Jubilee clip.

Another good idea to come from you is to include the post code of your area meeting on your Area Registration forms this would assist potential new members that use a 'Sat Nav' to find their local meeting venue, it would be helpful if you can send your post codes into Bernard to be included in the Courier Directory. We will be sending out notes from the A/O Road Show.

We have also published a 'Hints and Tips' manual full of hints and tips based on yours and our own ideas and experience.

Mike Crewes retired on Sunday from his roll as General Secretary and mem-

ber of the Council to join the pipe and slipper brigade in sunny Cornwall, we would like to thank you for all the work you have done over the years and hope you enjoy a well deserved retirement.

Congratulations to Vivian Thompson and Dave Smith, who have succeeded Mike Crewes, and we wish them all the best in their new roll.



A Special Congratulations to **Pete Lewis** being voted **Member of the year for 2010** you deserve it. This award is presented annually to a member that has contributed to our club above and beyond the call of duty. We have certainly had a few of those special members throughout the years.

Congratulations to **North Yorkshire** you have won £50 Club Shop Voucher and **Notts Area** you have won a £25 Voucher please get in touch with Angie Hill to claim prize.

Dip & Frank

● ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

The Easter Monday show at Wyke Down was cancelled due to the poor weather leading up to Easter.

It has been rescheduled for the **23rd May** and all tickets for the Easter show will be valid for this one. Suzie and I will be at Prescott that weekend but there will still be a Club Stand. We, therefore, have two spare tickets if anyone would like them.

The April meet at Wherwell was well attended. Good to hear that Anthony has started the restoration of Rachel's Vitesse - by buying a battery!

Ed was late as his headlights on the TR7 failed to pop up - so he had to come in his son's TR6 - a real hardship. John has managed to line up one side of his GT6 so that project is going well. Most importantly, Rosie's bump is progressing well - rather more quickly than Peter's restoration of the GT6. There seems to be an area tradition of being taken to the maternity ward in a GT6 or Spitfire so the challenge is really on, Peter, to get the car on the road in time!

Next Meetings

9th May - SEM

13th May - White Lion at Wherwell

23rd May - Wyke Down

23rd May - Prescott

Guy

● AVON

Tel. 01454 327059

We had a good day at Coleford despite it being a bit chilly with 6 cars in total from Avon and Somerset area. This should now become an annual event as I am on their mailing list. By the time you read this we will have had another meeting, done Drive it Day to St Fagans and the Bristol Classic car show, so more feedback on those over the next two months.

Looking ahead, don't forget to get your forms in for Brean by the end of May and also contact Angie to book the meal. You can phone me for a form in the post, collect one at the meeting or I can e-mail one if you contact me at junewrighton@tiscali.co.uk. Also time to let me know if you are interested in Castle Combe action day. I don't know how many passes we will have but if it is like last year they will be very few. I also need someone to organise Hay on Wye as I will not be attending that event. Don't forget our meeting in **May** is moved to **10th** due to Badminton horse trials, same venue but different day.

We are still looking at events for the rest of the season with a possible visit to a steam railway weekend. We are also attending a Standard Triumph rally at Crich tramway museum in April as they want a police presence! The police car is in demand this year.

The best way to find out about what is going on is to come along to the meetings.

See you there.

June

● SOUTH BUCKS

Tel. 07818 052276

www.tssc.org.uk/southbucks

email southbucks@tssc.org.uk

Hi All. The weather is finally getting better, and it isn't getting dark until much later now, which is useful as I need all the time I can get at the moment for fixing my Stag. The latest jobs is rear brakes and shoes. Quite easy but frustrated by leaking wheel cylinders and recalcitrant springs.

The better weather also heralds the start of the show season. The largest and probably best local show is the Chiltern Hills rally at Aston Clinton. They are asking people to register by 30th April. Go to www.chilternhillsrally.org.uk to download the form.

The Ace Café classic car nights should start getting much more busy now; they are held on the second Tuesday of every month. The annual spring riot for hot rods and other Americana is held on **May 5th**.

Page 61 of last months Courier was a good introduction to the 'theory of

CAMBRIDGE CANTERBURY . . . CHESHIRE



electricity and smoke' however it did fail to mention that, once smoke has escaped from an electrical system and the leak has been fixed it must be replaced. There are several places one can by electrical smoke from on the internet, but be aware that Triumphs should be refilled with the correct Lucas Replacement Wiring Smoke.

Our next meeting is on **May 19th** from 8pm at the Squirrel in Penn Street.

Regards

Daniel.

Sat/Sun 21st & 22nd August

Duxford All Triumph Day -
Sunday 19th September
Date of next meeting - **Monday 3rd May** - 8pm onwards.
(or 7pm for the meal)
Meeting Dates for 2010.

1st Monday of the month, normal venue, 8pm onwards,
John Barleycorn, 3 Moorfield Road,
Duxford, CB22 4PP

Future meetings - **3rd May, 7th June, 5th July, 2nd August, 6th September, 4th October, 1st November and 6th December.**

Kevin

(to his great credit) were extremely comprehensive.

My contact details remain the same so please feel free to stay in touch with comments, ideas or anything else really.

Regards,

Phil.

CAMBRIDGE

Tel. 01223 836535

e-mail: tssc-cambridge@rochfort.org

A good turnout of Club cars for our Easter Monday meeting - the last one at The Unicorn. The **May meeting** will be the first meeting at the new venue.

From now onwards, we will be meeting at the **John Barleycorn, 3 Moorfield Road, Duxford, CB22 4PP** The first meeting at the John Barleycorn will be **Monday 3rd May** - the bank Holiday Monday.

For those who want to make a proper evening of it, Toby has planned a fun drive through the Cambridgeshire, Hertfordshire and Essex countryside, taking in some very nice driving roads and some wonderful scenery, to end up at the John Barleycorn for about 7pm for a meal before our meeting at 8pm.

We will set off from the Madingley Road park&ride carpark just off J13 of the M11 at about 5pm. Feel free to bring your family and friends along for the drive, it should be good fun, but please let me know in advance so that I can let the pub know how many to expect.

Luton Festival of Transport, **Sunday 13th June**, if you want to come along, entry is free, but the tickets must be ordered in advance. Please let me know if you want a ticket and I'll get them ordered.

Some dates for the Diary :

Duxford Classic car show -

Sunday 2nd May

Cambridge Area countryside drive and meal at the new meeting venue -

Monday 3rd May.

Beaulieu Spring Autojumble -

Sat/Sun 15/16th May

Standard Triumph Marque Day -

Prescott - **Sunday 23rd May** -

Possible convoy drive with the

Herts & Beds area

Enfield Pageant of Motoring -

29/30/31st May

Luton Festival of Transport -

Sunday 13th June - shared stand

with the Herts & Beds area

Goodwood Festival of Speed -

Fri/Sat/Sun 2nd, 3rd & 4th July

Classic Le Mans - **Fri/Sat/Sun 9th,**

10th & 11th July

TSSC International, Stafford -

CANTERBURY

Tel. 07810 438074

e-mail: Progers01@onetel.net

I missed April's meeting due to a pre existing engagement elsewhere. Phil the Stag gamely agreed to stand in for me and I thank him warmly for that. I was sorry to miss the Ramsgate Division and Bob Chequer, who has been instrumental in designing and hosting our new website.

Hope to meet you soon, Bob.

From Phil's notes I understand that there was discussion of the website and suggestions for additions and improvements, some of which have been incorporated already. Thanks to Del for the Canterbury Triumphs logo. Phil is collecting and re sizing pictures of our club cars and they will be in the "Members' Cars" section shortly. As soon as shows and events have been attended, I will be asking those involved for a short write up for the "Reviews" section.

And so the site will grow. Thanks again to all involved.

I am told that the insurance issue and agreed value was raised again. I will be at the AGM and AO seminar on the 11th so will try to obtain answers then.

By the time you read this in "The Courier", Drive it Day will have been and gone. Meeting arrangements and times are on the website: it's great being able to write that! Here's hoping the weather is fine and balmy and the lunch is as good as Steve says it is!

I believe a contingent is thinking of going to Leatherhead for the SEM.

If you need anything for a stand contact Del or me.

Annette and I are going to The Isle of Wight area camping weekend at the end of April. Was good last year and there's still plenty of time as I write to throw caution to the winds and join us.

Just a gentle reminder now to those who said they would arrange events later in the year. Details are not necessary at the moment but a date would be extremely helpful. Thanks in advance.

If I have missed anything crucial to the smooth running of the Universe, then please accept my apologies and Blame Phil the Stag, whose notes

CHESHIRE

Tel. 01625 425845

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk/cheshire

It's now officially Spring, but the weather hasn't really noticed this. On a trip to London on the first of April we observed several cars on the motorway with snow on them, and bits of snow on the fields. So when we returned that evening a car was selected with a working heater, a heated rear window and a tin roof, instead of one with a bunged up heater, plastic seats and a cloth roof. It looked as if the rest of the Cheshire set had the same idea and had left the Triumphs indoors.

Paul had sneakily MOT'd his GT6 a day or so before our meeting, which has to mean the car is road legal and we should expect to see it either at our next meeting or the run out in June. According to my calculations this means there are three Triumphs (OK two Triumphs and a Bond) at Château Paul, which sounds like a lot of cars! Meantime Adrian has some very shiny restored SUs and an extractor manifold to go on his GT6. I haven't checked to see what the state of the interior is, though.

Now, the first run out of the year is scheduled for the June meeting. Four years ago we travelled through Kerridge, Langley, Gawsforth, Siddington and Chelford to the Railway Inn at Ashley (noting that we were at the Railway Inn at Moberley in August last year when we were navigated home by gnat sav and none of us had the remotest clue where we were on the way back until we got to Chelford). Maybe it'll be different this time, and maybe not! Remember that this is England and we seem to specialise in cool weather in the evenings, which means bring lots of layers (and a note to me to fix the ***** heater).

And, it's the first Tatton show after the June meeting - once again I had one taker for a ticket (or in this case for a voucher for a ticket).

I raised the issue of a trip to Liverpool on **15 June**, and I think I got one affirmative from the assembled crowds.



CHESHIRE . . . CORNWALL . . . COVENTRY DERWENT VALLEY

CHESHIRE Cont.

Google says it's 44 miles from Château Jones to the Derby Arms, via the M56 and M62, and takes one hour. The pub looks interesting on the outside and has a large car park.

I thought we'd frightened Jackie and Andy away when we saw them in February, but they appeared again and admitted to acquiring another Spitfire, this time a Mk4, with apparently less fettling required to get to a roadworthy condition. One more car and you'll have as many as Paul! And a reminder to drive to Knutsford, Macclesfield, then follow Stockport and then you can switch the gnat sav on to find the pub.

Our next meeting is on **Thursday 6th May** at the Cock and Pheasant. I shall see you there.

Henry

CORNWALL

The last couple of meetings have been very busy, you wouldn't believe the number of shows and other events there are through the summer in Cornwall and it seems that some members want to go to them all! Most weekends something is happening and someone is going, some weekends there's even a clash of events, so if you think you might go to an event locally let us know, or look out for someone at the event. We are even going on trips to Hay on Wye and Swanage this year. Come along and find out how you can join in some of the fun.

Despite trying to be more organised this year we seem less organised sorting out our Camping Weekend. The dates are set - **25th to 27th June**, but the venue is still being organised, we hope to go to Higher Harlyn Park, near Padstow. Lovely facilities, Clubhouse with restaurant and bar, open air swimming pool and all the usual camping facilities. It's about a 3 mile walk into Padstow, or on the Saturday we hope to organise a country drive, for those who would prefer to see some of the country side. If there's enough interest we might even call into Sharp's Brewery on the way.

By the time you read this we will have been to Bradworthy Transport Museum in Holsworthy for our Drive It Day run. The museum is for sale and its future is uncertain, so it was a nice chance to

see it; more next month. Also Mike and Anthony along with Jane and John have recently competed in The Lands End Trial in what was described as the worst weather for a very long time. This was Mike's first attempt in his new TR7 and Anthony's first navigation and it was Jane and John's first go at anything like this. Well, they all returned unscathed having had a terrific time. Mike is claiming a Class Award, whilst Jane did extremely well in her first attempt, only failing two hills. They all looked pretty tired on the Easter Saturday Night dinner. Ian and Iain from Somerset are claiming a Silver Award in their Sixpence and Mike Warnes in his Devon TR7 lucked out unusually, failing three hills.

That just leaves me to say 'Hi' to all the new members that have been turning up recently, it's great to see you and we hope that you will enjoy your Area. There have been some beautiful and interesting cars coming along too.

May

Thursday 14th, 8 pm Meeting at

The Hawkins Arms, Zelah

Sat/Sun 22nd & 23rd Standard

Triumph Marque Day, Prescott

Hillclimb

June

Thursday 10th, 8 pm Meeting at

The Hawkins Arms, Zelah

Fri - Sun 25th - 27th

Camping Weekend

See you all soon

Mike

COVENTRY

Tel. 02476 410180

kevin.n.murray@googlemail.com

Well it appears that Spring has eventually sprung! We had nine cars in the field at our April meeting at Bull & Butcher. The fine weather, with the extra hour of daylight certainly helps. The Dolomite Club were invited to attend, and a trio of Dollys, plus my 1500 Dolomite matched the number of Spitfires on the night. It is good to see a variety of cars at such events - the more the merrier! Perhaps we may get a Summer this year!

Clive Jones kindly tweaked the linkages on the twin carburettors on my Dolomite 1500, as one was running ahead of the other. Thanks Clive! One of the guest Dolomites had a Rover V8 engine fitted, and sounded great!

We planned to get a number of cars to the Drive it Day at TSSC HQ in April, hope the weather is kind to us.

At the meeting we discussed potential local classic car shows and events this season. The main events are as follows:-

WHEELS-Blue Lias pub at Stockton, near Long Itchington, Wed. evening **16th June**, the Fillongley Agricultural Show, **Sun. 8th August**,

and The Coventry Festival of motoring, **Sat. 4th & Sun. 5th September**. Please contact me if you want any further details, or enquire on-line for up to date information.

