

THE
TRIUMPH
SPORTS SIX
CLUB



The Club For
ALL
Triumph
Enthusiasts

www.tssc.org.uk

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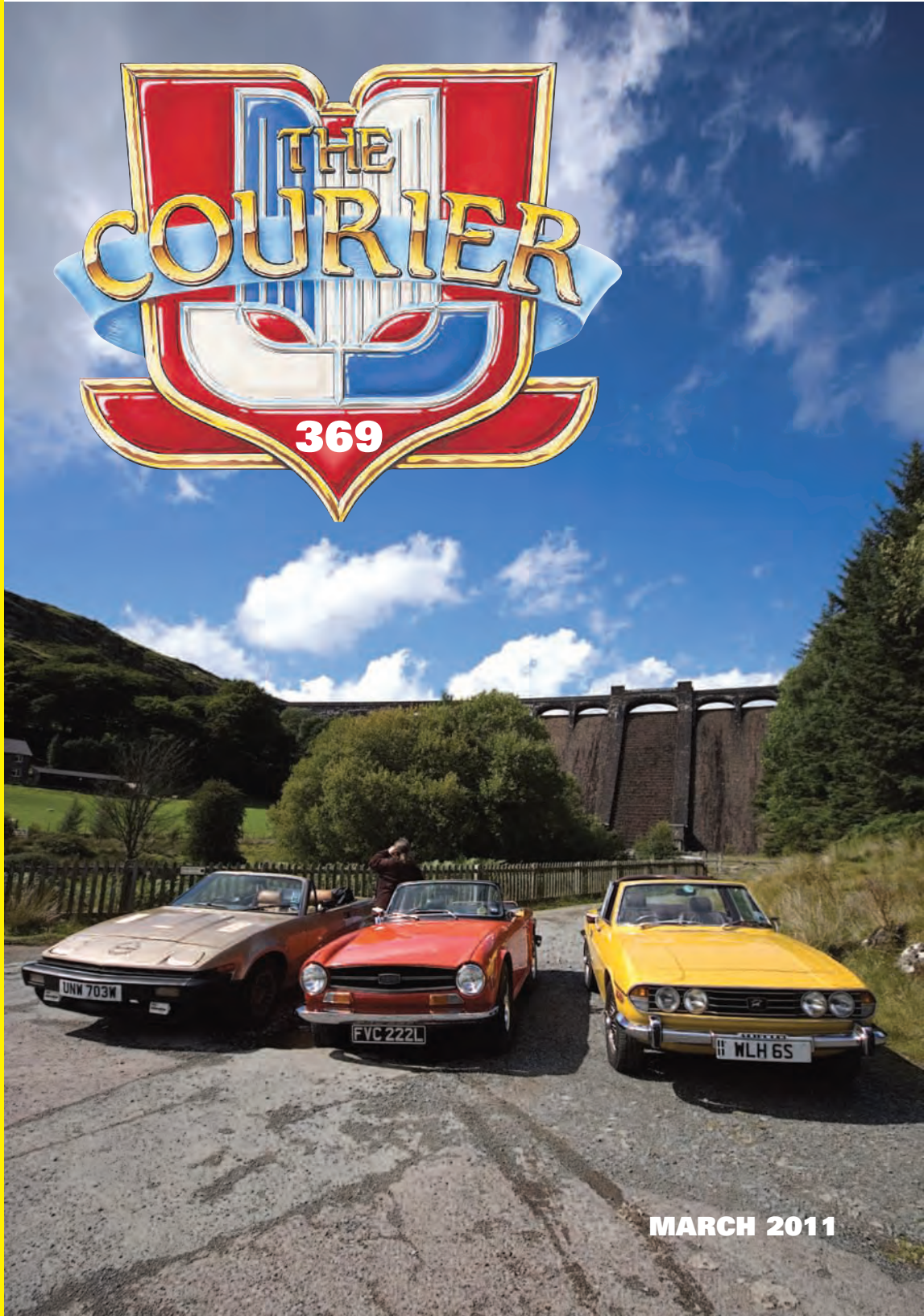
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Triumph Sports Six Club

The Courier 369

MARCH 2011



MARCH 2011



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WWW.TSSC.ORG.UK

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.369 Vol 32. MARCH 2011

Price £3.50 Free to Club Members.

