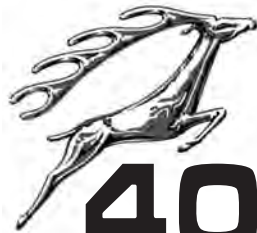


Toledo

1500



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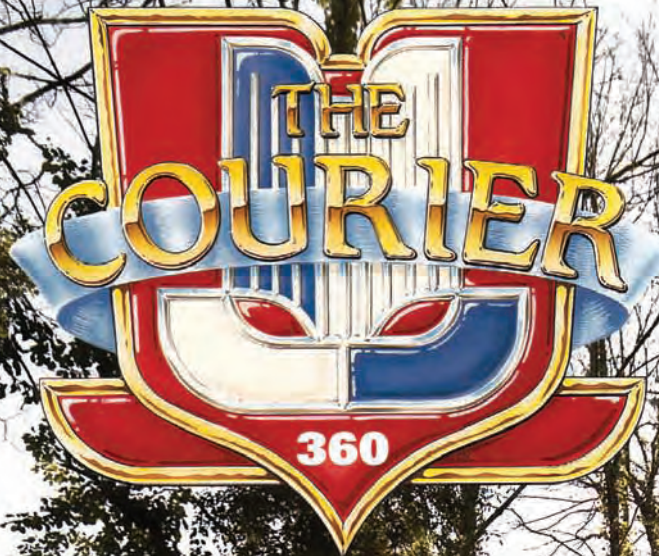
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Triumph Sports Six Club

The Courier 360

JUNE 2010



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
No.360 Vol 31. JUNE 2010
Price £3.50 Free to Club Members.

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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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TR7 IN SNOW
WEREN'T EXPECTING THAT
WERE YOU?
BLAME THE VOLCANO!
PIC. CLAUDIA WILES

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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

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

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

NOTTS AREA **5TH ROBIN HOOD RALLY**
WALESBY SCOUT CAMP NOTTS
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FRI/ SAT/SUN 18/19/20 JUNE 2010

MIDSUMMER MADNESS
'FLOWERPOTS' CHERITON
CONTACT SUZIE 01672 514241

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

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

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

July 2010

FRI/ SAT/SUN 2/3/4 JULY 2010

TSSC NEWBURY AREA CAMPING
NEAR FORDINGBRIDGE HANTS
CONTACT DAVE OR MARY 01635 868640

SAT/SUN 10/11 JULY 2010

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

SUN 25 JULY 2010

TSSC NEWBURY AREA CLUB STAND
CLASSIC CAR SHOW
AT NEWBURY RACECOURSE
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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

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SUN 26 SEPTEMBER 2010

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EVESHAM COUNTRY PARK
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CONTACT STEFAN 01384 279686

CLASSIC CAR SHOWS (CLUB INVITED)

June 2010

THURS 17 JUNE 2010 FROM 8PM

Surrey Region of Jaguar Enthusiasts' Club
invites members of the TSSC to
Brooklands Museum, Weybridge
For further information please contact
Karen Chignell on 0208 873 3022.

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

www.tssc.org.uk is Moving Forward

Our website is getting busier and busier. It has become a good resource for Club members, with technical advice on the Message Board, Classified Adverts, online Club Shop, technical reference material and much, much more. More TSSC members than ever are using the website and the number just continues to increase.

The website is also a shop window for the TSSC, attracting Triumph enthusiasts to join our Club. It is the biggest and one of the busiest Triumph club websites and the TSSC is rightfully proud of this achievement.

However, we all know that technology doesn't stand still; in fact in the modern world to stand still is to move backwards. And with this thought in mind, it is time for us to continue the development of our website. But a big potential problem for us, and for most car clubs, is cost. Developing websites takes time, lots of time, and professional web developers command substantial day rates. To carry out major improvements to the website could easily cost more than the Club can afford.

Fortunately the Club has quite a number of members who work within the world of Information Technology and who possess a range of skills relevant to website development. If you have visited the website Message Board recently you may have seen a discussion about how the site could be developed. This discussion evolved to the point that several members have come forward and volunteered their skills and their time to develop our website. To harness this enthusiasm, we have formed a Website Improvement Team and held a first meeting during May.

Pulling the team together for the first time, the most overwhelming feeling for me was of enthusiasm to make sure that the TSSC has the very best website possible. Another point that struck me was that compared to a commercial website development agency, our team really understood what our members want from our website, because of course they are TSSC members.

The ideas flowed back and forth, much flipchart was scribbled over and at the end of the afternoon we had an outline plan and we had lots of commitment from the team. Now at this stage I have to think of managing expectations and remember that Rome wasn't built in a day, so let's not expect to see too much too soon.

The improvements we are planning for the site fall into two areas, those that can be seen when anyone visits the site, and those that help site administrators manage the site and keep it up to date but can't be seen by the world at large.

The site has become complicated and difficult to manage for the office staff, making it hard to keep the content as fresh as we would like, so this is being tackled in the first phase.

At the same time improvements will be coming for the front of the site. Over the next few months you can expect to see features including a better search facility for the Message Board, online International Vehicle Register, video embedded in the home page and a more attractive Club Shop. Longer term, a second phase will develop the homepage layout and simplify navigation, and fresh content will be added including some from the Courier.

I will aim to write in more detail in the Courier about the development of the website in future. Meanwhile I would like to thank the members of the Website Improvement Team for the high-energy start they have made. The team is made up of Jon Cronin, Adam Easton, Dan Kerr and Simon Oliver, and Oliver Scaife is joining us soon. We should record a big thank you to these team members who have all volunteered their time and efforts for the Club.

To paraphrase John F Kennedy "Ask not what your club can do for you, ask what you can do for your club". Volunteers are the lifeblood of a successful club.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature



Spitfire MKIII Stolen - Help Please.

On Wednesday 5th May 2010, our much-loved Spitfire was stolen from our drive in Bethnal green, London E2.

The car is a late MKIII Spitfire, from 1970. She is dark brown with a black mohair hood. The interior is tan vinyl, with black carpets. Registration plate JFB 481H and Chassis Number FD81566. (The engine number does not tally with chassis number as a previous owner replaced the engine block.)

Other distinguishing marks include a Motolita steering wheel and GT6-type twin sports exhausts. We have looked after her for the last 18 years, and had just celebrated her 40th Birthday with a beautiful professional restoration to concours standard.

If any readers see or hear anything that might give us a lead, we would be VERY grateful; there will be a substantial reward for any information which results in the car being returned to us in one piece!

Please contact:

julietwood@mail.com

Welsh Mountains Run

Clive Speaks the AO of the TSSC Wydean area is wondering about resurrecting the **Welsh Mountains, Lakes and Beach run** later this year. If there is enough interest that is. They no longer have the numbers in the Wydean area to make it worth while just for themselves, but in the past have combined with the local TR Register and even had TSSC members coming down from the Notts. Lincolnshire borders as well as more locally from South Wales!

It is a full day covering approx 190 miles over the course of the day with most of it well off the A road network. He is looking at a Saturday in early September, either the 4th or the 11th?

Please register your interest to Clive preferably by e-mail (clive.speaks@iname.com).



TRGB Roll Hoops

TRGB LTD have just had delivery of the first batch of twin roll hoops for the Spitfire. Following the good sales success of these for the TR4/5/6 the same company has made them for the Spitfire exclusive to TRGB. They also enable a 4 point harness to be fitted for both driver and passenger- the ONLY safe way to fit a 4 point harness. Powder coated on either black or silver they cost £169 a pair including vat. They can also be supplied chromed or padded at extra cost.

Call TRGB on **01487 842168** for details.



HQ OPENING TIMES

JUNE- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SHOP OPEN SATURDAY 12TH JUNE

10.00 AM - 1.00 PM



www.tssc.org.uk

JULY- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SHOP OPEN SATURDAY 17TH JULY

10.00 AM - 1.00 PM



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Council of Management Meetings

4TH JULY 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
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Colin Lindsay

Signed & Sealed

Following my replacement of the front aluminium sealing block in my engine with the steel version I've managed to locate a Triumph memo from 1969 which advocates the replacement of an improved sealing block to prevent oil leaks from the front of the engine. The original seal as fitted to MK1 GT6 and early Mk2 was held to the front engine plate by one screw only.

This apparently allowed distortion and oil leaks which would find their way past the front plate gasket and onto the driveway of angry owners, so was replaced by a modified three - screw version which enabled the block to be tightened sufficiently to the front plate without stripping threads of course to allow quantities of Hylomar sealer to do the trick.

Large quantities apparently.

I've always been wary of sealers since a few years ago when called to investigate the number of engines which were requiring warranty repairs at a local garage, and found that they were using silicone bathroom sealer totally oil-resistant, and clogging all the inner oilways so badly that the engines were seizing in alarming quantities.

Here's the memo, which refers to early Spitfires as well, but TR6 owners can feel suitably smug that their engines have already been sorted.

Engine Sealing Block Spitfire & GT6+ TR6

June 5, 1969

A new front sealing block, part number 151134, has been introduced to provide better crankcase sealing by eliminating the possibility of "bowing" during assembly. The new seal is clamped to the front engine plate by three set-screws instead of one as previously used and was incorporated from the following engine numbers:

Spitfire MK III - **FD.34007**

GT 6+ - **KD.52646**

All TR6 models

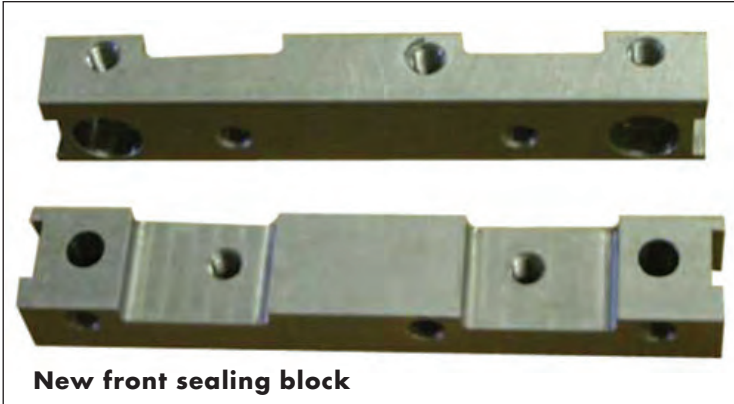
Services

Oil leakage from the sealing block of an entire engine prior to the above numbers can be rectified by fitting the new block as follows:

1. *Remove the front engine plate and sealing block as described in the appropriate Workshop Manual.*

2. *Locating a new gasket (part number 215350) on the engine plate, carefully mark the positions and drill two additional 3/8" (9.5 mm.) diameter holes.*

3. *Using "Hylomar" jointing compound on both faces of the narrow strip gasket (part number 150531), assemble this to the crankcase, followed by the new sealing block 151134, which must be*



New front sealing block

aligned with the front face of the cylinder block before final tightening.

4. Coat both faces of the new engine plate gasket (215350) with "Hylomar" jointing compound and attach this and the modified engine plate to the cylinder block.

5. Use two additional set-screws, PT.0805, and spring washers, WL.0208, when securing the engine plate.

New Parts:

- Sealing Block - **151134**
- Strip Gasket - **150531**
- Engine Plate Gasket - **215350**
- 2 Set-Screws - **PT.0805**
- 2 Spring Washers - **WL.0208**

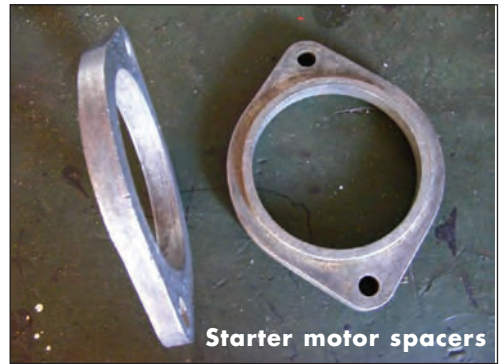
So there you are! Problem solved, although I think I've succeeded in moving the leak from the front of the block to the rear. I'll blame the rocker cover this time,



Rocker box seal tab

but at least there the seal is easier to replace. My rocker box actually has small tabs rivetted in place to aid seal location, but they prevent it from being fully tightened hence the seepage, so something will have to give.

I've had more than a few interesting e-mails on past articles from members: Simon Holland tells me he remembers variations in



Starter motor spacers

the thickness of starter motor spacers, and had some ranging from 6mm through 6.5 mm to 7mm. I've never seen any variation in mine, but these increments may allow for fine adjustment of the starter motor teeth



Bendix Wear

against the flywheel and eliminate the grinding marks on the Bendix gear caused

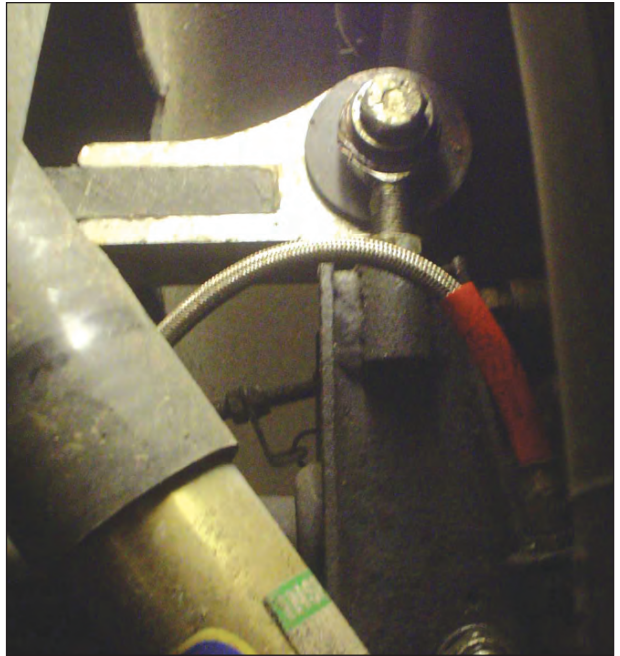
by too great movement on startup.

If anyone has any information on these I'd be grateful. Simon tells me that he also remembers manhandling a MK2 GT6 engine without the aid of hoist or lift into the back of an HGV, completely blocking town centre traffic, for delivery to me and as the saying goes, that wasn't today nor yesterday! I learned a lot from that engine, and many of the parts live on in various Triumphs, not only mine.

I've also been hoarding a very interesting e-mail from Colin Sutherland in Glasgow in which he outlines his solution to the problem I was having with my rear spring. I cured mine with a new Mk3 spring; Colin's solution requires slightly more engineering:

Instead of using blocks under the spring to adjust the ride height I have adjustable length uprights with rose-type joints. These were my own design, but John Wolfe Racing now sell a very similar design to anyone wanting to make the same mod for their own car. The rose joint give a much smoother suspension action and of course give a much easier and infinitely variable ride height adjustment when compared to the lowering blocks and because the spring stays in the same place there is better clearance in the tunnel. Even with the uprights about 1.5" shorter than standard the cut away swing spring still didn't quite touch the brake cylinders though it was getting close. One thing to bear in mind here is that it isn't just the static clearance that needs to be checked. It is amazing just how much suspension components move under cornering loads, particularly nowadays with modern tyres, so it is worth checking for signs of anything touching after the car has been driven in anger and not just sitting in the garage. The other mod that can be seen is

the aluminium spring eye which are attached to a composite mono-leaf spring. This is a single leaf made of unidirectional glass reinforced epoxy which weighs a little over a quarter of the weight of the original multi-leaf steel spring. The other main benefit is that because it has only one leaf there is no friction between the leaves and although the spring is much stiffer than standard it still gives a very smooth ride without the jerkiness of the steel spring. The main disadvantage of the monoleaf spring is that it can't work the same way as the steel swing spring so to get it to swing I needed to design a special centre mount to fit inside the standard spring box to allow it to pivot. The composite spring has been on the



Mk1 for about five years now and works extremely well on the road and for the occasional sprint/hillclimb.

That looks like an excellent setup, and certainly unusual - the rose joints in particular I must look into in more depth, as space allows - which it won't this month.

See you next month!

Colin.

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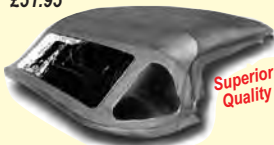
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Dave Rumens



Questions & Answers

Hello Folks, in response to Bernard & Hughs request for the Register Secretaries to produce a "Question and Answer" spot I decided to feature it this months Register. Out of courtesy to my other Register Secretaries I have forwarded them any questions, emails, I have received concerning their models.

As a result the Q & A below relate only to the Vitesse.

Q. *What type of oil filter is used on the spin-on adaptor?*

A. The Vitesse spin-on adaptor, Picture 1, oil filter is used on the British Leyland 1.6 S type engine which was fitted to the Montego 1.6, Maestro (1985 on) and the Rover 216. The numbers are as follows - Unipart GFE 173, Champion C104, Halfords HOF 200.



Picture 1.

Q. *Is it worth fitting a UK Spitfire 1500 diff to my 2 litre Vitesse and will it cause any problems with the overdrive?*

A. Yes it is worthwhile fitting a 3.63 1500 Spit diff in place of the standard 3.89 diff if you frequently use your Vitesse on dual carriage ways and motorways. The resultant lower revs will give less engine wear, less noise in the car and greater economy. It will not cause any problems with the overdrive.

However, a couple of points you should be aware of -

1) The speedo will read around 6% slow, but as most Vitesse speedo's, when new, read 5% fast it will probably be spot on or may be a few percent slow. Use a GPS to check its accuracy and if necessary get it recalibrated. As the 1500 Spit has a different gearbox, single rail, fitting the 1500 Spit speedo just make matters worse as it will read very fast!

2) The Spit diff is a four stud fixing, swing spring set-up, where as the Vitesse is a six. Members have fitted the 4 stud type without reporting any problems. If you want you can obtain 6 stud 3.63 diffs from Canley Classics, 01676 541360, or Mike Papworth, 02476 644499, it's the route I choose.

As a point of interest, with the increase of motorways in the early 1970's the Vitesse replacement, Dolomite 1850, was fitted with a 3.63 diff

and also retained the overdrive option.

Q. *The handbook for my 1970 Vitesse states that the water pump should be greased every 6,000 miles but I cannot find any grease nipple. Does my car have the correct pump?*

A. It sounds like your Vitesse is fitted with the sealed for life type of water pump which have no facility, (grease nipple) to apply grease. Triumph started to fit this type of water pump around 1970/71. As your Vitesse was built in the change over period either it had a sealed for life water pump from new or it has been fitted with the later type as a service replacement. The sealed for life type was a Stanpart item and a correct fitment from 1970/71 on.



Picture 2.

Q. *I cannot obtain a replacement ignition lead, [Picture 2](#), for the Delco distributor fitted to my 1600 Vitesse. Is there any similar type I can adapt as a replacement?*

A. The only possibility I can think of (I am not sure if it will fit the Delco) is to get hold of the condenser and lead for the 1500 Spit Distributor, Lucas D45. This has a similar



Picture 3.

points connector to the Delco, but also has the condenser wired into the same lead. Cut off the condenser lead and that would leave just the points connection and ignition lead, [Picture 3](#), which you may be able to adapt to suit the Delco set-up. I would try to get hold of a used lead and condenser to see if the points connector can be made to fit.

Just my thoughts.

Q. *I would like to move the overdrive switch from the steering column to the gear lever on my 2 Litre Vitesse. What overdrive gear levers can I use from other Triumph models to achieve this?*

A. The gearbox used in your Vitesse should be a three rail type which uses the same gear lever extension as the Herald and Spit up to 1973/4 and all GT6. It has flats, [Picture 4](#), on



Picture 4.

its gearbox extension end and not a ball, [Picture 5](#), as in the later single rail type.



Picture 5.

Spits 1 - 111 and GT6 Mk1 - 11 used the column overdrive switch.

Only the Mk IV Spit up to 1973/4 and the

Mk 111 GT6 used the three rail gearbox and the gear lever with the overdrive switch. Some late 1974 Spit MkIV and all 1500 used the single rail gearbox with the ball end gear lever and which will not fit your Vitesse gearbox.

So only the Spit Mk IV, 1970 - 1973, and Mk III GT6 1970-1974 used the gear lever with overdrive switch that will fit your Vitesse. However, this gear lever is shorter than the Vitesse type, [Picture 6](#). Have a look at a Spit



Picture 6.

gear lever and you will see what I mean. Make sure you are happy with the difference

Also be careful not to buy a switch top cap



Picture 7.

for a post 1974 Triumph Spit or Dolomite as the reverse is shown in the wrong position for



Picture 8.

the Vitesse, [Picture 7](#). [Picture 8](#) shows the correct type.

Q. How much oil should my Vitesse engine use?

A. This is a question I am often asked and due to being around in the 1960's I can pass on the answer given to me way back then. I started driving Triumph's back in 1965 and found that the

engine was using oil. I became concerned as in theory it shouldn't use any, so I contacted my local Standard Triumph Distributor, Stevensons Ltd of Tunbridge Wells. They stated that the factory figure was 750 miles per pint of oil for an engine in good condition. However, they clarified this by saying that this was an average figure and anywhere between 500 and 1000 miles was typical. It was also dependent on the way the car was driven and hard driving will increase the oil consumption.

Over the 45 years I have found this figure to be correct for both the small 4 cylinder and the 6 cylinder engines.

Q. Can you give me some advice regarding interchangeability between the Herald and Mk2 Vitesse? My MK2 has a very rusty chassis which is borderline between scrap and repairable. I have an opportunity to buy a fully refurbished Herald chassis. Is it possible to interchange the two?

A. The Herald and MkII Vitesse chassis are not directly interchangeable.

The pre-1962/3 Herald chassis is too weak,

it also lacks the required Vitesse mounting brackets and room for the overdrive.

The post -1962/3 Herald 1200 chassis has the strength and room, but still lacks the required mounting brackets.

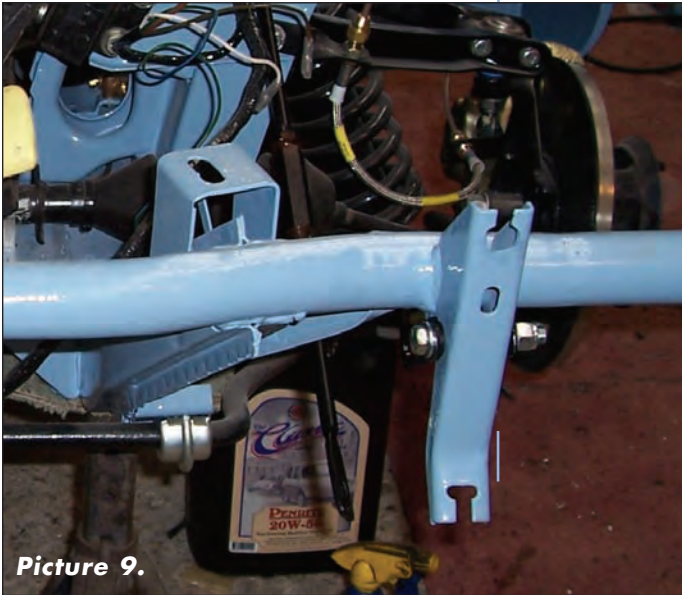
them with the correct Vitesse bits. No welding, just unbolting and replacing bits. However, the Mk2 is not so easy.

The main difference between the 13/60 chassis and the Mk2 Vitesse is the rear suspension brackets, rear lever arm bumper bracket and the rear bump stops. *See Picture 10.* If you want to use a 13/60 chassis the additional parts will have to be fitted with the aid of a chassis jig.

Both Auto Classique 01793 853033 and Chic Doig 01592 722999 can modify a 13/60 chassis to a Mk2 spec.

Well that's my stuff for the time being, so see you all next month. *Safe Driving & Keep Running On All Six*

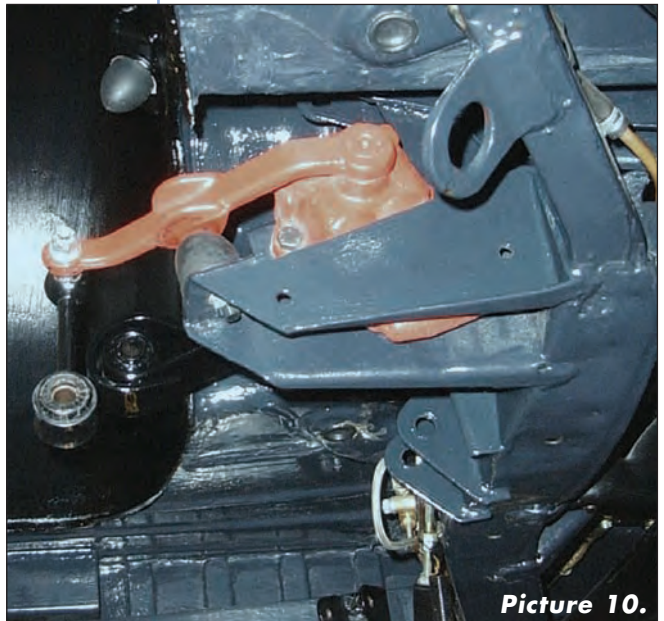
David



Picture 9.

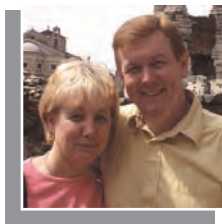
The 13/60 Herald chassis has the strength, room and it also has the front, *Picture 9*, Vitesse Rad and Overider brackets, but no Mk2 rear suspension/damper brackets or rear bump stop. It can only be used to replace the Vitesse 1600 and Mk1 chassis, but not the Mk2.

The 13/60 chassis is basically a 1600/Mk1 chassis. I can still remember Triumph using this as a selling point when the 13/60 first came out in 1967. As I bought a new one in 1967 it sticks in my memory! I later found out Triumph were not pulling a fast one when I turned a 13/60 into a Mk1 Vitesse Estate, though it still looked like a 13/60! It was very straight forward, you just remove all the non Vitesse bits and replace



Picture 10.

CONCOURS



Tel. 01302 850740

e-mail. vandv@fsmail.net

**Victor & Vivien
Thompson**

2010 Concours Rules Revised

We're very pleased to say the first entries for this years International Concours have started coming in.

Following last years competition we received lots of comments about various aspects of the Concours which illustrated the fact that the existing competition rules needed reviewing and bringing up to date.

We must say our overriding concern is that the competition is fair, encourages participation and rewards the very high standard it attracts.

Most contentious seemed to be the issue of trailering cars to the International. Quite a number were against this and wanted to ban it, however I think we have to acknowledge people may well trailer cars for all sorts of reasons, not simply that they don't want to drive their cars and get them dirty, e.g. more than one car may be taken to the event as is the case last year.

We feel this is impossible to police on the weekend and there is nothing to stop people bringing cars in under some other pretext or taking the car off the trailer just down the road from the event. We will however insist that cars are road legal and participants will have to show valid insurance, MOT and display valid Tax. In all other respects marking will be at the discretion of the judges and we will be providing guidance for judges as well as a

briefing before judging to explain how this will work.

Another thorny issue is classes and grouping of cars within the classes. Ideally we'd have a class for every car, but unfortunately this isn't possible. From a practical point of view in terms of the numbers we're likely to get, we've had to group some of the cars to make the classes viable from the point of view of competition and trophies, it would be silly having a class with only one or two cars in it.

We have reviewed the classes in light of the number of entrants last year, and would suggest this is done routinely to ensure the classes are fair and also that they provide reasonable competition.

Last year in order to acknowledge the hard work of entrants we decided to award certificates for 2nd and 3rd places. We realise response was mixed to this, therefore if you have any suggestion we'd welcome them. Our only proviso is that we have to work within a budget and trophies for 1st, 2nd and 3rd would make this very difficult, however we are open to your ideas?

On the **back** of the entry form opposite are the 2010 revised rules for the International Concours, they have been amended in light of comments and following a meeting with 2 other Council of Management Members.

If you have any questions, please get in touch, otherwise we'll look forward to receiving your Concours entries.

INTERNATIONAL CONCOURS ENTRY FORM 2010

ABOUT YOU

Name.....
 Address.....

 County.....
 Postcode.....
 Country.....
 Telephone No.....
 e-mail.....

YOUR CAR

Model & Series	
Colour	
Registration	
Annual Mileage (Cruised & Used entrants only)	

Advance Entries by
 post or email by
 16th August 2010 to:

Victor & Vivien Thompson
Ivy Cottage
5 Rectory Mews
Sprotborough
Doncaster
South Yorkshire
DN5 7LG

Tel: 01302 850740

CONCOURS CATEGORIES

Please circle **ONLY ONE** appropriate class

MASTER CLASS	SMALL SALOON (DOLOMITE, TOLEDO, 1300, 1500, ACCLAIM)
HERALD	
VITESSE	BOND EQUIPE
SPITFIRE	SPECIAL
GT6	MODIFIED/ MODERNISED
TR	
STAG	CRUISED & USED
2000/2.5	UNRESTORED

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



Photocopies of
 this form are acceptable

e-mail: vandv@fsmail.net

TSSC INTERNATIONAL CONCOURS RULES 2010

GENERAL

All cars entering must be taxed, MOT'd and insured. MOT and insurance certificate must be shown at the Concours desk prior to commencement of judging. Judges will check tax disc.

Cars can be transported to the event on a trailer; but this might be reflected in the marks awarded by the judges.

All entrants must be current members of the Triumph Sports Six Club or an invited club. The Concours Organisers' decision will be final and no discussions on the marks awarded will be entered into.

The Master Class will be judged at 2.00 p.m. on the Saturday. Entries will be allowed up until the start of judging.

Judging of the remaining classes will commence at 10.30 a.m. on the Sunday and entries will close at 5.00 p.m. on the Saturday.

No late entries will be accepted.

The prize giving will take place at approximately 3.00 p.m. on Sunday.

No car must be moved until the prize giving is finished. Any car leaving before prize giving may be disqualified from the competition and any prizes forfeited.

THE CLASSES

The following classes will be held:

Master, Herald, Vitesse, Spitfire, GT6, TR, Stag, 2000/2.5, Small saloon (Dolomite, Toledo, 1300, 1500, Acclaim), Bond Equipe, Special, Modified/Modernised, Cruised and Used, Unrestored.

The winning car in each class can only enter the Master Class for the following year.

Master Class: Eligibility for the Master Class comprises winners of all classes from the 2009 International Concours event.

Modified/Modernised: Open to any Triumph that has been substantially altered from standard specification. Cars will be judged on the degree of modification and engineering standard. Cars are not expected to be in Concours condition, but should be presented to their best advantage as additional marks will be given for the overall condition of the car.

Cruised and Used: Cars must cover a minimum of 2,500 miles annually and at least two consecutive MOT certificates must be available as proof of mileage.

Unrestored: For cars that should have had no major restorative work carried out, only routine repairs and maintenance. The owners of cars entering this class will be asked what, if any work has been carried out on the car and the judges will take this into account when awarding marks.

Car of Show:

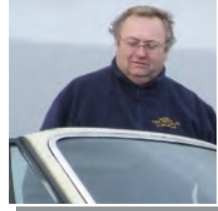
This is the premier award in the TSSC Concours. The winner will be selected from all cars entered in the competition.

SPITFIRE MkIV/1500 Register

e-mail spitmk4and1500@tssc.org.uk



Derek Ford & Hugh Glossop



Making a Super Sprintfire

This month we have another article on the Sprintfire this time from Mike Strafford who has his own ideas on such things but I'll let him give you the details in his own words, so over to you Mike.

Triumph bits can be made to fit, and it is not the most efficient power plant, plenty of torque. I knew I wanted to try and keep it Triumph so the Sprint engine was a logical unit. It has a very strong bottom end—remember, Saab's 'B' engine is a very similar block to the Sprint one; they even share the same bearings and water pump, oil pump.

How to make a Super Sprintfire!

In the March edition of the Courier, I was interested to read Matt Smith's article on a Sprintfire. This has provoked me into putting into writing my own experience of fitting this engine into my Spit.

It all started back in '96, I had restored my 1500 Topaz car back in 1990/1 and since then it had been fitted with a tuned 1500 engine which I was lucky enough to find in a local scrappy. It also looked quite new! It later acquired a full sports exhaust system from Wins & co and the HS4's re-jetted accordingly with KN's being fitted also. It was quite a quick car, running a fast road cam.

However, like many petrol-heads, I had a quest for more power, but wanted something different! Many people use the common straight-six conversion in its different forms, but it is a heavy old lump. Yes lots of other



I managed to obtain a complete engine and gearbox quite cheaply and decided to have it overhauled, by Rovercraft in Maidstone, (now sadly gone). It was also at this stage I happened to own a Classic Saab 900 Turbo. I wondered whether a turbocharger may be a worthwhile addition, certainly fun! After some investigation work and deep thought the idea started to become a reality. The guys at

Rovercraft, re-bored the block to +40 and reground and nitrided the crank and at the same time lightened and balanced the rods and the Flywheel. The bearings are all Vandervall VP2. I sourced some +40 Mahle pistons and rings from a local motor factor.



Turbo Mounted

While looking through his piston catalogue it came to light that Californian engines were fitted with 8:1 compression pistons – 4mm dish in them. That's useful! The Saab turbo engine runs 8.2:1 CR. A local race engine builder – Connaught Engineering machined a 4mm dish in my pistons, job done.

I put the engine together myself, uprating the

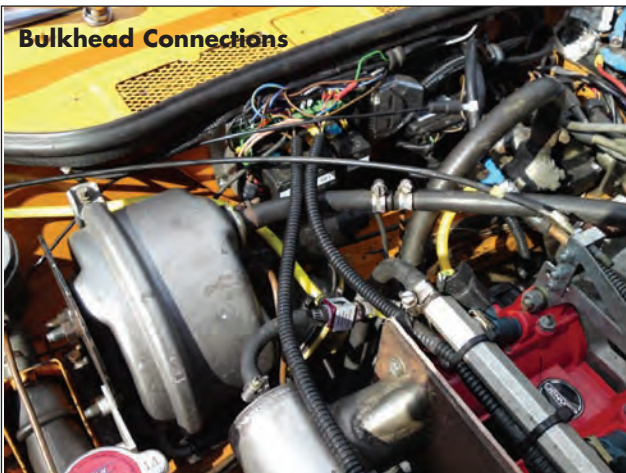
oil pump, using a stronger spring and turned down the oil filter housing so that it acted as a bypass, since an oil cooler and remote filter were going to be fitted any way. By chance a mechanic friend had a new reconditioned

Sprint head in his garage which had been destined for a TR7 Sprint conversion, but never happened. This completed the main engine build. A new uprated clutch was bought, along with a TriumphTune inlet manifold, from them, (Triumph Tune – now Moss) and the engine and box mated together. I removed the old 1500 engine and box and started trial fitting the Sprint engine and box.