I hope to see even more Triumph cars at The Bull and Butcher next month, **Tuesday 4th May**, 7:30 onwards.

As we know only too well, it's a short summer, so we need to make the most of it. Keep on the straight'n'narrow - and between the hedges! Thanks for your continued support.

Regards,

Kevin.

DERWENT VALLEY

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The sun is out, the sky is blue and there are Triumphs on the roads again. Whoopee it must be summer. Go on, you remember summer; that one day a year when we feel it might be as warm as Spain and the weather forecasters tell us we can get the barbecues out?

Anyway, the Triumphs are out again and we can all look forward to the show season. Derwent Valley plans for the Peak Run are moving forward a pace and we have a lot of people who have already booked. That doesn't mean we don't have lots of spaces left and we look forward to seeing both old and new friends.

Booking Forms are on our website so please download and get booked (says he who hasn't done it yet!)

Our monthly meeting this month on the 6th saw us hosting Mark, Jo and Alistair from Jigsaw Racing along with ADU1B. A great night where we raffled off a square on the virtual Spitfire, won by Roger Buck who's smile was a mile wide, and offered others the opportunity to buy for themselves. I cannot stress enough how grateful we are to the Jigsaw Team for coming along, a long drive up and back and they smiled all night. Many, many thanks to them and I hope everyone in TSSC will support them both for Le Mans and in all their efforts.

We also held an Easter Egg raffle which saw most people winning chocolate of one sort or another, even if Richards throwing of Creme Eggs was a little off target. All in all a great night and we saw lots of smiling faces.

Once again I would like to emphasise that we want Derwent Valley members to get their cars out to as many shows as possible this summer and Mike Mayfield is doing his normal brilliant job of keeping us informed on what's on and where.

Next month, on the **4th May** we are meeting a little early, at 7pm, to head over to a Classic Cat meet at The White Hart, Moorwood Moor nr Wessington.



Colin will be posting details on the Derwent website.

By the time you read this Drive-It Day will have been and gone. Derwent Valley are off to the seaside so I hope to have a great day to report on.

Get your Triumph out and go enjoy the sunshine.

Fan and Richard.

DEVON

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Club Night at the Star Inn continues to attract an enthusiastic crowd, with the mezzanine overflowing for the March meeting. The TR7 corner were in deep discussion as to which of Julie's or Steve's cars was the longer - I think the winner was Steve's export model by a few inches - was it the bumper? Gerald G joined us for the first time for a while, having recently acquired Fritha's Vitesse which we look forward to seeing out with us soon. Colin told us he was seriously thinking of returning to the 'Big 6' world having had 2000's when he was younger, and subsequently confirmed that he has indeed now bought one. Our 'Young Members' section was busy too, with Dan, Mark A, Mat, Chris and young Sam. Andy W came too, and like the Alexanders is looking forward to going to Le Mans in July. Steve Wilkinson reports that they hope to get their cars out and about in North Devon soon, but we all send congratulations to Steve and Sarah Knight for the birth of their daughter, Megan who was born on the 29th March at 04.48 hrs weighing 5lb 10 oz. More congratulations to North Devon as, on 22 May, Steve W and Sharon Walker will be tying the knot in Barnstaple, having got engaged at our visit to Bradworthy Motor Museum last year. We hear that a lot of people are planning to make this a very memorable day for them.

Talk about the best laid plans of mice, men and AOs!!! Our planned Easter Egg Hunt had to be cancelled due to the foul weather - our garden is steep and was totally waterlogged. Plan B came into operation instead thanks to Allan, Ian and Karen. So on Easter Sunday four Triumphs met at Exeter, with the Trelevans in their modern as their engine is having a rebuild, to be led by Ian & Karen through the villages and fords to Woodbury Common where we stopped at the spectacular high point known as 'Top of the World'. Somewhere most of us had not been, with views reaching some 30 miles to the westernmost point of Dartmoor, Ugborough Beacon, all along the Exe estuary and the sea beyond. Then back to East Budleigh, where we picnicked in Ian & Karen's garden of their

'building site'. Colin was immediately put to work making a skateboard ramp which Michael and Sam in particular enjoyed. Colin brought the family in his very recently acquired Mk1 2000. A lovely car, owned for over 40 years by a near neighbour in Cornwall. The other cars out were our 13/60, Dan's Herald Estate and Mark A with his Spitfire. A lovely day, and we were grateful to Karen & Ian for coming to our rescue! A lesson here - never rely on British weather!

COMING UP IN MAY

We start to be busy this month, with a large contingent expected to invade the Isle of Wight for the camping weekend. On **Saturday 8 May** we will be at Buckfastleigh Racecourse (just off the A38) for the show in aid of Huntingdons Disease, and the following day, **Sunday 9 May**, is the first of this year's 'Triumph Meet & Greet' events at Route 38 the American Diner at Trerulefoot. We will meet at 10am at Pear Tree Cross on the Sunday to drive to Route 38 but if you are going there direct, the idea is to be there for 11am - it is getting a very popular event, and the grub is good there too! North Devon meet at the Tarka Inn on **Thursday 13th** and the Star Inn Club Night is the following **Wednesday 19th**. With 'summer' approaching hopefully, it should be a good time to get those cars out. On **23rd** of course it is Triumph Marque Day at Prescott, and we hope that a number of Devon cars will be going up to attend what was described as a really good day out a couple of years ago.

30 May - 2 shows, Killerton House and Pecorama, where our cars will be out in force. Join us if you can.

Just in case of changes or cancellations of any event, let us know if you are coming along!

DIARY DATES

30 Apr - 3 May Isle of Wight Weekend

Sat 8 May Huntingdons Disease Show at Buckfastleigh Racecourse
Sun 9 May Triumph Meet & Greet A38 Trerulefoot (Route 38)

Thurs 13 May North Devon Meeting - Tarka Inn Heanton

Wed 19 May Club Night at the Star, Liverton

Sun 23 May Triumph Marque Day at Prescott, Glos

Sun 6 June Seaton Tramway Show
Sue & John

ESSEX

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www.freewebs.com/essextssc

Hi ALL. You may want to put the kettle and make a Coffee for this Stoneleigh to Chatham report, only there has been a lot happening. The winter is now officially over, but no one has told the

weather! The indoor meetings looking for that elusive part has given way to out door shows, driving the car and parking in a field full of like minded people and still looking for that elusive part in boxes of lovely old car bits (one day it will turn up). The cars have done their first show with some teething problems, but more on that later. We have a new convert in our midst, well not that new but she now has her own Herald, regular readers of my ramblings may remember me talking about "Jinx's Nerkin" and a blonde that approached me at a show last year, well Fiona the blonde has now bought Jinx's Herald and has been out to the club meets and shows with it. It is nice to see the car being used, as that is what they are for.

(Getting off my soap box)

MY OFFICE. I have sprayed the sills on the driver's side with stone chip and the inner wing of the bonnet, and top coated it with Inca Yellow, it looks good. The wiper motor is a different story, in last months report I said I had greased the brushes, this was a typo and should have read, brushed and checked the bushes but I may as well have greased the bushes, the motor went back together ok but would not run. Time for coffee I thought and then went back to it, checking the electrics methodically with the meter, they all looked ok, run a lead to the motor, it turned 3 turns then stopped, out it came, strip it down only to find bits of brush falling out as I removed the cover. I obviously was not as careful as I thought I was, putting it back together. I will need to get a set of brushes ordered up. Problem two, put the new fuel pump on with the spacer, went to start the car, no go, traced it back to the fuel pump, took it off and found the arm broken off, old pump back on and off to the club day, looking under the bonnet of Pam's 1500 Spit she has had for 27 years so it is pretty original, it has spacers in the plural, I had both but only used one as I had read it has a spacer and I had two from the old engine, anyway I now know it needs both of them, any one know where I can get a new arm to go with my new pump? Any suggestions would be helpful, anyway my cars are running. Theodore keeps amazing me, he sits outside under a cover for weeks on end in the winter and still starts with out any trouble, the TR7 design is newer than the Spit but it still surprises me, it doesn't give any problems on



ESSEX Cont.

starting. As I said earlier this report covers the change over from winter mini bus trips to the summer car trips
OUT AND ABOUT - Gaydon and Stoneleigh 6th & 7th. Saturday off we went to the Hill household really early for a 7.30am departure. This was far too early for Joe who was still half asleep. Janet had to drive to their house as I had had a joint injection the evening before into my wrist, I also got out of carrying all the bags and sorting everything out, I did manage to choose a bottle of wine to take with us. It was only team Jannaway and Team Hill on this trip, so we had loads of space in the dib dob bus, and we spread out. Joe bagged the front with John. We stopped for breakfast along route, a full English, lovely. We reached "Gaydon" in good time and went in. We got to the entrance to the museum, this was thrown in with the conference room that I had booked through TSSC for £35 so that was £7 a head, a lot cheaper than the usual entrance fee. Donna did the honours putting on everyone's stickers. The museum was full of shiney cars all of which made me think my car could look like that some day, then looked again and thinking, I haven't got the time or money, but they do look good. We made our way to lunch where we could only manage a cake each and the obligatory coffee, still full up from breakfast.



Donna in the conference room giving us all lessons

After another mooch round looking at a 4 seater TR7 and race prepared V8 TR7/8, Joe looked at lots on Minis, I am still working on him, then it was off to the Premier inn. After settling in the Jannaway's headed off to The Hill Suite for some pre dinner champers. Where Donna had already started without us, she only had 2 inches left in her bottle and she was incredibly

giggly, Joe shook his head as he has been there before. We set off for a very nice evening meal, after that it was back to the Hill suite for more drinks.

Sunday we had an early breakfast, packed up the bus and headed off to Stoneleigh. Better parking, not so far to walk, but the queue was still big, it did go down quickly though. I was then off to find bargains. Donna and John went off on their own while I spent all the time with Janet and Joe giving every stall the once over in the auto jumble hall. There were some bargains to be had but it seems none on the bits I was looking for, but I got a few bits and pieces to help with the cars. We met up for lunch again, only managing a cake after the huge breakfast again. We met Dave and Sylvia who were talking to Don Cook, a good Essex turn out. Then there was Malc and Mark from Kent, we heard that Lesley wasn't very well and we sent our wishes to her. Another look around and a quick visit to the Club stand and all too soon it was time to go. But first of all Malc, Mark and Joe went off to see the scantily clad women in the arena next door. It was very loud and we could hear it in our halls. They were impressed but I had to text Joe to come back as we were waiting to go.



John and I at our spiritual home

Saturday and Sunday 13th & 14th RACE RETRO - WHAT A CRACKING TIME WAS HAD THIS WEEKEND.

This also saw an early start for Team Hill and Team Jannaway, we met at the lakeside services at 7.30 am car park for the trip back to Stoneleigh. It only seems a week ago! We planned to stop for breakfast as usual at the services. Joe planned to sleep most of the way, he needs a weekend off he said. We were a little later setting off as Joe did not want to leave his bed.

We arrived at the services after an hour's drive, Janet drove the first bit as I have been a bit under the weather, Janet managed to get us to breakfast okay. We had full English but all too soon it was time to depart, on the road to Stoneleigh the race was waiting. We got to Stoneleigh at about 10.30am and the field was filling up with the parked cars. It was a bit of a walk but soon we were at the pay desk, once inside we couldn't find a programme

seller, so we asked where the stages were and we were directed to a corner spot, turned out very good, nice and close for the cars spinning round the track. It started at 11.30am the girls headed off for the loos, which were miles away but never mind the walk, a good job they weren't desperate.

They got back just in time for the start, and out came the cameras, there was a lap of honour and then the cars came round one at a time. The TR7 and a 2.5 did some good laps, all the cars looked good, there were several spin offs and the Audi Quattro did a lovely jump over the ramp. It was soon over after a couple of hours so feeling hungry we went in search of somewhere to have our coffee and sandwiches. We got some chips to go with them and sat on a park bench it was nice and sunny. We all had full thermals on so that wasn't too bad. After lunch we went to look at the cars in the pits and we were drooling, then into the halls, in the nice and warm, found the programme seller and got one to look at later. We had a mooch round and found our way into the auto jumble, John and I were in our element. I got some screws I had been looking for ages, he couldn't even get them last week.

It was all too soon coming to 5.30 when the show was closing and we found ourselves heading for the gate, the car park was nearly empty, we climbed in to the modern cars and set off to the Premier Inn, same one as last week, about a 10 minute drive away.

After booking in it was coffee in the Hill Suite, followed by drinks later before dinner. Following dinner we headed back to Hill Suite to finish off our drinks, after that it was decided that we all should get to bed, very tired, about 10.30pm. Not a very early start on Sunday morning, a bit of a lie in with Mother's day presents. Lovely choc toffees for Janet from Joe and flowers when we got home from Brownen and a new metal tax disc holder for Donna's new car from Lucy.



Me at Spitfire Close

We met up with Team Hill at about 9am for breakfast At breakfast it was decided to head for Canley to see if we could find the monument to Standard Triumph, we found it and the boys had their photo's taken. We then set off to find Herald Avenue, and Spitfire Close. After the photo call it was time to head

GLOUCESTER

home and to keep the girls happy we decided to go to Galleria on the way for a bit of retail therapy. We had a light lunch and hit the shops didn't get much we were all a bit too tired, Joe bought Janet a book to add to her Mother's day, well done Joe. After a long goodbye at the car park we set off home. We arrived home at about 3.30pm we went out for a meal at the Harvester. We had a lovely meal and went to bed very early.

Roll on the next trip out/weekend away why don't you join us we have a great laugh and plenty of fun. Sometimes a Premier Inn sometimes camping, all are welcome.