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We will only accept TXT files NO Attachments

Courier Copy By 8th of Each Month

Articles/Area News Enquiries

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

COUNCIL MEMBERS 2011

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

For a full list of TSSC officials see page 66.

Honorary MEMBERS

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



TRIUMPHS AT THE
ELAN VALLEY DAM
PIC BY
CLAUDIA WILES

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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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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2011 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

March 2011

**SUN 27 MARCH 2011
CUMBRIA AREA
SPRING FELL RUN CHALLENGE
CONTACT ROY 01229 474077
www.tsscumbria.co.uk**

**SUN 27 MARCH 2011
HERTS & BEDS AREA 40 MILE RUN
TO SECRET NUCLEAR BUNKER
CONTACT PETER 01582 750943**

April 2011

**SAT 9 APRIL 2011
OPEN DAY - TSSC HQ
SUNDERLAND COURT
LUBENHAM - 01858 434424**

**SAT SUN 16/17 APRIL 2011
AVON AREA CLUB STAND
FOOTMAN JAMES BRISTOL
CLASSIC CAR SHOW
SHEPTON MALLET
CONTACT JUNE 01454 327059**

**SUN 17 APRIL 2011
WESSEX AREA
NEW FOREST RUN
CONTACT TREVOR 01425 475376
www.triumphnewforestrun.co.uk**

**SUN 17 APRIL 2011
WEST YORKSHIRE AREA
DRIVE IT DAY RUN TO NATIONAL
RAILWAY MUSEUM
CONTACT ALAN 01274 781814**

**MON 25 APRIL 2011
AVON & SOMERSET COMBINED
STAND AT COLEFORD SHOW
CONTACT JUNE 01454 327059
OR PHIL 01275 340336**

**FRI SAT SUN MON APRIL 29/30
1/2 MAY 2011
22ND ISLE OF WIGHT AREA
CAMPING WEEKEND
APPULDURCOMBE GARDENS
CONTACT ANGELA 0788 006 237 OR
01983 281427**

May 2011

**SAT SUN 7/8 MAY 2011
SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
CONTACT GUY 01672 514241**

**FRI SAT SUN 13/14/15 MAY 2011
TSSC NORTH YORKSHIRE
CAMPING WEEKEND
CONTACT RICHARD
07766 354449**

**SUN 22 MAY 2011
HALLAMSHIRE AREA RUN TO
SEWERBY PARK - BRIDLINGTON
CONTACT ADRIAN 07837 110325
JULIE 07809 655388**

June 2011

**FRI SAT 10/11/12 JUNE 2011
21ST DALESRUN
DENT CUMBRIA
CONTACT RICHARD
07766 354449**

**FRI SAT 17/18 JUNE 2011
MIDSUMMER MADNESS
CONTACT GUY 01672 514241**

**FRI SAT SUN 17/18/19 JUNE 2011
ROBIN HOOD RALLY
WALESBY SCOUT CAMP NOTTS
CONTACT CLAIRE 07971 017012**

**FRI SAT SUN 24/25/26 JUNE 2011
DERWENT VALLEY PEAKRUN
www.derwentvalley-tssc.org.uk**

August 2011

**FRI SAT SUN 19/20/21 AUGUST 2011
TSSC INTERNATIONAL FAMILY
WEEKEND
SAFFORD COUNTY SHOWGROUND**

September 2011

**FRI SAT SUN 23/24/25 SEPT 2011
MILE OF TRIUMPHS
GREAT YARMOUTH
CONTACT CLAIRE 07971 017012**

CLASSIC CAR SHOWS (CLUB INVITED)