It was necessary to modify the transmission tunnel opening to accept the Sprint bell housing and move the overdrive mounting plate back a little to

mount the rear of the box using the original Spit overdrive mount. A small notch was taken out of the chassis and a plate welded in to allow the angled Speedo drive to be fitted. Front engine mounts were fabricated to use with GT6 engine mounts. The whole unit sits approx 10mm above the steering rack. The original transmission tunnel cover was now a bit too

short, so a fibreglass one was obtained at Stafford, as was a fibreglass Spit bonnet on a swap basis for a pair of Spit Weber manifolds! The fibreglass tunnel was cut and extended approx 100mm to allow for the overdrive unit to be covered. The original overdrive prop shaft was offered up and measured and a fellow area member got it turned off in a lathe by approx 300mm and then re-welded. Didn't need balancing. On a previous visit to Stafford I had come across the pinion and crown wheel for a 3.27 GT6 diff, this was duly fitted in the old Spit



Bulkhead Connections

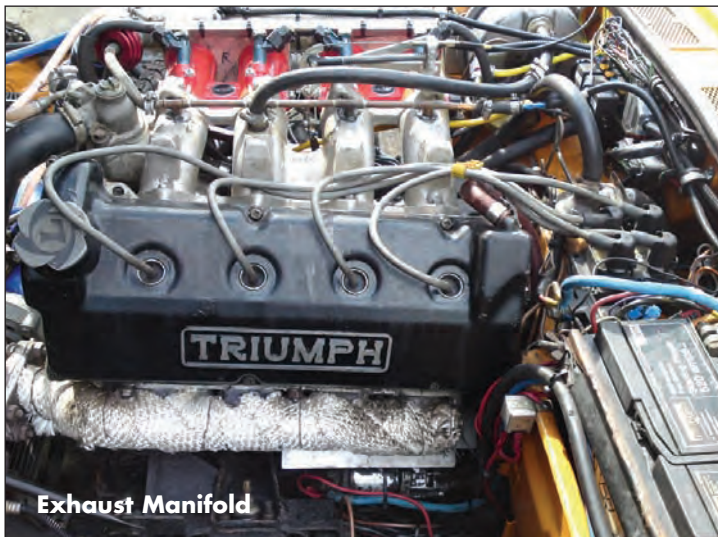
diff with new seals.

The next task to tackle was fuelling. I decided that the easiest way, would be to 'blow' through a set of twin 45DCOE Weber carbs, as the manifold was designed to be fitted with

Cooling was done via an old reconditioned Talbot Rancho radiator and a BMW electric fan. The car was then taken to Southern Carburettor's rolling road to have the jets setup. The finished product was quite satisfying, 155bhp and 183

ft lb torque at 4psi boost! Boost would start at 1500 rpm due to the turbo gearing and would spin wheels in 1st and 2nd gear if being a bit right foot happy!

I ran the car for several years like this until the feeling for something a bit more adventurous came on. The Webers had a habit of spitting fuel out when on heavy load and running higher boost - 6-8psi. An article in Practical Performance magazine on Megasquirt fuel injection set me

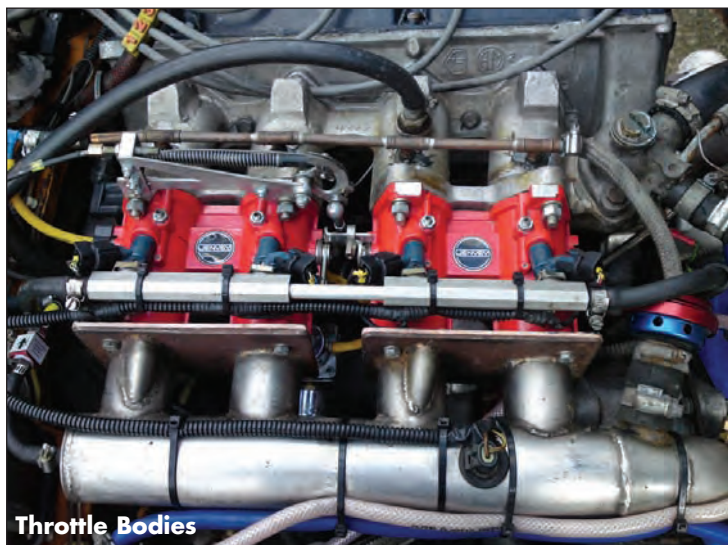


Exhaust Manifold

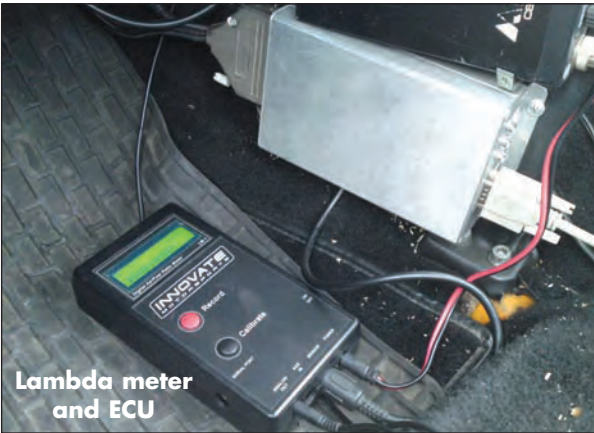
these, or Dellortos. At great cost a pair were ordered from Southern Carburettors at Wimbledon, type 152 as these are designed for turbo use (low pressure). The fuel was delivered via a Metro turbo fuel pump and regulator. An inlet plenum was made up from some 316 stainless tube and designed such that the boost pressure would act on the carburettor float chambers as well. A similar exhaust manifold was made in a 'log' design with an Escort RS turbo mounted on the end. As the Sprint engine is of 'cross flow' design it is convenient to use an intercooler to transfer the 'boosted' air across to the inlet plenum. An Audi Quattro intercooler was used for this purpose mounted on the front cross member below the bumper and grill.

thinking again, so the next phase of development began.

The Weber's were changed for a set of Jenvey Throttles bodies, as these are a direct replacement fit for the DCOE's, which saved having to do serious modifications to the inlet manifold. A megasquirt ECU and relay board kit were



Throttle Bodies



Lambda meter and ECU

via a laptop using software that is regularly updated and improved. This first setup only controlled the fuelling. Ignition timing was fixed at 10 deg BTDC. It took a while to get a decent map sorted, but the throttle response was much better than with the Weber's and much smoother. To tune the map, it is necessary to fit a Wideband Lambda sensor to the exhaust, just after the turbo. This will tell you what is going on with the mixture and how rich or lean it is so that a fuel table can be modified to attain the best results. It's worth men-

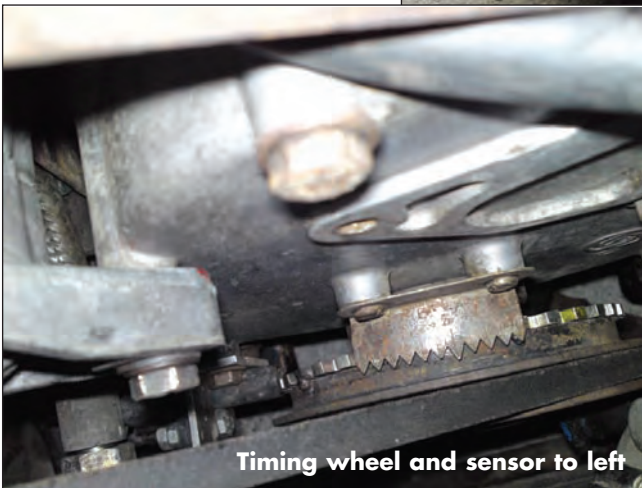
tioning that, it is safer to run rich with a turbo than lean. Too LEAN when on boost and you can melt your pistons very quickly!

ordered from the States and built up (www.msefi.com). The required sensors were obtained from a local scrappy, and a set of injectors off good old EBay, which were good for 200bhp, would supply the fuel. The turbocharger was also changed for a larger Garrett T03 unit as the Escort one would not supply enough air above 4000 rpm. The fuel pump was upgraded to a Bosch high pressure injection pump delivering approx 60psi, a remote adjustable fuel pressure regulator was fitted, set to 45psi as per injector rating, and an injection filter was also added.

The Megasquirt ECU is programmed



Intercooler



Timing wheel and sensor to left

Since then the car has had a further update to run a Megasquirt 2 ECU which controls fuelling, timing and AFR targets, but can also do dual maps if you want NOS! Knock control, launch control, control fans as well as rev limits and over boost and idle speed control. I now control fuel and timing, having made the distributor redundant, and fitting a cogged timing wheel to the Crankshaft pulley with a Pickup sensor. This tells the ECU how



On the way to Duxford

fast the engine is spinning and where in the cycle it is. Ignition spark is supplied via a Ford EDIS wasted spark controller which itself is controlled from the ECU

The intercooler has also been changed for a bigger one from a BMW diesel and radiator has also been changed for a BMW unit, mainly due to the fact the Talbot one was starting to spring leaks.

What about other upgrades to the car – like Brakes!?! The braking system still uses the single feed system as fitted on the earlier cars, mainly because it is easier to fit a remote servo to this type of system. All the brake lines were new copper ones when the car was initially restored and Goodridge hoses added. The rear drums were new and are standard. The front discs are grooved cross drilled items with Greenstuff pads, all operated via silicone fluid, and NO problems have been encountered to date.

The suspension has been Polyflexed throughout and adjustable Spax shocks all round. A rear anti-roll bar has been fitted but is mounted to 5mm plate welded on top of the tow bar assembly, which is much stiffer than mounting it to the boot floor as per instructions. The car is lowered using a negative camber rear spring and spacers with GT6 race springs on the front. A 'roll over' bar has been fitted for added safety as well as helping to stiffen up the body. Shock, horror I am still using spin on Wire Wheels! Through the wheel Nuts and Studs have been upgraded to Sierra items, after I sheared the normal ones on the Isle of Wight some years ago!

The Fibreglass bonnet has been modified to allow for the extra width of the Sprint engine and to clear the fuel rail and injectors.

This is now a seriously quick car, a wolf in sheep's clothing, developing approx 180bhp and 5-5½ sec 0-60 mph, it has been off the Speedo at 120mph against the GPS.

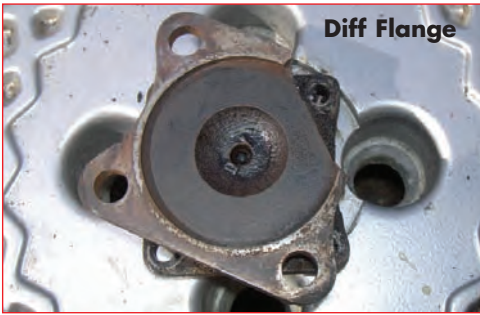
Thanks for that Mike and now...

...THE GOOD THE BAD AND THE SMASHED!



This is the tale of two types of universal joint and the results of catastrophic failure with no warning what so ever,

My son Myles or "lead foot", as you know, now has a Ford Pinto 2ltr in his car together with a type 9 5speed gearbox, a few days ago at 10.30 at night he went out to our local community centre (shack!) on getting in the car and going to pull away, there was a colossal bang like a shotgun going off from the rear and a selection of very expensive sounding crunching noises together with no drive, to be honest he's been expecting something to happen in the rear drive department ever since we put the Ford unit in, due to the power output, but what actually happened was totally unexpected and something I have never seen before!



The drivers side had literally snapped off the two opposing pins in the half shaft universal joint, I will stress that it had a short grease nipple fitted and is regularly greased, this was confirmed when we took the bits out, both the cups were greased and smooth running, the broken pins from the spider were in residence and there was no seized or dry parts as is normal. And everything was tight in the bolts department

The resultant shotgun effect did the following damage,

- 1: Two opposing pins broken on the UJ spider
- 2: Cracked yoke on the half shaft thus destroying it
- 3: Cracked driveshaft flange with 4 radial cracks in it
- 4: One corner broken off the diff driveshaft flange
- 5: One severely bent handbrake guide

Sorry we have no pics of him being towed the 500 yards home by his mother in her Metro, (the indignity of it!) as I was at the Wyedean pub meet!

We had to find another half shaft which reads as rummage in the shed, diff flange, which reads as set to on the phone and scrounge (thanks Derek and Hayden).



Then what to do about the universal joint as the one in the replacement driveshaft had been in residence for many years?

As I had both the standard type of universal joint in stock and a Freelander genuine GKN type they were compared, what did we find?

Well, chalk and cheese, literally, is the best description I can come up with, the Freelander item is stronger on the spider with deeper needle rollers and a decent oil seal, compared to the standard offering, the only disadvantage being no grease nipple or ability to fit one, having performed a Rockwell test the GKN item was twice as hard as the 'standard' Triumph offering (which was not hardened at all) on offer from various specialists.

So if you want the universal joints to last in any of the small chassis cars it looks like it has to be the Freelander item.

Myles universal joint failure appears to be the direct result of poor quality parts again!

In our house we will now only use the genuine GKN item from the Freelander, available from the Club Shop or various Land Rover specialists (pt no TVF1000000)

If you are in the position of needing joints for the half shafts, do yourself a big favor and use the much better quality item from GKN even if it's more expensive.

A word of warning, there are pattern Freelander universal joints out there and while stronger than the standard offering from Triumph specialists, are nowhere as good as the genuine GKN item.

My latest theory is that modern cars and parts are made out of "cheese" so they don't last!

Hugh

T.D. FITCHETT Ltd

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Herald/Vitesse FRONT FLOOR PANS (NEW) . . .	£58.75
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Petrol tank	£120.00
Front lower valance 1200 O.E.	£115.00
Front lower valance 13/60 O.E.	£115.00
Front lower valance Vitesse O.E.	£115.00
Herald 13/60 front lamp panel 812140	£65.00
Herald 1200 front wings	£97.50
Herald 13/60 front wings	£80.00
Vitesse front wings	£92.50
Front wing 'D' plates 703627/8	£8.75
Windscreens drip channel	£12.50 pair
Herald/Vitesse door skins 901338/9	£60.00
Door Skin repair panels	£22.00
Complete door shell 902256/7	£215.00
Sills 803070/1	£19.50
Tread plate repair panel	£7.50
Front floor mounting bracket fr 607548	£6.00
Front floor mounting bracket rear 607549/50	£6.00
Rear floor mounting bracket 607655	£7.00
B post mounting bracket 703625/6	£15.00
Stainless steel tread plate finisher	£21.50 pair
Boot side panel 804611/2	£29.50
Herald 948/Vitesse rear centre valance	£60.00
Herald 1200/13.60 rear centre valance	£62.50
Rear quarter valences	£34.00
Inner front wheel arch 803075/6	£42.50
Rear outer wheel arch 802845/6	£38.50
Front/Rear wing arch repair panel	£18.50
Rear wing front repair panel	£12.50
All chassis outriggers/side rails/boot extn	£19.50 each
White rubber bumpers (full set)	£110.00
Rear overriders 703708/9	£39.50
Bonnet corner mouldings 706161/2	£24.00 pair
Wheel arch/bulkhead seal 704033	£2.75
Chrome bonnet catch 607663	£35.00
Door hinges 607824	£16.00 each
Boot hinges	£42.50 pair
Door to glass outer weather strip	£5.75
Hoods vinyl inc zip out window	£135.00
Accelerator pedal bracket 147655	£9.50
Set of 8 front suspension bushes 119451	£10.00 set
Front suspension shim 122022	£1.25
Caliper repair kit inc pistons type 12	£22.50
Caliper repair kit inc pistons type 14	£20.00
Caliper repair kit inc pistons type 16P/16PB	£27.50
Recon exchange caliper type 12	£45.00
Recon exchange caliper type 14	£40.00
Recon exchange caliper type 16P/PB	£55.00
Brake pads type 12	£12.00 set
Brake pads type 14	£9.50 set
Brake pads type 16P/16PB	£10.00 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£17.50
Front shock absorber	£20.00
Herald 4 Synco (exchange gearbox)	£235.00
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TR7

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TR6

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Nigel Clark

Simple Security Deterrents

With values of TR's continuing to rise, this month we will look at security, and specifically how we can deter the casual thief. Of course much of this month's article will be relevant to any Triumph, or indeed any classic car. I would like to acknowledge the assistance of the thread started by Pete Lewis' on the TSSC website Message Board in writing this article. Thanks are due to Pete and all the contributors to this thread.

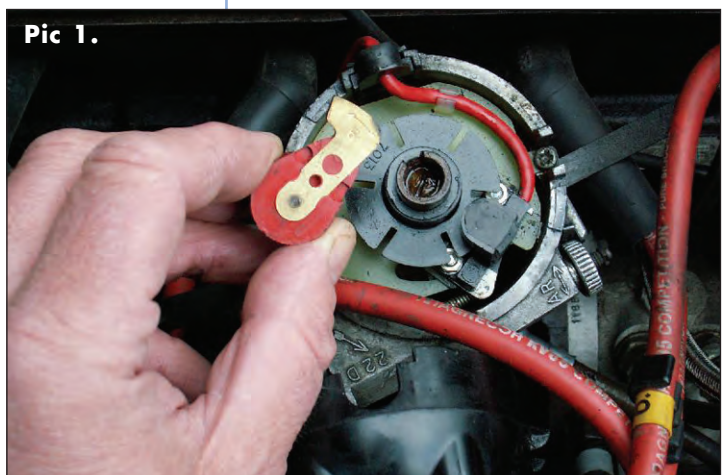
I am also prompted to write on security because of two distressing cases of Triumphs having been stolen in a single week in May, one a just-restored Spitfire which disappeared overnight from the owner's driveway, and the other a TR5 stolen from a car show. Never think it can't or won't happen; classic cars including Triumphs do get stolen, so don't let it be yours.

The emphasis here is on simple deterrents to immobilise your car, which are just that – deterrents. It is almost impossible to foil a real-ly determined thief, so our aim here will be to make it sufficiently difficult for the thief to

steal your car, causing him to look elsewhere. The first group of deterrents immobilise the car by preventing the ignition from working.

1. Don't leave the keys in the car

Yes really! It was noted at South of England Meet this year that there were a number of Triumphs parked in the field with the keys hanging from the ignition switch, which must be the ultimate invitation to a ne'er do well. It may be a sad reflection on modern times but we cannot afford to be so trusting. Worse than that, if your car is left unlocked and with keys available, your insurance company may very well decide that your own negligence caused the loss of your car and refuse to pay your claim.



Pic 1.

2. Remove the Rotor Arm

We all know this one! The advantage is

that it is very effective in immobilising the car, but it is awkward to have to lift the bonnet and fiddle with the distributor every time the car is stopped or started (see *Picture 1*).

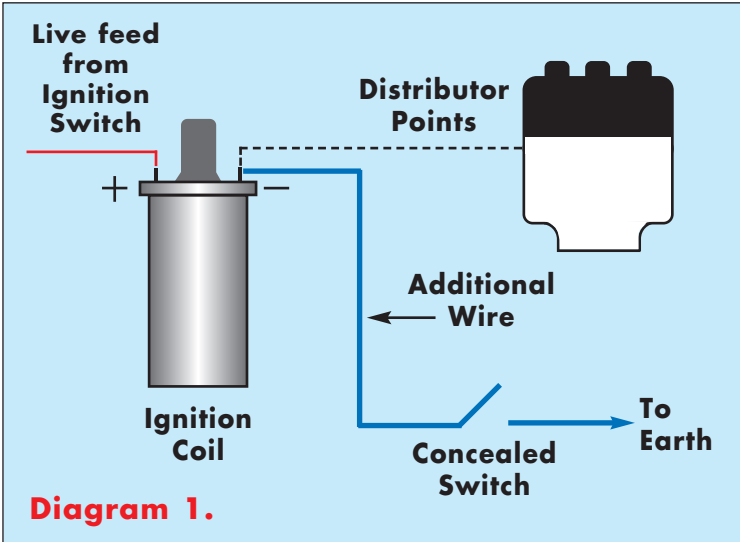
get the engine running.

Next we will look at isolating the battery to immobilise the car. Taking a spanner and removing one of the battery leads is the most basic approach but there are more convenient alternatives.

Unlike the hidden ignition cut-out switch which handles only a few amps current, a battery cut-out must be capable of handling hundreds of amps and so is of much heavier construction.

4. Discarnect

The Discarnect is a proprietary device attached to the battery's earth terminal and thence to the



3. Hidden ignition cut-out switch

This was a popular deterrent when our Triumphs were new a few decades ago.

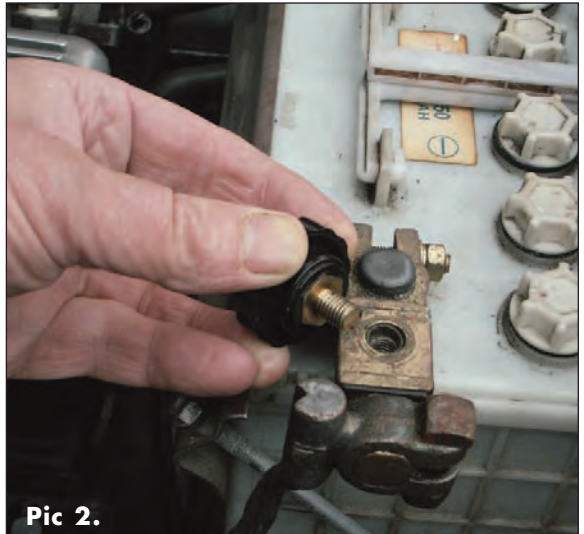
A switch is fitted in a concealed location, for example under the dashboard or in the glove box.

Sometimes the switch is wired to break the connection between the live feed from the ignition switch and coil, but this is easily foiled by the thief's usual hot-wiring technique.

The hidden ignition cut-out switch is more effective when wired to short-circuit the points. In this configuration a wire is taken to earth from the contact-breaker side of the coil (negative connection on negative earth cars), with a hidden switch in the wire, shown in *Diagram 1*. With the switch closed, it is as if the points cannot open so the engine will not fire and this also works with many types of electronic ignition. With the switch open the ignition functions normally.

The traditional method of hot-wiring will not

earth lead. Removing a screw-in conductive knob breaks the connection (*Picture 2*) and so isolates the battery. To restore the con-



Pic 2.

nection, the thief must either have the correct conductive know how or a spanner to remove the Discarnect. This device is simple

and inexpensive but does mean that to immobilise the car you have to lift the bonnet.

5. Racing battery cut-out

This has been suggested by John Davies. Racing regulations require competitors' cars to be fitted with an external switch so that



Pic 3.

marshals can easily disconnect the battery in the event of a mishap on the track (Picture 3). John has suggested fitting the racing cut-out in a concealed location inside the car.

All racing cut-outs use the same key but how many thieves would actually carry one?

The racing cut-out provides a convenient and hard-to-defeat form of immobilisation,

with the added bonus that it will prevent the battery from draining if the car is laid up.

Finally, for cars fitted with electric fuel pumps, cutting the power supply to the fuel pump is obviously an effective way to immobilise. In the Triumph range this will apply to all the PI cars (TR5-6 and 2.5 PI) and also the Stag.

6. Fuel pump cut-out

The simplest fuel pump cut-out would be a concealed switch in the power feed from the ignition switch to the fuel pump. However for PI-equipped cars, a better solution is to wire the fuel pump through a relay with a heavy duty power feed direct from the fuse box (see *Diagram 2*). This prevents the voltage drop in the original wiring loom and ensures that the PI pumps works more effectively. For full details, please refer to the TR Register Secretary column in the February 2009 issue of the Courier.

This approach to immobilising is both convenient once fitted and very effective since it will be harder for the average thief to find and foil a fuel pump cut-out than an ignition cut-out.

So there are a few simple, relatively inexpensive ways to make it more difficult for the casual thief to take your car. There are of

TR Fuel Pump Relay - Wiring Diagram

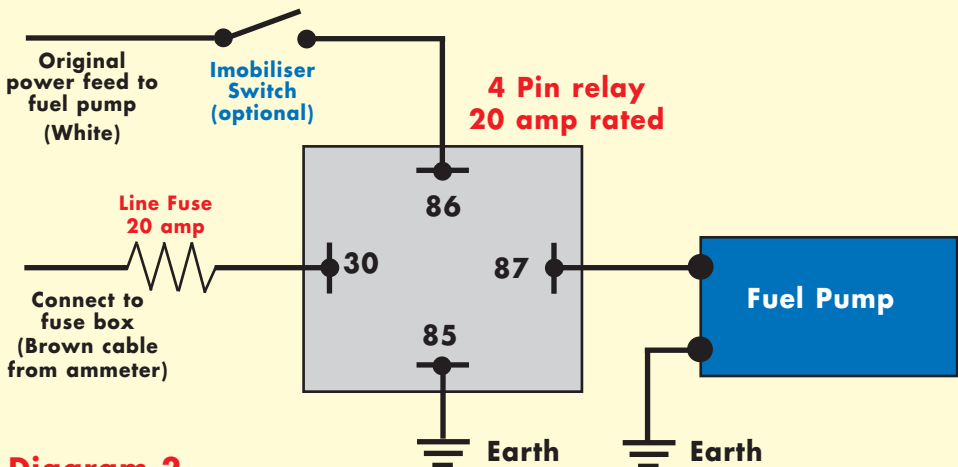


Diagram 2.

course many other more sophisticated ways to protect your pride and joy, including alarm/immobilisers, steering wheel and handbrake locks and trackers.

Unfortunately we don't have the space here to review these, but there are often good

product tests in the motoring press on anti-theft devices.

Finally for this month, I would like to make a small correction to the article in the May Courier on the fitting of coolant hoses. I had suggested that two hoses in the kit were not

required (*Picture 4, two hoses on the right*). Fortunately Paul Dunn, who owns a beautiful TR6 has written to tell us that these hoses fit inside the car under the dash, running from the bulkhead pipe connections to the heater matrix. I have passed this information on to the manufacturers of the hose kit.

Next month, Andrew Heywood returns with another article on the sidescreen TR's.

Nigel



Pic 4.



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Mark Blease

Where have they all gone?

The show season is once again upon us, and

having attended my first show of the year, I was again surprised by something. Wander around any of the larger classic car gatherings and two things will strike you. First will be the aroma of surprisingly expensive burgers, and second will be just how few "big saloons" feature among the amassed Triumphs. Spitfires and Stags will abound, there will be a generous smattering of Heralds, Vitesse, GT6s and Dolomites, but the 2000 range will be notable by its absence.

I have found myself wondering why. Just what is the survival rate for the Triumph big saloon range? Those with a thirst for statistics will be disappointed to learn that I haven't got a clue, but is it possible that it is lower than the other Triumphs, and if so, why? Where have they all gone?

BANGERS?

We've owned our Mk2 for just over a year and in that short time have already encountered "banger racing" comments more than once. On the way to the Norfolk Mile of Triumphs in September we stopped for fuel. A well-nourished gentleman shouted "*nice car mate*" - a sentiment for which I thanked him



profusely. He then followed with an annoyingly jovial "*I've lost count of how many of those things I've wrecked in the banger races over the years*". Like a coiled spring I erupted with a "ha ha" and strutted off to pay for my fuel. Earlier in the year at the Tatton Park Show in Cheshire our Manchester TSSC stand was close to the Triumph 2000 Register's stand, so there were literally half-a-dozen big saloons all together at once.

I overheard a chap say to his companion

"I don't know why those are here, they're not really classics, they used to banger race them".

So is that the public perception of our cars? I certainly hope not.

My answer to 'Tatton Park man' (had my wife not long ago banned me from arguing with strangers) would have been if the 2000 was seen as a disposable banger racer, does that not make it even more impressive that enthusiasts have rescued and maintained them?



It does however leave me wondering - how many of our cars have been lost, and more worryingly continue to be lost, to all those banger racers?

WORN OUT

The Triumph big saloon range is a supremely practical car, so much so that, thirty-five years or more after they were manufactured, many are still being used as everyday transport. Brilliant - that's what they were made to do and it's a testament to their design that they are still doing it, but higher mileages wear out the mechanical parts, and the ageing metal is exposed to the worse the British weather can throw at it.

Without continued maintenance, both preventative and corrective, it means many of our big saloons are inevitably lost to the ravages of rust. Thankfully most of these cars will be carrying a virtual "donor card" and be broken for spares, hopefully to rescue other big saloons from a similar untimely death, and on other occasions to provide parts for transplant into other Triumphs.

VALUE...

.... or dare I say, lack of it. With the possible exception of the PI, values for the Triumph 2000/2500 range have historically been quite low when compared to many of the Triumph



range. From a purely monetary point of view, it makes the return on investment for a restoration project, to use an accountant's terminology, a bit rubbish. Not that many people approach a restoration with profit in mind, but with bodywork every bit as complex as a Stag's, but worth possibly a fraction when complete, perhaps people have been put off when viewing a big saloon as a restoration project. But values are rising - Practical Classics have revised their valuations twice in



saloon ranks? Get them out!
So the show season is definitely upon us - I can almost taste the hot dogs and hear the torrential rain hitting the gazebo roof.

So let's make this a good season for showing off our big saloons, whatever condition they are in.

And a personal plea from me, well in advance, let's have plenty of big saloon

the last year - and even though it is not most people's primary concern, this trend can only help buoy the prospects for the survival of the Triumph big saloon.

HIDDEN GEMS

Now these are still out there. One or two owner cars locked away in garages and left, in peaceful seclusion, waiting to be re-discovered. We've got one, and chatting to others at various events we have realised that ours is not

entries for the concours at Stafford this year!

We have already booked ourselves onto lots of the TSSC events over the coming months, and I am looking forward to meeting some fellow TSSC big saloon owners for a chat and maybe even a beer or two.

Towing Update

Just too late for my article on towing with Triumphs in April's Courier, I was kindly sent this photograph by David Rachel. It shows



an isolated case. The joy of these cars is that they tend to be original and unmolested, and waking them up from their enforced slumber can be a truly satisfying experience. But how many of these Sleeping Beauties are still out there, waiting to be woken and swell the big

their 1972 Triumph 2.5 PI estate towing their 1978 Carlight Casetta caravan through the Alps in 2006.

Many thanks to David for a brilliant photograph. Until next month!

Mark



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Rob Newton-Allen

8 into 1 will go.

I had an email the other day from a chap who wants to fit a Rover V8 into a Herald. Yes it will fit, and yes it has been done several times before but if this guy pulls it off it will certainly be something different. He was given the idea by the guy's at 'Willow Triumph' in Darlington and from their website I have copied some details just in case anyone else out there wants to have



First trial fit to highlight major areas for surgery. A piece of bulkhead each side to clear the heads, some chassis trimming around the gearbox, some pieces of the gearbox itself and mountings to create.

Fitted and refitted about a dozen times to get it just right. Sitting nicely back, with enough room for TR6 radiator. Sump clears steering rack and cross-member well. Exhausts are always a problem with none

a go. I have to say that I think it is a very subtle conversion.

of the factory right hand side manifolds suitable. Neat bonnet 'scoop' echos the wing top profiles

HERALD 948 -1200 -1250 Register

and provides the necessary clearance for the SU carbs. A Holley or Weber 4 barrel



downdraft carb on a suitable manifold would have gone under the bonnet with no modifications, but the cost persuaded the owner to choose the scoop instead.

Tim Willis from Willow say's it looks



swish in Glacier white and is ridiculously quick for an old Herald.....Yes I don't doubt that at all. *Pics courtesy Willow Triumph*

I will keep you all informed if the other V8 comes to fruition especially if the powered convertible hard-top gets implemented. Just picture something like the modern 'Astra or

VW EOS' where the boot lifts up, the solid roof folds back and the boot closes down again.

I have recently also had a few enquires about the fitting of standard and non standard exhaust systems to the early cars so here is a fairly definitive guide to what should and should not fit..

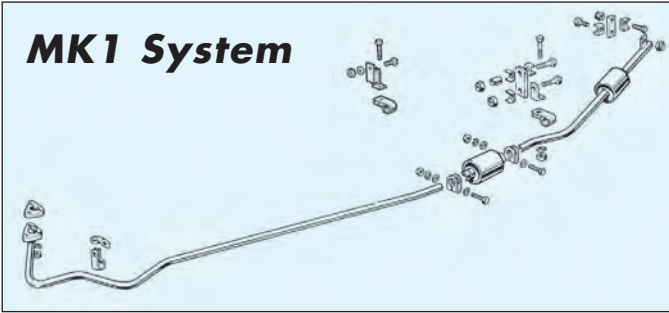


Most Herald owners are aware that during 1962 the chassis frame was completely redesigned. The main purpose of this redesign was to strengthen the structure and provide adequate clearance for the straight six engine of the new Vitesse. Major changes around the rear end of the chassis made a new exhaust system necessary, and this has been a source of confusion to many owners.

Mk1 Chassis

This includes 1200s with commission numbers below GA80000 and all 948cc Heralds, these cars having commission numbers prefixed G, Y and GY. Cars built on the Mk1 chassis were originally fitted with a 3 part exhaust system consisting of a front pipe, an intermediate silencer and a tailpipe/silencer assembly.

MK1 System



2 different types of front pipe were used depending on the carburettors fitted, Twin-carb cars had a shorter downpipe to accommodate the longer exhaust manifold fitted. The intermediate silencer and the tailpipe assembly were common to all cars on the Mk1 chassis, with the pipe passing through a hole in the chassis' rear cross-member to the right of the differential. This is unique to the Mk1 chassis and is the easiest identification point for an owner who is uncertain which chassis is fitted.

Mk2 Chassis

This includes 1200s with commission numbers above GA80000, all export cars with GB commission numbers and 12/50s which all have GD commission numbers.

The exhaust on these cars is a 2 part system which now passed below the cross-member on the right hand side of the differential.

Again there are 2 patterns of front pipe, the short version now being used with the long 12/50 manifold, this being commonly fitted to Heralds intended for export markets.

Over the past 15 years I have seen so many Heralds fitted with the wrong exhaust system that there had to be a reason. It seems that some of the major aftermarket exhaust suppliers have the early exhaust system listed as suitable for all Heralds to 1963, with the Mk2 system supposedly fitted from 1964 onwards. Some specialists even show an exhaust change point at 1967 - I have no idea where this misinformation originates. When the Mk1 system is fitted to the Mk2 chassis the installation will

be difficult and untidy.

As the system is designed to run through the hole in the MK1 rear cross-member, it needs to be bent downwards by about 6 inches to pass under the Mk2 cross-member, thereby reducing ground clearance considerably.

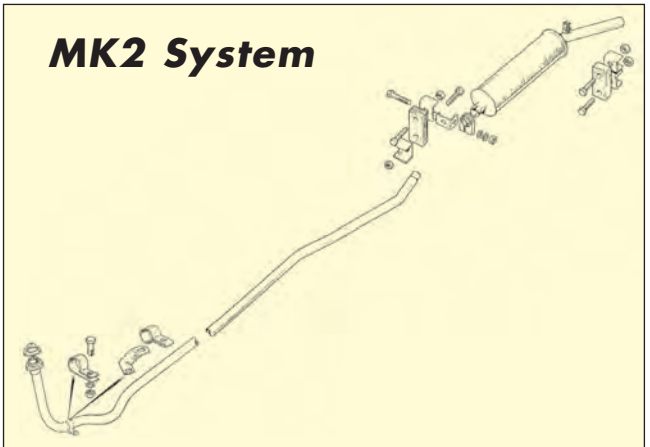
It was previously common to find Mk2 exhausts fitted to

Mk1 Heralds, usually because of parts availability problems in the days before the correct systems became available once more through specialists. This installation is less problematic, though it is still a little untidy where it passes to the right of the diff as this cannot pass through the chassis cross-member where the geometry of the system is changed.