21st - Club Meeting at the Halfway House. There were Triumphs in the car park, lots of them. 4 Spitfires, 3 Heralds, 2 Gentries and 1 TR7 and a good turn out of members too, me, Janet & Joe, John, Donna & Lucy, Steve & Maria (no Sue she had a night out Saturday night and was a bit tired), Pam & Dave, Fiona, Steve and from over the water in Kent, Malc, Leslie & Nancy. 2 Gentry owners also from Kent Thanks to those from Kent, it is good that they make the effort to come over to see us for Sunday dinner and a natter. The cars looked splendid in the car park and a surprise because it was March, a most welcome turn out. I was showing off the newly painted side of the car, I hope to get some more done in the following weeks, not bad for an amateur spray paint job. We welcomed a new, well newish member to the clan. It was Fiona, Alan Jinx's sister, who has bought his car from him so she can come out and play. Fiona had several phone calls from Alan regarding the car, and club day I think he really wanted to be there but was in Manchester. It was a good meeting and most of us stayed until well past 4pm, a record, but there was so much chatting and catching up to do. We were planning the up and coming shows, John gave out show entry forms to those that wanted them and had not been able to get from the web-site. www.freewebs.com/essextssc



Cars in the car park at the Halfway House March

27th - Tinkering day at John's house - We set off to John's house, I was in the Spitfire to get the trunnions oiled and because the TR7 didn't need any work, Janet went in her new every day

car, the MG TF, it was Milo's its first trip out and she wanted to show it off. No Joe today he had gone to Thorpe Park with the school for being a good boy.

We went via Halfords at Lakeside for supplies. We arrived at John's at just after 10am the first to arrive. We had a lot of moans about get that MG off of my front etc, so Janet parked over the road. Ha ha very funny. It was straight down to coffee and cake made by Donna and very nice indeed. Steve Herald arrived with the Herald and soon the boys were up to their necks in oil etc. Donna and Janet gave the MG the once over, they scrubbed the soft top, the bucket was black with dirt and then when that had dried they coated the top with the water proofing, many thanks for your help Donna and for Lucy with the bucket. The girls had the chairs out like at a real car show when Sue arrived in her Herald, and the boys were soon attacking it with gusto. More coffees and cakes, plus Donna then laid on rolls for dinner, many many thanks again Donna. We had a bit of rain a couple of times, but all seemed to go well. Soon the cars were done and it was time to say goodbye. We got home about 4pm in time to nip out to Tesco's before picking up Joe or so we thought. His coach broke down and the poor boy didn't get home until 10.30pm. So we had a takeaway and waited for the school to call. Never mind he said it was a good day but he didn't like having to wait for a replacement coach for 3 hours at Thorpe Park! Should have come with us Joe.

4th - MUSEUM OF POWER 08.30 start on the A12, 4 cars, 2 Heralds, 1 TR7, and my Spit, off to Maldon for the first show of the season, few spots of rain and a bit cold but we went anyway, there were 4 other Triumphs there, managed to chat to the owners of one of them, I also spoke to a chap who had just bought a Spitfire and was looking for a Club, hope to see him at the Club meet next time. We did our usual ride on the miniature railway and had a look around the museum and had lunch from the burger van, looked around the cars, Alan and Pierre turned up to check Fiona was looking after the Herald, she has now named it "little Alan" John had a small problem his Herald, it has started to weep oil from the back of the head, he reckons to have this sorted this week so by the time you read this he should have it back on the road

5th - CHATHAM I did not make it to this show as they only sent one ticket but there were at least 3 cars there representing Essex, you can get the full report on this from John on the web site www.freewebs.com/essextssc

UPAND COMING

1st May Herne Bay
2nd May Merton village
9th May Battlesbridge



16th May Classic Car show at Clacton

22nd May Shuttleworth

29/30/31 May Enfield Pageant we have a club stand and plenty of tickets Birthdays this month Jonathan Wing on 6th May all the way from Kent Sir Gary on the 18th May all the way from sunny Spain. Lucy Hill on the 22nd a special "13th" Birthday. Happy Birthday to all of 3 of you.

WAS IT YOU?

3RD April Red Stag at the Treacle Mine roundabout Grays

Alan

GLOUCESTER

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www.tssc.org.uk/gloucester

Well the classic calendar is starting to get busy and as the lighter nights and warmer days are upon us the events are stacking up thick and fast.

The area meeting saw a few faces out that haven't been seen for a while and of course it was nice to see you all.

As usual Paul and I have been busy with all sorts of projects and in amongst this we spend a day dismantling Jane's Spitfire engine bay with a view to reconditioning the engine. We are definitely going to cure Ms Rowley for her rattle (well the car anyway).

The Coleford transport festival was as usual a busy gathering of all modes of transport young and old. The Avon areas put on a good club stand and Malcolm had his spit on show too. Ian enjoyed a very pleasant burble to the show in his Ferrari.

There were plenty of people out enjoying the displays even though there was quite a brisk wind.

Unfortunately the pub run was cancelled but with the best will in the world sometimes things have to be shuffled around to maximise them. There will be plenty more to enjoy.

Keep a lookout for all the up and coming events and we'll see you out and about soon.

Events.

Fri 30th April - Sun 3rd May The Isle of Wight camping weekend.

Sat 1st & Sun 2nd May The May Midlander at Shelsey Walsh.

Sat 1st & Sun 2nd May The Bristol classic car show at Shepton Mallet.

Sun May 9th The Prescott open.

Mon May 17th Area meeting at the Swan, Coombe hill.



GLoucester . . HANTS & BERKS HERTS & BEDS . . . WEST KENT

● GLoucester Cont

Sat 15th & Sun 16th May The Beaulieu motormart & auto jumble at the National motor museum, Beaulieu.
Sat 22nd & Sun 23rd The Standard Triumph marquee day at Prescott. BBQ sat night, hill runs Sunday.
Sat 29th & Sun 30th La Vie en bleu at Prescott.

Andy

● HANTS & BERKS

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Unfortunately the local show I mentioned last month, the Spring Vehicle Meet and Autojumble at the Wyke Down PH, Pickets Piece near Andover on Easter Monday was postponed as the field was waterlogged. I did put a post up on the TSSC website to let people know having found out about the postponement from a Club Triumph member, hopefully people saw this and didn't turn up! The new date for the show is the **23rd May**, unfortunately this clashes with the Standard Triumph Marquee Day at Prescott. Now on to this month which is a busy one.

When this edition of the courier arrives the chances are that quite a few of us from the area will be over in the Isle of Wight for the TSSC Camping Weekend. Hope the weather has been kind!

Last month I mentioned that SEM is only a one day show on **Sunday 9th May** this year, well it is but camping is still going to be possible so I'll probably go along Saturday evening and have a barbeque. During the day on Saturday, Karen Chignell from the Surrey area is apparently arranging a drive out around the local area, check the Courier for details. Next month (May) will also be a busy month.

On **Sunday 16th May**, Paul Bodiam has kindly organised an area Treasure Hunt so please do your best to support this. The treasure hunt starts off at the Crooked Billet Pub (Our Area meeting venue) at 2pm. Sunday lunches available prior to this for those who need human fuel for the event! The treasure hunt will take in some of the North Hampshire and Surrey Countryside and the finish will be at Potters in Mytchet (The Club Triumph Surrey Area Venue).

Not to be missed is the Standard Triumph Marquee Day at Prescott Hill climb on **Sunday 23rd May**. Limited camping is also available at this event with a Barbeque (again limited tickets available) on the Saturday night.

I'll be camping so join me for a few beers at the campsite if you are also staying over.

Andy

● HERTS & BEDS

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We had a great time with Mark, Jo and Alistair of Jigsaw racing Many thanks for the effort they all made to get ADU 1B down to the Pub on March 22nd, over 25 attended and Mark sold 17 sponsored squares to help get the car and kit to Classic Le Mans this **July**.

We have as an area bought 2 squares to raffle in the spring, the winner gets the badge and entered in to the draw for a ride in the car around Le Mans if you are there or another ride at a track day in the UK. We made up a Pudsey Bear type Cheque for £170 and Alan Gower presented it to Alistair on the night, Thanks to Alan for make the idea a reality.

Drive it day will have been and gone, but a visit to the Vauxhall Heritage centre and a 40 mile run around, finishing at the Globe PH Leighton Buzzard was the plan, did it work?

More news next month.

May 9th should be a run to Wimpole hall farm.

May 23rd Local Walsworth Festival more classics needed.

June 13th Luton festival of Transport, I have the free passes for this, first come, first gets, we have space for 30 cars and hope to match last years attendance when we were nearly over run with Triumphs. There will be 1400 classics and loads of traders on site.

June 20th Father's day at Milton Keynes Museum, pay on the day, big discount to us, it's £5 per car and driver, additional passengers and over 12's are £1 each.

A Sorry Fact But... ..some charges have to be made to boost our Area funds, the more we do the more it costs, we can't run on fresh air, last year we over spent by a few hundred £s so that has to be redressed, so in principle we have to make charges from time to time, the Pub raffle has been successful but it wont generate enough to run the area, we have bought the whole years prize trophies at a steal, that's a plus, we have bought 2 new power flags to replace the faded old blue thing, to promote the club and OUR area we have a plan to sell TSSC regalia, at some events and also trying to get you all to send in a photo so we can get your car on a mug for a few quid (about £4)

depends on numbers, I have had lots of interest but few photo's so far.. come on send them in, e mail or post I don't mind.

Barry has the heads off his Stag, Chris has re chassis'ed the GT6, and Mick and I have been repairing the Vit6 doors and given her a coat of paint, Stuarts got the engine in the Bond and Pete's Vit got its MoT after some work in the Ashwell stable.

Martin was invited to take Spitty to a photo shoot at Duxford for a future feature in Classics Monthly Magazine. The theme was Spitfire and Hurricane so these were wheeled out of the hangar and we rolled up in Spitty and a guy called Toby bought his Spit based Vincent Hurricane along. Spitty was photographed with the Vincent in front of the 2 real planes! We did some driving around the airfield with the snapper sitting in his boot being driven by Ivan the journalist. Eventually we did my driving shots down a country lane with Ivan Ostroff the journalist driving his Jag while the photographer hung out of the window photographing me trying to keep up and not hit them!

Then he sat by a bend in the road asI raced past a few times.

Pat Taylor took Bertie his trusted Bond 4S back to its Original selling Dealer in Pirbright and then on to its First Home in Boars Hill Oxford for its 40th Birthday all in a 150 mile trip without a hitch, he was accompanied by Stuart in, Pete's Vitesse and Guy Singleton in another Bond 2+2

On the forum the H&B section has had over 10,000 hits, that's surprising, and I spend too much time writing diatribe to help or hinder peoples car problems.

I am planning a technical day at home with a view to helping sort, train, enlighten or just familiarise members on their odd problems. I will post the dates by e mail and on the forum in the near future, but will need some Rota or parking could block the bus route, so watch out for this, let me know if it's something you would like .

Sure I've missed something.

The next Area meeting is going to be **May 26th** 8pm at The Three Moorhens PH Hitchin SG4 9AJ
Regards

Peter

● WEST KENT

Tel. 01732 743747
www.freewebs.com/tssc-west-kent/

This month's meeting at The Cock Horse was well attended with many of our regulars turning up, even me! It was also nice to see some new faces, Colin with his immaculate unrestored late White Spitfire 1500, James, who is welcomed back to the club who has a Vitesse, which has been undergoing a restoration over the last 18 years, and Steve who I mentioned last month who

LANCASHIRE LEICESTER & RUTLAND . . . LINCOLNSHIRE



has also bought a Vitesse. I must at this point mention Malcolm Wing, I said last month that our resident Vitesse expert was Chris Lilley, my apologies must go to Malcolm, he is our resident Senior Vitesse expert!!

It was also particularly nice to see Tony back after his recent heart operation, and looking very well as a result.

By the time this report appears in the Courier, Drive it Day will have passed, so I am assuming that all went well and the directions I handed out at this month's meeting worked well. My thanks go to Alan who kindly agreed to lead the 'convoy' in my absence.

According to the calendar, the next event is the SEM on the **9th May** - I plan to be there on the **9th** in one of my cars, probably the Stag, although I am currently awaiting a replacement engine which is being built for me, if it's not in place by then, I will be there in the Spitfire.

Please remember to look at our website on <http://www.freewebs.com/tssc-west-vent/> - I try to keep this up to date with our latest news and pictures of our events - I also put messages on the TSSC Forum in the Local Areas board occasionally, so please remember to look at that. See you next month

Regards

Steve

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By now we should have had our first official venture out of the season, a trip to the Yorkshire Air Museum, on "Drive it Day" organised by Alan and his team from West Yorkshire, a day out which I'm sure will have been brilliant, with approximately 100 classic cars booked in at the last count. I will report more on this next month. To get ready for the run I did all the usual checks and preparations, water, oil, tyre pressure, buy a new packet of tie wraps, for anything that drops off on the way (the memories of Pately Bridge comes flooding back) and to be honest everything seems tickety boo (of course at this point I haven't done the run yet, and may be tempting fate a little, watch this space).

The end of March meeting was better attended than previous months, although the weather again let us down, producing massive downpours just as most people would have been getting ready to set off, thank you to all those who attended the meeting. The activity was another of Simon's excellent quizzes, this time based on John Carpenters film "Christine" a "57" Plymouth Fury with a mind of its own (our Herald), a sinister "Herbie" who killed anyone who crossed it or its owners path. Simon played clippings from the film which we had to watch and

answer observation questions on them. It was very good and broke up the evening nicely, with Sid jnr. taking first place with Dawn coming last. A massive thank you to Simon for hosting this quiz, I know it takes age to prepare.

Other things discussed was the camping weekend to Dent, we have got something prepared to entertain the happy campers on the Saturday night prepared by Hannah, and hopefully if the weather is ok, a game that can be played on the field, during the day. The campsite for the weekend at Torver has now been booked and there are a couple of places left, this will take place the weekend of **July 9th -11th** anyone interested contact me.