March 2011

**SUN 6 MARCH
INTERNATIONAL TRIUMPH SPARES DAY
STONELEIGH WARKS**

April 2011

**SUN 17TH
NATIONAL DRIVE IT DAY**

**SUN 17TH
STANDARD TRIUMPH DAY
CRICH TRAMWAY VILLAGE
ENTRY FORM www.tssc.org.uk**

May 2011

**SUN 29TH
STANDARD TRIUMPH MARQUE DAY
DUXFORD IMPERIAL WAR MUSEUM
CONTACT ROB KING 01342 713332**

**FRI SAT SUN 27/28/29
CLASSIC ENDURANCE RACING
SPA FRANCORCHAMPS CIRCUIT
ARDENNES BELGIUM**

June 2011

**SUN 12TH
THE BROMLEY PAGEANT OF MOTORING
NORMAN PARK KENT
www.bromleypageant.co.uk**

July 2011

**FRI SAT SUN 22/23/24
THE SILVERSTONE CLASSIC WEEKEND**

November 2011

**FRI SAT SUN 11/12/13 NOVEMBER 2011
THE FOOTMAN JAMES
CLASSIC MOTOR SHOW
NEC BIRMINGHAM**

“Comment

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

Improving the Club Website

A good website is essential to so many organisations in the modern world, and this is certainly true for car clubs. At the Triumph Sports Six Club, well over half our members use our website, whether it is to ask for and offer technical help on the forum, to check on a forthcoming event, place a free classified advert or order from the Club Shop. The website is also a great way to attract interest in Triumph cars and recruit new members.

So it is essential that we have the best website possible, both to meet the needs of you, the TSSC member and to encourage more to the pleasures of Triumph ownership and membership of the TSSC. In a previous Comment column here in the Courier I have mentioned that we are very fortunate to have a hard-working band of volunteers working hard behind the scenes to develop the Club website. The Web Team is a group of TSSC members who are web development professionals with an enviable range of technical skills.

Over the last few weeks the Web Team have made quite a number of improvements to the site. For example, there's a fresh new look to the homepage, at the foot of every page the latest Forum messages, events, classified adverts and Local Area news is displayed. The links there make it easy to get all the very latest news from the site. There's also plenty of new content, with Buyers' Guides available for all Triumph models, updated Technical Directory, a brief history of Triumph and biographies of the VIP's at Standard Triumph. We also plan soon to add the long-awaited online International Vehicle Register.

In the technical language of the web, this phase of development has been mainly about adding more "content". At a recent meeting, the Web Team reviewed and updated our strategy for the Club website, building development plans for the next year or so. In brief, the next phase of development will focus on "functionality", with improvements to the software on which the website, the forum and the online Club Shop operate. In practical terms this means that navigation of the site to find exactly



the information that you need will be easier and faster and there will be better search facilities for the forum, the Club Shop and the main site. We expect that these changes will make the site easier to use and more attractive for existing members and potential new members alike. Timescales for this type of project are notoriously hard to predict, but the team hopes that this work can be completed during the first half of 2011.

During the second half of the year, we will aim to add even more Triumph-related content promoting Triumph cars, the benefits of TSSC membership and also making material from the TSSC archives available online to members. Watch this space... And if you haven't visited www.tssc.org.uk recently, please take a look and see for yourself what has changed.

Finally, I would like to draw your attention to the new pages in the Courier this month, with the Roll of Honour for members who have been with the TSSC for over 30 years and a list of new members who joined the Club in the month of January. I would like on behalf of the Club to say welcome to our new members, and a huge thank you to our loyal, long-term members.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Notice of Special Business - AGM

Notice of Special Business to be conducted at the Triumph Sports Six Club Annual General Meeting on 10th March 2011

Proposed changes to Club Rules – Rule 10 and also Rule 31.

It is proposed that the wording of Rule 10 be changed from:

“All monies of the club shall be banked in the name of the Club and cheques shall be signed by two authorised Council of Management members” to read:

“All monies of the Club shall be banked in the name of the Club and cheques shall be signed by two authorised Council of Management members or nominated employees who are authorised signatories”

It is proposed that the wording of Rule 31 be changed from:

“Upon payment of the Associate fee, a 2nd person residing at the same address of the full member will receive all the benefits of full membership except the Club magazine” to read:

“Upon payment of the Associate fee, a spouse / partner and / or child or children under 18 years of age residing at the same address of the full member will receive all the benefits of full membership except for the Club magazines”

Vivien Thompson
General Secretary

Area Organisers Wanted

We are looking at 2 Areas that require New Area Organisers, Stafford Area and Wyedean; this is to replace the existing Area Organisers who for various reasons can no longer carry on. We would like to take this opportunity to Thank Clive and Adrian for all their help and enthusiasm throughout the years.

We now need an Area Organiser in each of the Areas, with assistance from existing members, Club Headquarters and Frank and I.

We would like someone with enthusiasm, good ideas and with delegation and communication skills. You can give as much or as little as you fancy.

Please get in touch by phone or by email.