Mountings

Though modern 'U' type exhaust clamps are perfectly adequate for most applications, there are tight clearances involved with the Mk1 exhaust where it passes between the chassis rails and through the cross-member. It's

MK2 System



essential that the system is mounted accurately to ensure that the exhaust cannot make contact with the chassis rails or the cross-member.

I hope this sort's out a few problems and if anyone needs a 948 centre 'small' silencer just let me know, I may have a spare one lying around somewhere.

Enjoy the sun.

Rob

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Richard Briscoe



Charging Troubles

W

ell it's been a busy month so far on the car and show front. My Dad's car has had a couple of niggles

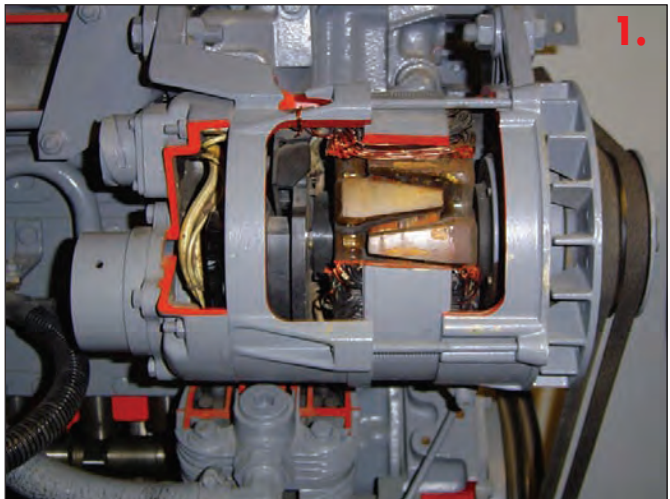
at the start of the year. We had noticed the steering getting lighter last year and this has now reached a dangerous level. If you imagine one of those scenes in a film where some one is driving a car in a straight line yet their hands are turning the wheel considerably you will get the idea! From past experience this is a sign of the hydraulic seals failing inside the rack. A reconditioned rack is in the post as we speak so that's a bit for the next article.

The second niggles was that although the battery condition gauge was showing a good voltage (13.5 when running) the battery warning light was glowing faintly all the time. After a quick check of the charging connections the fault was diagnosed as the rectifier pack breaking down within the alternator. A description of how an alternator works is useful at this point. Courtesy of Wikipedia.

Pic 1 - Cut-away of an alternator, showing the claw-pole construction; two of the wedge-shaped field poles, alternating N and S, are visible in the centre, and the stationary

armature winding is visible at the top and bottom of the opening. The belt and pulley at the right hand end drives the alternator.

Alternators are used in modern automobiles to charge the battery and to power a car's electric system when its engine is running. Alternators have the great advantage over direct-current generators of not using a commutator, which makes them simpler, lighter, less costly, more rugged than a DC generator, and the slip rings allow for greatly extended brush life. The stronger construction of automotive alternators



allows them to use a smaller pulley so as to turn faster than the engine, improving output when the engine is idling. The availability of low-cost solid-state diodes from about 1960 onward allowed car manufacturers to substitute alternators for DC generators. Automotive alternators

use a set of rectifiers (diode bridge) to convert AC to DC. To provide direct current with low ripple, automotive alternators have a three-phase winding. Typical passenger vehicle and light truck alternators use Lundell or claw-pole field construction, where the field north and south poles are all energised by a single winding, with the poles looking rather like fingers of two hands interlocked with each other. Larger vehicles may have salient-pole alternators similar to larger machines. The automotive alternator is usually belt driven at 2-3 times the engine crankshaft speed. Automotive alternators are not restricted to a certain RPM because the alternating current is rectified to direct current and need not be any constant frequency. Modern automotive alternators have a voltage regulator built into them. The voltage regulator operates by modulating the small field current in order to produce a constant voltage at the stator output.

The field current is much smaller than the output current of the alternator; for example, a 70-amp alternator may need only 2 amps of field current. The field current is supplied to the rotor windings by slip rings and brushes. The low current and relatively smooth slip rings ensure greater reliability and longer life than that obtained by a DC generator with its commutator and higher current being passed through its brushes.

Where the brushes in a generator are relatively accessible for service and replacement, the alternator's brushes are not. The alternator usually must be disassembled to reach and change the brushes.

However, the smooth slip rings cause so little brush wear that they may be said to last the life of the alternator. Efficiency of automotive alternators is limited by fan cooling loss, bearing loss, iron loss, copper loss, and the voltage drop in the diode bridges; at part load, efficiency is between 50-62% depending on the size of alternator, and varies with

alternator speed. In comparison, very small high-performance permanent magnet alternators, such as those used for bicycle lighting systems, achieve efficiency around 60%. Larger permanent magnet alternators can achieve much higher efficiency. By contrast, the large AC generators used in power stations run at carefully controlled speeds and have no constraints on size or weight. Consequently, they have much higher efficiencies, on the order of 98% from shaft to AC output power. The field windings are initially supplied via the ignition switch and charge warning light, which is why the light glows when the ignition is on but the engine is not running. Once the engine is running and the alternator is generating, a diode feeds the field current from the alternator main output, thus equalising the voltage across the warning light which goes out. The wire supplying the field current is often referred to as the "exciter" wire. The drawback of this arrangement is that if the warning light fails or the "exciter" wire is disconnected, no excitation current reaches the alternator field windings and so the alternator, due to low residual magnetism in the rotor will not generate any power. However, some alternators will self-excite when the engine is revved to a certain speed. The driver may check for a faulty exciter-circuit by ensuring that the warning light is glowing with the engine stopped.

Now for those still with me – Dad's alternator was therefore faulty and needed replacing. We decided to fit an up rated 80amp alternator



from EJ Wards, mainly as it was the cheapest option when you put the postage costs of returning your old alternator into the equation.

This description is for fitting the up rated alternator to a Mark 2 car – ie one without the separate control modules in the engine bay. Contact your supplier for fitting instructions should you have a Mark 1 alternator to fit.

The Triumph Stag workshop manual states to disconnect the battery and then remove the anti roll bar mounts and pull the anti roll bar downwards to obtain clearance under the vehicle to remove the alternator.

On my Dad's car which is an automatic and also has an engine oil cooler fitted, this simply did not work, there were too many hoses in the way. I would think it was marginal even on a manual car.

After studying the engine bay I found that by removing the washer bottle, undoing the power steering reservoir and "parking" it where the washer bottle sits I had just enough access to remove the alternator. The new alternator is slightly larger and this was a tight squeeze to fit it. It would have been much easier if the bottom radiator hose could have been removed but as there is no drain plug on the radiator I persevered with it in place and managed to squeeze it through. The new

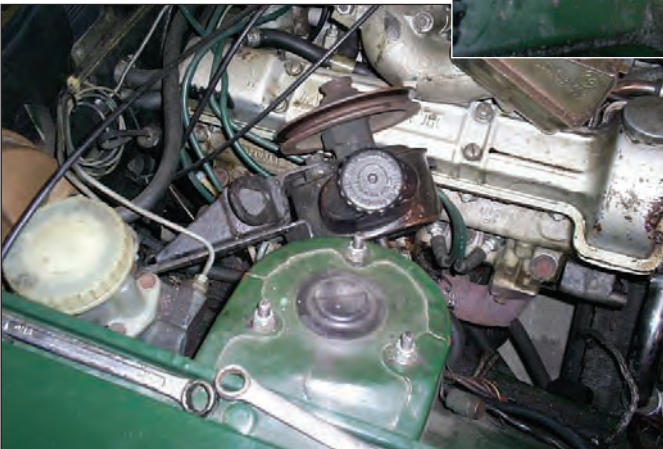


bolt. At one end of the alternator is a metal bush which slides as you tighten the alternator. A washer needs to be fitted between the bush and the mounting bracket to prevent you snapping the mounting lug off as you tighten the bolt.



Important

You need to check at this point that the alternator fan is free to rotate without catching the bottom hose. My dad's car has a history of occasionally catching the metal pipe in this area so I took a while to get the pipe in the right position. The tight design of the engine bay here makes this a fiddly job indeed.



alternator was plugged in and the bolts all tightened. Care needs to be taken with the long ignition warning lamp should go straight out and the battery condition indicator should



that the bearings in the old alternator were running loud and this noise has now disappeared totally.

Don't forget this years 40th Anniversary Stag display at Stafford.

I have 8 cars now lined up. If you would like to join in the display please let me know in advance as I would like to have a plaque on each car with the body / trim colours on it.

rise to 14.5 volts. Turn the lights on and you will see it drop slightly. In the case of my Dad's car this repair had the additional benefit

Keep running on Eight

Richard

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Suzie Singleton

Roundtails on Display

Poor Bernie, I do try to get my articles to him before his deadline but this month, what with the South of England Meet and a lack of article material in my files, this time what I have for you is a collection of bits and bobs I've found

and received. (So, if you have anything you've been meaning to share with me and other TSSC members through these pages, now would be a great time to send it!)



I must start with a selection of the roundtail Spitfires seen at S.E.M. Leatherhead, including those of Tony Locker-Lampson, Graham Roberts of Andover area and of course Chris Ticker's white Mk 3 which not only took the Best Spitfire prize at SEM this year, but also was chosen by the judges as Best in Show.

Andrew Burford, knowing of my penchant for period goodies, brought to Leatherhead something he'd found recently: two packets of body stripes - with Spitfires on the packets, and this great gadget - a Vari-Wype variable delay wiper switch. [See Pics on opposite page]. I wondered if anyone has fitted such a switch to their Spitfire, either in days past or more recently?



to dig through our old photos to find it but will try to dig it out to show you sometime.



While on the topic of period items two snippets from old magazines recently caught my eye. The first was from the September 1964 issue of Car Mechanics showing a way to make a baby seat from a farm egg box - it reminds me of the baby seat my dad made for me in the early 1960s from hardboard and pink fablon. I'm afraid I don't have time tonight

BABY CHAIR

● A British farm egg box, which can be bought for 10s. forms the basis of this chair. The inside is lined with hardboard and the corners are



strengthened with $\frac{1}{4}$ in. half-round strips of wood. Glue was used throughout. All the upper edges, the back and leg holes were lined with sheet foam rubber.

Mine has been in use for the last two years. It sits happily in the rear seat of my Mini and leaves room for another adult passenger by the side of it. The seat remains stable under hard braking, as long as the children are sitting in it. But it could probably be improved by strapping it in position.—James R. Smith, Lanarks.

The second item, from the November 1969



New on the Desmo stand (225) is the Explorer roof-rack. It has been designed for both the larger car and the small saloon and its chief feature is a large carrying capacity. Of light aluminium frame construction, it has hardwood slats and gutter fixing support legs. The retail price is £9 10s. 0d.

issue of the same magazine seems to show an alternate method of transporting children . . .

And finally, unfortunately I forgot to include one of John Curtis' dioramas last month but I have another good one for this month. This one

depicts the Lotus XI (N°55) from the 1957 event with driver Cliff Allison at the Mulsanne Corner on his way to winning the Index of Performance. This model and the figures took around 30 hours to model.

You may know that each year, just before the Le Mans 24 race John helps stage the Le Mans



Classic British Welcome at Saint Saturnin. Each year the event is themed and in 2005 Lotus was the theme and John used this image on the flyer for the event. Apparently no-one noticed that the image was taken from a model rather than a photo of the actual event!





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Gary Russell

Sunny Spanish Red

My thanks to Nick Taylor for the detail on my old TR4a from a very sunny Monaco. Well its now June 2010, and yes we are half way through the year, it does not seem five minutes since we were knee deep in you know what (SNOW).



We have had the Isle of Wight weekend and also Prescott Hill climb, and of course we are now coming into the most important time of the year, Classic le Mans and the TSSC International at Stafford, (Erm I can just feel the hang over coming on now). Still, I hope to be busy at Stafford meeting and greeting all our friends from overseas who have made the long trip to see us.

Over to Doug & Louise in sunny Spain.

Doug Crooks Trip to Spain in a Red GT6 MK2

In October 2000 myself, Louise and twin boys plus 3 dogs decided to move to Spain. We bought a house on the edge of a village called Parcent which is about half way between Valencia and Alicante, and about 12 to 15 miles inland from the coast. When I was younger I had owned 3 Spitfires (not all at the same time). I had always wanted a GT6 but could not afford one then. So now settled in Spain we decided it was a good time to try and buy a GT6.

I joined the TSSC and went back to England at the end of November 2002 and found what I was looking for in the December Courier, a Red Mk 2. I did the deal and booked the ferry home from Portsmouth to Santander. I was as sick as a dog the whole journey (I don't think I've ever been much good as a sailor). The ferry docked early in the morning and I was on my way at about 8:30 AM feeling quite rough but glad to be on dry land. I phoned my Louise and said I was starting my journey home, then my phone went dead, the battery had gone and no way of recharging it. She tried to phone me back, but could get no reply, so was worried something had gone wrong or I had had an accident. Anyway, I was making good progress heading home until I reached Zaragoza, where there were miles of road works and diversions. At the end of these I saw a sign with the number of the road I needed. So I set off feeling pleased with my self that I had negotiated all the road works and diver-



sions OK. After driving for about an hour, I noticed in the distance that there were mountains and I thought "That's funny, there shouldn't be any mountains the way I'm going."

important in my old red sports car! I eventually arrived home at 11:30 PM to the relief of my Louise and kids.



The car drove superbly right across Spain with no problems at all. It was a credit to the previous owner, a TSSC member called Alan Robins. One day we were asked if we would like to take the GT6 to a classic car meeting on the seafront in Denia. When we arrived we found out it was a German run club, but we were made very welcome and we lined up our car amongst mostly old VW Beetles and Mercs. The plan was that we stayed on the seafront for 2 or 3 hours so the locals and holiday makers could view the cars, then we would go for a drive and end

So I looked at the map and oh dear, Right road but wrong direction. The mountains must be the Pyrenees. I turned round and headed back to Zaragoza, but before I got to the road works and diversions, I turned off down some smaller country roads that would join on to the main road again after Zaragoza. As I passed through 2 large villages, the people in the streets stopped and waved and some even clapped their hands as I drove by. Why I'll never know. I presume they thought I was someone very

up at a restaurant for a meal. While we were on the seafront several Germans came by saying things like "Huh zee Spitfire ha". I tried to explain that it was a GT6 and not a Spitfire with little effect. An old English chap came along and said "Cor, I used to have one just like that, same colour too." "Oh, really." I said. "Yes." He said. " Good cars these E-Types!" Oh well, they used to call the GT6 the poor mans E-Type, didn't they?

We were then lined up and went off for the



drive, you have never seen anything like it. They drove straight over Red traffic lights and went round roundabouts the wrong way. Some went one way, others went another, it was complete



chaos! Luckily the restaurant was near where we lived so we knew how to get there. We had a good meal and they were very hospitable. They gave us a soft toy of a mad cow as a souvenir, which was probably very appropriate as we are farmers by profession and there was mad cow disease in Britain at the time.

We later joined a local British run classic car club! As you probably know the Spanish never need much of an excuse to have a fiesta! Chris, an English mate of mine, who lived in my village told me that there was a fiesta for blessing all the local cars the following Saturday, he was going, and would I come along in my GT6. Unfortunately or perhaps fortunately I had a previous engagement. About 10 days later I met Chris in the village and said "How did the car blessing go and has it made your car any better?" "Well" he said "We all went up to the front of the church and the priest said a few words and sprinkled holly water over our cars, then we drove round the village hooting our horns and generally having a good time. But since then I've been booked 2 times for illegal parking, so I'm not doing that again." Our GT6 was very popular with our kids and we were having a job to get them to bed at night, so we made one of them a GT6 bed.

We have now moved to the other side of Spain (left-hand side, next to Portugal) and the bed has been taken over by our youngest son Jordi.

Thanks for that Doug, Next month we will revving up for Le Mans, And I need to steal a ride around the track, now then where's that Jane Rowley?

Keep on Triumphant

Gary

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Welcome**

11 JUNE 2010



Theme 2010 : Corvette

GUEST OF HONOUR : Doug FEHAN



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Guy Singleton

A New Addition

At last a follow-up. You may recall that in my March article I mentioned that Philip Bowyer was selling his 2 litre coupe. This was bought by Andy Lambert who restored a 4s about 2 years ago. The photos below show the car being picked up and I gather that Andy has now managed to free the clutch and MoT the car.



OUR 'NEW' ADDITION

By Philip Brown

We already own a 1968 Triumph Vitesse 2 litre mark 1 but after a trip to Duxford last year we definitely decided that we would like to add a Bond Equipe to our family. When we started looking on the web at what was available we

came across a Bond GT 2 + 2, which is what my wife decided that she would like, although at the time we didn't realise how rare they were and how difficult it would be to find one in fairly reasonable condition.

I soon found out that there were only 451 made and probably less than 20 still on the



Andy Lambert's coupe being picked up

I have been in contact with Philip Brown who some time ago who was looking for a 2+2. I am pleased to say that he has acquired A0J 339B, a previously well known car in TSSC circles as it was owned by my predecessor as Bond register Secretary, Bruce Pilborough.

Philip's story so far is as follows:



sold, in a vain attempt I left my phone number, just in case, good job we did as a week later the seller phoned to say that the sale had fallen through and would we like to go and have a look.

On the Saturday we rushed off to Royston to view the Bond, after I crawled all over it and hearing it run the deal was done, the next day a friend with a trailer helped me pick it up, the wonderful vehicle AOJ

road. After a couple of near misses and talking to anybody and everybody who had anything to do with Bonds, (namely Guy).

Just after New Year a friend rang to say that one was for sale in the Classic Car Weekly, the very week we hadn't purchased one, by this time it been for sale a week! We phoned immediately only to find out that it was in fact



339B is now being restored in my own workshop.

As these cars are so rare, the paint has actually been stripped from the back of the car so a mould could be taken for another car.

Considering that the Bond is 1964, the chassis and floor are in remarkable condition, it still has its original seats, the only thing that was missing is the Les Leston steering wheel which it should have had.



new one being sourced through e-bay. With it running, and the clutch freed off, I have now been able to ascertain that the gear box is selecting all gears.

Rear suspension, interior and doors are all stripped off, chassis inspected, cleaned down with a few bits of welding as required. The worst bits of corrosion were the

I attended the Stoneleigh auto jumble, what fun I had trying to find all the new and missing parts I need for a complete rebuild.

One of the first things I did when I got the car into the workshop was to get it running, fitting a new fuel pump, which I had in stock from our Herald days, and it was up and running with no problems apart from the water pump was leaking a



door posts, which have now been cut out and plates made and welded back together.

Well as you can see I have made a start, her indoors wants to know when she'll be finished and which shows we can book her into, well watch this space

Amongst all the documents when we bought the Bond was an original photo of our car, with the proud



owner Dave MacDougall in 1977. We also know that this car was once owned by Bruce Pilborough. If any club members have any photos or any information on the history of this car we would be very interested.

Finally all Bond owners are invited to join the

Southern Area at Midsummer Madness (18th – 20th June) – you need to be mad to own these cars so come out, admit it and enjoy!! A pub with its own brewery and a field to camp in right behind the pub - what more do you want? – sunshine? – maybe, but no guarantee on that!



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Trevor Collett

Four Wheels Good, Two Wheels Good too

Not a lot of time this month, so a short story about what happened to me and my cars one weekend a few weeks ago. On the Saturday I got stuck into putting a new clutch slave cylinder on my Herald 13/60. The Herald had started leaving a wet patch of gear box oil quite a long time ago and in an attempt to put off removing the gearbox and doing the seals and gaskets I simply squirted in some leak seal and topped it up. Unfortunately, but not surprisingly, this didn't work 100%, though the leak had definitely slowed. The car is obviously in a playful mood as more recently I'd noticed a second distinct pool of fluid – the taste test confirmed it to be hydraulic fluid.

Changing a clutch slave cylinder is a pretty routine job, it can just about be done from under the car but I prefer to take the extra time to remove the gear box tunnel and do the job from inside the car. You can then check out and clean up the whole gear box. I wasn't rushing, I didn't need to use the car, so when it came time to go back indoors for dinner I just left it.

The Sunday proved to be a nice sunny day, a rare thing in the first half of 2010, so I just had to take the opportunity to go for a run out in the Moss. I live in the north of Surrey and one of the things I like to do every so often is to drive down to the car park at the bottom of

Box Hill on a sunny Sunday to look at the dozens, sometimes hundreds, of serious motor bikes that meet there.

One of my daughters, Abby, is quite into vehicles, four-wheelers and two-wheelers (wonder where she gets that from) and since her boyfriend was away working she was keen to join me. The Moss was in a lock up garage about a kilometre away and when we got there we found a car was parked in front. Luckily it was just far enough away from the door for me to think I could manoeuvre the Moss (with its Herald turning circle) out.

The car fired up straight away and I started to back out; Abby thought she was being helpful when she shouted, "Stop" at the top of her voice. What she didn't know was that I did have my foot hard on the brake pedal at the time, but I still did back straight into the offending car. What I should have done was to check that there was some resistance in the brake pedal before I started to move.

It had only been a few weeks since I'd driven the car but in that time the brake master cylinder had emptied itself of fluid. I keep a can of fluid in the lock-up and by filling and pumping I managed to build up enough pressure to risk driving home, but not down to Box Hill. As my Herald had no working clutch this occurrence meant that I was now in a position that I had not been in for nearly 30 years - not having a roadworthy Triumph. Disaster, or what.

Since Abby had not come over to watch me



strip down a braking system we abandoned the Moss and jumped in my 350Z, which is really quite an appropriate vehicle to take to ogle a load of, mostly, Japanese performance motor bikes. The sun had brought out the biker boys and girls in serious numbers; there were super shiny, super bikes galore; some with engines bigger than a Triumph Herald motor car.

We luckily found a vacant slot for the car and wandered round the splendid machinery. I like to pick out the modern Triumphs; I don't keep up with all the recent models but I do recognise the giant Rocket III - I'm always amazed to think they've got engines of 2,300 cc capacity - how mad is that. There is always a contingent of classic British bikes, which I obviously seek

out. My eyes were drawn to one particular outstanding looking bike; I think I was immediately confused by its "10" registration, its overall retro style and its "Triumph" badging.

After a minute or two intense study a voice called out, "Do you want to buy it?" This started



a conversation with the owner. His name is Tony Scott, of a company called T3 Racing.



"000/015" as part of the quality side badging; Tony regarding this as a prototype. I get the feeling that this motor bike special has been well received by many people who do know bikes, so finding 15 buyers should be no problem at all. I'm delighted to know that the great British tradition of building fine machines in sheds is not dead - I love it.

In case you were worried about my two Triumph cars: on the Sunday night I got onto the

He explained that his bike was brand new, built by him and was a modernised version of the Triumph Thruxton - a real Triumph special. As I said, I'm not a connoisseur of two-wheeled vehicles, but this looked a beautiful vehicle. Overall great looking, and you could just tell that the engineering is equally great.

In conjunction with Ace Cafe, Tony plans to build 15 copies of this bike for sale, hence the

world wide web and ordered some new bits. Over the following weekend the clutch system on the Herald was bled and the gearbox tunnel re-fitted (after putting a different type of leak sealer in the gear box - you never know). The Moss was treated to two new wheel cylinders and new braided brake hoses (which I bought a few years ago).

Two Triumph cars ready roll - all is well.



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THE PEAK RUN

2009 & 2010

by David Dawson



It was June and the crunch of gears in Derbyshire, drowned out the crunch of credit in London. The Peak Run had begun! If you thought that November the fifth was the date for bangers you could be right.

But the date far more appropriate for Bangers, was June 19th! This was the Peak Run opening night, when Bangers (we prefer to call them classic cars) met bangers, (the local butcher preferred to call them home made pork sausages).

But Bangers and bangers set off the party to open the 21st Peak Run. A two-grill BBQ, soft drinks, or something stronger if you remembered to bring a bottle was the start of a remarkable evening. Good food, great camping and several games of "Clankety

Clank" (that's Blankety Blank for old car enthusiasts) set the theme for the weekend.



Town Crier & Mayor

On Saturday morning Belper's Town Crier welcomed the Runners to the ancient market



The Town Crier



The Crowds gather

square. Here our beloved classics were left on view for most of the day and great interest was shown by almost all passers-by. Runners took part in a treasure hunt organised with the support of local shops, by TSSC member

supper, superbly organised by Colin, (now to be known as "Codpiece-Colin") Wright.

The entertainment ran largely on alcohol as Marston's Pedigree disappeared by the jug-full. The evening was a romp.

Never noted for frugality where the Peak Run is concerned, the committee had excelled itself this year, and had secured the services of "Dodge and Dick" to host the entertainment. The Runners played "Heads and Tails", "Stand-up Bingo", "Dry-Mouth Whistling", and of course the "Bush-tucker Challenge".

Sunday dawned, and so did most of the



What's a foot?

Richard Malin, and if you weren't there you will never know what an "elephant's foot" really is. The afternoon closed with a mini-run back to the campsite.

The committee had chosen the Derbyshire Leicestershire and Rutland Air Ambulance as the event's charity. Right on cue, the blue and yellow chopper appeared over the camp site. As the pilot bobbed a courtesy from 2,000 feet to the assembled Runners, Roger Buck threw himself to the ground and writhed in agony, hoping to blag a ride in a helicopter. The pilot, wise to these antics, quickly hung a left and buzzed his way back to base.

A Mini-bus ferried the Runners to "Nailers", a Belper night-spot, for a Fish and Chip

Ready for the 'Off'



Runners, bright and early for a dash into Belper market place once again. Our stalwart the Town Crier rang out the cars, and the Mayor of Belper took the salute as 89 classics surged into the Derbyshire hills.

This year's run was some 90 miles, but there



First to Breakdown

Judging was difficult "The car I'd Most Like to take Home" the "Best non-Triumph" and "Car of the Show" were selected. The committee also had awards for the most miles covered to attend The Run, the first to break-down (there were non-Triumphs there too, you see), and consolation prizes for the most hung-over passenger, or the travel-sick navigator. But in reality every one was a winner!

The twenty-first Peak Run is now history. And, as with all history, in years to come the facts will be

changed to enhance the story.

However if you want the Truth, the whole Truth and nothing but the Truth, you can order a two-

were listed short-cuts for those with weak hearts, or Stag-sized petrol consumption! One runner in a superb Bentley apparently used



On the Peak Run 2009



more fuel running his air-con., than a Mk 11 Spit did on the whole 90 mile run!

Bakewell was the destination this year. On the car park of a modern agricultural centre, by the River Derwent the Triumphs rested their wheels. The drivers on the other hand were able to sample lunch in the farmers' restaurant, or just an ice-cream by the waterside.

disc DVD set from Colin Wright, details on the website www.derwentvalley-tssc.org.uk

The Peak Run 2010 is Imminent.

A bigger camp site, a different route, a change to the prizes, but the same old (and I mean old) team, the same old (and I mean

Car of Show 2009



really old) jokes, the same friendliness, the same enthusiasm, and the same great scenery awaits you. Please see the web site for a late booking form www.derwentvalley-tssc.org.uk. This year the Camp Site is £25 but that gets you up to 4 nights camping; a great deal at £6.25 a night!! With the facilities this site offers this is incomparable. Why not make it a

'mini-break' and enjoy everything that our fantastic area has to offer. As they say in the Peak District



Peoples Choice Winners

TECHNICALLY TALKING

by Hugh Glossop



Running Rich & Lumpy

Hi Hugh,

Thanks for the fast response, Background engine details as follows

1 Engine change for one advertised at compression in 170's for all cylinders

2 Cam I assume is standard?? I haven't touched the engine other than to decarb/clean

3 New unleaded stage 1 head

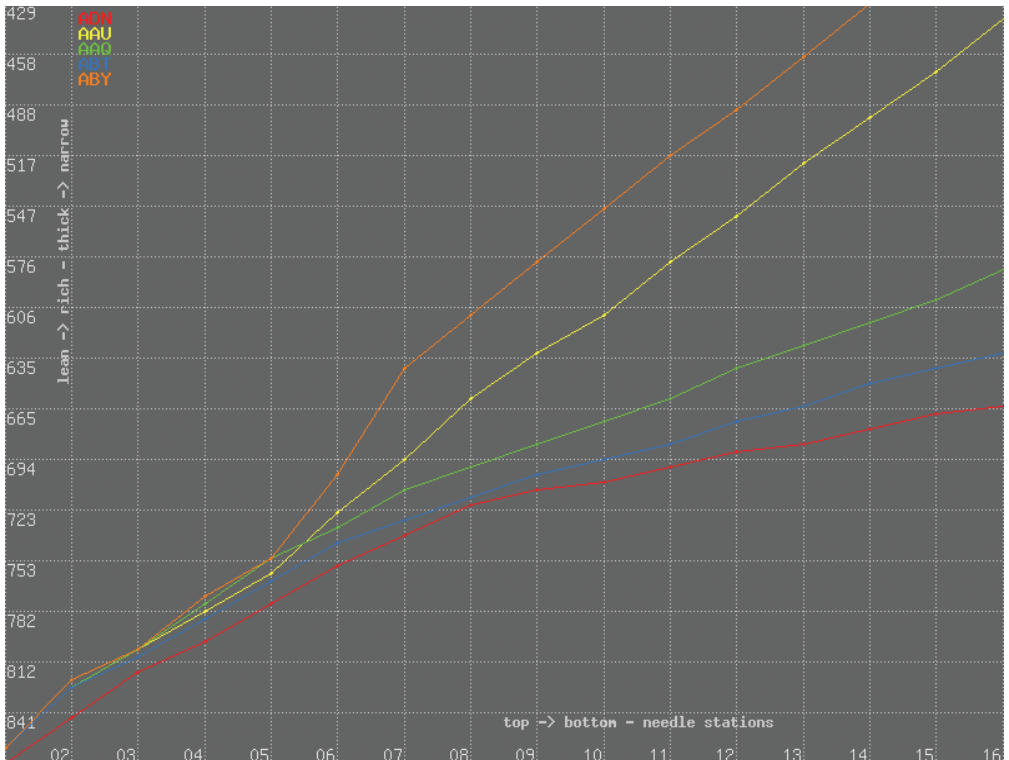
4 new 4 2 1 stainless manifold

5 original K&N filters

6 replaced electronic ignition with new Distributor points etc.

7 on rebuild put the carbs back as previous it would start & run but would not pull out of the street! I was sent thinner needles which sorted out the power problem but has given me a new set of problems re mixture

8 Plugs are black, petrol consumption is high, plenty of top end power "lumpy" tick over and noticeable when driving at low rev's, not at all



smooth when driving slow

9 After two and a half years of working on the car I am very frustrated that my limited mechanical skills can't make the car run as it should so I would appreciate any help and advice.

10 I am a born again Spitfire fan as I had a MkIII spitfire for nearly 7 years late 60's early 70's I did 115,000 miles during that time, it was a wonderful machine which I could not lavish a lot of money on. Now times have changed the 1500 Spitfire has had a lot of money and time spent on it and it wont work! there must be a moral to this story? Cheers

Gwyn

Gwyn

I looked at your needles, see the attached graph, ADN is your standard needle which is the weakest at the bottom of the graph, ABT may work but I suspect wont be enough.

The AAU needles you have are far too rich for the spec on your engine (they are for an almost race engine with a much lumpier cam!), I would strongly suggest the AAQ needles together with a balance and setup session, this should solve your problems.

Hugh

Gearbox Question

Hello Hugh,

Just wondering if you can answer a question for me. Do you know if the GT6 requires a Type 9 from a V6 engined car. I have been told that the V6 box has a longer input shaft and the 4 cyl box 9 the one I have) will not fit. I am buying the items piece meal from a specialist

and according to their instructions only the short shaft box can be used. Thanks,

Steve.

(confused)

Hi Steve

From the info I have, the Triumph 4 cyl triumph engines use the short (2ltr 4cyl) type 9 input shaft gearbox and the 6 cyl triumph engines use the long (2.3/8 V6) input shaft type gearbox. But both use the original Triumph bellhousing, and a sailer type of adaptor plate from whoever.

It's to do with the deeper and larger clutch/flywheel on the 6 cyl triumph engines and the short shaft wont locate on the new spigot bush. My own conversion uses a Ford engine as well so it's not an issue.

I use the standard Ford Sierra bellhousing

Hugh

Alternators

Now an old one that seems to have got lost in the mists of time, in the space of a week I have had four, yes four people with Lucas 15/16/17ACR type alternators that were not charging, in the case of one, two new alternators were fitted to no avail.

In all cases it was the bulb for the alternator warning light that had blown, this stops the alternator from charging!

Please be aware of this all of you out there as it may save you the cost of a new replacement alternator if you check.

Hugh



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Paul Richardson©



Prototype Testing and Development

I've often mentioned 'test days' in my articles and, prompted by Bernard the Editor, this article highlights the subject of prototype testing - and the procedures necessary to ensure the mechanical integrity of a new motor car and how performance is developed.

The earliest example I have of test procedures at The Standard Motor Company were those implemented by Alfred Wilde, Chief Engineer of the company from 1927/1930. Wilde joined the company in January that year and designed the Standard Little Nine (1927), which proved the saviour of the company after the 'great depression' of that time. Apparently, two Little Nine prototypes were designed, built and test driven and by the time the car was

announced for production at the October motor show that year, both the 1157cc side valve engined prototypes had covered 18,000 miles of exhaustive day and night road testing. After conclusion of the tests only parts to the value of £5 were needed to put both cars back to a 100 percent serviceable condition.

Proving tests on a new prototype involves extensive test procedures to ensure that design specifications are reliable before the go ahead is given to put the vehicle into production. If a serious fault develops after production with either a mechanical part or a structural member, the inherent problems can cost millions to put right as the part (of which many thousands might already have been produced) has to be redesigned and new production jigs



Ken Richardson in a TR3 during timed speed tests on the MIRA banked circuit - mid fifties.

have to be made to produce it.

A test brake, or dynamometer, is used to ensure the engine and all its components, including carburettors, deliver reliability at the desired power output for production, and the test brake sections in the experimental departments of motor manufacturers are continually involved with engine tests after the production version has been 'signed off' - in order to develop further power improvements or incorporate new design. For the TR2 my father Ken instituted 100 hour 'endurance' dynamometer tests on the wet liner engine throughout its development to prove the integrity of modifications needed to produce a 'sports car engine'

led by the great Lewis Dawtrey – who Ken believed was the finest design engineer in the Company.

Development procedures with prototypes in the 50's had no back up from the computer technology available these days, whereby the integrity of any component from a suspension ball joint to a piston, gear or structural support can be accurately assessed in seconds with suitable design software programmes.