Mark Coward has now started producing tow bars for Spitfires and GT6's these are of excellent quality and look really well on the cars, if anyone is interested, please contact me and I will forward Marks contact details to you.

I have just changed jobs again, and I am now working in Southport, my mode of transport is Dawn's Herald so if you see in me in a morning give me a wave, and hopefully within a month or so the GT6 will be back on the road...happy days

That's all for now

Kevin

LEICESTER & RUTLAND
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It is at last warming up as members are turning up to meets and events with the roof down. Not me, I like to keep warm and healthy.

Thermals, wooly hats and scarves are still the order of the day, but the area is at last on the move.

The mystery trip on Saturday 27th March attracted 27 members with a mixture of club cars and euro boxes. Most members had managed to guess the destination, from various comments that I had made at our monthly meetings. I had arranged a good deal for entrance to the Gaydon Heritage Motor Museum and so off we went, in an orderly fashion, all arriving at Gaydon together. The museum had provided a room for us so names were taken for the Land Rover ride, details of the quiz were handed out and a leaving time was agreed. I had set the quiz the week before which enabled me to have a good look around the exhibits to set the clues. This meant reading every vehicle description, every wall poster and look at all exhibits in the display cabinets. Twenty six questions and only one had been removed by the day of our visit, but initiative was used by some members by asking the curators the relevant question. Even with a point deducted by me for this indiscretion the winners, John Edwards and Jean Parker achieved 25 points and most other scores were close. To anyone

who has not visited the museum it is well worth a visit.

We left mid afternoon and called at a hostelry on the Fosse Way were I had arranged food to be available and most members enjoyed such.

Drive it Day is all arranged and finishing at the club.

Snibston Museum day is **Sunday 16th May** and we are the only club in attendance this year. 16 cars allowed and Niel is taking names.

Mark Field is hoping to bring the Le Mans Spitfire ADU1B to our meeting on **4th May** at 7.30 p.m. to raise some sponsorship . £10 secures you a gentle drive out as passenger along the A50. Speed cameras turned off for the evening I hope.

I have also contacted the Gliding Centre and will try to arrange that at our visit on **27th June** those who wish to, can enjoy a glider trip. Bring your own brown paper bags.

Stapleford Steam Show is set for the weekend of **19th June** and we hope to have a good turnout of members.

Finally, but not least a visit to a Formula 1 team garage at Silverstone has been agreed and once the cars are back from the Far East and competing in Europe I can set a date for visits. No sitting in the cars is allowed, even if we all go on a diet between now and then.

Keep polishing

Dave

LINCOLNSHIRE

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garth@lincstssc.co.uk

No news this month!

Dates for **May** are: **3rd** - Thoresby Park Classic Car Show and Autojumble, **5th** Area Meeting, **14th** North Yorkshire Camping Weekend (www.nytw.org.uk), **15th** Classic Show at Gainsborough Old Hall (www.lincslouthmcclassic.co.uk),

23rd Woodhall Spa Classic Car show, **27th** Lincoln Classic Car Meet at Woodcocks at Burton Waters.

I would encourage everyone to get to the TSSC South Lincs Breakfast Meeting on the **3rd Sunday** of the month at the Langrick Cafe outside Boston (PE22 7AH). The next meeting will be the **16th May**. This is slowly growing and has a number of different cars/clubs attending including 60s, 70s and Hot-rods. John Simpson, chief mechanic for Practical Classics was



LINCOLNSHIRE . . . MANCHESTER NEWBURY . . . NORFOLK

● LINCOLNSHIRE Cont

there last time.

June looks a good month too: **2nd** Area Meeting, **6th** Louth Classics Show, **19th** Wickenby Wings and Wheels, **22nd** TSSC Northants Camping, **24th** Lincs Classics at Woodcocks, **27th** Peak Run, **27th** Brocksley Country Fair.

I have reserved a TSSC Club Stand at the BMC/BL Rally and Spares Day at Nene Park, Peterborough on the 1st August. There is camping, barbeques and lots of ropey British Leyland cars to see.

More details at www.bmcbrally.co.uk. It would be great if other local areas would join with us to get a really good TSSC presence at this popular show. Please get in touch with me ASAP via email: tssc@simonoliver.net. £3.50 entry, £5.00 to camp and there's a rally plaque for £2.50.

16th May and **13th June** are the dates for the Normous Newark M-E-G-A Autojumbles.

Simon

● MANCHESTER

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www.tssc-manchester.org.uk

A big Thank you goes to Derek for organising a Sunday run to Quarry Bank Mill Taking us through the Cheshire countryside, accompanied with the 'Mystery a Mile Quiz'

There were at least half a dozen Triumphs and Euro boxes on display this was mainly because Triumphs were of the road due to the long hard winter or members were heavy into restoration work.

Still the scenery was fantastic. Phew!!!! The quiz was responsible for near divorce and domestics, (every one is friends again now though)

Debbie and Jeremy won the prize for completing the quiz and they managed to stay friends just??

We had a really good meeting with 34 members present.

Welcome to new member Reg with his Duck Blue Stag and enjoys racing his Triumphs, apparently he is an ex member from years ago hopefully returning to the fold!!

We were busy discussing the now infamous Area BBQ that will be happening on the **7/9th May** at the Fisheries in Dolphinholme any member who would

like to attend just come along with or without a Triumph as long as you are an enthusiast we are enthusiastic!!

Tatton Park is now fully booked so there is now no camping or stand spaces left.

We are still taking bookings for the Dales Weekend, Robin Hood Weekend, Peak Weekend, in **June** so if you fancy anything on our events calendar please get in touch by phone or checkout our fantastic website, or simply email manchester@tssc.org.uk

We have also purchased 2 x 3mtr power flags so we are all set up for the new season and there will be our popular Area Members People's Choice with three special prizes at Tatton Park (let's hope we win a prize for best dressed stand this year.)

Recruiting New Members is the theme for the weekend!!!

We are also looking for ideas for our Xmas Doo this year, any good ideas please can you bring them to the next meeting for our organiser Janet to have a look at.

We do have around 6 members that will have completed the Cumbria Run on the **11th April** unfortunately it does clash with the Area Organisers Road Show/AGM so we have missed it (guted) a full report will be in next month's Area News.

We can't wait for the new season to get into full swing so hurry up and bring it on!!!!

Dip and Frank

● NEWBURY

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The annual skittles against the TR Register was at a new venue this year – the Wessex club at Newbury racecourse. Due to the imbalance of numbers, some TR members played on the TSSC team, so thank you to them. It was a very closely fought match. The TR Register went ahead for the first game, and then we gained a bit of ground in the second. After the break TSSC showed their fighting spirit and eventually won by just 4 pins. So I'll have to keep dusting the trophy for another year! The raffle was well supported and raised £25 for each club.

One of the TR committee members has run a race night before in a village hall, doing their own catering. He suggested we might have a combined event with them. Sounds a good suggestion – will keep you posted. I know those who came to the one we did a while back had a good evening.

A busy time coming up in **May**. We are looking forward to the Lambourn Country Show as we have not been before and those that have say it is very good. Don't forget your passes for all the up and coming shows (except Leatherhead, where you just turn up

and pay on the gate) as you will probably be charged normal punter rates if you don't. Don't forget that SEM is a show day for the **Sunday** only this year. This means there should be a good array of cars and autojumblers. The Saturday is for informal meet and greet, as there will still be camping. Also don't forget to keep taking photos for our competition later in the year. We certainly had some good shots for the area calendar last year.

Shame that Wyke Down was off due to the weather this year. Let's hope that's not a sign of things to come. At least it has been rescheduled – to **23rd May**. Unfortunately that is the same day as the Triumph Day at Prescott where we are already booked in, so we still won't be able to go. I know Guy and Suzie are going to Prescott as well. I think they have asked some of their other members if they will run the Wyke Down TSSC stand in their place. Will keep you posted.

The passes you had for Easter Monday will still be valid for the **23rd**, so hope you still have them!

Next meetings

12th and 26th May at the Spotted Dog starting about 7.30p.m.

Events

2nd May Lambourn Country Show

3rd May Popham Fly and Drive.

9th May SEM, Leatherhead

23rd May Standard Triumph Day at Prescott Hill Climb.

Keep 'em flying

Mary and Dave R.

● NORFOLK

Tel. 01603 426539
www.norfolk-tssc.co.uk

Hello all, my has'n't the last month dashed by, or am I really that busy? Enough of this, I'll be asking for sympathy next!! To Spring and driving our cars, well you have haven't you? I hope so, we have not had our normal monthly meet yet, as its been deferred for a week and will be run in conjunction with, and as guests of the TR Register, together with the Stag Club and Club Triumph. There will also be a peoples choice Concours, so get polishing and bring out those cars on the 12th April, to the Bird in Hand in Wrenningham, next to Ashwellthorpe.

Our first outing this month was to the Langley Daffodil day, when several hardy TSSC members met early (9.30am) on the Sunday morning. For once it was dry, even some intermittent sun and plenty of wind, good for the kite flyers. I chickened out, sorry I mean I was busy (sleeping), so could not join them until later, but we did show 6 cars, so not bad. The event was good too and apparently one of the main fund raisers for Langley School, who last year raised something like £28,000

NORTH EAST NORTHANTS . . . NORTHERN IRELAND



from this event!

A number of us turned out on Easter Monday for Dave Solomans run through Theford forest, starting at the High Lodge and continuing for about 65 miles, via Santon Downham, the Battle Grounds (not recommended for stopping), Grimes Graves and finally finishing at the Crown at Mundford for a welcome lunch. After lunch, Dave had kindly organised a visit to the Icen brewery just up the road for those who wished to participate. The day was excellent and the weather was pretty good all told. I gather from Dave that about 40 Triumphs of all types took part, so hats off to you Dave and thanks for a well run event.

With regard to future events, any suggestions, please let us know, in the mean time I will be attending our AGM in Lubbenham on Sunday 11th and relinquishing our trophy to its new owner and possibly getting a sample of what's coming up, I'll let you know.

See you on **Monday 12th** at The Bird In Hand.

Mark

NORTH EAST

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Hi all. As expected it was quieter than normal at the April meeting seeing as it was on Easter Sunday, nice to see quite a few club cars outside though, including mine which came out of a 5 month rest to get a fresh MOT, some nice new wheels. Thanks to Mark Ramsey at Vehicle Services in Chester-Le-Street for doing all the swapping around. By the time you're reading this, I'll have had a proper rolling road tune-up on my fancy ignition system as well.

Next up, thanks to Joe for organising this ears Treasure Hunt, many thanks also to Andy Haw of Sports Car Supplies in Whickham who donated a £20 prize.

Welcome to a new visitor, not yet a club member, Paul Whelan owns a Toledo, so that's 2 we've got now. Hopefully he'll be back shortly. Also, returning after a long absence was chief bottle washer Fiona, welcome back.

Events coming up, there's the Morpeth Fair **June 13th** which should have a good local Triumph turnout for the parade and more on the display field. Get in touch if you want pointers for the organisers contact information, else google Morpeth Fair.

Sunday July 18th should be the Holy Island run out all going well.

Burnhope Vintage Vehicle Rally celebrates 25 years this year and they are looking for a big turnout, so put **Sunday 15th August** down in your diary.

Nothing else organised by us is yet def-

inite, probably be a few more supper or lunch runs organised at the meetings. There'll be a long run out probably in June, primarily for those CLM trippers, but also those going down to the Isle of White camping to give the cars a good shakedown run. Geoff normally does these, full day with a pub lunch and heading on towards 200 miles.

Other car news.

Geoff let lots of smoke out of his wiring recently, fortunately it's sealed up again and being contained. Gavin has finished welding repairs and now needs to paint up the new metalwork. He also needs a MOT and intends to replace the leaky crank seal from the CLM 2008 trip before the 2010 CLM trip! How he'll fit all this in with now owning a old Landrover remains to be seen. James is coming along well with metal repairs to his Spitfire, hopefully the overdrive will be repaired as well in time. Bill C has secure wings on his 7 replica, fingers crossed he avoids the attention of Mr Plod in future, pulled as a suspected 'Boy Racer', Mr Plod should have gone to Specsavers methinks! Ian Goodfellow is now focused on getting his Gentry back on the road for CLM, good luck all.

I've not done anything stupid this month so no TTOTM, just enjoy your cars. See you around

Mark

NORTHANTS

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Spring certainly was a bit slow starting but we made the best of it with our drive to Ely. The run was to support Team Jigsaw and ADU 1B as part of the sponsor a square prize draw. We added 7 more squares to the board and we wish them all the best at the Le Mans Classic in **July**.

ADU 1B led the convoy out through Higham Ferrers and then we headed out to follow the scenic route arriving at Ely for lunch time. We had some lunch and spent the afternoon looking around the cathedral. I would like to thank all our members who came along. It was great to see a long line of Triumphs in my rear view mirror.

The events season is now in full swing and I hope there will be some events that will inspire you to get your Triumph out and join us. I have said this many times before but do not mind if your car is not in concours condition the important thing is you drive and enjoy your car. If your Triumph is in a box of bits in the garage come along in any form of transport you wish and let us give you the enthusiasm to get your wheels rolling again.

One event that can't help but inspire you is the Standard Triumph Forum Marque Day that will be held at the

Prescott Hill Climb. The event was last held there in 2008 and was a massive success, attracting hundreds of Triumph owners to drive their car up the hill. The main event will be on **Sunday 23rd May** but the site is open from the Friday if you wish to bring a tent or a caravan. On Saturday there is a Cotswold Run, taking in some of the stunning countryside and then an evening BBQ. I hope to have a number of TSSC Northants join us for the weekend so look out for our area on the site. You will be able to spot us with our TSSC Northants Rose and our new area flag. Join us for a memorable weekend!

Also this month there is the South of England Meet at Leatherhead on the **9th May**. Again the show is on the **Sunday** but the site is open from the **Friday** with some activities available on the **Saturday**.