Pip n Frank

Area Liaison Officers

PS The New **TSSC Hallamshire Area** will be open for business from the 3rd Monday in March at their New Venue, Dinnington Rugby Club - S25 2PB.

Stags around the Club Calling all AO's

There are many Stags within the TSSC areas, so I would like to call on the AO's to promote the request for the members to start sending in pictures and stories of their exploits and experiences with their Stags. I would like to start featuring Club Areas from month to month, allowing members to show off their Stags in all their glory. This is a fantastic club, so lets get the cars in the magazine and show the quality that is to be found in this club! Therefore, if you would like your Area's Stags to be featured please get in contact.

To all Stag owners, do you have any interesting projects underway or planned for the future, why not let me know and I could follow the project month by month, providing other members with an insight into your experiences and adventures! I'm sure there are plenty of interesting projects out there, waiting to be reported on. So come on, drop me an email of what you are up to!

There are plenty of events occurring up and down the country, with a fantastic array of events being organised by the various Areas within the TSSC. Make sure you get to these events and take your cameras, then please, please send in your articles and pictures to me.

Keep those V8's purring!

Ben Broadbent

Stag Register Sec

benbroadbent@btinternet.com

HQ OPENING TIMES

MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**OPEN DAY - Sunderland Court, Lubenham.
SAT 9 April 2011 10.30am to 3.30pm**

The Club Shop will be attending the forthcoming show
**International Triumph Show & Spares Day
Stoneleigh - Sunday 6th March 2011**

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

TSSC Annual General Meeting

**THE ANNUAL GENERAL MEETING WILL BE HELD ON
SUNDAY APRIL 10TH 2011**

**The Area Organisers Seminar will also be held prior to the AGM
starting at 10.30 am at the same location**

Council of Management Meetings

27TH MARCH 2011 - JULY 10TH 2011

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Vivien Thompson**
TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster
South Yorkshire. DN5 7LG. or email: gensec@tssc.org.uk



www.tssc.org.uk



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www.tssc.org.uk

TSSC INSURANCE PANEL

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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

The Key Benefits on all TSSC Insurance Policies

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

Young Member's Co-ordinator



www.facebook.com/group.php?gid=93511930542&ref=ts
e-mail. chrisbaker_7@hotmail.com



Chris Baker

Ideal 1st Time Triumphs

Many Triumph enthusiasts unfairly dismiss the Acclaim for being Honda based, but is that such a bad thing?

Being built from 1981 to 1984 it was the last car to have the Triumph badge besides a few mock up concepts. Although essentially a Honda Ballade it paved the way for British built Japanese cars and lead to the teaming up of Honda and Rover, it is a pioneer of the car

just a standard non-Quattro model and you'll be parting with thousands, not hundreds.

Looking at the shape of the Acclaim it's a rather nicely proportioned car. Add that it has room for four mates and a proper 5 speed gearbox making it suitable for motorway cruising, some high spec models even have front and rear electric windows, with the rare "Avon" spec having piped leather. Many new BMWs aren't that well equipped. Put all this together and there is a pretty neat looking package coming through. So now with 80s



world! All car people know whether you love Hondas or hate Hondas they design a good car, you only have to look on the roads to discover many of the Honda based Rover 200 and 400s are still around with the coupes having a good enthusiasts' following.

Recent fashion trends have seen 1980s cars rise in price, and this has all the trendy 1980s features, try to buy an Audi Coupe now, even

charm and decent levels of equipment the Acclaim looks like a decent car for any first time car buyer, it has reasonable performance, good reliability, and since it's essentially a Ballade parts should be source-able and the Triumph badge and British origins makes it cheaper to insure than an imported Japanese car of a similar age, very important for a young motorist. A neat Acclaim can be picked

Young Members Co-ordinator

up for around £500 with high spec mint ones fetching a little more money. Overall the Acclaim is something a bit more interesting than a boring first time hatchback for the young motorist.

give many modern warm hatches a run for the money with impressive figures of 0-60 in 8.4 seconds and a top speed of nearly 120mph showing that the dolomite chassis was a



capable one. Other similar options include the earlier Triumph 1300 cars, and Toledo's.

Fancy something rock and roll with tail fins?

The Herald was made in huge numbers from 1959-1971 and in standard production came as saloons, coupes, vans, estates, convertibles. Vans estates and coupes being the rarest except for the hatch back – I didn't forget Chris Gunby's!