BUT problems can still arise even with knife edge technology - bearing in mind the accident in practice for the recent Chinese G.P when the front suspension collapsed on both sides of a Toro Rosso on brake application at high speed!

Road and track testing of prototypes will always remain an integral part of ensuring any motor car performs safely to predetermined specifications. Besides road holding, track and road testing which also includes tests for fuel consumption and exhaustive tests on the efficiency of the brake systems is obviously of paramount importance to ensure brake pads, shoes, drums and disks all operate efficiently.

The reliability and efficiency of components in the fifties was achieved by practical tests in the rig test section of the experimental department and the proving tests for the TR2 also involved many thousands of hours of track and road testing by my father, Ken, who always believed that whatever stress calculations were applied to design on the drawing board they could never take into account what Ken called 'The Bu**eration factor' – the 'variable' factor that can't be quantified by pure calculation or mathematical formula. Ken tested the first TR2



L to R. Sir John Black, Ken Richardson and Alec Dick photographed besides MVC 575- the 'Jabbeke TR2' which underwent extensive speed tests at MIRA and on the Bicester straight near Oxford prior to establishing speed records at Jabbeke, Belgium in May 1953

as the wet liner engine was originally designed for the Vanguard saloon.

Gearbox and transmission was also tested on test rigs and exhaustive road and circuit tests over many months on TR prototypes proved overall reliability.

Ken emphasised in his memoirs that the birth and development of the TR2 was a team effort involving all the technicians in the experimental department including Frank Smith, the highly respected foreman of the engine test section, and staff in the technical department

prototypes at MIRA both on the high speed banked circuit and the road test track – and the correct rear axle and gear box ratios had to be chosen to optimise performance. The high

ment, the car's handling went down a notch immediately after a shocker change. Ken had the errant shockers checked on a test rig and it was found that individual shocker rates varied

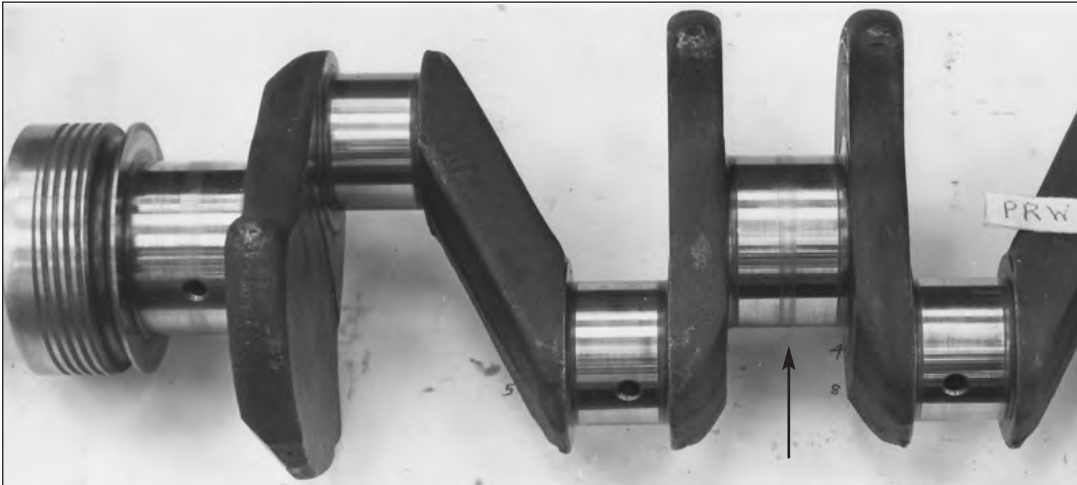


Photo of a high performance Standard Ten crankshaft from Rally Ten PRW 532. This photo was obviously taken to record crankshaft condition after testing or a rally. Note the scuff marks round the centre main bearing!

speed banked circuit enabled endurance tests of over 100mph lap averages to be made, which tests the integrity of engine and transmission components at maximum speed. Track testing also evaluates road holding and suspension/steering components and this involves an in depth understanding of what adjustments need to be made to suspension geometry to improve handling characteristics – the basis of which involves a properly designed chassis (which was not the case on the first '20TS' Triumph sports car as shown at the 1952 Motor Show).

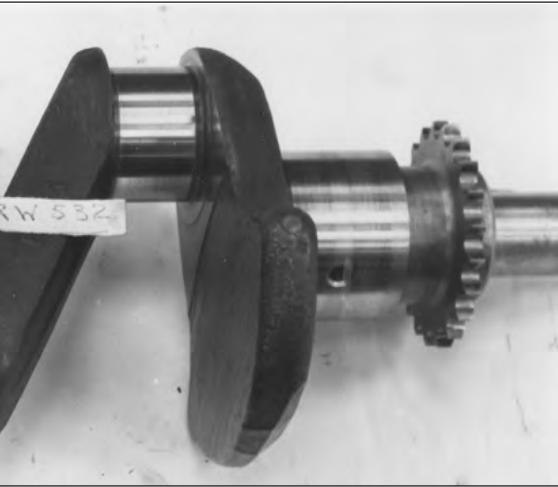
On the TR2 (with a new chassis), adjustments were made to camber/caster settings, the rear spring angle, and the steering ratio was also changed. The front suspension wishbones were strengthened and Ken spent many track hours choosing the right shock absorber and spring rates. On the point of road holding, Ken was particularly sensitive to this, because of his previous experience developing and testing single seater racing cars including the V16 BRM. During early development of the TR2 he noticed that during a shock absorber test programme, as part of road holding develop-

considerably. Plans were then implemented whereby the 'tolerances' on production shock absorbers from manufacturers conformed to the strictest limits possible. Tyre testing was another important aspect connected with road holding in the TR era and it has to be said that the composition of modern tyres has improved enormously over that of half a century ago. These days modern tyres improve the road holding of any classic car beyond measure – when compared with the 'Michelin X' of yesteryear.

'Noise and Vibration,' as a science, was in its very infancy in the fifties but it has very wide applications in the motor vehicle ranging from analysing the causes of transmission vibration to valve spring surge at particular road or engine speeds. Probably the best example of this was when persistent burning of the number one exhaust valve on the TR2 engine occurred. This was traced to camshaft oscillation whereby the camshaft oscillated through 0.020 inches in the area of number one exhaust cam. The problem was rectified by increasing the diameter of the front half of the camshaft by an eighth of an inch. Some of the main problems encountered with the early TR engines during

Testing & Development

development included failure of the figure of eight cylinder liner seals, which was remedied by replacement with new resin coated steel



seals. Cylinder liners also failed when high compression engines were tested which led to improvement in general specification. Other improvements included modified and strengthened con rods and crankshafts after major engine blows – both on test brakes and circuit tests at MIRA.

This brings me to the importance of materials specification. The Standard Motor Company had an impressive metallurgy and materials research laboratory with some 250 staff. The laboratory checked, analysed and improved, if necessary, the material specification of every single part of cars (and tractors) produced by the company. This ranged from nuts and bolts, oil seals, chassis, engine, gearbox, axle, steering and brake components - including castings - through to switches, gauges, electrical systems, windscreen, trim, paint and bumper spec, in fact everything connected with the car's construction.

For reasons I exemplified in paragraph three, it is of paramount importance to ensure that every part of a new model is proved reliable before production - the point being that major faults can cost millions to rectify. To give an idea of the supply of parts needed for the mass production of motor cars, the only example I have lists the contracted supplies needed at the

BMC Longbridge plant in the late fifties - for just one week's production – excluding mechanical parts (the total number of individual parts needed to produce just one Morris Minor was 19,579). One can only imagine how production would be disrupted should any serious design fault arise - particularly with overall body and chassis construction.

Steel pressings	2,500,000
Total body parts	21,000,000
Chassis parts	12,000,000
Light bulbs	50,000
Steel tubing	9.5 miles
Wiring cable for looms	180 miles
Ball and Roller bearings	64,300
Spark plugs	17,500
Carpet for interiors	5.5 miles
Roof lining and fabrics	4.5 miles
Leather hides for seats and trim	2,500
Glass for windscreens & widows	40,000 sq ft
Horse hair and fibre for seat packing and upholstery	8 tons
Sound insulation	6 tons
Cellulose Paint	12,000 gals

Thinking of 'errant' body panels etc. reminds me that I started my mechanical apprenticeship at S.A. Newsome & Son - the Standard Triumph and Jaguar distributor in Coventry. After the Herald was released in 1959 'guarantee problems' on the car became manifold and I was sent on a special crash course at the works. After some high tec instruction on water leak cure alls (mainly concerned with the application of filler to panel seams!), I came back to Newsomes suitably 'certified.' In today's typically overstated parlance, the title for one of my jobs on the Herald would doubtless be listed in despatches as '*A Water Ingress Outreach Technician.*' As an apprentice, my involvement with Herald water leak problems often involved being shut inside Herald boots, with a torch, trying to spot water leaks from boot lid seals and rear panel seams etc - when the car was under the car wash. Clad in a 'Souwester,' and sometimes a diving mask and aqualung, I also became proficient at checking the spare tyre pressure under water!!

ELECTRONIC FAN CONTROLLER

by Nick Fane

This article describes a novel and more flexible method for controlling an electric radiator fan. A purpose-made electronic controller uses the existing temperature sender (used for the temperature gauge) to provide full control of the switch-on and switch-off temperatures for the electric fan.

Two years ago I fitted a Pacet (KPF1111) electric fan to my Vitesse (*Fig. 1*); I selected this as the most powerful fan I could squeeze in

because there is no space to retain the original fan. I was none too keen on the normal thermostatic controllers, partly because they have a reputation for causing water leaks and are 'unsightly' under the bonnet. More importantly, they do not offer very flexible control of the 'on' and 'off' temperatures, relying purely on a single temperature setting and some in-built hysteresis. The alternative solution is a modern fan sensor mounted in the radiator or a

purpose-made coupling in a hose; either way, it is difficult to select the correct fan switch and this provides no option to fine-tune the switching temperatures. The sharp-eyed will notice that I have such a sensor in the bottom of my radiator; it switches at too high a temperature, but has been retained as a 'safety net'; it is shown as an option on the wiring diagram.

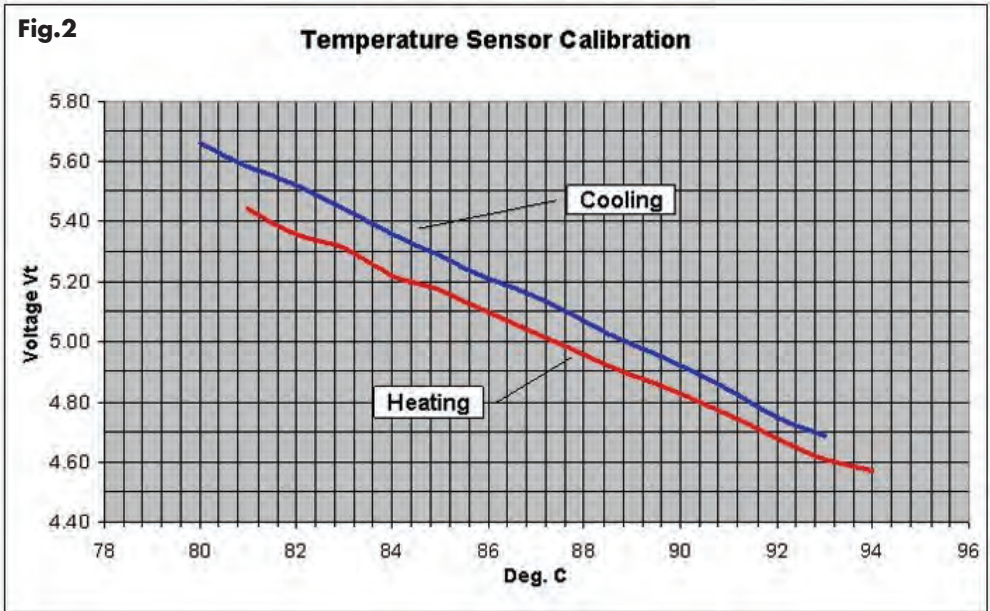
I considered fitting a (linear) temperature sensor to the radiator but then, in a blinding flash of the obvious, realised that there was already an ideal sensor for use by the temperature gauge mounted in the engine thermostat housing. These sensors are disc thermistors with a negative temperature coefficient of resistance (approximately $-10 \text{ Ohms}/^\circ\text{C}$ in the $80 - 100^\circ\text{C}$ range). However, as the effective resistance of the gauge varies with current, it is not trivial to calculate the voltage-temperature response at the sensor-gauge junction. I opted to calibrate my sensor by placing it in water and



Fig. 1

heating it with a small electric heater (the type you put in a drink mug) whilst measuring the voltage across it with a DVM and the

The circuit I have designed uses two separate potential divider networks that are switched in anti-phase using two FETs; the divider networks



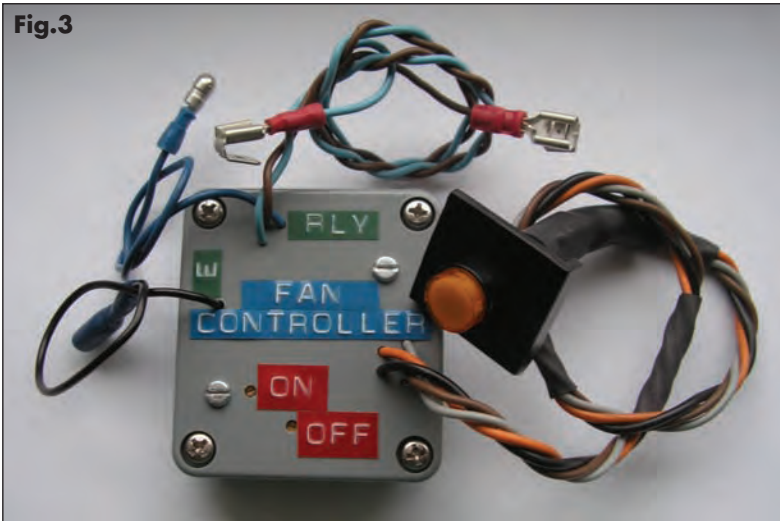
temperature with a digital thermometer; the result is shown in Fig.2. The sensor I have is an XTT13 from Commercial Ignition (Quinton Hazell), this is quoted as equivalent to the Unipart GTR108 and Intermotor 52720; it has a 'black' insert around the connector. As can be seen from the graph, the sensor displays some hysteresis. I opted to temperature cycle over the likely operating range, switching the heater off at 94°C and back on at 80°C to obtain this calibration result.

There are various CMOS voltage-detector ICs available that could be used as the basis for the controller, but unfortunately they are designed to detect a voltage passing a threshold (adjustable) in an upward direction and to reset when the voltage falls below that threshold by another value (the hysteresis, also adjustable). I wanted to detect a falling voltage (rising temperature) and to have a separate setting for the higher voltage that would correspond roughly to the 'normal' car operating temperature. The ICs contain an internal stable voltage reference, so ensuring excellent repeatability of switching voltages.

are switched by the voltage detector as it crosses the appropriate thresholds. Each potential divider has a 20-turn potentiometer allowing fine control of the resulting temperature. The 'on' potentiometer has a range from 5.4v to 3.8v; the 'off' potentiometer has a range from 6.1v to 4.8v, so both achieve roughly 1°C/turn. There should be plenty of adjustment range which would hopefully accommodate a car using a different temperature sender. The circuit uses a specialist automotive relay driver to provide an output that can switch the fan using a standard relay.

The circuit also provides an indicator output, originally configured to drive an LED, and the facility for one-shot manual fan operation that 'resets' once normal engine operating temperature has been achieved. I have combined these two features by using an LED-illuminated momentary action push switch. The circuit could drive a conventional 2W indicator lamp instead of the LED. Finally, the circuit has an 'over-current' protection arrangement on the relay operating connection. Any current overload (e.g. short to +12v) will cause the

Fig.3



connections to the temperature gauge, simply made with piggy-back connectors and a local earth is required. It is worth checking that the gauge - to - sensor wiring is in good order, it should measure about 0.2 Ohm. The relay is probably best mounted adjacent to the fan and requires a 12v supply directly

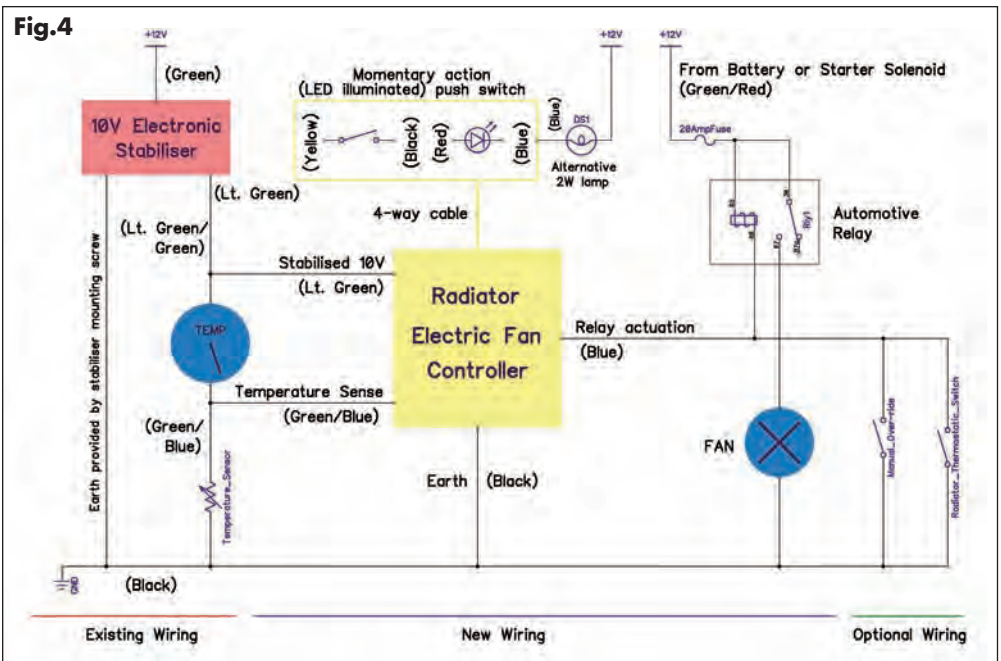
controller to switch-off and it will not operate again until power has been removed (ignition switched off). This does not prevent the fan being switched on by a separate manual override switch. The prototype device, housed in a small ABS box, is shown in *Fig.3*.

Installation in the car is extremely simple and should follow the wiring diagram (*Fig.4*). The voltage from the sensor is picked up by two

from the battery (fused at 20Amp).

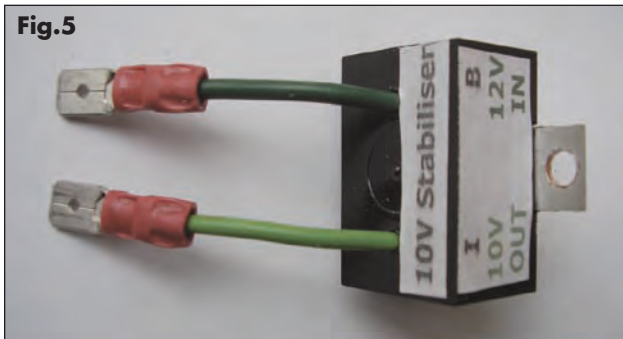
There is one precursor to fitting the electronic fan controller - it is absolutely essential to replace the voltage stabiliser with a modern electronic regulator to provide a constant 10v supply to the gauge and sensor. This device is mounted on the rear of the speedometer and provides a stable reference voltage for the temperature and fuel gauges. The original bi-

Fig.4



metallic chopper-stabiliser provides 10 volts 'on average'; original devices are likely to be past their 'sell-by' date anyway and a new device is

operating temperature. It seems obvious that the fan should switch off just above this temperature. It is not so easy to decide the 'on'



small investment worth making. I suggest the use of an automotive quality 10-volt regulator (LM2940) rather than the cheaper standard regulator (LM7810). I have built one (Fig.5) that fits in the original place on the speedometer.

Similar devices can be purchased on Ebay as mentioned previously in the Courier, but they do not appear to fit directly on the speedometer and I can't say what type of regulator their manufacturers have employed.

So, project successful - a neat electronic fan controller that can be mounted behind the dashboard and provides fully flexible control of an electric radiator fan. It sounds simple, but inevitably the circuit took quite a lot of development to produce the desired result; also construction employing CMOS FETs does require some care, as the devices are very sensitive to static electricity during construction. One key question remains - the choice of operating temperatures; this issue is addressed next.

The standard car thermostat is specified as 82°C; that is the temperature at which it starts to open and corresponds to normal engine

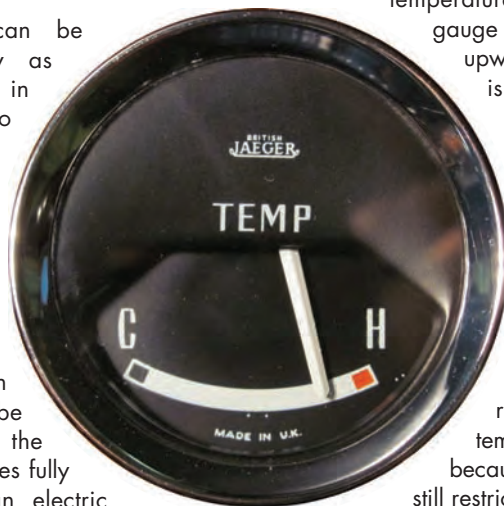
temperature. I certainly wanted the fan to come on well before the temperature gauge reached frightening levels; for peace of mind I checked the reading of the gauge at 100°C (Fig.6) whilst I was calibrating the sensor. Incidentally, boiling point should be at about 115°C with a 7lb pressure cap. It is also worth noting that the temperature gauge is very heavily damped (like the

fuel gauge, so that it does not jump around on a rough road) and consequently is very slow to respond to actual changes in engine temperature. By contrast, the electronic fan controller responds instantly to the actual temperature sensor output. The

gauge may continue to drift upwards even when the fan is actually reducing the radiator and engine temperature; equally, the fan may go off before the gauge indicates 'normal' engine temperature.

Originally, I set the 'on' temperature at about 87°C but found that the fan struggled to reduce the engine temperature. I think this is because the thermostat was still restricting the water flow, as it

had not fully opened. Examination of the thermostat suggests that there is a lot of hysteresis, as illustrated in the Fig.7 drawing overpage. This suggests that the fan should be switched on as the engine temperature approaches 92°C so as to maximise the water circulation - the proof will come in summer 2010, assuming we have a summer! In reality, the temperature has to fall a little below 82°C before the thermostat fully closes after a full temperature cycle. I have set the controller to come on at 4.75v, corresponding to about



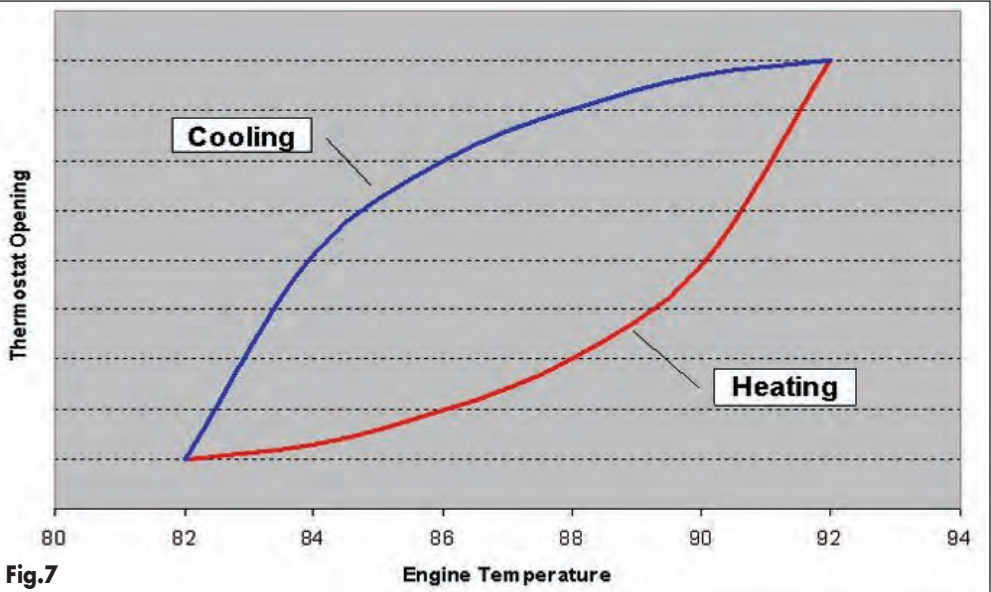


Fig.7

Engine Temperature

91°C, and to go off at 5.45v, corresponding to roughly 83°C.

On a related but different note, one of my TSSC local group members is considering the use of the same controller to switch an electric water pump; maybe we will report on that in the

future. I am considering making the controllers available to anyone who is interested, if you want to know more contact me using the TSSC bulletin board (see note in: Technical/Miscellaneous/Electrics).

Nick

The magazine cover features a yellow and black Chrysler car. Text on the cover includes: 'FREE! 32-PAGE GEAR GUIDE 59 PRODUCTS YOU NEED IN YOUR GARAGE', 'POWER TO THE PEOPLE! TESTED: European people's cars p32', 'CONSUL CAPRI Overlooked and undervalued', 'BUYING, REPAIRING, RESTORING OLDER CARS', 'Escort Slayers', 'Can Avenger Tiger & friends take on Ford's finest?', 'WOLSELEY 1500 READER RESTO', 'TIN SNIPS TESTED', and 'ON THE PC WORKSHOP'.

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TSSC North Wales Area Lakes Visit

We were the Red Dragons Rampant. The national symbol emblazoned on each wind-screen as the North Wales TSSC raided into the Lake District.

"Dragons Roll" was the shout we nicked from one of those old westerns as we left Chester

services on M56 – and on every other stage start on our three-day sojourn. We weren't planning hostilities, pillage or anything naughty like that, although there were thoughts, in some minds, of a bit of plunder when we reached Lakeland hosteleries.

What we encountered, in reality, was the last thing we could have expected – we were accorded a celebrity status reception, thanks to advance 'phone calls and e-mails by Lynn

Wentworth. Lynn had checked with the new James Bond Museum in Keswick, only to be told that it was still closed for refurbishment in preparation for the new season. But when they heard that we were a classic car club on tour, they relented. With a time and date arranged, Lynn was told 'someone' would be there to meet us.

Our first clue was the sleek Jaguar parked outside the entrance, registration J8 OND. The 'someone' turned out to be the museum owner-creator, Peter Nelson himself, the Jaguar his personal transport. Peter then gave us a couple of hours of his time, opening up to give us the personal guided tour of his priceless collection of Bond cars and memorabilia.

First up was the car that started it all, the Goldfinger Aston DB5 from 1964 – albeit only the back-up car from filming, but arguably the most recognised car in the world. The icon of all motoring icons. The original was disarmed after the filming, but was eventually re-equipped with its weaponry and sold to an American collector. It seems the villains won after all. The DB5 was stolen from the collection in Florida in 1997 and has since done a Shergar – never to be seen again.

Peter continued the tour with the DBS, the Vanquish, the BMW coupe, the submarine Lotus he had fished up from the bottom of a Caribbean bay and the rest of his Bond collection. But, naturally, the car that really caught our eyes was the saffron yellow Stag that featured in Diamonds are Forever.

He even bent his own house rules and allowed us to clamber over the barriers and agreed to be photographed with some of us and the Stag. Seems it is a factory prototype, 69-70, H-registered.

We completed our Bond morning with a short film showing clips from various Bond car chases. In this form it was like a compilation of Laurel and Hardy and the Keystone cops. Pure comedy. Peter also arranged for his other museum, Cars of the Stars to be opened, exclusively for us, by the delightful Sue. That collection includes Del Boy's Reliant, Chitty-Chitty Bang Bang, cars from Heartbeat, Lady Penelope's enormous Roller replica and the absolutely awesome Batmobile, built around

an old Utah Salt flats racer. Derrick rated that as Pose Factor one!

When next in the Lakes both museums are worth a visit. You might even get the VIP treatment.

Bob Whiting
North Wales AO

Brynmawr Classic Run

TSSC Members have an invite from Brynmawr Classic Car Club for their annual run on **Sunday 5th Sept** to the West Wales Car Museum for



lunch and then on to Pendine for the afternoon, this will be a 200 mile run and not for the faint hearted and can run at a fairly fast pace, as they have a selection of fast Fords and other classic cars, but last year our old Triumphs shocked them!

They also have a car show and autojumble on **27th June** at Welfare Park Brynmawr, we will be there holding up the Triumph end.



Contact me in the usual way, (jungle drums not understood!) or Mike Harris on 01495 313033 (office hours)

Hugh Glossop
Tel 01591 610433

Crich Tramway Museum - Arrest!

Roger 'the Dodger' Haywood (TSSC West Midlands Area Organiser) finally got his collar felt during a recent visit to the Crich Tramway Museum by 'Period Officers' June and Les Wrighton. The offence so Roger tells us is for attending the event in his everyday motor, an Acclaim, which apparently the West Midlands members jokingly refer to as Roger's 'Imitation Triumph' (Acclaim owners please take this in the lighthearted manner it was intended).

This was such an excellent fun photo I just wanted to share it with all.

Bernard. Ed.



A Full Report on the
Crich Tramway Museum
Standard Triumph Day
by Andy Sollis
will appear in next months
Courier magazine



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1500. British Racing Green, OD, loads spares, taxed/MOT'd March, Full body off restore 2003, reluctant sale due to new family £2,750 Adrian (Stafford) 07922 148211.



Mk IV 1500. Racing Green with O/D. Fully restored with 2000 miles. Reconditioned engine with 2000 miles driven. Garaged since re-build in 2003, very good condition, excellent runner. Tax exempt and MOTd. £2,995. E. Tarr (South Wales) 01443 405720.



1500 1975 Blue, 92424 mileage. Average condition. Good runner. MOT NOV 2010. Covers and Hardtop Included. £2.150. Sam (Leicestershire) 07590 992877 or 01858 545759



MkIII 1971. New MOT, tax exempt. 2.6L, TR6 head, 6 branch manifold, overdrive, electric fan. Extensive re-build 1998, rear seat, leather interior. Great car! £5,500 Nick (Leighton Buzzard) 07917 422233.

MkIII 1972. Valencia Blue. 2 owners. Tax exempt. MOT. Overdrive. Lots of new bits, tyres, carpets, shock absorbers. Very Good condition. £4,995 ONO. Graham (Wigan) 01257 422116.

MkII. Damson, 1972, tax exempt, MOT, rear seat, overdrive, garaged £3,500. Philip (Lichfield) 07833 906447.

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www.footmanjames.co.uk

Peter James

0121 506 6040

www.peterjamesinsurance.co.uk

Lancaster Insurance

0800 013 0080

www.lancasterinsurance.co.uk/tssc



TRIUMPH SPORTS SIX CLUB
Area News Review

June 2010

Plus

**CLASSIFIED
 CARS & PARTS**

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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. 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



AREA DIRECTORY

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

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
PIP FLEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip1272frank@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 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Ollerton: 01772 469354	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Manvers Arms, ADWICK UPON DEARNE	1st & 3rd Tues. Eves.
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, 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 Richard Malin: 07813 397731	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.
		West Midlands Police Social Club EDGBASTON	3rd Tues 7,30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm
WORCESTER	Stefan Graham: 01384 279686		

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	Sorrel Horse - Barham IPSWICH. IP6 0PG	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 Anchor Inn, Lewes Rd - RINGMER BN8 5QE	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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DENMARK	Jens Konrad: 0045 86 85 19 98	Moelundvej No 8 8600 - SILKEBORG.	
FRANCE	TBA		
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	Soulis Papatthanasios 00 30 6977280215	ATHENS	
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		lucabellinello@tiscalinet.it	
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	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

We are well into the season now and we know all our 'Area Organisers' are working flat out organising events and shows for all of us to enjoy. How can we help? Well that's easy here are 3 suggestions off the top my head! Go along! Enjoy yourselves! And support your local area it's that easy.

Up to date we have purchased 32 power flags here are three suggestions on keeping your power flags taut, 1/ Plastic Tie. 2/ Jubilee Clip. 3/ Tiny Curtain Wire Hook. If you have a better suggestion please let me know.

You should have received your Hints & Tips Guide, we will be updating it annually this is why it is loose leafed as I have said before they are your ideas and suggestions and we are always looking for new ideas and your opinions, so send any ideas to Frank or Pip for inclusion, and don't forget please hand your guide over to your New A/O when ever there is a change.

There is still 1 area in the Area Directory that is in light grey this means they have not registered their Area this year, please don't let your area fold if you can't find a volunteer to be area organiser at least register your area then you are covered by the Club's Public Liability Insurance.

The only criteria you need to be an Area Organiser is you must have up to date membership of the TSSC, and have bags of enthusiasm!!!!

Frank and I will support you (including a visit) if you want to start a new Area anywhere!!!

One of the requests from A/O Road show was can the TSSC produce smaller Windscreen Stickers as the present stickers are too obtrusive on a small windscreen? Yes if you require smaller stickers please can you contact H/Q.? If there is enough demand we will change the size in 2011.

Please will A/Os share with your mem-

bers the Notes from the A/O Road show so they realise you and the TSSC do answer your questions and share in your concerns.

Congratulations to **Peterborough** you have won the £50 Club Shop voucher. And South Yorkshire £25 Club Shop Voucher.

Enjoy the season

Dip n Frank

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

Well, the first show of the season is over - Popham - and we had a very well attended stand. 19 cars from Andover, Southern and Newbury areas. Andover area was represented by Southampton Bob in his Spitfire IV, Suzie in her Mk3 Spitfire and myself in the Bond 2+2 from Andover area and we were visited by Mike, Ernie and Carol who had arrived in their two Moggy Minors which were parked elsewhere. I gather some more car swapping has been taking place between the two reprobates!

The next meets are:

5th June - SHVPS Show at Queen Elizabeth Park near Petersfield

10th June - Regular meet at the White Lion, Wherwell, SP11 7JF

12-13th June - Steam Rally at Oare, near Marlborough

19th - 20th June - Midsummer Madness at The Flowerpots, Cheriton

Guy & Suzie

AVON
Tel. 01454 327059

To start with I will cover the last two events. On Drive it Day, 18 of us went to St Fagans and had a great day out. Too much to see in one visit, so will have to go back one day. Can highly recommend it to anyone that hasn't been. Mark, Mary and Jude shared a birthday cake and it was also Kathy's birthday but we did not know that until the day and James and Kathy were clearly having too much fun in St Fagans as we did not see them again. We were lucky with the weather with only the odd light shower compared to the deluge of rain that was around us. It must be Somerset's turn to organise next year??? Hint!!!!