We are getting very close to our Rally at Wicksteed Park. I am sure you are aware the dates are **4th 5th & 6th June**. If you wish to stay for the weekend, there are booking forms available at the web site www.standard-triumphrally.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.

Dates for your diary: **4th 5th & 6th June** TSSC Northants Standard & Triumph Rally **Sunday 18th July** Kimbolton Country Fayre. **Saturday 31st July** Stanford Hall Firework Champions. TSSC International Weekend **20th 21st & 22nd August** There are lots more events listed on the events page of our web site. at www.tssc-northants.org

Our next area meeting will be at the Elwes Arms, Great Billing on **Wednesday 12th May**. Old and new members are always welcome.

Adam

NORTHERN IRELAND

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This year I seem to talk about nothing else other than the weather and this month is no different. Certainly the last week in March and the first week of April have left us wondering if we are still in the winter season. Our truncheon oiling on Sat 27th March took place, at the last minute, at a new location outside Carrickfergus Castle. Our thanks to



NORTHERN IRELAND NOTTINGHAM

● N. IRELAND Cont

Frank and Alan (H) for getting permission to use the site and to Helen for the free tour of the castle. I must say I enjoyed it, as did the others, you just don't know what's on your own doorstep. A total of fourteen cars attended and all, as they say, had their trunnions oiled to some degree.



A selection of members cars.

Norman (G) had his "greased" ones oiled and Stan (C) decided to do it himself when he got home after being made aware that trunnions should really be oiled and not greased. Alan French did a sterling and efficient job with his home designed and built trunion oiling tool.



"The" man at work!

A big thank you to him and Paul (R) for his demonstration of the system and the rational behind it. It was good to see the Dungannon men again - they always support this "event" - (sorry I didn't get time to speak to you) and Phil (B), who had travelled all the way from



A further selection of cars.

Donegal with his two daughters. We adjourned afterwards to a local restaurant, Springsteen's, and enjoyed a good meal - certainly the all day breakfast was well worth it - as we topped up before returning to our

respective homes.

We had our monthly meeting on Wed 7th April at Nortel when we had a reasonable turnout. A few regulars were missing, Stephen - in South Africa for his son's wedding, Alan (H) - catching up on building up his work contacts after a prolonged illness and Stephan - in Germany after a virus illness. We look forward to seeing them again in the not too distant future. Glad to hear that Franks brother, Jim, is making good progress after his triple by pass.

Our first outing in **May** is our **Mon Bank Holiday** attendance at the Steam Traction rally at Shanes Castle, Antrim. We will meet, as usual, at the car park at Randalstown roundabout, just off the M2 motorway, at 9.30 am for 10 sharp.

We need to be on time as late comers will not get entry due to a number of restrictions set by the organisers.

Our own Totally Triumph Show takes place at Wallace Park, Lisburn on **Sat 8th May** and hopefully, by then, we will have our own new local area flags on show that were ordered through the club. Chic Doig will be there so if you need anything from Chic order before the show, even at this late stage, and save on postage. As mentioned last month Jacqui and her mother will be looking after the tea/coffee stall for us. To assist them please bring a dozen tray bakes/buns to the event. If you haven't entered yet please do so through Alan (H) so that I can order finishers awards - although entries will be accepted on the day. If you need an entry form please contact me.

The club will be going to Westport on the **second Bank Holiday in May** from the **Fri** to the **Mon or Tues**, and hopefully by the time you read this we will have further details from Stephan. Kilbroney is back on again this year and will be held on **Sat 19th June** and at the time of writing this report I have no further details. I understand that Hilary, at Newry and Mourne Council, has entry and show details.

The AVOC event in Ballymena will be held on **Sat 26th June** at the Showgrounds. I have already booked a place for the club at the show so that we will all be together. Let's hope that it's a better show than last year. We will give it a last chance this year before making a final decision.

The National Trust are holding a "Vehicles of Yesteryear" Father's Day Event on **Sun 20th June** at the front of the Mansion House at Mount Stewart. Booking forms have been circulated for those who are interested in attending.

Keep in mind Alan's run on **Saturday 24th July** that will take the form of a Tulip rally. A meeting place has yet to be decided and so details later. After the run we will return to his home for an afternoon BBQ.

Don't forget our monthly meeting on the first Wed of each month at Nortel Social Club at 8 pm - **5th May** for next month.

Douglas.

● NOTTINGHAM

Tel. 07971 017012
www.notts-tssc.org.uk

Well I have finally got myself into training... ..training that is to get my area news in on time in future. I have set myself earlier deadlines and will do my utmost to stick to them. (hopefully they will last longer than my New Year Resolutions!!!)

We have had loads happening in the Notts Area, especially the celebration of FIVE years as an area. Can't believe we've been doing this AO job for that long. Knowing my slightly wacky sense of humour when our lot got a text from me saying all who attended the "celebration" would get a free gift, quite a few were wondering what to expect. They were met with a wrapped up package for each person present with strict instructions not to open them until the end. There were lots of puzzled faces over the shapes and sizes of their parcels...some were long and thin, some short and stubby (sounds like lots of the members too!!!).

To cut a long story short I had found out that the "gift" for five years anniversary was WOOD...so all gifts were wood related in some way. We had wooden spoons, nail brushes, pencils, WOODpecker cider, wooden back scrubbers etc etc. Not very expensive but definitely a laugh. Wonder what we can give for our 10th????

May sees the start of a very hectic social time for us in the Robin Hood area. This month we have the Isle of Wight camp, Leatherhead (looking forward to the new structure of the weekend - seaside run to Worthing/Brighton on the Saturday), then with Prescott hot on its heels, the season has definitely started with a bang.

June is just as busy with Wollaton, Dales Weekend, ROBIN HOOD RALLY and Peak Run. Booking forms for Robin Hood Run are available in Courier somewhere (hopefully) and on our website - details above.

So what have our local members been up to recently...Bill and Margaret have returned from their three month sojourn in Spain, we are trying to train lan to go faster than 20 miles an hour this year, Pete and Linda are scoping out the toilets for each run that we are planning, Sue has promised not to pass out in the mud again...all in all, a usual couple of months for the mad lot that make up the Notts crowd.

If this hasn't put you off why not come along to the Sandhills Tavern and meet up with some of the characters that make our meetings such a success. We

PETERBOROUGH SCOTLAND CENTRAL WEST . . . SOMERSET



usually meet on the **last Monday** of the month from 7pm onwards but as this month is a Bank Holiday it will be on **TUESDAY 1st JUNE**.

Don't forget to book for the ROBIN HOOD RALLY!!!
Cheers for now

Nigel and Claire

● **PETERBOROUGH**
Tel. 01778 560507/01780470358



This was always going to be a special meeting from the moment that Doug announced last month that he had spoken to Mark Field about the possibility of bringing ADU1B, the Le Mans Works Spitfire, to the Bertie Arms. Mark duly agreed and even offered to give rides in the car in exchange for a donation towards the cost of entering the car in this year's Classic Le Mans (CLM).

Despite the technical problems encountered by the Jigsaw team, I really enjoyed supporting ADU1B at the last CLM in 2008 and I shall be returning there this coming July so I feel it's the least I can do to help support the effort.

A fine evening and a strong turnout of members was the result and we were certainly treated to a great experience. About a dozen of us bought squares on the sponsorship board in support of ADU1B and we all experienced a hair-raising trip in one of the most famous Triumphs in existence! I was staggered at the grip round bends and also the noise as it accelerated on the straights – wonderful stuff, and thankfully not a policeman in sight!!

Many thanks to Mark and Jo, and not forgetting the car's driver Alistair, for taking the time out to come over to our meeting – a great evening and we all wish them luck in France in **July**.

It was great to see so many members this month and in particular the likes of Geoff, Chris, Chris and Mick, all of whom we have not seen for a while. We hope that now the long winter seems to be behind us we can look forward to some good turnouts as the weather improves. Next month we will also be arranging a trip to Peterborough Power Station courtesy of Andy and in June we are planning a trip to the Bubble Car Museum near Cranwell in Lincolnshire. For more details please give either Doug or I a quick call. I have also requested a dozen entry tickets for the Sporting Bears Charity Classic in **July**. This is a really good event with a spec-

tacular display of classic vehicles of all marques so I would thoroughly recommend it if you have not been before. We will once again be joining forces with the guys from Northampton area so there should be a really strong Triumph presence on the day. I will try to get an idea of numbers at the next meeting. This will still allow time to apply for more tickets if they are needed.

Before I close for this month I must just mention that of our members has a Vitesse Mk2 saloon for sale. If anyone out there is interested or would like further details then again please get in touch with either Doug or I and we will put you in touch with the vendor.

That is all for now, our next meeting will be on **Monday 10th May** at the Bertie Arms, Uffington near Stamford. We meet any time from around 8pm so please come along for a natter, beer and bite to eat (we supply the food). A warm welcome awaits.

All the best

Daul

● **SCOT CENT WEST**
Tel. 0141 952 4624
centralandwestscotland@tssc.org.uk

The meeting, 8 people were out and braved the heavy football traffic at Ibrox. We had a collection of cars TR6 (John), Vitesse (Ian and Andy) Kadette (David) plus moderns for the rest. It was dry and sunny for once.

Lochinich did not open for the evening, I have checked and it appears that it is just the way the meetings have fallen this year so far. We decided to use the rugby club which is our back up. The members going to Le Mans were discussing their trip and travel times. The rest of us were marking the run route and looking at show dates. I will have to have numbers for the shows or it will not be worthwhile booking and paying for a club space with the organisers.

The yearbook has now been published and website www.svvf.org.uk has details. It lists all events. The Area will have a stand at some, I will need names or there will be no stand.

These dates are all subject to the weather.

Provisional Calendar.

April 25th - Drive It Day, run in the cars, venue Lanark - Report next month.

May 9th - Dean Castle Show, Ayrshire. Numbers please.

19th June - Hamilton Town Centre Event, **NEW EVENT**, just had invitation for Area.

Please note it is a Saturday event.

27th June - Leven Car Show, Fife.

29th August - Kirkintilloch Canal Festival, **NEW VENTURE**, classic cars needed for display in Main Street. We can have our pick of the closed off street, if you know of any other Car Clubs, all are welcome.

The rest have to be discussed later on. There is NO Chatelherault show so I have put forward the event in Kirkintilloch. I have some other Clubs interested. As I work for the organising Council I will pass on info. I will be a TSSC AO on the day, not a Council official as I might not have a job by then. More show details as I get them.

I have had some response for the shows so things are looking up and we can set up a good area to camp/meet up/secure at Stafford.

A Vitesse for sale. It requires restoration and has been garaged for 14 years. Grey with a red interior. The owner would like to see it restored, not used for spares. I have his details, if you want them; the car is up near Aberdeen. The spares list is working as I have passed on info about gearbox and diff, thanks to Rob and Martin.

I did manage to Stoneleigh, I spent the journey there next to TR panels piled in the back, but once they were away to new owners there was a space. If you have ever been to a show with me you will know it is not a good idea to show me an empty boot. I did fill it with parts plus a couple of surprises (Triumphs that don't require petrol). Many thanks to Dennis and Iain for helping and having me as a passenger. Tip for autojumble events - take a bag/holdal with wheels and handle. You can load it up with more than you can carry, you don't get sore arms, and if you see a rare part it can be used as a blocker to fend off others.

People do 'tut' at it but that's just because they didn't think of it. The next step up is a trolley.

The next meeting is on **Wednesday 5th May 2010** at Lochinch, I'm off to fit a new water pump to the Spitfire and pour in some fresh V-Power and additive. A lethal combination, so don't follow too close.

P.S. is that a GT6 Mk1in the Lucozade Alert advert? Remember **Wednesday 5th May** next meeting. As ever.

Gregor G

● **SOMERSET**
somersetareameet@tiscali.co.uk
Tel. 01275 340336

Hi folks - not a big comment this month due to the me being last minute dot.com At our last meeting we finalised bookings for Norton Fitzwarren, Pecorama and the drive it day - which will have come and gone by



SOUTHERN

Tel. 01252 722432
<http://triumphsouth.20m.com>

SOMERSET Cont

the time you read this. North Devon lot are joining us on the Saturday at Norton Fitzwarren as they did last year which will be excellent - lets hope for the weather this year though!!

Coleford has been and gone and three Somerset cars meet in Clevedon at 7.50 am before meeting up with Avon members and travelling onto Coleford - the first time I have been to this event and it was excellent. My Kids enjoyed it as well, as did those who were also virgins to this event. When we arrived an excellent impression of the Exxon Valdez oil spill was recreated whilst in the car park!! Why? I didn't have a road ready car so Carl very kindly lent me his 2000 which drove there faultlessly and ran really well.

Unfortunately, upon arrival, the oil filter conversion kit, newly fitted the day before decided to spring a leak due to a faulty O ring. As the car was ticking over for a couple of minutes in situ, it pumped about 2 litres of Carls finest lubricant out all over the car park.

A few apologies later to organisers we had a bucket of sand to sort the floor out but needed parts to fix the 2000. A 'temporary' fix later and the car drove home again without incident and retaining its oil!! My thanks to Carl and Rowena for loan of the 2000 and to June/Derek for sorting the entries.

As for me being without Triumph - this is being rectified as we speak - the car is still in the Spray shop and is currently 3 days overdue, but having seen the standard of work, I am happy to wait. It is wearing fresh paint and when last seen this afternoon, was being flatted down prior to polishing, refitting of bonnet doors and bootlid and then Pin striping - At this stage I am being told it will be ready on Saturday - a total of 5 days over the original agreement of 5 weeks. It is bang on budget though and I am very pleased with the quality of the work so far. Two other Somerset members who have seen the work progress have been impressed and have booked resprays with him - one in June, the other goes in the day my Stag comes out. If anyone wants his details then give me an E-mail / call. That is it for now.

Until my next waffle....