There is also the restyled 4 door Gazelle for Indian markets and 5 door estate which you may have seen at Stafford.

Fancy something a little older?

The Dolomite is an ideal first car, there are plenty to choose from out there and can be picked up at some bargain prices, with good proportions chrome bumpers and a mean looking front grill with dual headlights on all except the 1300 it has the classic look. The model I would choose for a first time buyer would be either the 1300cc or 1500cc. These engines are tweak able should one wish and make a great noise. They are light and surprisingly nippy with a good RWD chassis. Expect performance to be around 13-15 seconds to 60 and a top end of around 100mph.

Some of these cars are now 51 years old so any that you find are highly likely to have been restored or a barn find project, good unrestored cars are very rare. Find out when and

The 1850cc model unsurprisingly is faster at around 11 seconds to 60mph and has more torque. The fastest is 2 Litre Sprint would





by whom. Photo evidence of restoration is nice although not essential since you can see a lot of the chassis by looking underneath and opening the bonnet. Don't forget to also peel back the carpets and check the floor especially around the accelerator pedal. The Herald came in a decent range of engines from the early 948cc and 1200 models to the restyled 12/50 and 13/60 models. For the imaginative modifiers I've seen all sorts of engines fitted in heralds from Ford Zetecs up to massive Chevy V8s. My sister's Herald coupe is a very enjoyable drive, has a real American look in pale blue and white and its unbelievably quiet and comfortable at tick over you can barely hear its running, and a cruising speed at around 65 makes it useable on the motorways. I can honestly say the Herald is very reliable and starts on the button. The suspension is a little soft making the car roll a little but if it rode on new shocks with poly bushes I imagine it would sort that out.

Even the drum brakes work alright and it is easily possible to lock up the wheels. If you choose a Herald to use everyday get it wax oiled regularly and keep it clean and waxed to help prevent corrosion.

Expect to pay a little more for a coupe, convertible or courier van/estate due to the rarity of the coupe/van/estate and pleasantries of a convertible being more attractive to summer buyers.

Overall three great first time car options for the young motorist, from the 50s to the 80s and this time of year is a good time to buy a classic before the summer season kicks in.

The choice of which you go for depends completely on your taste and what you ultimately want it for.

Any updates or stories people want to share please write into chrisbaker_7@hotmail.com
Many thanks and keep them classics going!

Chris

PETER JAMES INSURANCE

Peter James Insurance is a TSSC Insurance Partner.
Telephone: **0121 506 6040** to discuss all your insurance needs.
www.peterjamesinsurance.co.uk





TSSC Trip to the Spa Francorchamps Classic 27 - 29th May 2011

Did you enjoy Le Mans Classic in 2010?

**Are you feeling
withdrawal with no
Le Mans in 2011?
Or perhaps you were
unlucky and missed out on
Le Mans tickets in 2010?**



Here is some great news.

There is a new Continental Classic Racing experience in 2011!

The TSSC has been approached by the organisers of Le Mans Classic, because they have recently decided to put on a brand new classic endurance racing event at the famous Spa Francorchamps circuit in the beautiful Ardennes region of Belgium.

The event will be held from 27 - 29th May 2011, and will have similar grids of competitors to Le Mans Classic, plus Historic F1 racing. The TSSC is offering Triumph enthusiasts the chance to book tickets (entry to the event, grandstand and track laps) plus camping through the Club.

We are now open for bookings.

For more information or a Booking form, please visit **www.tssc.org.uk** or phone the Club Office on **01858 434424**



Members with 30 Years TSSC Club Membership

The Triumph Sports Six Club is fortunate to have many loyal, long term members. We wish to recognise and thank the following members, who have all been with the Club for over 30 years.