Moving on to Bristol Classic Car show. Plan A went astray when we couldn't get a Herald 948 convertible. Plan B was hastily arranged at a club meeting to change the theme to modified and custom. We were to have a Herald, Vitesse and GT6 convertible. Two days before set up day, Derek was very poorly, the Vitesse had a leaking fuel tank that could not be fixed in time and the GT6 was ok!! All came together the day before set up when thankfully Derek

was feeling better and we substituted the Vitesse with our own 1600. So we had Derek's modified Herald 13/60 convertible, Bruce's GT6 convertible (with highly modified engine) and Les' 1600 Vitesse. They looked great on the stand and I would like to thank all who helped to make it a successful weekend including Rob, Angie and Chris who all did a sterling job on the stand along with the car owners. Time to start thinking about next year???

We have a lot of events coming up in **June** and I also have some details for car runs etc from the car show, so will share these at May and June meetings. Will also need a volunteer to run the **July** meeting as ourselves and Colin will already be in France. Events confirmed are as follows:-

June

12 Castle Combe Action Day club stand

25 to 27 Christmas Breaan camping weekend including meal at Riverside, Cheddar

July

16 BBQ at Judy Wakeford's house

August

7 to 8 Hay on Wye

(Mick and Jude organisers)

Other events tbc subject to level of interest shown at club meetings. Next meeting **Monday 7 June**.

June

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

Hello all. It was the 21st annual Isle of Wight camping weekend over the May bank holiday weekend. I was very pleased to attend the event, one I have missed out on for various reasons over the last three years. It was also the first long trip in my new Stag.

The trip down was uneventful, and I was glad to see many Triumphs of all types as I pulled into the car park of the site. It's very pleasing to see so many cars being used and that this event is as popular as ever, I even saw one very nice grey TR5 which looks like it came from Belgium!

Saturday dawned bright and sunny so it was down with the roof for the Saturday morning convoy. This included a trip along the infamous 'zig-zag road' which is probably as close as you can get to an Alpine pass in the UK. It's very strange being able to look down from one hairpin to the next onto the roof of the car a few in front and careful driving is needed to get round the corners without having to stop and reverse. From there it's along the seafront and up the other, even steeper, side. This would be taxing in a modern car, doing it in a Triumph is a great challenge and is one that is tackled

CAMBRIDGE . . . CANTERBURY



quite enthusiastically by most drivers. The convoy also took in some very scenic roads, and to share them with a group of fellow Triumphs was a joy.

After the convoy I drove down to the Needles, as I wanted to go there while the weather was good. This involved driving another great road, 'military road' which winds along the south coast of the island. Driving along with the sea on your left, the roof down and the sun in the sky on an otherwise empty road (as it was for a good 5 miles) was a wonderful experience. On the Sunday I visited the Steam Railway (and had a trip in the train, in first class no less) and Osbourne house which was Queen Victoria's holiday home and where she died.

Of course the loW weekend is also about the social side and I was very pleased to see so many friends, some of whom I had not seen for too long. There may have been some beer drinking in the evenings. My thanks to Angela and Graham for continuing to organise this event. I'm already looking forward to next year!

Our next meeting will be **June 16th** from 8pm at the Squirrel in Penn.

Regards

Daniel.

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

The usual bunch of suspects turned up for the "scenic" drive around the Cambridgeshire, Hertfordshire and Essex countryside, and was thoroughly enjoyed by all, even if those in open topped cars got a little cold.

The only disappointment being that Vinny didn't bring his Corvette - Toby had specifically chosen some roads that were a tight squeeze in a Triumph - so we were looking forward to seeing how Vinny managed in a car that is almost twice the width. The driving was rather "spirited" to say the least, and we covered the 60 miles in just over an hour and a half - TomTom was predicting that it should have taken us an extra 45 minutes - I wonder what scenery we missed?

The meal at the John Barleycorn was very good, and we are looking forward to future meetings there, especially during the summer, with the beer garden overlooking the carpark.

There are still a few tickets available for the TSSC stand at the Luton Festival of Transport, **Sunday 13th June**. We are sharing a pitch with the Herts & Beds area, and any other Triumphs that we can squeeze onto the pitch. Entry is free in a Club car if you have an advance ordered ticket. Please let me know if you want a ticket and I'll try and get some more.

Some more dates for the Diary :
Luton Festival of Transport -

Sunday 13th June - shared stand with the Herts & Beds area
Classic Le Mans -

Fri/Sat/Sun 9th, 10th & 11th July
TSSC International, Stafford -

Sat/Sun 21st & 22nd August
Duxford All Triumph Day -

Sunday 19th September

Date of next meeting - **Monday 7th June** - 8pm onwards.

Dates for 2010. 1st Monday of the month, 8pm onwards, John Barleycorn, 3 Moorfield Road, Duxford, CB22 4PP Future meetings - **7th June, 5th July, 2nd August, 6th September, 4th October, 1st November and 6th December.**

Kevin

CANTERBURY
Tel. 07810 438074
e-mail: Progers01@onetel.net

May's meeting was held on the first Thursday as usual and there was a good turnout. Annette and I took the Vitesse up to Lincolnshire for a few days at the beginning of April and explored Grantham, Sleaford and the Fens. We then picked up the AO seminar on the 11th. at Lubenham on the way back. This was my first seminar and I found it interesting, if only to put faces to names that I've read about in The Courier. I have the complete minutes if anyone wants to read them. I have an answer to people's questions about TSSC membership and agreed valuations. It's rather complex, so rather than try and explain it here let me just say that if you're interested and have half an hour to spare, give me a call and I'll try and explain.

"Drive it Day" on the 25th was super. Thanks to Mark and Steve for arranging it and welcome to Ian Dickenson and his lovely Stag. A bit wet to start with but the sun came out as four Stags, one Vitesse, a Spitfire, a 2000Mk I and a Gentry motored through the Kent countryside, followed by Eddie, and Reg and Anne in their "support vehicles". By the time we reached Dymchurch and the Neptune Inn, by various devious routes, the weather was positively pleasant. To cap it all, The Neptune was hosting a St. George's Day classic car show. So we parked up in "Display Mode" before going inside for the Carvery. People began to disperse around 3.00pm after a thoroughly pleasant day and one to earmark for next year!

The Isle of Wight camping weekend over the first May Bank Holiday was marred a bit by the weather, but the "Ramsgate Rascals", Annette and I made the best of it. Drama on the way down to Portsmouth on the A3, when Sharon's hood blew off the Herald. Later, attempting to fix a fuel pump issue at the campsite, the actuator arm snapped off and dropped into the engine! One Herald recovered back to Ramsgate with

Sharon and Wayne. They returned the next day in a "modern", stopping on the way back to pick up what was left of Sharon's hood. Not much, really! Meanwhile, Wayne's battery had died on his smart GT6 and Peter and Donna were commissioned to bring one from Ramsgate, as they were arriving the next day. Apart from the above, the long weekend was completely uneventful. We did not come last in the evening quiz and all that needs to be said about the live entertainment is that the Canterbury Triumphs Formation Dancing Team needs a ten metre exclusion zone! You know what I mean Pete and Wayne!

The Island trip was the first with the new electronic ignition fitted to the Vitesse and, I have to say, it made a huge difference to performance and economy. Well worth it. As an aside, the Vitesse covered over 1000 miles in April: 500 up to and around the Fens and about the same to and back from the Island, returning between 31 and 36 mpg. Well pleased.

Bob Chequer and Paul Sutton went to the Detling Kit Car Show, but it seems that the weather again played a part in keeping exhibits and customer numbers lower than usual.

Bob took his Gentry to the Medway Festival of Steam and Transport at Chatham Dockyard. Paul was going to attend as well but had thermostat issues. Hope they're all fixed now Paul.

The Merton Farm Classic was, I am told, a bit of a wash out with cars in a rainy field patiently waiting for 2.00pm so they could all go home.

Roll on Summer!

By the time you read this SEM will have been and gone, but at the time of writing it seems that five cars from Canterbury will be travelling up. Don't forget to look out for the feather banners and let me know what you think when you get back.

Other news includes Dave's PI which is still progressing slowly and Ray's Stag which has stalled due to time constraints. Eddie's Herald which had a nasty old oil leak from the head gasket area is now fixed and should be going to SEM. Well done Eddie.

Reg's Stag has also fully recovered from it's unexpected meeting with a hedge! What is it they say about men with big feet, Reg?

I had a request to enquire about some more club clothing. Rugby shirts with the club logo are £15.55 each and polo shirts, again with the logo, are £11.60. I did not ask about fleeces but will do



CANTERBURY CHESHIRE . . . CORNWALL

CANTERBURY Cont.

so before next meet, when I shall start taking orders.

Bob reported that the free web space we have for the website is running out of space. As you know this has been a new venture this year and has been remarkably successful in advertising the club and bringing in new members. Bob is, therefore, investigating prices for purchasing our own domain name and monthly rental costs for web space. In his experience it should be around £15 to purchase a domain name and £4 a month to rent web space. It all depends whether the membership wants to go down that route. I, meanwhile, will contact TSSC to see whether they might host our site on their server. More at next meet.

Imminent Canterbury Triumph events include a club run to Hastings for a fish and chip lunch on Sunday 23rd May. Meet in the Iceland car park, Wincheap, Canterbury at 1030 am. Bring bucket, spade and a mack!

Saturday 26th. June is the Treasure Hunt and BBQ. Meet at 10.30am in the picnic site at Eastry near Sandwich. This is sign posted off the A256, so you shouldn't get lost. If you do, it doesn't bode well for the rest of the Treasure Hunt! Annette would like to know numbers so she knows how many burgers to slaughter.

Sue Orme who runs the "Classic Sandwich" rang me to enquire whether any of us would be attending this year. If you are going to attend I have her number for you.

Other events:

5/6 June: Hamstreet Country Show

11/13 June: Classic Sandwich, Martin Mill

13 June: Classic car meet, Dering Arms, Pluckley 1200.

26 June: Treasure Hunt and BBQ, Eastry picnic site, Nr Sandwich 1030.

27 June: Cliftonville Classic Car Show

27 June: Kent Air Ambulance, Marden.

12/13 June: Le Mans 24 hr.

Anyone going? Didn't think so.

I have further information on all of the above if you need it.

Usual contact details.

Finally, to John and Julie Slingsby, a son, Guy. Born on or around the 14th April. Congratulations from all of us.

All for now. A packed month with loads

to do, see and fiddle with. Usual contact details.

Dhil

CHESHIRE

Tel. 01625 425845

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk/cheshire

The only classic cars I've seen on the road recently have been MGs (who never seem to acknowledge a cheery wave), a Lotus Elan, and a Ford Capri who flashed his headlights at me as I was in Heap the Vitesse on that occasion. The weather hasn't been very conducive to a ragtop with the hood down for the last week or two, but the aforementioned Heap the Vitesse does now have a working heater, after half a ton of rust and silt were removed from the cooling system.

So it's been a pleasure to arrive at the meeting this month and find Triumphs in the car park, and made up to a grand total of four by the end of the evening. We even managed to park in a row, a very rare achievement in the Cock and Wotsit car park. One of the Triumphs was in fact a Bond and came over from Buxworth. The sieve that serves for my memory has completed failed to retain its owner's name here! We also note the first appearance of Paul's GT6, which looked very nice in the evening light, and appeared to have carpets, an item curiously still missing from the other GT6 that belongs to Adrian.

We have our first run of the year next month. The meeting protocol changes a little from arrival time of 8:30 onwards, to 7:30 for 8 and enough fuel for 30 or more miles. Bring thermals if you plan to have the roof down. The run we will follow takes us through Kerridge, Langley, Gawsworth, Siddington, Chelford, to Ashley where we stop for a break in the Greyhound (it's not called the Railway, I've just been to it via Google and it definitely says The Greyhound on the front). The original route is 29 miles from Cock and Thing to Greyhound, and involves some very nasty turns, badly maintained roads and a closed road or two (!!) which mean we will probably miss out Kerridge and Langley.

The web site has had a small update (again) - does anyone actually go there and look at it? This year's reports are there, and there are photos of all the runs out where a camera was present since June 2004. Looks like we had wet runs out in 2004!

The first Tatton show is coming up on the **5th and 6th of June**. I'll remind folk that the Area no longer applies for multiple tickets, partly because the system stopped sending the relevant forms, and partly because it became very hard to get people to use the tickets. The scheme now is for people to

apply individually. Application forms are on the web (I go to the Tatton Park web site and follow the link to cheshireautopromotions), and printed forms will be available at our meetings prior to the shows. The second Tatton show is on the **21st and 22nd of August**, clashing neatly with the TSSC bash at Stafford.

Our next meeting is on **Thursday 3rd June** at the Cock and Pheasant.

It's the first run out of the year so 7:30 for 8 please.

Henry

CORNWALL

It's only May and it's already started to get busy. About a dozen of us had a drive out to Bradworthy Motor Museum on Drive it Day. We arrived just before lunch, had a look around the car sheds before finding the cafe and having lunch. We then wandered around the Tractor and Commercial sheds. There was a lot to see, but unfortunately it will be closing soon and everything will be auctioned off. This is a real shame, because it's a very good private collection, so enthusiastically built up. The return trip was down along the coast road and back into the rain. A very nice day out that everyone seemed to enjoy.

The following weekend Karen and Graham went off to the Isle of Wight Camping Weekend, so we'll no doubt hear all about it at the next meeting. I hope they enjoyed it, it's usually very good. The rest of us were busy at home taking in all the May Day Festivals; Padstow Obby Oss, Giant Bolster, etc., etc.

Mike with Anthony and Jane with John, plus Ian (one way) Lee and two 'I's did the name of Triumph proud on the Lands End Trial. Mike got a Class Award, Jane only failed one section on her first ever trial and Ian got his first Gold Award. Thanks to everyone who cheered us on, particularly at Blue Hills, sorry if we ignored you, but it gets very busy going up there!

By the time you read this we will have taken up an invitation to watch the brewery process at Blue Hills Brewery, thanks to 'Fluffy' Pete the Brewer and we will have been to the first Route 38 meet of the year at Trerulefoot.

We might have even been to Penzance to watch the Powerboat Grands Prix as well.

We are now taking bookings for the Cornwall Camping Weekend at Higher Harlyn Park, St Merryn, near Padstow on **25th to 27th June**. £10 per pitch per night, with on site bar and licensed restaurant. Dogs on leads welcome. We hope to hold our usual barbecue on the **Saturday** night. We have visited the site and the views are fantastic. **Saturday** entertainment will include a walk, shopping in Padstow (or any-

COVENTRY . . . CUMBRIA

where else) and a scenic drive out. If there is enough interest in visiting Sharps brewery during the drive, a tour might also be possible. Please let Mike, Helen & Tony, or Sally-Ann know if you want to come. Even if you're not camping you are very welcome to join us during the day, or in the evenings.

Now that we're in the warmer weather and most of us have our cars back on the road, it's bound to be a busy summer. We're a friendly bunch and would love you to join us and that's an open invite.

June Dates:-

Thurs 10th Meeting at the Hawkins Arms, Zelah

Sun 21st June Run to Dingles Steam Fair Museum, 10 am Zelah.

Fri to Sun 25th to 27th Camping Weekend, Higher Harlyn Park, St Merryn

July Dates:-

Thurs 8th Meeting at the Hawkins Arms, Zelah

Plus more impromptu events decided at meetings.

Happy and enjoyable motoring.

Mike

COVENTRY

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The fine Spring weather attracted eight cars, although this included Clive's MGB convertible, and Paul's son's MGF. My Dolomite was outnumbered by a squadron of Spitfires, but was then joined by it's big brother, a Triumph 2000 (with a Rover V8 engine). This is what makes our meeting interesting, you never know what cars are likely to attend, but we normally have a variety of models on display.

Peter & Anne Martindale travelled from Leicestershire in their red TR7 convertible. We have an excellent venue here at The Bull and Butcher, and we are always made welcome. Many pubs are struggling to survive these days, so it is encouraging to see this village pub thriving. Why not get-along next month if you have not attended before, or even if you have not been for some time.

See your Courier for TSSC / classic car shows this season. We intend to get our local Group to take part in The Coventry Festival of Motoring, **Sat. / Sun. 4th-5th. September.** This proved very successful last year, as Paul and Joan Cheshire, Phil and Lyn Smith had a great day out - with over 600 cars participating in the event. The start and finish venue is The Coventry War Memorial Park. Put it in your diary and we will discuss at next meeting.

I intend to organise a **Sunday** drive for our local Group, perhaps to The Green Man at Long Itchington. This is a beautiful village, with duck pond, vil-

lage green, and is only approx. 10 miles from Coventry. Date to be confirmed, but how about **Sunday 20th. June ??** (Father's Day!) - another item for discussion at the next gathering.

See you all at next Coventry Area Meeting, **Tuesday 1st.** at Bull and Butcher, Corley Moor, 7:30 onwards.

Regards,

Kevin

CUMBRIA

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Bicycles and more bicycles. All those that were on the Fell Run, 11th April would not care if we never saw another one. But they were not our biggest problem; a Merc people carrier came first in the category. 16 cars set off from Grizebeck on another glorious day all with hoods down that could. First stop Birker Fell to take in the scenery with its views of the Lakes Fells.

Then onto lunch at the Boot Inn. This time in order to speed up lunch all the meals were pre-booked and within twenty minutes everyone was served and tucking in. Pre-booking definitely takes the pressure off the Pub and we will do this again. Stuart Holmes, light green TR7, won the raffle for the chocolate champagne bottle. Leaving Boot we turned towards the ascent of Hardknott Pass and the sight of our first bicycles. The organisers of the bike rally, which was for charity had anticipated 50 entrants but some bright spark mentioned it on one of the social net working sites and there must have been 500. The organisers were not very happy. It was however a test of all our driving skills to weave our way through the bikes which made the climb different. At the second to last corner near the top of the summit we came up behind a Merc people carrier stuck on the bend, no traction. Everyone tried to find a place to stop, which is not easy on the Pass. The Handbrakes on our cars were never designed to hold on those steep inclines. Trevor went to investigate the problem with the Merc and with the help of some others decided to try pushing it around the corner, but it was going nowhere. Eventually Trevor managed to get the telly tubbies out of the car and after giving the driver some instruction and another push the car climbed up the hill with the three passengers and dog walking behind. Alison said that this car was at the Boot Inn and when asked if they had driven Hardknott Pass before they said no but had driven Cheddar Gorge.

In all the excitement there were two casualties, Bruce and Sue's GT6 clutch failed so they had to turn back and Ray's GT6 decided that it had had enough but he managed to get it going



again with some help. It is not called the "Fell Run Challenge" for nothing. Darren did a sterling job as outrider and photographer. Anyone who would like some photo's please let me know and I will put them on a disc.

The club had a good turn out for the Vintage rally at Carlisle airport, 2nd May. A lot of interest was shown in our cars again and hopefully we recruited another couple of new members. It was good to see George again in his Spitfire. He is now 84 and looks well. All five cars that are going to Le Mans in July were there and most will have a trial run with the camping at the next show at The Border City Steam Fair, Rickerby Park, Carlisle, 29-31st May. There is a lot of work going on with the cars in order for us to make the trip to France. Des and Carol have had a new rear spring and wheels fitted and are in the process of getting a new hood for their Spitfire. Trevor and Barbara are having a quick paint job done on their TR7. Nigel and Sue are fitting new silicone hoses on their Spitfire. Alick has now got his engine running sweetly in his Spit6, having borrowed an exhaust system. I wonder where that came from? Anne and I have fitted new wheels and need to sort out the rear suspension in order to carry the extra weight in the Spitfire. I took the wire wheels off as they were bouncing around at high speed. According to the experts the tubes are always moving inside the tyre, which makes them impossible to balance correctly. The new wheels have sorted that problem out.

Forthcoming events: **19/20 June** Silloth Show. **4th July** Distington show. **9-11th July** Le Mans. **18th July** Cars the Star, Heaves Hotel. **22nd August** Dalemain Classic car show. Anyone wanting to attend any of these please let me know as some need to be pre booked. If you are not booked in they will not let you in.

The new area flag has been ordered and should arrive shortly. Nigel is trying to source a tow bar for Roger's Acclaim in order that he can tow the club trailer. If anyone knows the whereabouts of one, please let me know.

Safe motoring,

Roy

IMPORTANT NOTE

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



DERWENT VALLEY . . . DEVON

DERWENT VALLEY

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Well a busy month for Derwent Valley and I hope you all managed to get out and enjoy your cars. I am afraid that I didn't but I did join the rest of the crowd, with around 30 Triumphs, who joined Derwent Valley at the seaside on Drive-It Day.

A great run out to Mablethorpe, I think we somehow managed to not follow Colin's very detailed instructions but we still got there. I am certainly glad that whoever was in front knew where they were going.

Once there we all went and got the most expensive Fish & Chips in the world (I am such a tight wad) and then worked them off with a game of Beach Cricket. I watched, a bit too old and fat to join in, but it looked like great fun. Unfortunately it was all over too soon for us; the need to prepare for another work trip to London meant we had to slip away early. I have seen the pictures that Colin has put up on the website and they reflect a lot of happy smiling faces. It looks like summer, even though it felt Baltic to me. (Tiny enjoyed herself too)

I also missed this month's Club Night due to work commitments, Roger has asked me if I am a Cockney yet!

I am grateful to Richard for this part of the report, that's the great thing about Joint AO's; we can share the work and try to make sure one of us is always there. Anyway, everyone went for a run out to join another group of enthusiasts at Moorwood Moor near Alfreton, here's what Richard has to say:-

"Not really a lot to report, 4 Triumphs, Keith - GT6, Colin - Stag, Gary - Vitesse, Mike - Dolly (plus Angie in a skoda as Colin's back up) plus 1 Cortina, Paul & Kim left Smalley, we were met at Moorwood Moor by Stuart Charles, Roger & Bill, it was an interesting pub in the middle of nowhere with a good selection of old cars and bikes, well supported with a wide variety of items from a Mk1 Landrover to a TVR, 350?? a TR7 a Sprite and even a Rolls Royce, it was a very friendly pub with a good atmosphere."

That's about it from us for this month but a reminder about the 2010 Peak Run. By the time you read this all the preparation should be complete and

we are on the way to another great weekend starting on **24th June**. That's a **Thursday** start for this year. Our new campsite near Ashbourne is a simply superb location and is on offer for £25 for up to 4 nights.

That is £6.25 a night for camping in the Peak District at a premier site, the best value ever. I would encourage anybody to do the full weekend and enjoy our fantastic area.

This year looks like continuing a long tradition of great fun, good company and a superb location. Come and join us, all details and booking forms are on the Website.

Have a great month, we are all off for a run around Derbyshire on the search for Fish and Chips on the **1st June**, if we don't see you on that evening we would love to see you for the Peak Run. Cheers me dears.

Fan & Richard

DEVON

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The new banner flag was well received at May Club night, and Steve in North Devon was very happy with his too. At last we have a really eye catching flag to promote the Club! On a lovely spring evening there were nine cars on show. The Stags of Dave A and new member John Richardson, Gerald's recently acquired Vitesse, Julie's TR7 was on its own as Steve brought his Spitfire, Allan's Vitesse, and no less than three big six's. Grahame brought his 2000, as did Colin. As I was struggling with my new computer (don't ask!) John stayed home to sort me out so no Triumph for me! The new car on the night was the K reg 2500 PI which Dan has now swapped his Acclaim for. The talk was of upcoming shows and outings, with the hope that the last three weeks of wonderful weather would last for the Isle of Wight trip?

A fantastic turnout from South Devon members for Drive It Day. 12 cars met at Exeter Services, and we enjoyed a scenic drive along the coast road, through Powderham village, Dawlish and Teignmouth, stopping at Labrador Bay for the obligatory ice cream. We were met there by Steve Horswell from Torquay and we are hoping to see his Vitesse soon. From there we drove through Torquay, promenading along the sea front, and finishing at Paignton. Our 12 cars included 3 TR6, an MG and a 1966 E Type, our Stag, Dan's 2500pi, Colin's 2000, Simon's 2000, Ann's Herald, Russell's Vitesse and Ted's Spitfire. I don't think we have ever seen more cars out generally on Drive It Day so it seems that the Federation's message to get the cars out and be seen is having an effect. Parked next to

us at Paignton beach was an immaculate 1972 Rolls, bought by the lady driver for her husband's 95th birthday! I hope John doesn't get his hopes up for his forthcoming 65th! Dave and Mark A were missing as they were off celebrating Mark's 18th with a driving experience and a visit to Club HQ at Lubenham.

Steve Wilkinson reports from North Devon - "We had a really good meeting at the Tarka Inn in April with Ray & Wendy Sweet both coming in their white Triumph Spitfire 1500, John & Joan coming in the Toledo, Glenn & Trish in Glenn's Spitfire 1500, Steve K in his Triumph 2000 and Steve T (TR Drivers Club) brought along his Triumph TR7 V8 replica works rally car which is totally awesome - although the fuel bill from four Weber 50's! Sharon, Edith, Steve W, Dave, Kay and Callum (on his ped) also came along making for a busy meeting. Steve T has kindly offered us the use of his Tea Shop over the summer as we found the Tarka Inn to be much busier than last year - must be the recession making people holiday at home! Please call Steve on 01271 375719 or 07968 702611 for directions nearer the time - details will of course be emailed out to those on his email list (email him on knee_boarder@hotmail.com if you wish to be added) and the website will also be updated. Drive It Day was the biggest yet with 7 Triumphs (and 3 others) with a total of 18 people and covered over 80 miles. We started with John & Miriam in John and Joan's Herald, Joan with Trish in John and Joan's Vitesse, Glenn with Liz in his Spitfire 1500, Sharon & Steve in Sharon's Spitfire MkIV, Steve, Sarah and Megan K in Steve's 2000, Steve T in his TR7 V8, Dave in his Austin A35 and Kay & Edith in the Toyota backup car. We stopped at the Quince Honey Farm where we were joined by Ray and Wendy Sweet in their Spitfire 1500 and Peter and Ouna, old friends who joined us from Somerset, in a 1947 Riley 1 and 1/2 Litre (as his Triumph Roadster has engine troubles). After coffee we made our way via Tiverton to Raleigh's Cross Inn where we had a good meal before heading across Exmoor to The Old Station Inn for another coffee. If the rest of the season carries on like this, we are definitely in for a good one so thanks to all those who turned up." The next meeting is on Thursday 13th May at Steve T's Tea Shop in Braunton, Devon and is the last before Sharon and I get married! Steve tells me that he and Dave went up to the 31st Bristol Classic Car Show at Shepton Mallet and had a really good time, definitely the best yet. They met up with Peter Clarke and James Drewett and his Dad, as well as seeing Derek Giles on the TSSC Avon stand.



ESSEX

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12 Devon members had a great time at the Isle of Wight Camping weekend again, with 4 cars going over, our 13/60, the Vitesses of Allan and Karen and Dan's Herald Estate. This year we were joined for the first time by Marc, Tracey, Sarah and Sam, and we are already planning next year's visit. Our new TSSC flag had its first outing, marking 'Devon HQ' on the campsite. A big 'thank you' once again to the Isle of Wight crew who put together such a fun weekend. Amongst the many friends there were Graham & Karen with their TR7 from Liskeard, and Cornish TR owner Chris Hore.

Coming Up

Sunday 6 June will be the Area's first visit to Seaton Tramway Show - we will meet up at Exeter Services at 9am to get there together. North Devon meet on **Thursday 10th June** at their new 'summer venue' Steve T's Tea Shop in Braunton. **Wednesday 16th** is Club Night at the Star Inn, Liverton, maybe we can sit in the garden seeing it will be almost mid-summer! **Sunday 27th** is the second informal Trains & Triumphs Day at the South Devon Steam Railway at Buckfastleigh. A joint venture with the local TR Register, it was a big success last year, with 40 Triumphs turning up. Let's see if we can beat that this year. Just come along with your car any time from 10am. There are refreshments at the Railway, and we have been promised a hefty discount on the steam trains if 10 or more people book together. Our youngest 'member', Russ & Kirsty's son Robbie, reaches his second birthday on **20th June**, when a number of our members will be attending the VCVC show at Woodlands Country Park near Dartmouth.

Gearing up now for the busiest month of the TSSC year - **July** - when we have shows most weekends where our cars are entered. There will be no run out at the beginning of **July** but there are shows to attend. Too late now to enter for Powderham (**10/11 July**) but if you are coming along, make sure you pop down to the TSSC Stand (usually down by the railway) and say hello to us. Note for your diaries - **Sunday 18th July** - we are planning a drive to North Devon to meet up with our North Devon members at Barbrook - more details next month and via our email list.

DEVON DIARY

Sunday 6 June Seaton Tramway Show - to leave Exeter Services 9am
Thursday 10 June North Devon meet at Steve T's Tea Shop Braunton
Wednesday 16 Club Night at the Star Inn, Liverton
Sunday 27 June 2nd TRAINS & TRIUMPHS day at S Devon Steam Railway Buckfastleigh

Sue & John

Hi ALL I have a feeling this will be a double espresso you may want to get a Coffee before you start reading this report. The good weather seems to have arrived (that will jinx it) and the shows have started. Lots of cars are being wakened from their winter slumber and some getting new owners and the urge to get out there and enjoy our cars is getting stronger, it is almost a primeval feeling when the warm sun hits your back you need to get the car out even if it is just to run it down the road and back the urge needs satisfying. That's enough of that or it could get almost spiritual. As we all spend a lot of our time and hard earned money at the 'altar of keeping the Triumph going' already with out me launching in to a sermon .

Moving on that reminds me we will be moving the club meeting on **Sunday 18th July** to the Queen Victoria show at Billericay on the playing fields opposite the police station as the show is close by and we have been invited by the MG club you will need to fill out a form and send it in before going if you aren't sure then get the form from John or the web site (www.freewebs.com/essextssc/) and fill it out any way.

MY OFFICE - this month Tallulah has had her MOT and passed first time with out any problems apart from getting the wiper motor sorted out the new brushes arrived all fixed to the backing plate in they went with out a hitch I took a bit more care putting it all back together this time Joe provided the third hand needed to get it all lined up and dropping in beautifully and the new bits of were coming out the side, looked nice, back into the car and it worked perfectly but the washers now refused to work, I had disturbed the wiring to them and they gave up twenty minutes later and a few feet of wire was replaced and re wrapped, all working now and the out come was a new MOT.

But as with all old cars there is always something to do I have developed a misfire at 2 1/2 thousand RPM, I checked the plugs and No 2 was black the other three were just the right colour of mucky brown, I have changed the lead and plug on No2 and it still happened, at the weekend on the way out but got better as the day went on this could be a simple fix but as it is me I can see the pound signs coming up and hours in the garage and still not getting it right I will keep you informed as usual. I have started cleaning up the battery side of the bulk head in the evenings, I have rubbed some of it back to bare metal and primed it with a Zinc rich primer, there was lots of little bits of

surface rust on it running like spider webs under the paint.

OUT AND ABOUT - 24th I couldn't make this one, problems with the plastic MG, I have borrowed this from John. Only 2 cars for today's outing but none the less we were looking forward to a good day out. We met Paul and son Charlie in the TSSC lay-by, they had been waiting a while and as we were a bit late they were starting to worry. Paul even phoned home to make sure that he had got the right day. He shouldn't have worried; everyone knows we are always late ha ha. We got to the show in about an hour and had to drive a long way through the site on a dusty road. Good job we're not bothered about having clean cars ha ha. There weren't many cars when we arrived but they came in dribs and drabs throughout the day and in the end there were about 50, so not bad. We were joined later on by Tony, one of the lads from Club Triumph Eastern who was on his own with his very nice Spitfire. There was a good mix of cars, a unusual left hand drive Capri that had German badges on it, a MK1 Escort Mexico complete with trailer carrying a mint Austin 7. There was also a very nice Black Triumph Dolomite SE, quite a rare model. The show site itself is run by volunteers who have built and maintain a 1 mile length of track, on which they run classic trains. We had a go on the miniature railway which was surprisingly fast followed by a ride on the full size steam train. All good fun. They also have an old dining carriage in one of the sidings which they use as a restaurant. The food did look very nice. Also, all exhibitors were giving a sandwich voucher. Paul and Myself managing to bag a very nice Brie and Cranberry sandwich, very posh, will have to try that at home. We had lots of people interested in our cars and Myself and Lucy were photographed in front of the car, complete with picnic set for a local paper. The weather was lovely all day and we even got a little bit of a tan. We left about 4ish and went in convoy (the 2 of us ha ha) until we split to go our separate ways.

25th Drive it day, the club joined Chelmer Valley on their charity drive up the old A12 from Brentwood to Dedham we had 6 club cars on the route, John and Lucy in the Herald, Janet and Donna in the TR7, Ian and Cheryl in THEIR Spitfire (Rosie), Steve

**ESSEX Cont.**

and Maria in their Herald, Sue with out a navigator in her Herald and me and Joe in my Spit, we started in the car park of the Bull in Brentwood, the car park got crowded very quickly as the event was planned for 50 cars and they had 170 book, but it was for charity, the pub down the road donated his car park as well. Coffee and bacon sarnies partaken of to help with the journey, it was off in small groups, we weren't supposed to drive in groups bit it was difficult not to bunch up. The lunch stop was at Deals Motors Garage in Kelvedon with tea and cakes provided by the local WI and very nice it was to, but the weather was wet as we arrived and cleared up whilst we were having our tea and cakes, in fact some of us had two lots (Sue) we were scheduled to leave after 12:30 but back in the car park at 12:00, as the sun came out cars were being leathered down and soft tops dropped. The rest of the day was spent with the top down. We all got split up and it became a bit more interesting having to follow the instructions not the car in front but then in Colchester it all bunched up again and at one time we had a convoy of twelve Triumphs sadly not all TSSC members but I am working on them. The only point I did not follow the instructions was as we arrived at Dedham, I was not lost I just took a different route into the town. We were all parked up in a field at the end of the high street, this gave us a chance to speak to the other Triumph drivers and look around the cars, then the usual ice cream and on to the raffle and prize giving, the leathering down at lunch time paid dividends' Johns Herald got picked by the WI as their best car, good cakes and good taste what more could you ask for?

Then off home, 109 mile in all and I have heard £1,500 raised for the charity Classic Vehicle club, well done every one involved



Lunch stop car park
1st May Herne bay, One month of the

show season gone. Time does fly when you're having fun folks and that's what you have when you come out with the mob from Essex TSSC.

Ian & Cheryl, in Rosie, John, Donna & Lucy, in the Herald, Janet & I, in Theodore, no Joe, who was away at Scout camp, Steve & Maria, in their Spit, Mumma & Roy (nice to meet you), Jago Jeep, Malc, Lesley & Nancy in Vitesse and last but not least Mark, Sharon, Grace & Reece in the Stag. The Essex contingent met at Thurrock with Mumma arriving in her Jeep instead of the Herald which had disgraced itself with a puncture and then a flat spare. A good run down to Herne Bay with only Steve and Maria being brave enough to have their roof down. We picked Malc and Mark up further along the Motorway so we all went in together, we do like to arrive together it looks impressive with a number of Triumphs turning up at the same time and there's safety in numbers when it comes to the occasional un planned stop (brake down). Our space this year was the same as the first time we came here, three years ago. A lot more space to spread out and it was in the sun all day, when the sun actually came out that is. As the show is on tarmac it gave us the opportunity to use our new flag for the first time in anger with the stand I made for it. It looked very good, First port of call was the I for Coffee. Then on with the serious business of the day, the girls seemed to just disappear. Something to do with money in their purses and shops, lots of them.