Phil

IMPORTANT NOTE

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

Hi All, just when I thought the weather was getting better we had a mammoth let down. One of our biggest shows, the Wyke Down Spring Vehicle show was cancelled due to the poor state of the field. I for one really look forward to this show as it is a sign that summer is now on it's way and there is such a great diversity of machinery and stalls you cannot get bored. But on the bright side the organisers have rescheduled the show for the **23rd May** and your entry tickets will still be valid and if you still haven't got tickets there still may be time.

Plus with the better weather in May it maybe camping time (that will save time queuing up to get in)

Sunday Lunch The Hunters Inn - Had 18 of us turn up to a very busy pub on a very bright Sunday. Mike and Barbara brought their friend Val in the 2.5pi, Paul and Carol TR5, Suzie and Guy Bond 2+2, Neil, Shona and kids, Ford Mundano, Pigi and Amber 1500 Spitfire, Lee, 1500 Spitfire, Neil F and Maxine, Alfa, myself, Vitesse and a newcomer Iain Lyndsey from Fareham in a nice looking Herald 1200 convertible, who came along to test the waters, so to speak.

The pub had a large selection on the menu as well as some local ales and the service was quick.

The cars also received a lot of attention from other patrons.

Goodwood Breakfast Club - Easter Sunday, another bright morning, albeit quite chilly, saw myself in the Vitesse, Dave Moore GT6 (yes it's back on the road, more later) and friend Russ and his girlfriend set off from wonderful Waterlooville at 7am to try and get on the grid. Well, didn't get on the grid but we did manage to get into the paddock area. Just as we had crossed the track I heard a voice from behind shout out "Morning Mark".

Some say he drinks Castrol GTX instead of Sanatagen and his shoes have the same tread pattern as Pirelli p600's, all we know he's called Mike - our AO.

Yes Mike had got up at the crack of nuts, travelled from Farnham and still got there before us locals.....and got on the grid.

A lot of good looking cars were on show and the theme for this month was Sporting family favourites, but I'm still not quite sure how cars like the Lambo and TVR's qualify as they have only two seats???

The Triumph marque was well represented, a nice trio of 13/60s 2 signal red and one saffron, 1200 Herald saloon, several 2000 saloons, 2, MK2 Vitesse's Alan and wendy MK1 Vitesse,

Dave's GT6, (got away with it as he has the +2 seat in the back) and another Herald saloon which was powered by an Mazda MX5 engine. Richie turned up in his MK3 Spit but was guided to the carpark, Paul and his son arrive in a Renault Alpine and Neil F in his wife's Mini, Mark and Vanessa with kids arrived in the 2.5pi.

A good morning out.

Regular Meet Seven Stars - well we would have never had got around the round table, a good move to move and we had a nice showing of cars out front. Alan and Wendy MK1 Vitesse, Dave R Vitesse 6 saloon, Mike Stag, Paul TR5, Peter TR4a, Neil F GT6 MK1, Neil S Spitfire 1500, George and Marion Spitfire MK4, Richie MK3 Spitfire. me Vitesse MK2 (Beccy Ford Puma, Brian and friend Mazda) and newcomer Nick Porock in his Spitfire 1500.

The raffle this month had an unheard of nine prizes up for grabs..... WOW

The winners were, Nick, lense cleaning kit and a small first aid kit, George, keyring with torch, Mike a very small picture frame, myself a Spitfire wallet, Beccy, keyring bottle opener, Alan a tape measure, Dave R a TSSC voucher, and last but not least a set of five spark plugs went to Peter.

Meet the newcomer - This month Nick Porock brought along his British racing green 1500 Spitfire which he has owned for about 4 years. Nick told me that he was introduced to Triumphs at an early age as his Father owned a Dolomite and his Grandfather owned a 2.5pi.

Nick's first car 20 years ago and his daily drive was a 1500 Spitfire which changed colour over the space of four years from blue to green to red. He has also owned a Lotus esprit turbo and a TVR Griffiths and has restored several other cars including MG's (but we won't hold that against him). About four years ago he got back into Triumphs by buying a 1500 Dolly and has reconed a couple of Spits. His latest project will be a 2.5 powered GiTfire. Nice to meet you Nick, hope to see you again.

Beccy - Has now got her 12/50 Herald back from the garage and she tells me that it runs,but now it won't stop. Looks like the brake master cylinder has gone home. On the other hand she has been busy with the rebuild and has now got the parts to put in the clutch and gearbox and has started to rub down the bulk head. GO GIRL.

Dave Moore.....the continuing saga (this is almost as long running as east-enders) after his initial setbacks with the cylinder head gasket Dave has managed to get the GT back on the road. Having replaced the valves guides and springs he also replaced the rocker system. The front carb spindle was also replaced as it was well worn and he is now trying to get the carbs balanced. Dave has also replaced the rear near-side halfshaft and hub, plus all the UJ'S.



I just hope he can do more than 20 miles without breaking it or there will be tears at bedtime.

MAY UP AND COMING EVENTS

- April 30 - May 3** Isle of Wight camping weekend
 - May 2nd** Goodwood Breakfast Club (NO CARS can be bikes tractors) buses
 - May 3rd** Annual Aero/Autojumble Popham Airfield Hants
 - May 4th** Regular meet Seven Stars at Stroud GU32 3PG
 - May 9th** TSSC South of England Meet - Leatherhead leisure Centre (DON'T FORGET, THIS ONE DAY ONLY)
 - May 15-16th** Beaulieu Spring autojumble
 - May 20th** Roaming Meet The Jolly Drover, Liss
 - May 23rd** STER Prescott Hill Climb course, Gloucestershire
 - May 27th** Run Out Griggs Green
- Please don't forget that we have our Midsummer Madness camping weekend **June 18-20** at the Flowerpots pub in Cheriton SO24 0QQ (Mark G is still trying to remember last years, Vanessa is trying to forget it)
- Also there is the Cornwall camping weekend **25-27th of June**, if you are interested in going please let me know That's all for this month Take Care

Mark

SUFFOLK
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Suffolk@tssc.org.uk

The meeting at the Sorrel House, Barham went well. The landlord had reserved an area off to the side of the main bar just for us – that seems perfect for our winter meetings. (Summer ones are often held mostly outside, except of course for Colin's "fill the car park" event when the first arranged date always seems to have rain). Therefore we will meet at the Sorrel House, Barham for the next few meetings and if all goes well and everyone agrees, it will become our permanent meeting place.

No decision yet on our postponed Christmas meal.

Like several others, the Felixstowe contingent came in Triumphs. Lyall had to cadge a lift as the battery on his Stag was flat. He had fitted a Fiat car radio to his Stag that a relative no longer wanted as it kept making his car battery go flat – there's a clue there somewhere.

Mike brought in a copy of "Herald Body Service Training Notes" that he had bought on eBay. This had been photocopied from, presumably, an original document and contained more information than in the manual. Guess more copies are available as it's a photocopy. I mentioned several months

ago that Mike was going to have to repair one of the 'C' pillars on his Herald estate rebuild as it had corroded at the point where the roof bolted onto the rear tub. Using the other side as a copy he has now achieved this.

Do you recall that Simon had permission to buy a GT6? Well he got the one on eBay that he was after, but unfortunately he couldn't make the meeting so we are still waiting to see it. Perhaps he has not finished all those jobs he had to do to get the permission.

Chris has done it. Despite all the warnings from Lyall he has bought a Stag engine. It came in boxes however so has some way to go before it is running. Sounds as though he got a good buy even though it does need some repair work and replacement parts. Remember last month and how Chris described some jobs on the Stag as a b.....d of a job. Well, does dropping a screwdriver into the petrol tank and then spending the next 3 hours in taking the tank out so as to recover the said screwdriver count as one of those jobs?

Not sure who reported this but one Triumphantist has a problem with a porous petrol tank float. It fills up with petrol, none can be shaken out, but it will then gradually evaporate over several months. He wants a new float but can't seem to buy just that part, they come with all the rest of the mechanism attached. Colin to the rescue.

That's all for now.

The next meeting is **4th May** followed by the **1st June** and **6th July**. So remember, it's the Sorrel Horse, Barham we are meeting at on the **4th May**. See you there at 8pm.

Peter

SUSSEX
Tel. 01273 566593

URGENT>>>> Our long term meeting, at the Green Man Pub, Ringmer, seems to be in danger!! It has been taken over by a new "landlord" who shuts it on Mondays and Tuesdays, so the April meeting did an emergency relocation to the Wok Inn(!!) up the road. I did stick a big notice on the door of the Green Man, and I think managed to phone all the regulars on the evening. However, if it caused a problem I do apologise (even though it couldn't be helped!) **The May meeting will be held at the Anchor Pub, Ringmer.** In the village centre on the main road, postcode **BN8 5QE**

Anyway, I seem to have forgotten last months news, but it would have been largely about Stoneleigh, which all in all was a great success. The Saturday Night beer and steak seems to be increasingly popular, and despite the show having its own unique microclimate (i.e. B*****y cold) we all managed to come away with some useful

bargains, and even managed to part company with unwanted items. Pete had a splendid year!

Big upcoming events of course, **SEM** Leatherhead **SUNDAY ONLY** this year, but camping available **Saturday night** plus a simple Tulip-based drive out on **Saturday** if you wish (is it competitive???) I may go up on the **Saturday**, it depends on weather, children and if there is a group to go foraging with! But there will be a mini convoy, leaving **Pease Postage services at 9.15am SHARP**. Please be prompt and it may be worth contacting me if you intend to join us.

The **June** meeting I am intending to be the annual "arrive early and eat" meeting, ideal opportunity to bring the better half and I will bring the kids. Venue TBA but will be published in the next months news (so I had better write one). One worrying tidbit from the meeting was a couple of people knew rather too much about Daytime TV, notably "loose women" and the "Jeremy Kyle" show. And I am so shocked I refuse to name and shame just yet, but will next month if I do not get a pint to keep my silence.

On the car front, Henry is still having grief with his spitfire engine, he collected a few bits at the meeting including a pushrod and rocker set, kindly supplied by Pete. Ian is still having grief with his carbs, Doug has nearly got Katie's GT6 sorted (he needs it for a competition, may be an incentive!) but has managed to do something unspeakable to his Herald. My Toledo is plodding on, and I am going to bite the bullet and cough for a RR tuneup sometime soon, just need to check for an exhaust blow, maybe on the manifold to head gasket, so that will be less than pleasant as space is a little tight. Ho hum.

But I have every confidence that the cars will be sorted pretty soon, and making an appearance at Leatherhead! Which leads me to an advanced admission. Stafford. I have made a gaff, had the wrong date in the diary from before Christmas. And we have booked our summer holiday (again end of last year) which clashes, so will not be able to go. And no clever ideas about changing our holiday....

So, keep on tinkering, fettling and tweeking those cars!

Clive

NOTE to ALL:
If I don't reply to your email I Haven't received it!! Bernard Ed.



THAMES

Tel. 0777 362 3807
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www.tssc.org.uk/thames

Welcome back. To the British summertime, we have had our first car show at the Guildford Lions Easter show and no doubt a couple more by the time you get to read this, so get in touch and come along, to show off your Triumphs. My Vitesse is running well and we have sorted out the flat battery mystery, it turned out the fan belt had stretched a little at maximum adjustment so on long runs the dynamo was turning enough to keep the ignition (red) light out but not enough to charge the battery. So simple to fix but so easy to miss.

11th March - Social evening at the Fox & Castle. Tonight to keep Julie and I company we have: - George B, Mark M, Mike H, David H, and visiting from Southern Area is Mike G (AO). The only Triumph was Mark's Vitesse Mk2 Saloon in the car park which was its first time out this year. Work on our Triumph's has been: - David's front suspension rebuild on his Spitfire. But he has changed back to the original front spring as the new one lowered the ride height on his Spitfire Mk4. Mike's got hold of an old 70's tape deck for his Herald. Talk was of the coming show season, skittles and the fact that we can't get enough players.

25th March - Social Evening at the Fox & Castle. Julie and I collected Nina on the way through to the pub. We are welcomed by: - George B, Rob W, Tony H, David H, Jim B, Andy K, Paul & Ben & Mike H. With the wet weather tonight there was only one Triumph in the car park which was a TR8 belonging to Tony H. Other Triumph news was Rob has now sold his Mk2 2000 and spent the funds on a new gearbox, clutch, crank seals for his Mk1 2000. Jim is finding his GT6 very versatile with a roof rack fitted to move old doors around. Unfortunately the skittles is not going ahead due to lack of numbers, but we are able to go ten pin bowling instead. 5th April - Guildford Lions Charity Easter Show & Circus. Our first show of the season this year. In the Vitesse Julie and I braved the elements with the roof down just feeling a few drops of rain along the way. At the show ground we had our choice of where to set up. Dave L and Mike from the Thames renegades (2000 & 2.5 Reg) where already parked up in their Triumph's, so we parked up along side of them with room

for the rest of our friends in their Triumphs when they turn up. We set up our gazebo, banner, bunting and flew the club flag, before relaxing with a hot cuppa. All the time more classic cars kept turning up fill out the car arena. On the TSSC stand we had: - George & Chris in George's Mk1 Vitesse convertible, David H in his Mk4 Spitfire, Mike H in his Herald 13/60 convertible, Andy K in his Stag, Dave in his rat Mk2 2.5Pi saloon, Mike in his Mk2 2.5 estate, Trevor T in his Herald 13/60 saloon, Mike & Barbara in their Stag, Mark & Vanessa in their Mk2 2.5Pi saloon and a friend of theirs another Mike in a Healey 3000 and our Mk2 Vitesse convertible. Other Triumphs there among the seventy five classic cars were: - Two TR3, a TR5 & a TR6 another Mk2 2.5Pi saloon, a Monte Carlo. Also there in force was the local Stag's owner group with eleven Triumph's showing. At the showground there was lots happening including a car boot fair that started early then at 12pm the show opened with a performance from the circus in the big top, the Surrey Army Cadet Force Corps of drums, St Johns Ambulance (Guildford Cadet Division). They did a First Aid Demonstration in the Arena for everyone to see. The Official opening was done by the Mayor of Guildford at 2pm. Also in the Arena during the day there was Jez Avery BMX and Motorcycle stunt show. Also on the out skirts of the Arena there was a punch and Judy show, Trade stands, Tug of war Competition, Charity stalls Refreshments ice creams and a licensed bar (Yum Yum). It was lovely to see everyone for the start of the years shows to come, the weather was kind to us no rain but a little windy. There was plenty of talking going on. Julie made as usual some chocolate Easter cakes they didn't stay in the tin long, plenty of teas and coffees too. As the day comes to an end most people started to go home so we packed up too. We would like to say thank you to those who helped us to take the gazebo and banners down.