Carl Swanson
Robin Fergusson
Michael Hancock
Keith Rose
Eddie Evans
David Broughton
Jeff Baker
Michael Allen
Dave Bayliss
Ian Foster
Chris Owen
Joan Thys
John Mercer
Marc Fisher
Guy Singleton
Andrew Goodby
Julian Crinall
Roger Rixon
Anthony Jones
David Judge
Francis Caswell
Tim Woodthorpe
Ian Thornton
Undrell Moore
Stephen Little
David Webster
Fred Smart
John Walmsley
Barry Thurgood
Keith Patrick
Jonathan Del Mar
Jon Burton
David & Linda Buxton
Tim Greenfield
John Pollard

Eric Denzler
Lucy Jarvis
David Tunbridge
John Cudmore
Stephen Goddard
Anthony Lambert
Malcolm Thomas
Martin Yeates
Andrew Peel
Daniel Bell
Jonty Wild
Chris Longhurst
Anthony Butler
Paul Lucas
Andy Belcher
Nick Gillman
William Haseldine
Brian Harwood
Stephen Edge
Colin Street
Richard Norris
Colin Saunders
John Muschialli
Adrian Ayres
Charles Henderson
Roger Collins
Colin Harrison
Nicholas Williams
Paul Girling
Alan Crease
Ian Spensley
Leslie Curtis
B Johnson
Keith & Joan Dawson
Michael Coles

Michael Dolphin
Jeremy Woodward
Thomas Holbeche
Paul Carrington
Nigel Evans
David Sleath
Neville Wright
Kevin Hodgson
Alfred & Susan
Shuttleworth
Andrew & Roger
Powell
Mick Maidment
Christopher Holmes
Brian Lees
David Scott
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Tim Marris
Gareth Beeching
Phillip Norman
Brian Taylor
Michael Yorke

Gary Eckersley
Peter England
Ian Scoon
Andrew Bateman
Paul Walheim
John Mole
Glyn Dymond
Martin White
Neil & Cyril
Ackroyd
Steven Windmill
Geoffrey Millard
Peter Jevon
Peter Boyce
Carl Heinlein
Chris Allen
Bruce Bradbury
Steve Lewis
Trudi Prettyjohns
Lynne Hayes
Kevin Haynes
Philip Phillips

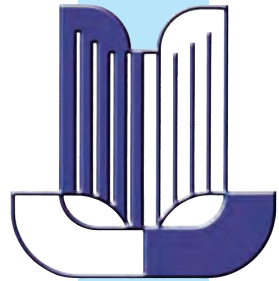
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JOHN & PAM GRIFFITHS
JOHN MACARTNEY
FRED NICKLIN
PAUL RICHARDSON
BILL & JO SUNDERLAND
PAUL SWANSON
PETER WILLIAMS**

Welcome to **NEW MEMBERS**

Karl Crosbie
Stephen Patten
Andrew Rickards
Andy Beck
John Haile
Phil Wells
Damian Belson
Kevin Keeling
Tony Upton
Brian Archibald
Paul Gibson
Andrew Broader
Elliot Eden
Kevin O'Donnell
Dave Mackay
Hamish Wood
Roy Denyer
Zoe Pattinson
Gordon Grieve
Mark James
Robin Avery
Leslie Dyer
Paul Hasleham
Robert Clarke
Terry Roche
Clive & Alison Anderson
John White
Matthew Holliday
Nick Richards
Jennifer Hamill
David Howard
David Fisher
Pete Monks
G fisher-Jones
John Midlam

BFPO
Devon
Kent
West Yorks
Milton Keynes
Hants
Maidstone
Stoke on Trent
Northants
Kent
Merseyside
Staffs
Preston
Lothian
Somerset
West Midlands
Norfolk
West Sussex
Durham
Telford
London
Northern Ireland
Cambridge
Herefordshire
Australia
Surrey (Returning)
Borders
Cumbria
Conwy
London
Australia
Angus
Southport
Chester
Huddersfield



THE
TRIUMPH
SPORTS SIX
CLUB

*Welcome to
all these new
members, who
joined the
Triumph Sports
Six Club
in January*

*We hope you
enjoy your
Triumph and
everything the
Club has
to offer*

HERALD 13/60 Register



www.tssc.org.uk/herald
e-mail. herald1360@tssc.org.uk



Derek Giles

Steep Learning Curve

My thanks this month go to East Yorkshires' Leon Franks for taking up the challenge of telling us a bit about his car! In the first of 2 parts Leon wrote:

Your appeal, in my replacement (missing in the post) January Courier has prompted me into action. Firstly having my 13/60 for over 2 years now my IVR is finally winging its way

ridiculously fast motorcycles in October 2008, I decided to look for an easy convertible project for the following summer. I wasn't particularly looking for a Herald, but when OMW 513J, a red 13/60 (photo 1) was advertised locally on e-bay; and following a viewing seemed tidy, with some light rolling restoration required I decided to bid for it. It had no history but had been subject to an earlier resto! Despite regarding my-self as mechanically competent, having repaired/



maintained everything from push bikes to the world fastest jets, the rose tinted specs came out on that day. My ignorance of the model, tiny budget and lack of research didn't help matters!