Anyway this gave the rest of us chance to do some car polishing and tinkering and chatting and more Coffee. After a while they all started coming back, loaded down with goodies. Janet got a plastic knife especially for lettuce and 10 new books to read whilst I am in the garage. Donna and Lucy bought back most of the shop stock of Herne Bay, Good job the Herald's got a decent sized boot. Herne Bay is a place with some very unusual characters and I think we met most of them during the day. One old lady just plonked herself down in Johns' chair and started chatting to Donna and Lucy. John and Lesley had the misfortune to meet another group and let's just say they lingered around for quite a while. The rest of the day was spent lounging around and for some, more shopping. On the whole the weather wasn't too bad, only some brief showers and quite a bit of sun.

In the late afternoon though it did really chuck it down and that was the cue for us to start packing up. Luckily the rain petered out after a while and by the time we were home the car was dry. Steve Maria and Mumma, Roy took a wrong tuning on the way out of Herne bay but we phoned them they were ok and on the road behind us when we

stopped as John needed a call of nature they passed us.

2nd Merton cancelled due to weather conditions and the fact none of our members have Amphicars (and it saves you reading more of my out pourings about it)

3rd Isle of Sheppey - Only 2 cars for this one, John in his Herald (no Donna as she wasn't well) and Janet and I in the TR7. A good run down and our first go over the new bridge on the Isle of Sheppey. Since the last time any of us were here they have built all new roads, none of them on John's Sat Nav, oops. More by luck than judgement we found the show without any mishaps. It was very windy and the first port of call was hot Coffee. Then it was on to clean the cars as they got very dirty on the way down and it kept us warm, any excuse to clean them. After a while the sun came out and it wasn't too bad. From then on though it was 20 minutes of sun followed by 10 minutes of rain followed by 20 minutes of sun etc etc, you get the picture. So John's roof was up, roof down, leather off, roof up, roof down and so on. We did see the funny side though, sitting in the cars during one downpour, there were hailstones bouncing off the bonnet.

There was a good turnout of cars and quite a few Triumphs that we haven't seen before. One of them was a Spitfire with an unusual hard top; it was like a modern Targa Top where the centre panel lifts out. It did look very different and very nice from the back but from the side, John and I both agreed it looked all wrong. The proper hard top does suit the car much better. We were parked right next to the control tent in which music was playing loudly all day. It was good though as all the music was stuff we all liked, lots of sixties and seventies tunes.

We stayed until the raffle and prize giving, at which we didn't win anything before calling it a day and packing up for home. It was quite an eventful journey. Before getting out of the show field we had to help bump start an old Ford, a Model Y I think. All was well once he was on his way and we set off down the motorway. The omens didn't look good as all the signs were saying 'Long Delays' on the M25 approaching the Dartford Tunnel. Sure enough there was as we tried to come off the M2 not moving for about 10 minutes we decided to chance it and go further on to Blackwall Tunnel. I've never been that way before but with Jane's guidance it all worked out ok. Apart from John turning off a road too soon as we exited the tunnel and having an interesting detour through Docklands, Janet and I went the right way but I think we all got home at about the same time. Apart from the weather it was still an enjoyable day out. We must be due a nice warm, dry day out

GLOUCESTER



soon. Not a typical car show day, so don't let it put you off coming out with us.



Yes it was that cold.

CLUB - Wow !! What a turnout, something to do with the weather I think. Wall to wall sunshine, about time too. All the regular club members were there, complete with their cars as well. We also had 5 new people turn up Ian, Cheryl with their Spit, Rosie, Glen and wife with out their car this time and Dave with a nice Dolomite 1500 TC, a big welcome to the Essex Area. I am sure you will enjoy your time with us and end up just as potty as the rest of us.

Remember, all you need is a tea cup and a sense of humour. Janet and I got there early to set up the new club flag on the stand I made, this was a test run and it performed perfectly, within no time the car park was awash with Triumphs. 13 cars and 27 people in all. The final tally being 5 Heralds, 4 Spitfires, 1 Vitesse, 1 Dolomite, 1 TR7 and not forgetting Momma's Jago Jeep which was an honorary Triumph for the day and riding shotgun with her was Bert, although he didn't really mix with us much and did look in need of a good dinner. As it was such a nice day we were all outside in the garden. It made a nice change after being indoors for the long cold winter. There was nothing really important to discuss or to report, everyone just chilling out and eating and drinking coffee of course (no change there then). The only real question was about tickets for the Herne Bay Show.

And who was ordering what colour club shirt. But it still took us until 4PM, even then people seemed reluctant to go home. The show season is now in full swing and we have loads of things coming up over the next few months. So check out the web site www.freewebs.essexssc/



The car park looked good.

UP AND COMING

Classic car gathering Every **Tuesday** evening 7:30 onward Shepard and

Dog Wickford

5th THE BOB WHITE CLASSIC CAR SHOW King George Playing Fields, Romford, Essex

6th HATFIELD CAR & VEHICLE RALLY Birchwood Centre, Longmead, Hatfield, Herts

9th (7pm onwards) CLASSICS AT THE 50'S AMERICAN DINER Capitol Square, Bowling & Snooker Club, Perry Way, Witham, Essex

12th 13th ALDHAM OLD TIME RALLY Chalkney Meadows, White Colne, Essex.

13th LUTON FESTIVAL OF TRANSPORT Stockwood Park, Luton, Beds

19th AUDLEY END HOUSE CLASSIC CAR SHOW Audley End House, Audley End, Essex

20th HYLANDS HOUSE CLASSIC CAR SHOW Hylands House, Chelmsford, Essex

20th MONTHLY MEETING the Halfway House. (we won't be at the meeting as away for Janet's birthday)

27th THE 12th GREAT CLIFTONVILLE CLASSIC CAR SHOW Cliftonville, Nr Margate, Kent

On the **18th July** the club day will be moved just for this month to the playing field opposite the police station in Billericay as we have been invited to a show this day by the local MG club

BIRTHDAYS -Janet on the 20th June as usual we will be on the Isle of Wight to celebrate. Pam Bullman on the 21st (Blue Spitfire) Happy birthday to both of you.

WAS IT YOU?

Blue TR6 A127/M25 junction 08.15am
12th April Red TR6 A128 by Dog & Partridge 18:00 29TH May Blue TR4 race car on trailer M25 junction 28 18:00 6th May

Breaking news I have just had reported to me a Stolen Brown MK3 Spitfire that had just been restored and used once. It had a tan trim and a black mohair hood can you all keep an eye out for a very good MK 3 that turns up unexpectedly and let me know.

Allan

GLOUCESTER

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

Ok this month's review of activities starts with the drive it day. Sue and Ian stepped up to the plate and organised a run for us and led an excellent mix of cars around the Forrest of Dean to a coffee stop at Clearwell caves and then on to an excellent pub lunch. The weather was good and apart from Paul overheating (the car not him personally) no mishaps were experienced. We were even able to entice a couple of Worcester are members to join us as Steff was working and unable to host a run on the day. We hope you enjoyed our company. Thanks to Ian and Sue for the time they put in it was a very

enjoyable day out.

The pub run to the Seven Tuns at Chedworth was quite a challenge, finding it that was, but Martin and Margaret Brown sat patiently waiting to see if they were the only attendees. Eventually Paul, Clare and I turned up with Jane bringing up the rear in last place. It was a pleasant evening but the air did get cold for the trip home.

I have long wanted to visit the Isle of Wight camping weekend but logistics had been against me. This year not so and the arrangements were made.

At the last minute I had a stow away and Paul came along with me. After about fifty miles I realised the constant whining noise wasn't a wheel bearing.

We had a fantastic run in my Herald to Portsmouth with Jane and Jasper in her GT6.

Paul and I were camping but Jane, Jasper, John, Vicky, Ellie, Pauline and Barbie were all in the lap of luxury in a static caravan.

As usual we threw ourselves into the weekend and had the most fantastic time. Pauline and Barbie were as usual outrageously out of control and Paul spent most of Sunday evening viewing the world through an alcoholic haze. There are pictures available on request. It was great to catch up with Marcus and Tracy too as we hadn't seen them since Laon last year.

The campsite was good and the event had something for everyone although the neighbours were a little rowdy until they finally passed out. I think you know who you are! Thanks to everyone for making the weekend what it was.

The Prescott open didn't have as many of us taking part as usual probably because we are doing the Triumph Marque day in two weeks time, having said that Rob Andrews and John Cox took to the hill for their pleasure. There was a great turnout and the display in the orchard deserved a wander round to enjoy the cars parked there.

There's lots going on so we look forward to seeing you at the events that suit your calendar really soon.

Andy

Events.

Sat 12th June. Triumph car day at The Ace Café. London. 11am-4pm.

Sat & Sun 12th-13th June. A NEW family fun day out at The Gloucestershire Motor Show, Highnam court, Gloucester.

www.gloucestershiremotorshow.co.uk

Sat&Sun 26th-27th June

Midsummer speed fest at Prescott Hill



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

HANTS & BERKS

Tel. 01252 810828/07822 801275
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Just returned from a great weekend again at the annual Isle of Wight Triumph Camping Weekend at Appuldurcombe camping and caravan park. Quite a few other members from our area there, Alan and Claire, Carl & Beckie, Jason with Poppy, Mark with Jennifer. As usual Graham and Angela from the IOW organised a brilliant event, with runs out to Amazon World Zoo, Calborne Water Mill and lunch at the Wight Mouse Pub. Evening Entertainment on the Saturday included the excellent Derek Sandy (Reggae) and a Magician. On the Sunday our area did well again in the quiz, coming 2nd (although we had won it the previous 2 years). As in previous years we contributed to the raffle, this year donating an electronic ignition kit.

One little problem for me, the clutch on the GT6 started slipping intermittently on the drive down to the Island and then on the various runs, so as I write this the car is in bits while I replace the clutch. Still at least it got me home from the Island OK. Alan and Claire were not quite so fortunate as Alan's Spitfire suffered a head gasket failure on the way back. Still Alan already had the head off being skimmed by a local Engine Machine Shop when he attended our monthly meet the following evening. Quick work Alan!

Looking forward to SEM, our area treasure hunt and the Triumph Marque Day at Prescott as I write this, however they'll all have been and gone by the time you read this!

Oh well that'll give me something to write about next month!

Andy

HERTS & BEDS

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I'm off the the Isle of Wight Camping weekend for a short break, (not in a tent) so have to get this off early in case some volcanic dust gets up the ferries Red funnel.

Drive it day, we had a good start with 7 cars (after a wet morning), the Vauxhall heritage was a bit quiet, most had left but at least you could walk

round in peace, thanks to Ray, Herald Coupe, Pete/Stuart & Pete/Jill Vitesse's, Allan, Les/daughter and Paul in 3 Spitfires and Al/son/daughter, Stag.

We paused for photo shoot at Ashridge House, WW2 secret service training centre, with a peek at the Zoo's Chalk Lion from Ivanhoe Beacon and a visit to the Ice cream van, the 40 mile run saw some black clouds start to appear and the Globe PH was easy to park so we could have a swift pint before we all headed home around 5pm for tea.

The next Pub meet is 24th May. The light nights are welcome so get your cars into the car park.

June the 20th is our Fathers Day outing to The Milton Keynes Museum, bring your bread and get the kids to cook their own toast on an open fire, this offers a big reduction in the normal admission as we are charging £5 per car/driver, passengers over 12 yrs just £1 each. see advert page 97 April issue.

I have the free passes for the Luton Festival of Transport, the biggest show in the area, **June 13th**, let me know if you want a pass to get your car on our area stand.

Holidays are approaching and the classic season gets under way, so take care, get out in your car, support all you can.

I will be getting some gate passes for the Kimbolton Charity Classic, **July 18th**, it's £5 per car full, pay on the day, but you need a pass to get in, let me know if you want a pass for this country fayre, a great day for the kids, we will be joining Northants and Peterborough Areas to make a good Triumph presence.

See you all soon, best regards.

Pete

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk
www.triumph-iw.co.uk

The main news this month has to be our 21st camping weekend, the sun even shone for some of the time enabling us to take our tops down! Attendance was up on last year and so many Triumphs all on our small Island was an amazing sight; where else can 60 plus cars all drive around the country lanes together. We had a convoy to Amazon World where there was a treasure hunt which was one by Vicky, John, Ellie, Pauline and Barby from the Gloucester Area who incidentally won the quiz on Sunday evening too, well done you clever lot.

There were also more dogs in attendance this year with lots of walks to choose from, we joined Harvey, Jasper, Freya and Ted on their walk up to the Culver Haven pub where they were offered freshly cooked sausages from the chef who came out to take their

orders while us humans were told to go and order at the bar! Freya followed her lunch by a bath in the cow's water trough which was hilarious as she got stuck half way in.

The magic show on Saturday evening had children and adults entranced, then it was time for Derek Sandy to get everyone up and dancing to his reggae music, an excellent evening all round.

On Sunday 47 cars drove around the Island with maybe the last chance to drive together on the Military Road which may soon be closed due to erosion, this was quite interesting with the cyclists taking part in the Randonee at the same time!

We stopped at Calbourne Mill for an icecream as Bill's van was too sick to get to Brading Downs.

Thanks go to Angela and Graham and all their helpers for another brilliant event, same time next year ??
Some dates for **June and July:**

Fri 4th - Sun 6th June Old Gaffers Festival, Yarmouth - Meet at the Priory Castle View Point car park (opposite Nunery Lane) at 9.15 for 9.30 departure to Yarmouth in convoy Saturday and Sunday.

Great fun for all the family.

Sun 20th June VHVC Open Day - Arretton Barns. All classic vehicles are welcome to take part. Please contact Vickie for more info 01983 523551. £2 to exhibit includes a commemorative plaque and a raffle ticket. Prizes for "cars of choice". All profits to Earl Mountbatten Hospice and IW Macmillan Nurses.

Mon 21st June Area Meeting at the Woodman Arms, Wootton from 8pm

Fri 2nd - Sun 4th July Goodwood Festival of Speed - visit www.goodwood.co.uk for more information

Fri 9th - Sun 11th July

Le Mans Classic

Mon 19th July Area Meeting at the Woodman Arms, Wootton from 8pm

Fri 23rd - Sun 25th July TR Register International Weekend - Three Counties Showground, Malvern
Kind regards,

Tracy

WEST KENT

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

Hi Folks, This is your absentee AO speaking! - As I was away enjoying a short break in The Netherlands on Drive It Day and didn't return in time for last month's meeting, Del Holman has kindly penned the following words.

For Drive It Day we had just eight cars travelling and one that didn't. I was daft enough not to make a note of the names so this may be a bit vague.

A guy from Bromley in a Herald convertible came out to the Cock Horse, having recently had his rear brakes

LANCASHIRE

adjusted – we suspect with the wheels dangling free. As a result the cables came up a bit tight and his rear drums were rather warm when he got to us. So he didn't venture out to Bentley but returned home.

As far as the rest of us were concerned it was a good day – fine dry sunny and moderately warm. Alan did a recce of the route and lead the way, followed by Anne, Malcolm and family, Chris, me, a guy from the Royal Engineers based at Maidstone, and Colin, Anne's neighbour. The run was uneventful and we arrived at Bentley around half past eleven.

Unknown to us, there was also a run by the combined areas of the SE Region of the TR Register to Bentley so there was a turnout of about 80 cars in all. We all had our own exclusive parking plot.

Bentley was enjoyable – just the place to take the grandchildren in about 10 years time. The museum had some interesting exhibits, the wildlife areas had some interesting birds there, of all colours, shapes and sizes, and there was a miniature railway at which some grumpy old man wouldn't let us talk about their engineering. Lunch in the sun was enjoyable – but if you caught the wind you knew it wasn't summer yet. I had a good run home up the A26. There was this big Jag behind me who clearly wanted to, and thought he could pass. In the end he got the message that I wasn't hanging around and he settled to follow me – when he could keep up.

Tuesday's meeting saw several new faces all of whom were very welcome and who had lots to ask about and to discuss. Steve (Dowson) has a Vitesse saloon, Mike (Haslam) a Mk 1 Vitesse convertible, and Dave (Wilkinson) a GT6. Seems as though the 6 cylinder cars are much in favour in our area.

I was at last brave enough to take the V8 Vitesse to the April meeting and it was much admired. All you doubting Thomas's – see it does really exist. But I must find a better gearbox.

Finally we have to commiserate with Frank, one of most knowledgeable and long standing members. Irene has gone and bought a '62 Sunbeam Rapier. Nice car – a ladies car, but Irene, how could you.

As Steve mentioned last month, Tony is back on the scene, looking very chipper – his op looks to have been a great success.

Del

Thanks Del for standing in for me, by the time you read this, SEM will have been and gone, whether I get there in a Triumph remains to be seen, the Stag is still awaiting it's engine replacement but is driveable, albeit over short distances before its starts spitting water out of the overflow, and the Spitfire's Cylinder Head is still on the work-

bench! Let's hope the weather is good at the weekend.

Steve

LANCASHIRE

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"Driveit Day" was a fantastic success for Alan and his team from West Yorkshire, though I shouldn't have expected anything less has all the events organised by them are brilliant. This year was a drive from various regions to descend on the Yorkshire Air Museum at approx 10.30 – 11am, for an informal car show on the car park and discounted entry into the air museum itself.

Myself and Dawn, met Brian, Sid jnr., Zoe Austyn and Rebecca at a very early 8.15 am. on the Myerscough car park, for an 8.30 start, onto Gisburn Market for old times sake, and on to meet Dennis, Kevin and Chris in a layby near Skipton and then onwards to Elvington to the Air museum.

I led the convoy to Gisburn where we waited for a few minutes to see if anyone else would turn up. It was only in casual conversation with Austyn that I asked "Was the speed ok for you, not going too fast at 55mph." only to find out that my speedo is 10mph out and we had been limbling along at 45mph, much to the annoyance of the Eurobox drivers behind us. Anyway off we set at a cracking pace 65mph (55 really) to meet the rest at the layby.

It was after meeting the others, operation flagwatch or Sid spotting as we would like to call it began.

Let me explain, as patriotic as ever Sid turned up sporting two England flags attached to his Dolomite and an England flag draped across his back seat. During the course of the 80 mile journey, with the best will in the world we occasionally got split up, and then Sid's flags came into their own, we could see them for miles, a stroke of genius, we couldn't have lost him in fog, a beacon of clothy light on an otherwise dull day.

With the help of Sid's flags we all arrived at the Air museum, safe and sound and in one piece, to what turned out to be an excellent day out. There was at least 100 classic cars on the car park, a great sight on it's own, but the air museum itself was brilliant, the aircraft on display were magnificent and the side displays of warheads and military equipment awesome.

There was plenty to see and do and we spent over 4 hours wandering around the displays.

Sid got his own back on the way home, he was the only one with a hard top, and on the way back it began to spit a little, being the troopers we were, we soldiered on, what's a little rain after all. Then the heavens opened, we were



drenched running around like idiots trying to get the roof up, Sid sat back and laughed.

The rest of the journey was uneventful and Sid and his flags got home safe.

The end of April meeting was quiet but we had seven Triumphs on the car park, the best so far this year. Hannah produced a quiz for us which was well received the winner being my mate "ickle whittle" and the last place pitifully Mark Knowles. Plans were discussed for the impending camping weekend in Dent in June, and us getting together some form of entertainment for the evenings festivities in the church hall. We do have something in the pipeline as entertainment during the day as a bit of fun, but I know Alan reads my articles (Hi Alan) so I can't say too much at this point. Needless to say myself and Dawn have now started to get our Cowboy/cowgirl gear together, I hope those of you going have also started to do so. I believe Kevin Makin, has started work on his Kenny Rogers impersonation (sorry Kev couldn't help myself, perhaps Dennis could slip on a blonde curly wig and become Denny Parton with a rendition of "Islands in the stream, followed by a "Mark Coward of the county" myself not being much of a "Gambler" you won't see me for dust, didya see what I did there)

The meeting at the end of May should have been a little different from the usual, we have been invited by Graham and Julie Lockwood of Lockwood Haulage along with Preston and district MG club to attend an evening of displays and DVD's regarding the Bloodhound SSC (Supersonic Car) a car built to achieve a speed of 1000 mph and attempt to break the current land speed record in Hakskeen Pan in South Africa. The car itself is apparently 12.8 metres long and when built will weigh 5.5 tonnes. There will have been talks by Richard Noble the project director and a previous World land speed record holder, I will report more on this next month. That's about it for now.

Kev

Ps What should have been an 160 mile round trip, my trip metre i had done 220 miles, somat else wrong, will it ever end?

IMPORTANT NOTE

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



● LEICESTER & RUTLAND

Tel. 07774 276564

Drive It Day saw a dozen club cars meet at the Brant, whilst several more members were going directly to the club at Lubbenham, so a good representation from the area and a busy day at HQ. I led them a scenic route around Leicestershire arriving at Lubbenham before all the beef burgers had gone. Perfect timing.

Mark, Jo and Alistair from Jigsaw along with ADU1B turned up at this months meeting and the first passenger was belted in and off by 8.15 pm. A drive down the western bypass, around the roundabout by the M1 and then back to the Brant. Sounds boring. Not in that car, Alistair at the wheel and no slowing down around the roundabouts. Several members exited the car looking quite ashen, or in shock.

By the time the last of twenty members had paid the £10 sponsorship the car was truly into the Le Mans spirit, racing through the night. The sound of the car passing the car park at speed was really great. Thanks Mark and team for a most enjoyable experience, and I did ask everybody to take care driving home, no racing.

Our attendance at Snibston on Sunday 16th May is all set up for sixteen cars, so hope the weather is kind to us this year.

I will organise a picnic run for Sunday 30th May at Rutland Water and after lunch a drive around the area. I hope to email the members who live in the area with details to see if we can meet some of you who do not come to our monthly meetings.

A couple of our members are off to the Prescott day and in **June** the area will be at Northants Rally weekend, either camping for the duration or on the Sunday for the Rally.

The weekend of the **19/20 June** will see us once again at Stapleford Steam showing off our cars between the steam engines, tractors, fairground organs etc. Nice local show and lots to see.

With the Red Lion at Huncote becoming so popular, I have already booked for our AGM.

Thursday 18 November.

IMPORTANT NOTE

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

LEICESTER & RUTLAND . . . LIVERPOOL MANCHESTER

● LIVERPOOL

www.tsscLiverpool.pwp.blueyonder.co.uk
Tel. 0151 5491267

Hello again! After a short break, things are beginning to pick up again. We had a great time at the Formby "Wheels For Jospice Show" on the May Day Bank Holiday. The best thing about it for me was finally having my Spitfire back on the road after a 5 year break. Thankfully the weather was good so I was able to sit back and let other people admire my work! We had a great drive there and back through the country roads of Maghull and Lydiate - a drive I'd been dying to do for 5 years. Lol had his photo taken for the Liverpool Echo (what a poser!), we made a few friends and hopefully one or two new members as well. The show went well and it looks like it will become an annual event

A warm welcome to Dave, who's long suffering Dad has decided his Vitesse project has to find a new home - after nearly 30 years! It's got bags of potential and Dave's still got plenty of enthusiasm, so best of luck!

Numbers are in for the Woodvale Rally, **7th & 8th August**, so could you have your entrance fees in at the next meeting please?

David (no, not that one, although he's got a Vitesse too!) has produced a couple of fabulous runs out for us, one of which we'll have probably done by the time you read this?

Don't forget, at the **June** meeting we'll be having a visit from Wirral, North Wales and Cheshire Areas. Can't wait for that - neither can Dave (who hasn't got a Vitesse!), the Landlord of the Derby Arms who's promised to lay on some of his lovely sandwiches for us - they'll last 2 minutes as usual.

That's about all for now, see you next month hopefully!

Alex

● MANCHESTER

Tel. 01524 791607
www.tssc-manchester.org.uk



We have had a busy time recently with various events including, The Cumbria Fell Run!!!

A big Thank you goes to Roy Ross (Cumbria Area) for organising The Cumbria Fell Run It was fantastic as usual.

A BBQ in the beautiful rural setting of Dolphinholme!!!!

A run around the South Lakes Area!!!!

After all these events are taking place in the beautiful country side and at a time of the year when the birds are nesting and lovingly feeding their babies!!!! Lambs gambolling in the meadow!!!! Young calves kicking their heels in the spring sunshine!!!! You get the picture!!!!

I thought I would share this letter with you; it's a bird's eye view through Kerry's eyes (A Manc)

Hi there you two.

Just thought I'd share an image with you I saw this morning on my trek into work because I know that living out in the sticks you have lots of birds and wildlife to admire. Well spare a thought for us townies, and the kind of wildlife we have to contend with. It's a totally different world.

Walking past the graveyard in Clayton a Magpie hopped onto the wall at the side of me, chest puffed out (the magpie - not me) and with a bit of an attitude (again the magpie - not me). I'm not so keen on these birds cos as the old saying goes, one for sorrow etc, and this motley mutt was definitely on its own. Great I thought, that's my day wrote off before I've even got to work. I thought of the one in the cage at the side of your garage that the farmer uses to trap others and stop them attacking baby birds (I really can't think of any endearing feature these birds have to offer) and thought that if I had my way this flippin monster would be put in a cage as well.

Anyway guess what it was eating for breakfast - you may well be wondering as after all I was in Clayton at the time. The greedy bu**er had its beak full to bursting with a doner kebab - pita, meat and a bit of salad was all sticking out cos it had rammed so much in there. Can you believe it, and you should have seen the body language on it, it certainly wasn't going to share its spoils with anyone, not like I'd fight it for a bit of kebab at ten past eight in the morning anyway. I was half tempted to look over the wall and see if it had a can of Stella on one side as well, but ASBO magpie was a bit intimidating so I smiled and walked on by.

God I love Manchester, where else would you find a magpie eating a kebab for breakfast in a graveyard. Utter class!! Enjoy the country air.

The Old Soak
The meeting was well attended with 31 members present. Although we have only started this year's events we are already in discussions for next year's events. It looks like maybe a week's Holiday in the Northumberland Area (I will be in contact with Mark Astley North East A/O for some advice) and swapping next year's BBQ for a hotel weekend in the Anglesey Area. Please bring all your ideas to our next meeting including ideas for this year's Xmas do.

I will be handing out the passes for



Tatton Park at the next meeting, if you can't make the meeting I will have to arrange to meet you outside the show ground with your pass. (You will not be able to enter the show ground if the name and Reg number is different to the one on your pass)
The Area BBQ was brilliant, very dry, but very, very cold Brrrrrrrr. Kes's Ode describes our brilliant weekend.

BBQ Ode

With nowt on the telly bar the polling result
Electing a new PM was to prove difficult
Between the parties a few insults were flung
And it all ended up in a parliament hung.
So thankful were we to all get away
Camped at The Fisheries is where we'd all stay
Our first camp this year was going to be fun
With our Triumphs all prepped for the BBQ Run.
The Saturday run led by Steve and Nic
Was a fabulous route and sure did the trick
Off through the Lakes with lunch at Arnside
Parked on the beach eating fish freshly fried.
And when a poor wee lamb got stuck in a fence
Our resident hero sprang to its defence
Untangled the mite and away it did leap
Making Les our Patron Saint of Sheep.
Our new club chefs were Paul and Pete
Flippin the burgers and grillin the meat
With a chilli and bog, and curry and rice
And plenty of cakes that were naughty but nice.
So thanks to all, we sure were well fed
As a cold night crept in when the sun went to bed
Huddled round the embers, how long could we last
Our spirits were high but the temperature fell fast.
Even Bumble Bear came out to play
With the threat of being BBQ'd out of the way

We were pulling his leg,
if only he knew
He's one of us now, not on the menu.
In a show of solidarity our blankets were shared
We were so cold by now that nobody cared
As our knees knocked and our teeth chattered
'Twas survival of the fittest and nothing else mattered.
But the glow from the caravan and promise of heat
Was a temptation too far and we conceded defeat
We're tough up north and put up a good fight
But finally gave in and called it a night.

The Old Soak

Dates to remember in **June**.
5/6th Tatton Park.
11/13th Dales Weekend.
18/20th Robin Hood.
25/27th Peak Run.

Bring on the Summer!!!

Dip & Frank

NEWBURY
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May saw the beginning of the season proper, but unfortunately due to family commitments were we unable to go to either Lambourn or Popham. Lambourn Country Show was a wash-out anyway and only Andy braved it. Popham on Bank Holiday Monday was better and here is Roy's report on it:

The weather was dry but rather chilly. Dennis, Andy and Thomas, Sean and Colin and me of course met up at Headley just after 9 so we set off earlier than planned and arrived on site at 9.30. Sean and I went topless even though it was slightly freezing but it is a nice drive across country and not too long. Patrick and Jean, Colin and Sandy arrived shortly after us, so a not-too-bad turnout for our lot. Guy and Suzie's stand was packed with Triumphs of all sorts, TR3/4A/5/6, Bonds, Spitfires, GT6s, Stag and a Herald estate. I think about 12 or so cars in total. The show was up to its normal good standard though surprisingly it didn't rain until 2.00 when we had about 15 minutes of hail and rain. Colin and Sandy left first due to the cold, then Dennis just before the downpour. Sean and Colin managed to get the soft top up just in time for the hail storm and then left shortly afterwards with top up. I left at around 2.30 when the sun came out and stayed out for most of the journey home, top down of course! Guy and Suzie's group were still there when I left, so obviously a lot harder than us. As I

said the show was up to its normal standard with lots of stalls scattered all over the place. There were a few micro-lights and other light aircraft flying but not as many as usual due to the blustery conditions. There was a very old radial engine in need of some serious restoration on one of the aero stalls!

Thanks for that Roy.

We now have our new area flag, so with our bunting posts we can put on a good show at Newbury.

Unfortunately this year, the date clashes with the TR Register International weekend, (**25th July**) so we will be promoting the Triumph name alone. We should have the same area as before under the shade of the trees, in case the sun should shine. As if!!

Don't forget that our annual Cars in the Car Park event will take place on **23rd June**. The shields are ordered, so get polishing and try to win one. Remember: to qualify for a shield you should have been to at least 3 area meetings during the previous twelve months. At this meeting I will need to know definite numbers for camping and **Sunday** lunch at the White Hart on the way home.

The Family Fun Day at Henwick Worthy Sports field on **27th June** will be the same format as last year. It starts at 11 and will end a little earlier this year at 3 p.m. I am still waiting for details of booking in cars if necessary and timing of car entry. Will let you know as soon as I have them.

Next meetings

9th and 23rd June at the Spotted Dog starting about 7.30p.m.

Events

- 4-6 June** Beale Park Boat Show and Classic cars
- 23rd June** Cars in the Car Park at the Spotted Dog
- 27th June** Rotary Club Car show at Henwick Field
- 2-4 July** Area Camping weekend Keep 'em flying

Mary and Dave R.

NORFOLK
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Hi folks, yet another report written on the hoof!! When will the world slow down enough for me to catch up? This report is being written on Friday afternoon, before our deferred meeting on Monday, I hope you all remembered.

I have just returned from a weekend away at Mangny Cours, part of the old F1 race circuit. I was joined by David



NORFOLK . . . NORTH EAST NORTHANTS

NORFOLK Cont

and Adrian in his TR6 and I travelled with Peter(of Norway fame), in his TR3a. What a brilliant w/end and didn't the 2 cars do well, never faltering once, (even after I drove it on the track, sorry Peter)! There was a rally tour on Saturday & Sunday, or if you prefer loads to see and do trackside, including doing our bit for "entente cordial" by mingling with our continental Triumph cousins and parading on the track in the afternoon. All told, great! Thanks for organising it Adrian.

Now I have to get down to business to organise Mondays Mystery tour, finishing surprisingly at a pub!

Meanwhile a number of us partook of the Easter Monday run, organised by David, starting at High Forest Lodge, Santon Downham and taking us through over 60 miles of B roads around the forest area and finishing at the Crown at Mundford.

This was a good run and we even had some brief patches of sunshine to help us on our way. Some 40 Triumphs took part and I was pleased to see Joe & Sue, Yellow John & Brenda, Laurie & Mandy, Andy & Linda and Adrian & Carol, joining Pug and myself on what turned out to be a very successful run, congrats David.

Last month's meeting was a joint one with Club Triumph and the Stag Club and hosted by Wensum TR Group at their venue at the Bird in Hand Wrenningham. We received a good welcome, hardly surprising, as I had to stand in for Mr Solomon (of TR fame) at the last minute, some confusion over birthdays(his Mum's and his daughter's - talk about living dangerously!!! We had an impromptu Concours of the Peoples choice, which was won by the TR3 of Ian Fisher(TR Reg) and runner up was the TR6 of Edward Williams(Club Triumph). Congratulations and well done to you both, our congratulations also go to Sue Stothard of Club Triumph for her award for Best AO for Club Triumph, well done Sue.

For future note, on the **2nd Tuesday** of the month the Malsters Pub at Ranworth is organising a classic car meet, with a free BBQ. Adrian, David and myself tried this last year and whilst I never managed to partake of a burger or similar I was surprised with the turn out of classic vehicles, both cars and bikes. Well worth a visit on a warm summer evening.

That's all I've got for now, I hope to

have seen you on the Mystery Tour, must finish sorting the route or it'll be a mystery for me too..

Mark

resulted in the early leader being Gavin. All the best, see you around

Mark

NORTH EAST

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Hi folks. Another low turnout meeting in May, lots of people away for the bank holiday no doubt.

Ok, many thanks for what was an enjoyable, well attended Treasure hunt organised by Joe Grundy last month, congratulations go to Brian Armstrong who won the £20 prize donated by Sports Car Supplies and the privilege of organising the next one!

Coming up soon – a Supper Run date to be confirmed but hoping for **June**.

Holy Island run **Sunday July 18th**, 9am departure from A1N Washington services with pick up on the A696 Woolstington bypass. Brief stop in Rothbury. Crossing times for that day are 11:45 – 19:00.

That's the target date for Brian Goodfellow to finish his Spitfire rebuild, not far off now.

July 8th is the target for James to finish his rolling resto on his Spitfire being the Classic Le Mans departure date, he's still having gearbox nightmares though, hopefully to be resolved soon. Gavin has just to repaint his re-silled car and refit the interior. Geoff is doing a full suspension refurb, Ian Goodfellow is replacing rear driveshafts and diff. Mine needs a wash and will be getting a home made wind deflector. Welcome on board to Kevan Russell who is taking up the spare seat in Chris Fish's Gentry, or providing an alternate GT6 if required.