Our next meetings at the FOX & CASTLE are from 8pm in **May on the 6th & 20th** and in **June on the 3rd & 17th**. Please come and join us for a warm welcome or call me on 07773623807. Up coming events in:-

May 6th Quiz at the Fox & Castle

May 8/9th SEM Leatherhead

May 16th Chiltern Hill Rally

May 23rd Standard-Triumph Day Prescott

May 30th/31st Motor Sport at the Palace

June 3rd Quiz at the Fox & Castle

June 6th Woking Hospice

June 14th Bromley Pageant

June 19th Lyne Village fête

June 19th Mid Summer Madness

June 26th/27th Cornwall camping

Mickey & Julie

NORTH WALES

Tel. 01492 516479

If Mick Cohen had got as much of an inkling of what we were planning, he would have been out of the country in a flash. He'd have been off back to the Channel Islands - first plane out of Liverpool.

We'd quizzed him nonchalantly, about when he'd be coming to a meeting? Or, out for a run with the recently-formed Ofal? That's the collective noun for the group known as 'Old Farts and Friends at Lunch', who meet once a month. As one of the words implies, it's made up largely of MG people.

It is always the same - some excuse for non-attendance. So, if Mohammed won't come to the mountain, get out the JCBs. We had to go into subterfuge mode. The mountain would have to go to Mohammed.

All we wanted to do was to place something on record to express our appreciation of the work he had done for the TSSC throughout the noughties (careful with the spelling).

Our mutual friend big Roger (he of TR4 fame) became our secret agent. He'd just passed what he described as an significant birthday (he's still just a lad), but hadn't been able to have the usual celebratory meal with Mick. He was pretty sure Mick would fall for an invitation to a bargain carvery at Holt Lodge. Hook, line and sinker! Mick even booked the table, for 6.30pm, Friday the 26th.

The trap was set, the trouble was he left it too late. It was only on the Thursday that Roger could confirm the sting was on..... That left just a few hours to alert as many members as possible in such a short time and maintain secrecy.

So it was that a small group were able to sneak past the restaurant window into the darkest corner of the bar.

Roger ushered him into the lounge for coffee and we swooped to give him the "Michael Cohen, this is your life" treatment.



It was on those lovely moments. We had decided that Mick's enormous efforts for the club should be marked with a Michael Cohen trophy - a shield to be awarded annually 'for service to the North Wales Area'. First recipient: Michael Cohen. Although how anyone can ever match Mick's efforts, we do not know. At least he is now aware of the



esteem in which he is held. Helena for instance, must have gone without sleep to be present. She was due on a flight taking off from Liverpool for Paris at 5.30 the following morning!

I received a nice note a few days later, in which he said: "A very big surprise last Friday – much appreciated". He explained he would be away most of April, but is definitely coming with us to Prescott. And he promises to keep in touch.

The other event of the month was our trip to the Lakes, although Sam and I rather blotted our copybooks by driving MGs. But even that social boob resulted in a moment of history – Derrick Binning's first ever ride in an MG. It came about after the one unhappy moment of the trip, when the silver bullet came to grief.

Derrick had followed me along the Penrith to Keswick Road, within the legal limit, of course, when his diff seized as we exited a roundabout heading for the Bond Museum. He kept it together despite a lurid slide. After letting things cool, Derrick managed to inch it along the half mile to the Bond Museum where owner-creator Peter Nelson said we could park it up until we reached a decision on the course to take. The decision was to send it home in disgrace on an RAC low-loader.

Hence the moment of indignity for Derrick, having to accept a ride in my B GT! He was quick to remind me not to get too smart, reminding me of the time he rescued me in Coventry.... But after a quick belt down to Grasmere, around Rydal Water and into Langdale he accepted the offer of a brief drive.

He conceded "it's a nice gearbox" – and after storming Honister Pass the following day, he declared "it's quite lively". Coming down the M6 on the way home he even went to sleep. I soon put a stop to that!

Sorry about the promised kiss from Cheryl on the Drive-it Run. Martin wouldn't pay my expenses and she had to go. She was a bit deflated about it.

Bob

● **WESSEX**
Tel. 01425 475376
www.triumphnewforestrun.co.uk

Last month's meeting kept up the numbers – again we had three of us attending, although two of those were different to the previous month so I suppose you could say word is getting round. See if we can beat this next month! Planning for this year's New Forest Run which will be held on Sunday 18th April continues to be our main activity at the moment.

See our website www.triumphnewforestrun.co.uk for more details.

The Run will start from Avon Heath Country Park around 10.30 to 11am with a halfway stop at Boldre War Memorial Hall. As you will recall we were planning to end up at the Sir Walter Tyrrell at Rufus Stone this year. However, due to the recent high level of rainfall our intended finish point, being the field behind the Inn, can only be described, at this point in time, as a "muddy quagmire" with little chance of drying out sufficiently in the next 2 weeks! Hence we have had to look around for an alternative venue. Fortunately, for us, the intended sale of the Compasses, where we have finished the run in previous years, has fallen through and they are able to accommodate us. There is one slight problem – we cannot use the adjoining field due to a cricket match being held on the day. However, we have been able to arrange an alternative site close by so, although not ideal, we have decided to redirect the end of this years run to Damerham. Hence I am currently in the process of re-doing the end of the second half! (Ho Hum!).

As previously mentioned this Run is always very well supported by the local Triumph Clubs and is held in support of the Federation of British Historic Vehicle Clubs "Drive it Day" which encourages all Classic Car Owners to "take to the roads". Although the official date for this is the following weekend, our decision to move our event one week forward so allowing people the chance to participate in other supporting events on the day seems to have been a popular move. To date we have 95 entries for his years event. So, weather and other obstacles permitting it should prove to be a good day.

Looking forward, past the end of April, we have yet to finalise a list of possible events. However on **9th May** there is the TSSC South of England meet at Leatherhead or the Basingstoke Festival of Transport on the same day. If anyone intending to attend these events or if you have any suggestions as to events you would like to attend please do not hesitate to let me know – or come along to the monthly meeting.

Trevor

● **WEST MIDLANDS**
Tel. 07969 024999

There is nothing more pleasing to an Area Organiser than to see a group of happy people meet a couple of times a month, enjoy each others company, with a shared interest, a love of Triumph motor cars.

That is what faced me on Tuesday 6th April, when we met for our normal monthly meeting at the Drakes Drum in Great Barr. A total of 32 persons with 13 beautiful classic cars on view. I think the licensee of the pub was also glad to see us as the pub had been nearly empty all day.

I would first of all like to thank and welcome a couple of visitors from another area who came to visit us from Worcestershire and Gloucestershire. Barry Smith and Bev Gittins braved the rigours of the M.5, and travelled north to join us. I hope to be able to return the compliment next Monday by visiting the Worcestershire meeting which had to be put back from the first Monday of the month as this was Easter Bank Holiday Monday. Welcome to you both, we would love to have many more visitors. Perhaps one day, Pip and Frank the area liaison officers will pay us with a visit.

My able assistant Liz was able to extract cash from the pockets of our members for our Easter Raffle which of course had to include a few Easter Eggs. Star prize was a case of cider won by Roger, with one of the classy gear knobs obtained from the TSSC shop a close second. Personally I think this gear knob was far better than Robs illuminated flashing gear knob but of course when you've got a wooden steering wheel with woodworm and carpet on your garage floor, anything is possible. I know that quite a few members are working hard on their cars which have been put up for the winter season, getting them ready for the better weather when it arrives. Malcolm who failed to win an Easter Egg in the raffle has nearly completed the rebuild of his Vitesse Convertible, and Terry despite an accident denting the bonnet of his GT6 is ready for its first official outing. Trish assures me her car is almost ready, and my own Vitesse should be ready for the road in about 2 weeks time.

All in all I believe our area is blessed with some very nice cars, and on **Sunday 9th May** we will be putting 21 club vehicles on display at the annual classic vehicle show in Dartmouth Park, West Bromwich. This is by far a greater number of cars than we have displayed in the past and I am really looking forward to the event, thanks to the organising skills of Chris Allen. Once again Trish and our strong ladies section will be dealing with the food side of the event, and like last year the barbecue will be getting well used. If you are not entering a car, please come along to our display area and share a bite to eat and a cuppa with us.

On the 20th April we have a beer, curry and bar skittles night arranged at another local pub in West Bromwich, and as well as our normal monthly



WEST MIDS . . . WIRRAL . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

WEST MIDS Cont

meeting on the **1st Tuesday** of each month at the Drakes Drum, from **May to September** inclusive we will be meeting on the **3rd Tuesday** of each month at the West Midlands Police Social Club, Pershore Road, Edgbaston, Birmingham, starting on the **18th May**. If you cannot make the **1st Tuesday** of each month why not come and see us on the **3rd Tuesday** at the Police Social Club.

That's all for now folks, I would just like to thank everyone for the support they give me. If every area in the Country had a great bunch of people like we have, then there would be a lot more Triumphs on the road and the world would be a far happier place.

Best wishes

Roger the Dodger

WIRRAL

Tel. 0151 339 4150

Hi everyone, still not a lot to report, as spring has just arrived and the event season is just about to start. I expect most of us are just getting all those small jobs done on our cars in preparation for the summer months, that's certainly what I've been up to now that the garage is not so cold.

The April meeting was well attended, and again, the landlord of the Cottage Loaf generously laid on a couple of plates of sandwiches & chips, which are always appreciated judging by the empty plates.

I've not received any show information yet regarding Tatton Park, as I've said before I don't think we will be invited to apply for tickets.

I'll let you all know in due course when I get other event information.

I will have some info hopefully at the next meeting regarding the visit to Liverpool TSSC area on **15th June**, hopefully we will have a good turnout for this.

That's about it for this month, take care.

Andy

NORTH YORKS

Tel. 07786 35449

It's one of those months again where the deadlines in the mag conspire against me! The meeting is on Next Monday (writing this on the 6th April!) and everything we've organised is hap-

pening over the next few weeks!

Hopefully the Fish and Chip run will have gone well and all the cars finished the gruelling and arduous 300 yard route - Who needs Top Gear travel specials!

Drive it day will also have passed and at the time of writing well over 100 cars were booked in with the other clubs using the venue bringing along another 30 it should be a busy day!

Alan has revealed the destination of the end of year bash which will be at Major Bridge Park near Holme-upon-Spalding-Moor. Last time I went there it was a brilliant weekend and there is a great clubhouse to spend the evening in. The cost will be £10 per night regardless of tent / caravan size. Look out for the advert in the Courier mag.

Monday 10th May monthly meeting at the White Swan, Deighton, south of York

Monday 31st May (BH) Vintage & Veterans Day, Sherburn Aero Club - A great day out - I have booking forms

Friday 11th June onwards - Dalesrun Camping weekend in Dent - See advert in Courier - Numbers limited, please book early.

Monday 14th June monthly meeting at the White Swan, Deighton, south of York

Saturday 10th - Sunday 11th July - Vintage and Classic Weekend on the North Yorkshire Moors Railway. I have booking forms.

Sunday 25th July - Huby and Sutton show - another great day - I have booking forms

Saturday 28th August - Cawood Craft Festival - A relaxing day out - Let me know if you are interested-free entry!

Fri 10th September onwards - West Yorks end of year camping weekend Major Bridge Park, HOSM

Richard

SOUTH YORKS

Tel.

www.southyorkshire-tssc.org.uk

Many thanks go to Tony who valiantly took up the role of the Area Organiser of the SY TSSC for the last 15 months. Tony (supported by Wendy and Kathryn) has worked hard to maintain the group but has decided the time is right to hand the reigns over at the April meet.

On the meeting front, March was a lively affair with 17 members, including four of our 18-25 year olds. The quiz was won by John and Maggy and £20 from the Football Card went into the kitty. March's Noggin n Natter was a more intimate affair and it was lovely to see Gareth in his latest acquisition, a very nice example of a Hillman Hunter.

On the events side, a small contingent (Richard, Neil, Gareth, Phil, Pete,

Luke, Mike and Steve) made their way down to Stoneleigh Spares Day. Mike's Spitfire looked the business on a stand. Another great day with great mates and top down motoring all the way. Fourteen of the crew (Mike, Jane, Al, Corrine, John, Maggie, Richard, Julie, Alice, Ian, Pete, Paula, Dunc and a blooming lovely Jackie) also enjoyed a splendid evening of wineing and dining at an Indian Restaurant. Looking to the near future, we will also be joining West Yorks for their Drive it Day and camping at the North Yorkshire Triumph Weekend at Runswick Bay in **May**.

One of our younger members, Luke (15) has excitedly been telling all how he's persuaded Dad to buy him a Spitfire 1500. He reckons it'll be restored to it's former glory by the time he passes his test! As the club will no doubt be supplying lots of advice (and parts, if he gets his way!), we have harnessed his young brain and he will now be updating the SY TSSC website (under supervision from mum!) Please check it out. www.southyorkshire-tssc.org.uk. As well as posting our local Tribune newsletter on the website, we will be emailing it to all members who have supplied email addresses. If you belong to the SY TSSC area and wish to be included, please get in touch at ppkjbjohnson@yahoo.com.