If anyone is looking for a particularly nice fully sorted Vitesse convertible I know of one possibly for sale, top end of the price range and the owner has a price in mind already.

Serious enquiries only.

Gavin brought James along in his newly bought SWB LandRover, then drank beer and James was driving it back, nice motor valued well above what was paid for it, watch out for it in the countryside as the boys go 'off-roading', that has to be said with an Ashington twang though..... Don't think I could live with 18mpg on a good day though.

Many congratulations on Aaron who succeeded in his charity ascent on Killimanjaro in April.

You lot are going to have to fend for yourselves at the **June** meeting, well Andy D will be in charge, as I'll be on holiday, volcanos permitting anyway. Don't worry about the quiz, I'll get some questions sorted ready and leave them with someone. It's still all to play for especially as the bonus questions have

NORTHANTS

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It has been a busy start to the event season with a flurry of some interesting and enjoyable events. We had a club stand at the World Cup Rally's 40th Anniversary at Gaydon. It was blessed with warm sunshine and a wonderful display of classic rally cars including Mark Fields ADU 7B and some interesting rally specification Triumph 2000's. Thank you to our members who came along and displayed their cars at the show.

Sunday 25th April was Drive it Day. A group of us joined in on a scenic drive to Sunderland Court for our club's Open Day. As always we enjoyed the wonderful hospitality and the great atmosphere of the HQ crammed full of Triumphs and people. There were a record number of visitors this year with over 250 attending. Normans Stag took pride of place in the centre show room as part of the 40th Anniversary display along side Chris Gunby's Toledo. Bernie did a great job flipping burgers, Angie and Trudi put a brave face on when "Northants Area" ordered 17 teas and coffees at 3.30 just when they thought it was all over, and John, Garth and Nigel just didn't stop all day.

Thank you one and all.

The South of England Meet was on 9th May. We joined Jonathan for the first nights camping of the season. To say it was a bit chilly is very much an understatement but despite the cold wind the arena field filled with Triumphs. Norman and John arrived with a car packed full of auto Jumble. When I think of Johns sales technique, sand to Arabs springs to mind! He rarely takes much home. Ricky came down for the day and Paul and Vic came along with some members of the Kent TR register. Paul came away with an award for best Sports category for his TR6. Well done Paul!

Don't forget to join us at Wickstead Park this weekend. **4th 5th & 6th June**. Our Standard & Triumph Rally is the highlight of the Northants areas year. We have a scenic drive to Stoke Bruene and a treasure hunt on the **Saturday** and the main Rally on the arena field on the **Sunday**.

For more information see last months Courier page 76-77 or the web site www.standard-trumphrally.co.uk everybody is welcome!

To find out more about TSSC-Northants visit our web site at:

www.tssc-northants.org

Our next area meeting will be at the

NORTHERN IRELAND

Elwes Arms, Great Billing on **Wednesday 9th June**. Old and new members are always welcome.

Adam



● NORTHERN IRELAND

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Let's give credit when it's due - the weather has been fine since my last report for the May Courier and long may it continue as we have a number of events planned over these next few months. On Sun 11th May only two cars met at The Elk Inn before going to the Eglinton Classic car show. Alan (F) and myself along with Lawrence and Heather as passengers, although we met up with Eric (T) and Phil (B) at the show. It was a well attended show with plenty of local Triumphs to look at and so a few flyers were handed out for our own show at Lisburn.

The weather certainly made the day along with the "free" lunch and the finishers award - although the award was not to our standard.



A good number of members turned up for our annual meet at the Argorly although this time we were on the grassy slopes outside the main enclosure. By all accounts it was a better spot, especially when it came to home time. I missed meeting up with our newest member, Eric Coggan, who rang me a few months back from the Craigavon area. He is the proud owner of a Herald 13/60 that he brought recently from the Newry area and I believe that he had a good long conversation with Paul about Triumph matters in the past. I missed the Argorly due to a family wedding (Heathers side - as they say) where we had Hugo Duncan playing at the evening reception. Life, they say, isn't all a bed of roses - is it?

Our first outing in May was our Mon. Bank Holiday attendance at the Steam Traction Rally at Shanes Castle, Antrim. We met, as usual, at the car park at Randalstown roundabout, just off the M2 motorway and drove in convoy to the event. Stan (C) was there in his TR all the way from Ballymartin and it was nice to see him again after the trunnion oiling at Carrickfergus. This is a good show and made even better by the fact that the driver is given a free lunch token, provided they book in after their arrival. I was lucky this year as Mrs Hogg didn't need another deck chair,

antique bath or milk churn - although we (the Royal we) did take a fancy to a number of old beer and milk bottles that just had to be bought. We had our first outing here for our new local area flags and I believe that most people thought that they were good, except for a few minor defects, that will be attended to at a later date, I hope. It certainly raised the profile of the club as they could be seen from quite a distance away. I began to wonder, at the show, that someone was "holding a spite" against me as when I was down at the Steam Exhibits, that included Locomotives, Showman's Engines and Steam Tractors/Wagons who did I come across doing his live afternoon show for Radio Ulster, yes you've guessed it - Hugo Duncan. I must say there is only so much a man can stand in one month although, to be honest, I did wait around long enough to get a Hugo mug - for my tea - of course. As they say "It's time for T with Hugo D".

All in all a good show that had plenty to entertain you and the stalls weren't too bad either.

We had our monthly meeting on Wed 5th May at Nortel when we had a reasonable turnout of club members. Our own Totally Triumph Show at Lisburn was discussed and final plans were made in relation to catering as well as the transporting and erection of the gazebo. Agreement was made to pay a few bills, we had a financial update from Mark and some details were provided on the Westport weekend (now Castlebar) and Alan's run in July.

As this report covers all of May and the month ahead I now have details of the Totally Triumph Show. The weather was very good, although chilly under the trees as Chic and Iain experienced, and it brought the cars out. We had a total of 40 cars booked, although two failed to arrive for a variety of reasons. The entries included four of our friends from the Republic of Ireland as well as the three Amigos' from the Dungannon area. Chic and Iain were there not only providing much needed parts, but friendly advice and knowledge as well. Jacqui and her mother looked after the tea/coffee stall for us and a great success it was providing the club with much needed funds - thank you very much ladies - once again. We had our full compliment of three flags flying and they certainly marked out our spot within Wallace Park along with the gazebo (Creche). Did I spot the beginnings of a Ireland front row forward at the creche? Now to the awards at the show - all who entered got a rugby shirt in the club colours - with five others sharing the awards within the Concours categories. Colin (L) in SAL won the Best Sports car in his GT6 Mk1 with the family/saloon car award going to David Coburn. The Norman Edmond Trophy for the best modified went to Clifford



Best Sports Car



Best Modified



Cruised and Used



Best Saloon



Car of Show

Auld, from Dromore, in his Mk1 - 3,500 saloon. Norman would have certainly appreciated this fine example of a modified Triumph, especially under the bonnet. A very tidy Herald 13/60 Convertible won the Cruised and Used. Owned and driven by Eric (T) from



NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH

Don't forget our monthly meeting on the **first Wed** of each month at Nortel Social Club at 8 pm - **3rd June** for next month.

Douglas.

● NOTTINGHAM

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I am hoping that you all receive your Courier this month. I have just sent my area news through to Bern early and he could be still passed out on the floor at HQ.

Well the season has started with a vengeance.

April's meeting was our first one after the clocks had changed and the sun began to shine. It was also our first one in the longer daylight hours at the new meeting place. The look on the regular's faces when Triumph after Triumph pulled into the car park were hilarious. The men were remembering their youth, the younger ones were totally converted to "cool" cars and asked loads of questions. We also had an unveiling of the new power flag to area members (thanks Pip and Frank!)

Drive it Day had been planned for nearly a year. After the brilliant day we had last year at "Heartbeat" and later with fish and chips at Whitby, the unanimous verdict was to repeat the itinerary again. We were slightly disappointed at the weather, after a brilliant week we woke up on Sunday to drizzle and overcast skies but not to be put off, the roof came down on the Stag and we headed off to meet up with the rest of the Notts gang. We set off to pick up a couple of others on route and after an emergency stop (for food at McDonalds) we headed off towards the A1. Pete and Linda pulled up with a strange knocking on their car and Pete decided that he did not want to risk anything happening to his TR4 and headed home whilst the rest of us continued up the A1. The plan was for him to go home, collect his modern car and meet up with us in Yorkshire. Ten minutes later we received a call from Linda, who was in a really distressed state. They had been driving down the A614 at approx 60mph when three wheels on their car carried on the route they were travelling and one decided to pay an impromptu visit into the forest alongside them! Luckily although they were extremely shook up, no one was hurt (which was a miracle itself on that busy road) and the car only suffered cosmetic damage. Needless to say, we all decided to forget the planned trip and paid an unexpected visit to club HQ followed by fish and chips in Matlock.

Planning for the Robin Hood Rally is well under way and bookings are already up on last year. Please see article in main mag for more details.

June sees a really busy month for us

with Northants weekend and Wollaton Pre-War A/Ustin 7 club event in Nottingham on the first weekend; the Dales Run on the second weekend; the ROBIN HOOD RALLY on the third weekend and the Peak Run on the last one. These are all great events and need your support.

Hope to see you at some of these superb weekends and hoping too that the weather is going to stay kind to us....

Bye for now

Claire and Nigel

● PETERBOROUGH

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Remember the saying Granny used - 'Never cast a clout till May is out!' - How true this is and especially this year. Cold, wet and windy and with frosts at night and its almost the middle of May. Bring on Summer. Make the most of every day you can.

Though it was another cold club night there was a good selection of Triumphs in the car park and members were underneath the bonnets of other members quickly before scurrying inside to get warm again. Louise Adcock brought along her very smart yellow Spitfire which has only been in her possession for a fortnight. I hope you are a member when you read this Louise and we look forward to meeting up with you again soon. A really good turnout of members again and Michael made the statement he reckons his Spitfire 4 is on for completion in August.

A surprise visitor this month was Richard Gilham. It was so good to see you Richard and we are all pleased that, although it is slow, your recovery is coming along well after your accident. We look forward to seeing you again in the near future and probably playing some of these musical instruments you are now making. Probably we can get you 'jamming' on a club night with Richard East!

Our new £57.50 investment was on display at the Club Night. Yes our new TSSC Peterborough flags and poles were unveiled and are available for you to take to events to advertise the Club and Area. We will need to try and co-ordinate between the events as to who has them and how they will get them to the next event.

Members enjoyed a trip around Peterborough Power Station on Tuesday the 11th of May. Andy Pratt, one of our erstwhile Club members, gave us an excellent and very factual guided tour. He should know his way round it as he is one of the engineers. Donations to the tour were sent to the Unity Superstars Special Needs Cheerleaders. Thanks Andy for the time given up and the detailed information. I am sure if we all switched off our lights more regularly we could make Andy

● N. IRELAND Cont



The line up

Dungannon with it's very distinctive registration mark BMC, with Eric being one of the original three Amigos'. The Car of the Show was a very well prepared Triumph TR6 all the way, as they say, from Crossgar. Owned, cared for and driven by Norman Gibson he has now decided to become a member of the club having attended a number of our events and shows over these past few years. A big thanks to all who attended and a special mention to Alan and Lawrence for the BBQ, Mark for the gazebo, Chic and Iain for the spares and not forgetting Alan (H) for his administration of the show. Alan missed the show due to illness and by the time you read this report we all hope that he will have fully recovered. If I have missed anyone - sorry.

On the second Bank Holiday in May we are now going to Castlebar from the Fri to the Mon or Tues. with a total of 6/7 cars attending. Kilbroney is back on this year and will be held on Sat 19th June and I have booked a club stand so mention TSSC in your application. The AVOC event in Ballymena will be held on the next **Sat the 26th June** at the Showgrounds. I have already booked a place for the club at the show so that we will all be together so again mention TSSC in your application. Let's hope that it's a better show than last year. 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. We are meeting at 11 am at what was Six Road Ends but is now a four road roundabout near the Orange Hall on the Donaghadee Road near to what was Boyce Andersons car sales, for those of you who have long memories.

After the run we will return to his home for an afternoon BBQ, in what could be described to be, a late lunch.

SCOTLAND CENTRAL WEST SOMERSET

job much easier and in the meantime reduce our own large electricity bills. I still can't get over the fact that it uses 15kg of liquid gas per second! That's almost as much as Sava Spitfires LPG consumption! If you were unable to make this trip then it may be possible to hold another later in the year.

It appears everybody who is going to the Classic Le Mans event in July is well organised as they were not in huddles in the corner with last minute desperate requests.

Diary Dates

June 4th/5th & 6th – Northants

Area – Wicksteed Park

June 12th – Bubble Car Museum – Cranwell

June 13th –

Bourne Classic Car Show

July 13th – Kimbolton (If you have not spoken to Paul please book your ticket)

August 9th Club Night –

'Late' Silver Anniversary

The trip to the Bubble Car Museum at Byards Leap, Cranwell NG34 8EY takes place on **Saturday the 12th of June**. The trip will meet at the Bertie Arms public car park at 9.00am before setting off for the Byards Leap Café for a late breakfast before the Museum visit.

Join us for our **June** meeting on the **second Monday** of the month, the **14th**, at the Bertie Arms at Uffington, near Stamford, PE9 4SZ from around 8.00pm for a noggin and a natter. We look forward to meeting up with new and old members.

Come and join the throng.
Regards

Doug

● **SCOT CENT WEST**
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The meeting produced 7 Triumphs, 2 modern and one custom bike and 11 people were out for the May meet. We had a collection of cars 1 TR6, 4 Spitfires and, 2 Vitesse.

It was dry for a while and we were all outside for all of the meeting as this was the first time all the cars have been together this year. Lochinch seems to be back to normal. Some meetings just turn out to be outside, but don't let that put you off attending.

Drive It Day Run Report - We had 4 cars out on a wet Sunday. Two Spitfires Me and Dave, one Herald John, and an Opel Kadette David. We went a quicker motorway route to Lanarkshire and a car boot sale. It dried up a bit. We all had rolls and sausage and I managed to purchase a bike rack for the Spitfire! (I will make it fit) to carry my Triumph bicycle. Because of the weather the run ended there for those local and David and myself went into Lanark and then headed back. Thanks to those who

turned up, the run would have been longer and different if the weather had been better.

You will guess then that my Spitfire is working again it has a new battery as the old one despite being charged overnight went phut on start up, so did I. Tip Costco battery, slightly larger but lifetime warranty for as long as you own car(s). Suits me fine. The water pump was another task. I found after removing the old pump that the new one bought at autojumble was not the right one, phut again. Thanks to Canley, Paddock and Jigsaw Racing for advice and new pump plus spare. If you can, sponsor a square on ADU (Mark's Le Mans car).

The shows are not going to plan, Dean Castle will be a story next month, suffice to say please give me names for shows well in advance so I can book, No names No stand. The two town centre events are being planned now and going well, so names please, I do not want to let the organisers down. These are first time events and there is a strong possibility that they will become annual events and we may be able build up the car element in the future. These dates are not subject to the weather as they are on tarmac, but the cars will need to be manned.
Provisional Calendar.

19th June - Hamilton Town Centre Event, **NEW EVENT**, Please note it is a **Saturday** event.

27th June - Leven Car Show, Fife.

29th August - Kirkintilloch Canal Festival, **NEW VENTURE**, classic car display in Main Street.

A Vitesse for sale was in the Courier too. It requires restoration and has been garaged for 14 years. Grey with a red interior, up near Aberdeen. A TR2 for sale 1955 Red MOT 'd good condition rare car serious offers. An Opel Manta 400 replica also for sale, again serious offers, has all correct kit, Irmscher, twin webbers etc.

The spares list is working too but slowly, good water pump on it now.

The next meeting is on **Wednesday 2nd June 2010** at Lochinch, I'm off to try to book a Club area as opposed to individual spaces. I might try to bring 2 Triumphs to the next meeting. Remember to double check your autojumble purchases for correct fitment, although usually ok.

P.S. Does anyone else think that cars with roof bars and ladders with blue steps look like Police cars, just for a split second? We also now have special Scottish bunting for Stafford.

Remember **Wednesday 2nd June** next meeting. Get the cars out into the sunshine. As ever.

Gregor G

IMPORTANT NOTE

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



SOMERSET

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I was unable to go to the Drive it day event as my children had a beaver/cub/scout parade that they wished to go to. So my Thanks to June from Avon for agreeing for us to tag along, and to Ash and Dave for the below comment/report.

First pick up point in Cannington we met Steve and his wife and son in his modern car then off to Wylds road where we were to meet a tentative friend of Ashley's, Ivan. We were 15 mins ahead of schedule at this point, and Ivan did not show, but we had a nice time talking in the layby.

Off again to another layby somewhere outside Burnham On Mud to meet Tony and Richard. We arrived here half an hour ahead of schedule.

Talking in laybys is not all it's cracked up to be.

Let me say at this point that Ashley's timings were calculated on the formula :- X = Leaving Fox and Goose after last meet + ten minutes for not having a watch + ten minutes for not knowing what time we left, and then forgetting to see the time we arrived home. In a nutshell Ashley made up some spurious times, not to be recommended.

After a while Richard arrived in a modern car with a tale of woe about rear brakes locking on and the message that Tony was not coming.

Onward to Clevedon, Steve, family, Ashley and I to meet at Phil's. Phil, freshly removed from his bed announced that he was doing Beaver things today and would not be joining us! Fortunately Paul, Sue, Eric and Ann arrived in Vitesse and Spitfire respectively. Phil ran an impromptu garage sale resulting in an ecstatic Steve, who now wanted to go home and fit second hand components to his ailing Spitfire.

We left Phil's for Aust services, oh! I love this place, I needed fuel so did not follow Eric into the car park but went to the lorry pumps, err no petrol here, off around the lorry park, into an out road, through another car park and into the petrol station backwards. That was exciting, Paul thought so to as he followed me!

Miraculously we assembled with the Bristol bunch, June issued instructions and led the way out, I was most disappointed not to visit the bridge maintenance service yard this year. Over the



SOMERSET . . . SOUTHERN

SOMERSET Cont

old bridge and down the M4, June in front, Ashley and I following with a Jag' of some sort hanging off my bumper. On arrival Jag' man commented that by following two Viteses he had filled his car with exhaust fumes, perhaps he should have dropped back a bit, just a thought.

The main event was easily found a little way off junction 33, and we all arrived together as the rain started and the hoods went up. Sue promptly rushed in for a coffee, Steve' and family disappeared and so did the Bristol lot. Ashley and I spent some time being given a guided tour of Sue's Spring residence, a period house of some charm and were then given the slip by the clog making shop.

Shortly we joined Eric and Ann for a walk around the fishing pond and the weaving shed, Eric and Ann left us for dinner in the coffee shop while we returned to the car for our picnic.

After lunch we headed for the larger area where buildings ranging from Neolithic huts, granite farm houses, wooden tanneries and working mans institutes had been reconstructed. Here we met June leaving for the formal gardens. She made us aware that the club liked to give the members something different every year, on her recommendation last year it was a successful trip to Big Pit (really - I thought Annie had that idea?? (Phil)) and she was pleased to present St Fagans this year.

Ashley and I spent the rest off the afternoon seeing the whole of this area and would thoroughly recommend it as a day out to anyone. We returned to the car shortly before five o' clock, only one green Spitfire by our Vitesse to keep it company. I trust everyone got home safely. A terrific day.

Thanks to you both for the above comment. See you at the next meeting.

Phil

SOUTHERN

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Hi All. With the cancellation of the Wyke Down show our next venue as a club was to be the Farnham Central Car Park Show on the 11 of April. Arrangements were made for Dave M (GT6) and myself to meet Alan and Wendy (Vitesse) and George and Marion (Spit MK4) at Loomies at the

West Meon Hut crossroads at 8am to leave at 8.30am but unfortunately the Spitfire had other ideas and broke down near Butser Hill. We arrived at Farnham about 9am to be greeted by Mike and Mark G with Vanessa and the 2 kids in the Stag and the 2.5 Pl.

Mickey and Julie from the Thames area had set up their gazebo and coffee was on the go. Neil F (MK1GT6) arrived about 9.30am.

The joint Southern/Thames area stand was about 16 cars, the largest number of cars from any marque, although the TRs had about 8-9 cars on their stand. A nice little show on a crisp sunny April morning, with a wide variety of vehicles of all ages and a little bit of auto-jumble thrown in. Thanks to the Thames area for the invitation to join them at this event.

Our first roaming meet of the year was at the Bat and Ball, Hambledon. George and Marion had made their first club meet without the Spitfire which had broken down on the way to Farnham with the electronic ignition going down, Peter and friend, Brian, Suzie and Guy, Wendy and Alan and myself.

April 18 was the Wessex and New Forest Run this event I could not make so Neil F has kindly put pen to paper

The Wessex area New Forest Run was held on April 18th in glorious weather. Notification of a change in the final venue and consequently the start time only seemed to filter out to half of the 101 cars that were to take part. Southern area was well represented by Peter H in his TR4A, Mark G in 2000, Mike G in Stag, Neil F in GT6, and Guy and Suzie in Bond, and as an interloper Mike in his Healey 3000. Start was from Avon Country Park and ended 80 miles later at Damerham, nr Fordingbridge having driven around and over the New Forest. After a bite to eat there was the presentations for cars, decided by a vote by the participants in the drive. Mark G was a runner up in the 2000 class, Mike G runner up in the Stag class, Mike runner up in his Healey in the 'other' class with Guy and Suzie winners in that same class. There was a final trophy for 'The Car of the Run' and that went to Neil F in his GT6. An excellent day out, extremely well marshalled and enjoyed by all.

Bank Holiday Monday was the annual car show and auto jumble at Popham organised by the Basingstoke Classic Car Club. A day of cold winds, occasional showers, hail and some sun did little to dampen the Southern members. Peter H in TR4A, Mark G and son Adam in 2000, Mike G in his DIRTY Stag, Neil F in GT6, Guy in Bond, Suzie in Baby Blue, Dave and Pat in TR5 and again Mike in his Healey 3000 all attended, together with members of Andover. It was a chance to try the new area flags, which survived well in the winds, however some minor modifica-

tions are being planned.

Plenty to see, and an excellent selection of cars on show.

Thanks Neil. (Paul, WAKE UP) he normally dozes off at this point in the article

On the Bank Holiday weekend Jackie and I (Vitesse)joined Neil S and son Thomas (Spitfire 1500) for the Isle of Wight Camping Weekend. When we arrived at the campsite Neil and Tom had already got their tent up and Neil was enjoying the liquid refreshments of the clubhouse. Saturday was sunny but cool and a convoy run to Amazon world had been arranged. In the evening we joined Mickey and Julie from Thames area and some other friends for pub meal at I don't know where cos I was only following. Sunday there was a treasure hunt arranged but we decided not to join in with this and make our own way with Neil and Tom to the Lavender Farm and then onto Butterfly and Fountain World. From there we went onto Haven Street to see the steam railway, which just happened to have a beer festival on. After a chilly BBQ we joined Mickey and Julie and the friends we were out with in the clubhouse for a quiz and raffle. Tom was asked to draw the tickets for the raffle and guess what.....yes Neil won the second prize, an i-Pod docking centre (Sharkey by name, Sharkey by nature). Our team for the quiz won 3rd prize of twenty one pounds , that was donated to a couple who are walking from somewhere in Nepal to Mount Everest base camp for Cancer research.

After packing the tent etc away we joined the convoy across the island to the Wight Mouse inn at Chale where we said our goodbyes and headed back to Fishbourne to catch the ferry to Portsmouth. A big thank you to Angela and Graham and the IOW area for a great weekend .

May 4th Regular meet at the Seven stars was very well attended. Mike G Stag, Dave R Vitesse 6, Peter, TR4a, Richie MK3 Spitfire, Neil S 1500 Spitfire, Neil F and his trophy MK1 GT6, Micky and Julie from Thames Vitesse MK2 Conv, Alan and Wendy Vitesse2l Conv. Paul TR5a, George and Marion Spitfire MK4 (back on the road) Myself Vitesse MK2 Conv with Jerry.

MIDSUMMER MADNESS camping weekend at the Flower pots pub Cheriton SO24 00Q on **18th - 20th June** If you wish to attend please let Guy or Suzie know as soon as possible please.

JUNE UP AND COMING EVENTS

- 1st** Regular meet, Seven Stars, Stroud GU32 3PG
- 4th** Beale Park Boat show Classic cars
- 4th** 3rd Surrey Classic event
- 6th** SHVPS show and auto jumble, Queen Elizabeth Country park. CLUB STAND. (PLEASE NOTE , get there before 9.15 am, they will not let you in

SUFFOLK SURREY . . . SUSSEX



even with a ticket after 9.30am

6th Goodwood Breakfast Club,
Performance machines
(super cars and bikes)

17th Roaming Meet, Isaac Walton
pub East Meon GU32 1QA

18 - 20th MIDSUMMER MADNESS

24th Griggs Green Run Out

25 - 27 Cornwall Camping Weekend,
anyone interested contact

Mark S for details

27th Goodwood Breakfast Club
Soft top Sunday

That's all for May, let's hope for
warmer weather in June,
Pleeeeeeeeeeeeeeeeeze

Mark

SUFFOLK

Tel. 01206 250360
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Another good meeting at the Sorrel Horse, Barham and, again, we were made extremely welcome by the landlord. This will therefore become our permanent meeting place, the day (first Tuesday of the month) and the time (8pm) remain the same as before. We have just found out that although the Courier no longer shows us meeting at the Magpie, the website does.

These will now be changed to the Sorrel Horse, hopefully before next month's meeting.

Good to see more Triumphs in the car park, a sure sign that better weather is here. The Sorrel Horse has a lot of parking space, with an overflow parking area that many of us prefer to park in.

There was a new car at the meeting – a green Herald convertible. This looked a very original and sound car that Loraine and Phil had bought on eBay. It was all three's first meeting so welcome and hope to see you again.

After Rodney's problem with a porous petrol tank float, mentioned in last month's news, he now has two replacement floats to choose from, one from Colin and one from Chris.

Lyll has been taking his power steering apart; several times. He now understands how it works and what parts are worn that gives him power steering that is much too light. The next problem is how to fix it without recourse to a replacement rack at circa £150.

Since the last meeting a number of Triumphs went on the annual Ipswich to Felixstowe run, this being its 40th anniversary. Unfortunately the weather was not kind and it rained continually all morning and into early afternoon. Coupled with an on-shore wind and an high tide meant that the cars got wet from the rain and from sea spray, until they called it a day.

In the last month or so Colin has made changes to his fleet, no he hasn't added to it, he has reduced his fleet by 4 cars!

That's all for now.

The next meeting is **1st June** followed by the **6th July** and **3rd August**. So, see you at the Sorrel Horse, Barham on **1st June** at 8pm.

Peter

SURREY

Tel. 0208 8733022

The Surrey Area has been very busy since my last report. Everything kicked off in April when spring seemed to arrive (it went back to winter in May though). Liz and Con got their car back from the restoration work that was being carried out overwinter and took 'Push' to the New Forest Run.

Yet again Liz's car won the award for the best Herald / Vitesse on the day and she brought the cup down to the April meeting.

The weekend after the New Forest Run several of the Surrey Area and a few from the Thames Area met up in the car park of the Leatherhead Leisure Centre to collect the 'Hairpin Run' instructions on the route for Drive It Day. The day started a bit overcast, however by the time we got only 5 miles, at the top of Box Hill, the sun came out and the roofs came down for the rest of the run. Liz and Con, who had designed the run to take in as many of the hairpins that they could find around the north Surrey Hills and Surrey Wield, kept leapfrogging the other participants on the run to take choice photos. Con was successful in replicating the original photo from the advertisement for the Mk2 Spitfire that has a red Spit going down the Box Hill hairpins. We could only manage a convertible Mk1 GT6 but it was a good enough match for us.

We stopped at the Surrey Oaks Pub in Parkgate (south of Brokham) for lunch where the publican had kindly reserved us some tables. There were a number of other interesting classic cars in the car park including an Austin Healey 3000 who joined us on the remainder of the run as he was heading back up to Box Hill in the afternoon. The test of the run was successful and a few modifications were made before it was given out at the South of England Meeting when those who did the run thoroughly enjoyed it. We may well organise another run though later in the year, perhaps autumn, when the scenery is different.

At the end of April, over the bank holiday weekend, a number of the Surrey Area members made the annual pilgrimage to the Isle of Wight camping weekend. Graeme and Angie had done a fabulous job, as usual, of organising the weekend. We had lots of runs out in convoy to various places around the island and the weather held for most of the time. My Dad (Henry Beavon) won the campsite owners vote for the car

they would most like to take home. We weren't sure whether my Dad's dog, Crispin, was any influence on the choice as he takes pride of place in the space where the passenger seat should be.

The following weekend was the SEM at Leatherhead where we took our caravan despite being only 8 miles from our house. This meant though that we could spend the Friday and Saturday evenings around George's campfire keeping warm and chatting while partaking in a bit of cheese and wine. Adam was kept busy on the Sunday with trunnion oiling and I was kept busy supplying him with coffee and food. I know my place at these event's and any case it gives me the opportunity to chat to everyone, and I do that so well!

Well by the time you read this we will have been to the All Triumph Day at Prescott Hill Climb and I hope the weather is as kind as 2 years ago.

Date for your diary – The TSSC have been invited by The Jaguar Enthusiasts' Group (Surrey Region) to Brookland Museum on the evening of the **17th June** from 8pm for their monthly meeting. Please let me know if you would like to go and I can give you further info.

My number of 0208 8733022.

The meeting this month is **Wednesday 30th June** at the Well house Inn, Chipstead Lane from 8pm

Karen

SUSSEX

Tel. 01273 566593

Big News!! After a test meeting in May at The Anchor (and bribed by some chips) we held a vote and so we are staying. Yep, after many years the TSSC Sussex meeting will now be at **The Anchor, Ringmer BN8 5QE**, opposite the village green. And they serve Harveys.....

On to business. Welcome to Neal and Claire (hope I got that right!) owners of 2 Heralds and a Landy, so proper car people, not like the ones who turn up in red buses. In fact it was a very well attended meeting. Mark the Midge made an appearance, as did Henry (cw broken vertical link in bag) with Tom. Pete and Vic gorged on the rather large bowl of chips, and discussions were held on all sorts of things. Colin and Nicky turned up late, and declared that they would miss the Treasure hunt



THAMES

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www.tssc.org.uk/thames

SUSSEX Cont

thingy I am organising, more of which later.

In fact I think there were over 20 of us in the Pub, which was excellent and I enjoyed catching up with a few people, though I didn't get the chance to get round to everybody.

Much of the talk was of SEM, which will have been enjoyed by many of us by the time you read this. Indeed if you were not there I predict you missed out on a superb, bacon/sausage/sticky bun/tea laden day!

Now, more about the treasure hunt (please note, NOT a TSSC event, but regulars are heartily invited!) This will be held on **Sunday 13th June**, starting at the Anchor, first car away at 2pm. It will involve visiting as many points marked on a supplied map as possible, finding a simple bit of information at each place, and arriving at my house within 2 hours of starting. There is no set route, it will be up to you to decide what order to visit the points given, and you will not be expected to get to all of them in the time given. Penalties will apply to those who are late back!! It is a fun event, where the only bit of equipment you will need are your glasses if you wear them! There should be a variety of cars from a Daimler Dart to a Cosworth Escort taking part, and hopefully a few Triumphs too. Children especially welcome, as will be some sunshine! There will be a charge of £10 a car, which includes barbeque and soft drinks at the finish. Any surplus money will be given to charity, probably MIND as it is the chosen charity for the Round Britain run I am doing with Colin later in the year. Feel free to bring beer/wine as you wish....and I will have to sort out a prize for the winner. If you intend to enter then I really need to know at the **June** meeting.

And indeed, in **June** it is the arrive-and-eat-early (7pm, not set in stone) meeting. The idea is to bring the other half, and children if applicable! The meeting will go on as usual, so if you can't pop along until later no worries. We have not booked, it is just turn up and order. Hmm, that should be it for now.

Clive

IMPORTANT NOTE

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

Welcome. To another action packed report. With the sunshine out and the camping season started my Vitesse starts to play up. But don't panic as it's all sorted now (we hope). We have been to Farnham show. Done some bowling. Driving through the Surrey country side and camping overseas (well the loW to tell the truth) and it's been great! Read on and enjoy

5th April - Social Evening at the Fox & Castle. Julie and I are in the Vitesse, on the way to the pub we collect Nina J. Tonight we have the company of: - Dave L, George B, Tony H, Primula, Andy K, Mike H, Mark M, Jim B, Chris C, Stuart C and for the first time J C (Shorty), we have heard a lot about him and it was nice to finally meet J C as Dave uses his Triumphs at a lot of the shows while JC spends most of his time on the loW. Out in the sunny car park there were eight Triumphs belonging to Dave L, Mk2 2.5Pi saloon. JC's, Mk1 2000 saloon. Tony H, TR8 coupe. Mike H, Herald 13/60 convertible. Mark M, Mk2 Vitesse saloon. Jim B, GT6 Mk3. Chris C, Spitfire Mk3

11th April - Farnham town centre show. As Julie and I meet up with Trevor, Mark & Nina outside of Legoland. Dave & Mike from Farnham area are busy securing a plot in the car park showground for seventeen Triumphs. We get to Farnham in good time and with no dramas. There we find a lot of Triumphs already there as well as other classic cars slowly filling up the car park. Quickly the show equipment is unloaded and the gazebo put up, decorated with TSSC bunting and banners. The club flag flown in the middle of the parked Triumphs. Tea and Coffees are next on the list and the kettle is put into overtime to keep up with the early rush, while we start to relax and enjoy the sunshine breaking through the morning clouds. From Southern Area we had Mark S, in his Mk2 Vitesse convertible. Mark & Adam G, in his Mk2 2.5Pi saloon. Alan & Wendy in their Mk1 Vitesse convertible. Neil F in his Mk1 GT6, Dave M, in his Mk3 GT6. Colin R, in his Mk3 GT6 and Mike (AO) in his Stag. From E.Berk's there was Trevor T in his Herald 13/60 saloon and later on Dave Nicky & Laura in their Herald 13/60 convertible. Thames area were, Mark M in his Mk2 Vitesse saloon, Martin & Cynthia in Their Spitfire 1500, David H in his Spitfire Mk4, Nina J in her Spitfire Mk2, Tony & Penny in their TR8 Chris C in his Spitfire Mk 3, George B and Chris in his Mk1 Vitesse convertible and our Mk2 Vitesse convertible. Of the hundred and fifty plus classic cars on show there were twenty one other Triumphs

on show, eleven of which were with the local TR register. There was a small amount of auto jumble for sale in one corner and a refreshment stall collecting for the Phyllis Tuckwell trust. It was a lovely sunny and most enjoyable day.