Finally, the success of the SY TSSC depends on it's team spirit, and it's purpose is to enjoy Triumphs and have fun. Our meetings are informal and friendly, we have quizzes, raffles and discuss everything and anything!

We also have lots of ideas for getting out n about. So why not come along on the **first and third Tuesdays** of each month from 8.00pm onwards at the Manvers Arms, Harlington Rd, Mexborough, Doncaster, S64 0NL, where you will be assured of a very warm welcome.

Paula

WEST YORKS

Tel. 01274 781814

www.tssc.org.uk/westyorks

Hi all, by the time you are reading this we will have had our first run of the season to Elvington for drive-it-day, at the time of compiling my report we have over 100 classic cars and vans and still more coming in daily!

At the March club night we had 26 member in attendance but still only 2 club cars in the car park so I could only have a short ciggy break In my quiz, you may remember a question, "there are only 2 animals that cannot walk backwards" the answer I gave was an ostrich and a kangaroo. A week later one of our members told me at another car club that he had seen kangaroo walking backwards on his TV, he then confessed that at the time he was run-

WEST YORKS



ning a tape in reverse!!
Well done Colin.

The Dalesrun is now fully booked up for this year, if you have missed this one you need to book very early next year! Contact Richard on 07766 354449 if you have missed your chance, and he will keep your details on file for any cancellations.

You can still camp with us at the back end bash that is now booked for **11-12-13 September** at Holme-upon-Spalding Moor. We have been to this site before and we did have a good time; you may remember we had the cafe/greenhouse for our **Saturday** night fun and drinking. This year it will coincide with Richards birthday this may be the time to get my revenge on him for the front cover last month, I have also booked the new indoor cafe for the Friday and Saturday nights just in case the Dent midges have come over for their hols!

Friday night will be noggin and natter with fish and chips or a Chinese take away in the café. Saturday we will be

having a run out and tea time will be B-B-Q time. Then into the cafe for fun and games with a noggin again. **Sunday** is a surprise!

20th June is Fathers Day with a club stand at Harewood House. Can I please have your names and a deposit please as soon as you can.

27th June at Broughton Hall nr Skipton, this is also a club stand which will be limited to 11 cars, again can I please have your names to reserve your space. This will cost you £3 for driver and 1 passenger.

If you want a very good day out try the Haworth 1940's weekend on the **15-16th May**.

By the way – time for a minor celebration – my 1200 Herald has started for the first time in 2 years and is well on track for an MOT and drivers day!

Keep your Triumph wheels turning,

Alan.

PS Both Bernard and Richard know that I WILL be getting my revenge one day!
(UH Oh! Ed.)

NOTE TO ALL:

**If I don't reply to your email
I Haven't received it!! Bernard Ed.**

E-mail news to:

courier@tssc.org.uk News in By

Isle of Wight Area 21st Camping Weekend



**Friday 30th April to Monday 3rd May
inclusive at Appuldurcombe Gardens
Holiday Park - Wroxall**



Pic Courtesy Karen Chignell - TSSC Surrey Area

***Fun for all the family and children of all ages!
Convoys, quiz, raffle and much more!***

***Please book in advance your camping and adult
entertainment tickets to receive a
limited edition souvenir mug.***

Visit www.triumph-iw.co.uk for booking form etc

***Contact 07884 006 237 / 01983 281427
(evenings) or
email info@triumph-iw.co.uk for more info.***

25th Annual North Yorkshire Triumph Weekend

14/05/10—16/05/10



www.nytw.org.uk

**The Legendary
Triumph Enthusiasts
Social Gathering**

Runswick Bay

Caravan and Camping Site.

Whitby, N Yorkshire

TS13 5HR

Friday evening meet and great, Quiz

Saturday run out , Lunch @ Blakey Ridge,

BBQ, Live music, Real Ale

Late Bar

Sunday Fun Concours, Autojumble and

other special attractions

Pre booking preferred via website

Enquiries

Andy Maughan: 07762 543920

Andy Jackson: 07831 315420

Andy Mathers: 07827 311423

TOTALLY

TRIUMPH



CLASSIC CAR SHOW

Northern Ireland

Saturday 8th May 2010

Wallace Park Lisburn - County Antrim

Supported by

Lisburn City Council,

Chic Doig Classic Sportscars,

RIMMER BROTHERS Ltd.

Details from:

northernireland@tssc.org.uk

or Douglas on

028 2564 2770 or 07707 288 233

SOUTH OF ENGLAND MEET

MAIN SHOW - 9TH MAY 2010

**Camping from
Fri 7th evening**

Pay on the Gate

£5.00 Per Person

FREE entry for children under 16.

FREE to have an autojumble pitch.

FREE to meet up with old friends
and make new ones.

FREE to enter the concours - all Triumphs
and derivatives on
the field are eligible.

NOT FREE

Entry

**Goodies and other bargains in
the autojumble.**

Beer, Burger and ice-creams

Engine tuning

TSSC Club Shop

Insurance Valuations

Location:

**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**



**For more information contact Guy & Suzie Singleton
AT 31, Cadley, Marlborough, Wiltshire. SN8 4NE
E-mail: suzie.singleton@virgin.net**

TSSC Northants
STANDARD & TRIUMPH RALLY
4th 5th & 6th June 2010



**Day
Entrance £6.00
Camping: £15.00 per pitch per night**

Tssc-Northants are proud to present The Standard & Triumph Rally. This great event is set in the wonderful grounds of Wicksteed Park, Northamptonshire's premier entertainment and events venue.

Saturday, you can take part in a 12 Car Navigational Rally. Discover the clues to unlock the treasure. For more info visit www.standard-triumphrally.com/treasure. Limited numbers apply. Book early! £12.00 per car including evening entertainment and awards.

The show Rally will be held on Sunday 6th June at the Arena field from 10.00am. All Standard and Triumph cars from all clubs will be most welcome

In conjunction with the Rally's we will be holding our 6th Camping weekend on 4th 5th and 6th June. We will be holding a welcome reception on the Friday night with our Big Feast BBQ, A family day trip and fun night of entertainment at the Park View Bar on the Saturday night.

Wicksteed Park

Barton Road,
Kettering,
Northamptonshire
NN15 6NJ

Contact Adam Easton
01933 229992

Email: tsscnorthants@aol.co.uk



Event Sponsor
Jigsaw Triumph Specialists

Visit www.standard-triumphrally.co.uk for more Information



20th YORKSHIRE DALESRUN, CAMPING WEEKEND, BBQ & CONCOURS 11th, 12th & 13th June 2010

The 20th Dalesrun is returning to High Laning caravan site, Dent, Nr Sedborough, Cumbria LA10 5QJ and we will be taking you through some of the most wild and scenic areas of the Yorkshire Dales and Cumbria. There will be a lunchtime stop with great facilities 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 at the Village Hall and there is a pub and cafe's nearby. West and North Yorkshire are going to be organising something, so come along and enjoy yourself. On Sunday, we will be holding a drivingskills competition and an informal Concours. All profits from the weekend are being donated to the Humber RNLI Lifeboat.

This year we have the following:

- Completely separate area on the campsite A scenic run through the Yorkshire Dales of Approx 90 miles
- A lunch stop with picnic and café facilities on the Saturday run Raffle with quality prizes (Donations welcome)
- Night time entertainment with Alan's infamous Racing and quiz "Western" 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 20th Dales Run please complete and return this slip to:

Martin Appleby, 10 Rowan Garth, Sutton in Craven, Keighley, West Yorks, BD20 8DA

*** Remittance made out to M.Appleby, not TSSC ***

Queries to: dalesrun@google.com or tel Richard on 07766 354449
or our event website which is - www.dalesrun.webs.com.

Name(s) : Address.....

Tel:

e-mail: Club Area Car:

Reg No.: Nights

camping – Friday/Saturday Small tent, £11 per night (max 2 People).....

Large tent / camper / caravan /any other camper, £16.50 per night (Max 4 People)

Extra adults @ £ 5 per night. Sorry strictly no extra tents unless you pay extra

Under 10's free otherwise classed as adult. Electric Hook Ups available if you tick here

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 £

Plenty of Bed and Breakfast accommodation, you are advised to book early by local Tourist Information office.

6th Annual

Robin Hood Rally

18TH-20TH JUNE 2010

Booking Form



Your details

Name _____

Address _____

Tel _____

e-mail _____

TSSC area _____

Number of people attending _____

Cheques payable to "TSSC - Notts Area".

Our details

Venue: Walesby Scout Camp
Brake Road, Walesby,
Newark, Nottingham
NG22 9NG

Please send booking forms to:

Claire Hill
32 Holly Hill Road
Selston
Notts
NG16 6EF

Tel: 07971 017012

e-mail: tssc.notts@ntlworld.com

Weekend Price £10.00

Camping £10 per unit per night

Additional "Pup" Tents (Under 16s only)£5 each

TOTAL PAID

.....

.....

.....

£.....

Booking fee covers one car and one tent.



TSSC HERTS & BEDS AREA MILTON KEYNES MUSEUM FATHERS DAY TRIUMPH SHOW JUNE 20TH 2010



We are arranging our second classic car event at the MK Museum so why not come along and give your car an airing. This time we have arranged this and have a special admission charge of - Car & Driver £5 Plus Passengers over 12 £1 each which is a big saving on the normal admission of £5 per adult or a £14 family ticket (sorry special price does not apply to Bus) There is so much to see, touch and do from the coal fire to do your own toast to oil engines, Tramcar, Inkwells, School desks and a Telephone exchange.

It's all hands on - great for kids and Grannies

Everyone will remember some of the lifestyle presented here Bring a picnic or sample the cafe and their super home made cakes Any Classic is welcome it's not just for Triumphs This is for Sunday June 20th. Doors open 10.30am and close 4.00pm If you are up for this please give me a ring so we have some idea on numbers

Peter Lewis 01582 750943



Derwent Valley Triumph Sports Six Club's

The 22nd Peak Run will be held on
25th 26th and 27th June 2010.



Friday night will be the welcome 'get together' at the campsite where we can catch up on the gossip, enjoy a drink and have a little fun. If you wish to use the campsite please book with Derwent Valley and not direct with the campsite.

Saturday we are organising activities for the day including a scatter rally or you could choose to explore the local towns and beauty spots. We have a brand new venue for the '**Party Night**' and it is actually on the campsite. 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 at extra cost.

On the Sunday we will embark on the **22nd Peak Run** which will take it's traditional format of a 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

Booking form for Peak Run 2010 ~ Cost only £12.50 per car.

Name.....

Address.....

.....

..... Post Code.....

Phone Nos..... E.mail

Car Make..... Model..... Registration No.....

Booking form for the Camp Site.

**Rates – Tents and small trailer tents £25 for up to 4 nights (1 night only £15)
Caravans and large trailer tents - £17.50 per night (incl electric hook up)**

Circle nights Camping or Caravanning – Thursday - Friday – Saturday - Sunday

Circle type of pitch required – Tent – Small Trailer Tent – Large Trailer Tent - Caravan

£..... Campsite fee enclose

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

**Peak Run 2010, c/o David Dawson, 28 Routh Avenue,
Castle Donington, Leicestershire. DE74 2NA.**

Telephone enquiries:

David Dawson 01332 810004 or Ian Stevens 01773 787268.

You may photocopy this form.

Courtesy/camp



S. T. I. R.

IT'S CHRISTMAS TIME IN JUNE
DOWN AT WARREN FARM
BBQ IN SAND DUNES
LET'S HOPE IT WILL BE WARM

SANTA'S

CHRISTMAS LUNCH IN CHEDDAR
AT THE RIVERSIDE
CAN'T GET ANY BETTER
AT THIS EXTRA YULETIDE

TOTALLY

SO BRING YOUR TREES AND LIGHTS
YOU KNOW IT WILL MAKE SENSE
TO SPEND A COUPLE OF NIGHTS
AT SANTA'S RALLY IN TENTS

IN-TENTS

RALLY

AVON AREA CAMPING WEEKEND
25th to 27th JUNE 2010

WARREN FARM HOLIDAY CENTRE, BREAN

£7.50 PER NIGHT FOR ONE CAR AND CARAVAN
OR TENT/MOTORHOME AND upto 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.

SATURDAY LUNCH AT THE RIVERSIDE IN CHEDDAR.
SEE AVON AREA NEWS FOR MEAL BOOKING DETAILS
COMPLETED CAMPSITE BOOKING
FORM & PAYMENT BY END OF MAY.

CONTACT JUNE ON 01454 327059.

or e-mail Junewrighton@tiscali.co.uk
FOR BOOKING FORM AND PAYMENT

DETAILS ON CAMPSITE

Leicestershire & Rutland Triumph Sports Six Club

Proudly Present



27th



Sunshine Rally

Sunday 1st August 2010

Brooksby Hall Leicestershire

Admission £4.00 per person

Children under 16 Free if accompanied by an adult



TSSC West Yorks Camping Weekend



END OF YEAR BASH

**10th to 12th
September 2010**

**Major Bridge Park
Selby Road, Holme
On Spalding Moor
East Yorkshire
YO43 4HB**

**To wind down the camping season
West Yorks TSSC area organising another**

**There will be a run to the coast on the Saturday and either
a local trip on the Sunday or events on the site.**

Alan is keeping this as a surprise!

**Saturday night will be held inside a heated building and
breakfast sandwiches will be prepared if there is sufficient
demand the night before.**

**Price is £10 per night regardless of the size of unit to cover
camping and club house costs.**

NB all tents are charged separately inc children's tents.

**To book please send the form below and a cheque with the
correct payment to**

**Martin Appleby, 10 Rowan Garth, Sutton in Craven,
Keighley, West Yorks, BD20 8DA**

Name(s) : Address.....

..... Tel:

e-mail: Club Area

Car: Reg No.:

Nights camping – Friday/Saturday

Number of Tents

Total Enclosed £