15th April - Maidenhead Bowling. This was held instead of the Skittles as we could not get enough players to secure the ally at the skittle pub. So we had a friendly game of bowling, playing for E Berks were Jeff, Mark, David, Nicky & Laura. For Thames we had Primula, Nina, Mike, Julie

and I. Out of the two games we played, Thames still were unable to beat E Berks. The scores are below:-

	Game 1	Game 2
Mark	94	74
David	98	103
Nicky	74	88
Laura	63	76
Jeff	116	115
Mickey	78	108
Julie	68	51
Mike	67	86
Nina	79	98
Primula	105	97

We all had a great time and lots of laughs though out the evening and well done to E.Berks for holding Thames at bay still.

22nd April - Social evening at the Fox & Castle. On this lovely sunny evening Julie and I pick up Nina in the Vitesse on the way to the pub. There we were greeted by Tony H, George B, JC (Shorty) Andy K, Rob W, Dave L, Mike G, David H, Mike H, Mark M. Triumphs in the car park this fine evening were: - Tony's TR8 coupe, George's Vitesse Mk1 convertible, Shorty's Mk1 2000 saloon, Andy's Stag, Rob's Mk1 2000 saloon, Mike's Stag, Mark's Mk2 Vitesse saloon, Mike's Herald 13/60 convertible and our Mk2 Vitesse convertible. Work on our Triumph's has been: - New heater hoses for Tony's TR8. Rob's 2000 passed its MoT. Talk was of the usual shows coming up and who was going where. A pleasant meeting made all the better by the sunny evening.

25th April - On drive it day David H, Julie and I joined up with Surrey Area to test out their road run they had planned for SEM. Right from the start Julie and I had problems with the Vitesse. I had changed the spark plugs and topped up the dashpots, checked over the engine ready for the next mornings run the day before. In the morning we had a lot of trouble getting the engine to start. I changed the points, condenser, cap, rotor arm, and coil checking each was doing its job before getting the Vitesse to run which it did finally. So off we set only to have it run like a bag of nails before stopping at the local petrol station. Removing the dizzy cap showed the points had melted (it turns out that the coil was a 6volt one unmarked that had been bought for my sisters Mini but never fitted & passed

NORTH WALES

on). So changing the points and coil back for the old ones we were up and running lovely and 40 minutes late for the start at Leatherhead. Once we arrived we were greeted by David H in his Spitfire Mk4. he had the route book for the Hairpin Run ready for us and off we set to catch up with the three other Triumphs' from Surrey Area. It was a very enjoyable trip through the Surrey hills and we made it to the Surrey Oaks Pub for lunch in good time to meet up with the rest of the group. After a quick photo shoot we finished off the run with no major problems and made our various ways home. A big thank you to Surrey area for letting us test their hard work and for a lovely day out and to David for waiting for us. Hope you all get time to do the run at SEM it was well worth it.

30th April - IoW Camping Weekend. Julie and I are due to meet Mark S from E.Berks area at Jack's chip shop on the A30 at noon. But you guessed it; the Vitese was playing up and would not start. It finally started without too much trouble and we set off to meet Mark in his Spitfire 1500 on time. We had a leisurely run to Southampton to the ferry port and met up with the Devon group also on the same ferry. Also Colin and partner from Derwent Valley in their Stag towing a folding caravan. We get to the camp site unload and put up the tent and settle in greeting friends already there from Thames Area there was George B and Chris in Georges Mk1 Vitese, Andy & Paul in their Stag, Chris C in his Spitfire Mk3, Tony & Penny in their TR8 coupe and the next morning John & Anthea in their eurobox. Later on we stopped off at the supermarket for supplies and the chip shop for supper returning to the camp site to eat them. In the campsite bar we mixed with our friends for the evening and sampled the local brew.

Saturday morning after a cooked breakfast we joined up with the convoy to Amazon World. Once there and parked up we collected our Quiz paper and started to hunt down the clues inside the grounds. Although we did find some of the answers we soon gave up and enjoyed exploring the exhibits instead. The highlight for us was probably the baby ring tailed lemur and family in the walk in arena - so cute. We left there to find a nice pub for that evening to have a meal. We stopped off at the Crown in Shorwell for a cream tea and watch the trout and ducks in the stream. We also booked a table for our evening meal. After returning to the campsite for a rest and freshen up we returned to the Crown with Tony & Penny, Chris, Mark, Andy & Paul, Mark & Jackie from Southern Area leading them on a mystery tour. We had a lovely meal at the pub and an interesting trip back in the dark. We met up in the bar afterwards and caught the end of the entertain-

ment this evening which was Derek Sandy and what an entertainer he was. The whole crowd in the bar enjoyed his show. Later I enjoyed a drink with Ash and family with friends in their pad before sleeping soundly in the tent.

Sunday Morning and the rain woke us hitting on the tent and we rolled over to sleep in a little longer. As we rise the rain had eased up enough to cook breakfast and brave the elements. To days normal trip to Brading Downs for ice cream had been cancelled due to the bottom falling out of the ice cream van, so the alternative was a run to Calbourne Mill. We manage to lose the convoy there but met up at the Mill and park up. Although it's still raining we venture around the grounds and buildings. Ending up in the café for a warming hot chocolate and cake. We head off to Havenstreet Railway and then to get food for a BBQ that night and return to the campsite and later share a BBQ with Mark & Jackie. It was chilly out but the BBQ was very tasty and we huddled around the fire to try and keep warm. For the Quiz we teamed up with Chris & Emma, Andy & Paul, Tony & Penny, Mark & Jackie, & Mark. We named our team "couldn't believe we didn't win it" and guess what we didn't. But we did manage third with 40.5 points, behind "Befuddled" with 45.5 point and the winners "Mutts Nuts" with 46 points. Our winnings were donated to the Cancer charity and to the two nutters heading off to Mt Everest base camp later in the year (Good luck and Best Wishes to you). We also fared well in the raffle with George winning an electronic ignition set, I won a TSSC key ring torch, Julie won 6months worth of Classic Car Buyer and Andy managed to bag the top prize of an "i-pod touch". What a great night!

Monday morning we finish off the last of the breakfast supplies, before taking down the tent and packing up. At the Wight Mouse we finish saying farewell and head off to explore ending up at the Tank Museum near Cowes. We got to the ferry port in good time for our departure and met up with Mark on board. We also bumped in to Pete & Teresa on their way home. It was a chilly weekend and a little damp at times, but we loved every minute of it, sadly the Vitese is still being a right pain to start first thing. Read next months to find out why?

Our next meetings at the FOX & CASTLE are from 8pm in June on the 3rd and 17th and in July on the 1st, 15th & 29th. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events in:-

June 3rd Quiz at the Fox & Castle

June 6th Woking Hospice

June 14th Bromley Pageant

June 19th Lyne Village fete

June 19th Mid Summer Madness



- June 26th/27th** Cornwall camping weekend
- July 1st** Quiz at the Fox & Castle
- July 4th** Heathrow Classic Car Show
- July 4th** Surrey Classic event Guildford
- July 10th/11th** Ardingly Vehicle show
- July 11th** Darling buds Car Show
- July 18th** Uxbridge Classic Car Show
- July 18th** Brooklands Auto-Aero Jumble
- July 24th** Ripley Static Car Display
- July 31st** Lingfield Steam & County show

Mickey & Julie

NORTH WALES

Tel. 01492 516479

The Weston Park refrigerator apart, April saw the season warming up nicely, with hugely successful events at St Asaph and the Drive-it day on April 13th.

Although we were slightly outnumbered by our MG friends, St Asaph was a truly Triumphant day, thanks to Derrick's untiring efforts. It has not been the best-organised day in the past, but despite early communication difficulties, Derrick showed enormous tenacity. When some would have walked away, he stuck to his e-mails. The result was that we swept 15 cars, in line-astern on to the showground, led by Derrick's Spitfire with my GT6 and Mark's TR8 playing tail-end Charlies. It was a great show, on a pitch emblazoned TSSC. No mention of MGs! In addition we had Lynn and Debs with a TR7 and Sam's ground - hugging Spitfire on another stand, so we had 17 group cars out on the day.

The proximity of the Tweed Mill retail outlet was a great success with the girls. One after another, finally en masse, they went marauding, returning laden with plastics bags. The exercise was so it seems, purely to save their husbands 'a lot of money'. What puzzled some poor blokes was exactly how these purchases were going to save them any money.

Being sadly single these days - and therefore able to take a properly detached view - I couldn't see how, for instance, Karen or Helena's purchases could possibly suit Martin or Roger, let alone save them money. And, as the lass sings: "in those heels I doubt they'd survive" Still, the girls went



NORTH WALES . . . WESSEX

● NORTH WALES Cont

home smiling.

The smiles, plus more than a few chuckles, continued on the Drive-it day to Portmeirion, despite the weather turning bandit as we went over the Crimea Pass in a cloudburst. That visibility problem may have been the cause of one celebrity driver, who shall remain anonymous, going missing. It just wasn't his day. Or, was it?

Some misfiring misdemeanour had already resulted in him booting his Spitfire into a darkened garage and arriving in his comfy big Rover. Choice of car he assured us, had nothing to do with the presence of a charming new companion. Problem arose when, 30 minutes after he should have passed our turning point, he was still missing. I rang his mobile, to learn (midst much giggling) that he was in Dolgellau. That's twenty miles and a mountain range, south of our destination....

Now, Welsh is a dodgy language and Wales is geographically challenging, but everyone knows, surely that to travel from Maentwrog to Portmeirion, you keep Traeth Bach on your left. He drove twenty miles with Tremadoc Bay on his right and ended up with Afon Mawddach in front.

That's not bad navigation. It's poor seamanship! On arrival, still giggling, he insisted he had not been distracted by the charm of the company. As one Mandy said, famously: He would say that, wouldn't he?

There were more smiles when it was discovered it was Joyce's birthday. That resulted in an instant party in the car park. Tables, glasses, bottles appeared as if by magic, bringing a mass toast to one of our favourite ladies. Then it was on to the solids...

April ended with a fabulous run through the Spring beauty of the Ceiriog Valley. Well done Roger!

Membership activity stepped up during the month, with Geoff and Margaret from Rhyl joining us with their nice red GT6 Mk11, on Drive-it day. I'd advise not to walk behind Geoff's GT. It's got a central mounted exhaust pipe that looks like it might fire a cannonball... Graham and Barbara from Llangollen came to the May meeting and hope to bring their drophead conversion Herald to Tatten.

Mick is back with us after his Channel Islands break, looking much better. His three weeks away turned into a month because of travel difficulties

caused by volcanic ash.

Such a hardship!

Derrick's Spit now has its new diff fitted, my GT was ready for Prescott with electronics finally completed and a flash new electric fan. And up at Llysfan Brian's secret weapon was finally revealed to be a TR6 engine in his GT. Watch this space!

Bob

● WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Sunday 18th April 2010 saw a fantastic gathering of Triumph Cars for this year's Wessex and New Forest Triumph Run. We had 101 cars turn up at Avon Heath Country Park out of a total of 155 entries.

One of the motivations for this event is to support the FBHVC's "Drive it Day". In previous year's we have held the Run on the official day, however there are many other events also held on this day encouraging people to get their Classic vehicles out on the roads. Our decision to move the event one week forward proved to be popular giving people the opportunity to participate in other events being held "in support of the cause". Ok, the good weather undoubtedly helped but we had a "fantastic" turn out of Triumph cars with examples ranging from the TR's, Heralds & Viteses, Spitfires & GT6's, Stags, Dolomites & Toledo's, 2000/2500, a Bond Equipe plus some other "Honorary Triumph's" for the day. This latter category including a Healey 3000 Mk3 and 3 MX5's (they seem to get everywhere!)

Our normal timings were thrown slightly astray by the required change of route at the end of the Run which added approximately 20 minutes to the second half. We had intended to counter this by bringing the start time forward by half an hour but this proved not to be possible due to the distance some entrants had to come. The inevitable result was that the early arrivals had extra time to relax at the start and again at the halfway halt whilst the last cars caught up. However, no-one seemed to mind particularly - some even took the opportunity to break out the picnic hamper and just enjoy the sunshine.

We eventually got everyone underway from Avon Heath just before 11am with the marshalls having previously departed to their allotted positions. The Route took in the scenery around Avon, Burley, Rhinefield, through Brockenhurst and Sway with the halfway halt at Boldre. This year we procured the Boldre War Memorial Hall and adjacent field for the Halfway Stop which proved to be a popular choice with its pleasant outlook. After time to

relax and take advantage of complementary teas and coffees we got underway again for the second half which took us out to Beaulieu passing the Motor Museum, out through Beaulieu Heath, through Lyndhurst and on to Emery Down, Bolderwood, through Fordingbridge and Sandheath, finally ending up at The Compasses Inn at Damerham. The Route in total was some 67 miles.

Despite all the planning that goes into the event, there is always the possibility of the unforeseen. This year, as in past years we had to contend with a cycle race being held over some of the same route as our event. Thankfully, despite the belligerent attitude of some cyclists we managed to avoid incident - although I believe there were a few exchanges of "choice words". The main area of unforeseen incident is always the chance of a breakdown. Fortunately, we only had 2 of these - both on the first half. One was a TR4 which I believe managed to get re-started and continue the Run. The second, was a TR7 V8 belonging to our "resident mobile cameraman" so, unfortunately this year, we do not have the customary video of the Run itself. However, not wishing to miss out completely on the day he managed to get his car home on the back of a recovery wagon, then he logged on to the DVLA website, taxed his other car on line and met us at the end of the Run at Damerham. You can look at this 2 ways - either he is completely "bonkers" or he deserves a mention for what must be a perfect example of the "Spirit of the Run". Hopefully the problem was relatively minor and has not dented the wallet too much!

All in all, I think everyone who came along had a good day and enjoyed the Run, the scenery and of course the wonderful weather. This is certainly the impression I have received through the various e-mails I have since received in appreciation. Our only problem now seems to be that we have set a very high standard for the event which we hope we can maintain - planning for next year has already begun!

This year we had a separate award for furthest distance travelled to the event. We had entries from all over the South of England stretching as far as Bristol in the West to East London and as far North as Coventry. The prize was taken by A. Ball from Coventry, who travelled a total of 154 miles in his Vitesse to join us, drive round the route of 67 miles and then travel the 154 miles back to Coventry! Another contender for "Spirit of The Run"!

Due to the fantastic number of entries this year we were able to offer prizes not only for the Best Car but also the Runner Up in each of 9 categories in the self judging concours. The results of which are as follows:

WEST MIDLANDS



Class	Winner	Runner Up
TR 2, 3 & 4	N. Barber TR 3A	A. Postlethwaite TR 2
TR 5 & 6	M. Lock TR 6	I. Tubbs TR 6
TR 7 & 8	I. Tinsey TR 8	A. Francis TR 8
Herald / Vitesse	L. O'Kelly Herald 1200	D. Thompson Vitesse Mk2
Spitfire / GT6	J. Longhurst Spitfire Mk3	A. Taylor Jones Spitfire 1500
Dolomite / Toledo	F. Smith Dolly Sprint	D. Batchelor Dolly Sprint
Stag 2000 / 2000 / 2500	S. Jones N. Woodward 2000 Mk2	M. Goulding 2.5 Pi
Others		
Bond Equipe	G. Singleton	
Healey 3000 Mk3	M. Hammond	

It is interesting to note that more than one of the above are previous winners of their categories. Of these L. O'Kelly has won the Herald / Vitesse category for the last 4 years!

In addition to the above there was also a separate prize for what was deemed to be the "Car of the Show". This was chosen for us by the owner of the field at Damerham who at very short notice very kindly gave us permission to drive 101 cars over his nicely grown grass. His choice of "Car of the Run was the GT6 of N. Fletcher.

Although we do not have the customary video of the day we do have, courtesy of "That Bloke with the Jag and a Camera", a good photographic record of the day. Allan has put these on Flickr for all to enjoy - link <http://www.flickr.com/photos/allans-images/sets/7215762388804060/>

I believe Allan managed to photograph most of the cars at various points on the Run - hopefully you can see yourself. In addition other people have very kindly forwarded us their photos of the day which can be viewed via our website: www.triumphnewforestrun.co.uk

As you will appreciate there is a lot of work that goes into the planning of this event, designing the route and obtaining the various permits and insurance required. Most of which goes on behind the scenes before the day. In addition there is the organising of the booking in at the start, the band of volunteer marshalls around the route, the halfway refreshments and the arrangements at the end of the Run. I would like to pass on the many thanks received from numerous participants to everyone involved in making the day the success it has been.

I would also like say a big thank you from us to everyone who came along with their Triumph on the day. Also I feel a special mention should go out to all the Area Organisers and Group Leaders who have supported our event. Without this support we would simply not be able to hold the event

and it would not be the success it has been. Hope to see you all again next year!

Possible Events for **June** include a visit to Swanage Railway and Corfe Castle or a visit to the Haynes Museum. Looking really far forward I have been advised that the Wessex Classic Car Show held in **September** has returned to the Bovington Tank Museum. If anyone is interested in attending 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. I think that's it for this month.

Travor

WEST MIDLANDS

Tel. 07969 024999

Let's start off this month report off with the visit we made to the Tramway Museum at Crich on Sunday 18th April 2010. What a cracking day it was! Congratulations to the 2000 club for their organisation of the event. Arriving early the West Midlands team managed to park in a prime location right alongside the tram tracks, a perfect spot to show off our pride and joys. A nice day with nice people at a nice spot, what more could you ask for. Count me in for next years event.

Two days later on Tuesday 25th, was our beer and curry night with skittles at the Queens Head in West Bromwich. A good time was had by one and all. The curry was nice and hot, the beer nice and cold, and the game of skittles gave the men the chance to seek revenge on the women's team which wiped us last year. Men's team 1st and 2nd, there was only three teams so I will leave you guess what position the women's team came in. Well done though girls, we wouldn't be able to do a lot of things without your support.

This year for 'Drive it Day', on Sunday 25th April we decided to make a change and not visit HQ at Lubenham, but

IMPORTANT NOTE

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

along with hundreds of other classic car owners make a pilgrimage to the National Memorial site at Alrewas in Staffordshire. Good choice, the visit was a fantastic success, accompanied for the major part of the day by sunny weather. Can recommend the visit to anyone, its quite emotional especially if you have either served in the armed forces or have a relative or friend serving at the moment.

32 people in 18 Classic Triumph cars attended our normal meeting at the Drakes Drum on the 4th May, and a good evening was had by one and all. There was 24 prizes in the evenings raffle, 16 genuine prizes, 6 consolation prizes and two mystery prizes. In the past people have always shied away from choosing one of the mystery prizes which in the past have been a bundle of rhubarb, a giant grapefruit etc. This time Kelly won the Pineapple, and Malcolm senior won the Bottle of Whisky. Thanks everyone for taking part your monthly contributions have just paid for the first class barbecue we bought, which I am sure will be well used later at the International at Stafford.

Sunday 9th May, saw 21 club cars exhibited proudly at the Festival of Transport at Dartmouth Park, West Bromwich. The weather was brilliant, the site first class, with thousands of visitors looking at the full range of classic vehicles from cars, bikes, lorries, buses, fire engines and army vehicles. Unfortunately our new sail flag had not arrived but with bunting obtained from several members we dressed our pitch up proudly. The new barbecue had its first trial, and by 10.0am Trish was serving up bacon and sausage butties, and Liz was brewing tea and coffee like mad. Trish and Liz along with our other lady members kept colleagues and visitors well filled with Hot Dogs, Burgers and Pork Rolls from lunchtime onwards, and Mrs Okey Dokey's Samosa's as always went down really well. Well done everyone you did the club proud.

We are at our summer venue on Tuesday 18th May, the West Midlands Police Social Club in Pershore Road and this will be repeated every **3rd Tuesdays May to September** inclusive.

Finally attached is a picture of a cou-



WEST MIDS . . . WIRRAL WORCESTER . . . WYEDEAN

● WEST MIDS Cont



ple of birds from our West Midlands team. See you at the Drakes Drum on **Tuesday 8th June**
Cheers

Roger the Dodger

● WIRRAL

Tel. 0151 339 4150

Hello one and all. When I awake this morning (May 6th) I surprised myself, no, not because it was polling day and I would no longer have to listen to Politicians telling me terminological Inexactitudes (Porky Pies) but because I would have to get cracking on the June report and get it off to Lubenham by the 8th May (V.E. Day to us oldies)

Like Andy last month I do not have a great deal to report, attendances at the "Cottage Loaf" have been very good, 20 in April and 24 in May. It must be the Landlords generous gesture of providing plates of chips and sometimes sandwiches all for free.

All our readers should now have an events list for 2010 which is fairly action packed and several have already taken place, notably our Sunday run and lunch on April 18th and our "National Drive It Day" meeting in the Car Park of the "Cottage Loaf" on April 25th.

Our Sunday run was yet another fiendishly devised route by Dave. Fortunately it was him who took a wrong turning out in the wilds of North Wales and we ended up in a farmyard where the obligatory Collie dog was not best pleased at having his Sunday nap disturbed. We all eventually found the designated pub and enjoyed a very fine roast lunch. As a retired seafarer next time I'll take along my sextant to get us positioned.

Our "Drive It Day" meeting and show was quite well attended with 16 cars on show, all much admired by the visiting public especially the children, as Stan Olivier turned up in his red Spitfire wearing his full Father Christmas outfit. The children thought he had come early this year!

Dave visited Gawsworth Hall, near Macclesfield on Sunday 3rd May. He was a trifle miffed to find he had to pay £3.50 to get in (per person not per car). With a 150 mile round trip and the inflated petrol prices it certainly was not a cheap day out. Never mind Dave it's only money.

That's about it for this month folks, one last item, Paul Griffiths who won 'Car of the Show' at Stafford last year is having the bumpers of his TR rechromed all ready to enter the 'Masters Class' this year. We wish him every success.

Keep polishing folks and its Bye Bye Cheers

Ray

● WORCESTER

Tel. 01384 279686

www.tssc.org.uk/worcester

Unfortunately, we were unable to get the April news into last month's Courier as a result of the rescheduled meeting because of the Easter weekend. However, on the night of the April meeting several members turned up in their club cars and we were able to start outside. But as it began to get a little chilly some of the more delicate members requested we move indoors. A warm welcome to Lee who came to the meeting in his rather tidy TR6. We hope to see you again soon.

Several of us went along to the Malvern Spring & Lotus Show and had a good time, although many traders had been relegated to the outside area, mainly in order to accommodate the Lotus displays.

We had our Annual Dinner on 24th April at The Berkeley Arms. There was a good turnout which proved to be an enjoyable evening. Thanks to those who were able to attend and make it such a success. It was also good to see Sue and Mike, visiting from Derbyshire for the weekend and we hope to see them again in the future.

Some members also joined the Gloucester area for the 'Drive It Day' on April 26th and had a really good drive, apparently even along roads with grass growing down the middle. Thank you to Jane and Andy for inviting Worcester members to join their Drive It Day run.

On May 1st a few members attended the Droitwich Spa Classic & Vintage Car Rally. Luckily the weather remained dry and we had a good day out although the number of classic vehicles had reduced this year.

Obviously the May and June News will also be affected by a later than usual meeting and will be merged into one report in the Courier. Also, those of you who monitor the Area Website may have noticed that we have a problem - and unfortunately our

Webmaster is on his honeymoon, and says he will look into the problem upon his return.

Finally, I have confirmed the date for WAC with Evesham Country Park. So please note in your dairies - **Sunday 26th September.**

Dates for your diary:

Events marked (*) attended by Area

7 June - Monthly meeting*

13 June - Toddington Transport Day

18-20 June - Robin Hood Rally, (Notts)

Please keep checking the Website Calendar for scheduled events for 2010. (www.tssc-worcester.org.uk)

Stef

● WYEDEAN

Tel. 07828 250517 or 01531 650035

Well that was a first for one of our meetings, a huge American Bull Nose Morris! A Spitfire could have driven under the thing, with the hood up at that.

The joint TSSC TR Register format is working very well for our pub meets and I am sure it will continue to do so.

I hope that the summer will draw out some more of you and we look forward to seeing you at the Three Horse Shoes on the **16th of June.**

I am wondering about resurrecting the Welsh Mountains, Lakes and Beach run later this year. If there is enough interest that is. We no longer have the numbers in the Wydean area to make it worth while just for ourselves, but in the past have combined with the local TR Register and even had TSSC members coming down from the Notts. Lincolnshire borders as well as more locally from South wales!

It is a full day's driving over wonderful mountain roads and the beautiful Welsh Marches starting and finishing at the Three Horse Shoes nr. Allensmore with parking and a BBQ on the beach if weather permits. As I say it is a full day covering approx 190 miles over the course of the day with most of it well off the A road network.

We haven't done this for a couple of years, mainly due to the appalling weather of two consecutive years. Hughs Spitfire lost it's rear number plate fording a stream that wouldn't even have been there had the monsoon not come early, but if the weather is kind, it is a great day.

Please register your interest by e-mail to me (clive.speaks@iname.com). I am looking at a **Saturday in early September**, either the **4th** or the **11th?** In the past, some have made a weekend of it by stopping on or near the Welsh coast and driving back independently on the **Sunday.**

All the best

Clive

NORTH YORKS SOUTH YORKS . . . WEST YORKS



● NORTH YORKS

Tel. 07766 35449

Firstly I must thank everyone who came along to the fish and chip run. There were 12 cars on the run. Thankfully no one broke down or got lost on the challenging 300 yard run. Well no one except Nigel who after devouring his fish and chips had an appointment at home with a bowl of Pat's spaghetti bolognaise!

There were around 22 of us in the pub and we all enjoyed a good natter, although I need to a) take a revolving stool in the future, or b) move the pub's restaurant around so we can all see each other.



Drive it day was a great day at Elvington. The new Nimrod really compliments the Victor tanker. Alan is doing a report for a future edition of the



Courier. Bob and Anne had a hic cup as their rotor arm decided to destroy itself on what happens to be about the busiest junction on the run. Despite there being over 100 cars on the run no one had a spare. Jeff went off home and brought his spare which was bought from the internet only to discover he had been sold the wrong part by the trader. In light of this and the fact we as an area were lucky enough to win the £50 club voucher last month I have purchased a selection of electrical ignition parts to cover the widest section of the range. I will be taking them on each run and show we attend. I have a price list and propose we charge the replacement price to anyone who uses the parts. The club shops parts should at least be a good quality fit.

I checked with Bob and his new Red rotor arm from the club shop is working a treat. As Bob and Anne missed the show and didn't get chance to look round I propose we have another trip later in the year. If nothing else the meals in the NAAFI are worth a re-visit!

May is Mike and Linda Hardwick's last meeting for a while as they are mov-

ing to Spain. I would like to take the time to say thank you to Mike for all his hard work running the area in the past years and to wish them both well in their new lives over there.

Although on the plus side the 2011 camping weekend is an all expenses trip to the Costa Del Hardwick! Have fun and enjoy the pool!

Next run is to the Yorkshire Dalesrun in Dent so see you all up there.

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.

Monday 12th July monthly meeting at the White Swan, Deighton, south of York

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 17th September onwards - West Yorks end of year camping weekend Major Bridge Park, HOSM

Richard

● SOUTH YORKS

Tel. 07980 010741

www.southyorkshire-tssc.org.uk

Unfortunately the election of the new SY TSSC did not take place as originally planned, but by the time you read this, hopefully we will be sorted! Being AO- less hasn't actually stopped us though, as SY (South Yorks) area relies on it's team spirit and events have still been organised.

April's meet was my first venture into organising a raffle and I've learnt a lesson or two! It's really quite embarrassing that as treasurer, I actually engineered an 82p loss!

Moving swiftly on, by the time you read this we will have enjoyed our first camp of the year to the North Yorkshire Triumph Weekend, held at Runswick Bay just north of Whitby on the beautiful east coast. More details to follow.

Looking to the near future we've also planned a Cheese and Wine evening (we're not all beer and pork pies in Yorkshire you know!) for the **12th June**.

We are also looking forward to visiting the historic Brodsworth Hall in Doncaster for the Classic Cars for Fathers' Day event on **Sunday 20th June**. We are hoping for a repeat of the glorious weather we enjoyed last year which marked this event as one of our

most relaxing and enjoyable events of 2009.

Neil has also very kindly organised us a run out to the Emergency Services Rescue Day at Crowle, North Lincs on the **10th July**. Highlights include The Red Devils - The Parachute Regiment Display Team, the Red Arrows Display Team, Battle of Britain Memorial Flight and Jonny Milner Motorsport (British Rally Champion 2002 / 2003. www.rescueday.com . We'll then be heading off for a scenic drive around the area with stop offs for ice creams and Fish n Chips! (We like our food up t'north!)

We are also looking for a venue for our annual Summer BBQ so if there are any members out there who could accommodate us? Rest assured, as with previous years, it is essentially a joint effort with everyone pitching in to help.

A big thank you to every one who has helped in anyway this month and those who have sent messages of support about the new e-newsletter (Tribune) and the updated website . If you belong to the SY TSSC and would like to receive your Triumphs in this format, please let me know (ppklbjohnson@yahoo.com). Similarly if you would prefer a paper copy sending out (on receipt of a SAE or 50p per copy), please get in touch (07980 010741). Please also check out the updated website www.southyorkshire-tssc.org.uk and get in touch if you would like to update your part of the Members Cars section.

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** from 8.00pm onwards at the Manvers Arms, Harlington Rd, Mexborough, Doncaster, S64 ONL, where you will be assured of a very warm welcome.

Until Next Time

Paula

● WEST YORKS

Tel. 01274 781814

www.tssc.org.uk/westyorks

Hi all, on club night we had 20 members in attendance for the RNLI night and what a very good night it turned out to be with by Martin and David. They started off with a film show about what happens from day to day as a life boat crew member, showing new up to date crafts and the use of personal



WEST YORKS

● WEST YORKS Cont

equipment that is carried on rescue missions. As you all know this is a charity and it is run by volunteers and it is our charity for this year. We stated this years collection off by donating the money from the raffle, thank you all. The last time we had the RNLI as our charity we collected over £600, let's see if we can top this!

Drive it Day - This is a short report for now, a fuller one will be in a later Courier but for now a very brief summary. This day out was a very successful one indeed, my thanks go to Richard for manning the start at the York end and Martin for manning the start at Steeton Hall Keighley. I am sorry you did not do the run Martin due to the Stag having let you down but we all had a very good day out at the Yorkshire air museum, Elvington. What a very good venue this was, we had over 100 clas-

sic cars on display on the day. We had members of the TSSC from most areas in the North of England; we also had cars from the Rover club, Morris club, VW club, MG club, Bradford Jowett club, Craven Old Wheels and the Micromaniacs (bubble cars).

Thanks for your support, this gives me a lot of pleasure and to see you all and your cars.

CLUB News - Martin's new Stag is now back on the road after it ate a washer a previous owner had let drop into the inlet manifold, whilst in the combustion chamber it destroyed a plug, piston and valve as well as chewing up the cylinder head, resulting in a complete strip down, how did that get in there ?????

Janet and Jeff's Vitesse is also back on the road after a lengthy restoration and looks very good but for a small problem with the new electronic ignition overheating, any one with the solution to solve this?

My Herald is also back on the road, complete with a MOT at the first attempt thanks to Richard for his vast knowledge on cars. Jobs still to do are setting up of the bonnet and new sills and a bit of cosmetic work but it is back on the road. It will be having a re-spray in the winter.

We went to the White Rose centre for the first show of the season.

The Dalesrun weekend is now coming up, all will be organised for a very good weekend out

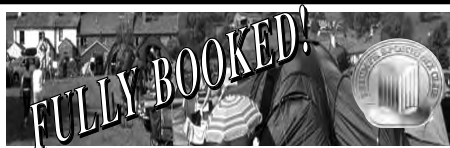
Please note that the entry form is in the back end of the Courier for our "Back-end Bash" at Holme on Spalding Moor. Dates for events:

11/12/13 June is the Dales run, if you have not already got your booking in Richard is taking names for any spare spaces that may become available as this event is fully booked up for this year.

20th June - Fathers day at Harewood house with a club stand is now cancelled for lack of club cars being booked in. In previous years I have had to pay for everyone when I book the stand and have always lost out; but there is nothing to stop you attending as individuals, I am still going to be there.

June 27th at Broughton Hall nr Skipton classic cars and game fair we have got a club stand this is a very good day out indeed we can only have 12 cars per stand I have got half the names in so far. If you want an entry form please ring me. Keep those Triumph wheels turning

Alan



**20th YORKSHIRE DALESRUN,
CAMPING WEEKEND, BBQ & CONOURS
11th, 12th & 13th June 2010**

**If you have not already got your
booking in, Richard Briscoe is taking
names for any spare spaces that
may become available - as this event
is fully booked up for this year.
TEL.07766 354449**

**MIDSUMMER
TSSC SOUTHERN
18th -20th
June 2010**  **The Flowerpots,
Cheriton
MADNESS**

**WE are again staging Midsummer
Madness, camping in a field behind a
pub with an on-site brewery, with road
runs, a BBQ on Saturday evening and a
visit to a local place of interest.**

**18, 19 & 20 June 2010
at The Flower Pots, Cheriton,
Nr Winchester.**

**Please contact Suzie Singleton for an
application form or for more details.**

Tel 07818 451360

e-mail: spitfires.tssc@virgin.net

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".

Weekend Price £10.00

Camping £10 per unit per night

Additional "Pup" Tents (Under 16s only) £5 each

TOTAL PAID

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

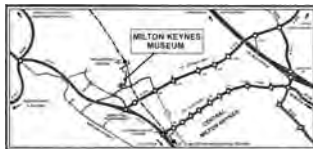
e-mail: tssc.notts@ntlworld.com

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£.....



Booking fee covers one car and one tent.

TSSC HERTS & BEDS AREA MILTON KEYNES MUSEUM MCCONNELL DRIVE WOLVERTON MILTON KEYNES MK12 5EL 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.

Couner/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

TOTALLY

CHRISTMAS LUNCH IN CHEDDAR
AT THE RIVERSIDE
CAN'T GET ANY BETTER
AT THIS EXTRA YULETIDE

IN-TENTS

SO BRING YOUR TREES AND LIGHTS
YOU KNOW IT WILL MAKE SENSE
TO SPEND A COUPLE OF NIGHTS
AT SANTA'S RALLY 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





**JUBILEE PARK
WOODHALL SPA
September 3rd ~ 5th
2010**

Join us for a relaxing weekend away, and take part in as much or as little as you want.

Multi section convoy planned to an interesting attraction
Phil's Fiendish Quiz
Raffle
BBQ
Prices

*A "unit" is a tent, caravan, yurt, or what ever you sleep in (any number of people per unit)

	Price	No Reqd	Total
Weekend Ticket per unit*	£24		
BBQ per person	£3		
Electric Hookup	Free		
Grand Total			

Please make cheques payable to "LINCOLNSHIRE AREA TSSC" and send them with an SAE to

Garth Jupp
16 Hermes Way
Sleaford
Lincs
NG34 7WH
Tel:01529 307302 or email garth@lincstssc.co.uk

**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 (or Full Page in May Courier) 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 £