The deal was done, I won the car and probably paid over the odds but as they say, love is blind!

Upon delivery (photo 2) an appraisal soon confirmed all was not well. It had no top flange or rain channels on the screen frame,

across and secondly, I thought it would be timely to pen a few words about my steep learning curve with these cars.

I have always had an interest in classics, mainly Fords and following a brief folly into

further inspection and my increasing knowledge meant a full restoration was inevitable! I would have liked to remove the body but space did not permit so with no fear of welding I took the unusual step of cutting

away floor sections to repair the chassis in situ. This done all components were refurbished or replaced, adding useful improvements such as

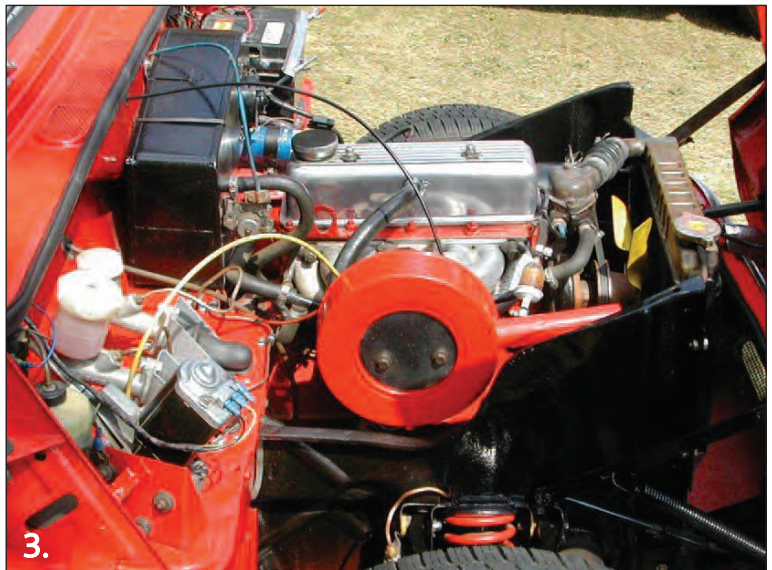
under the bench awaiting attention (maybe I'll get to it this year)!



With the mechanics finished it was bodywork time. Knowing the key to alignment, I tackled the doors first. Luckily I found a local benefactor (thanks John) with a garage full of parts. Good job too as it took 6 doors and various panels to get 2 good ones. Further disillusionment came when stripping the paint, as the previous resto was a bodge from start to finish, many of the elaborate bodes must have taken longer than doing it properly! I realised a rusty original car is better than a poorly restored one as many of the reference points were now in the wrong place!!

This seems a good place to leave it for this month. Next time we

Minilite wheels, Spax dampers, Spitfire diff, braided hose and poly-bushes. Everything beneath the car was cleaned and painted or replaced, except the drive-shafts (watch this space)! When bought, the engine seemed to run well, but after a few winter nights the knocking on start up was NOT someone at the front door. An engine rebuild had not been budgeted for, so I took a risky decision to purchase a replacement off e-bay again (will I ever learn?) which despite smoking 60 a day is still going strong (photo 3).



The original motor now stares at me from

shall hear more of the trials and tribulations and finally 'Triumph' for Leon!

I hope you have found this of interest so far:

Cheers for now,

Derek

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STAG

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TR6

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GT6

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Mark Blease

Clutching at Straws

If you have some time to kill between fettling, polishing and driving your Triumph, try searching the Internet for “the Greatest Engineering Achievements of the 20th Century”. I would be willing to bet my Register Secretary’s pension that the Triumph Big Saloon clutch system isn’t mentioned in the search results.

It’s not that it’s particularly bad - in fact when working well it’s a smooth and progressive clutch - but an unfortunately high proportion of Triumph Big Six owners will at one time or another suffer from clutch woes.

The problem that gets mentioned over and over again on the TSSC Message Board is the inability to fully release the clutch - somewhere between your brain and the clutch plate the message that you want to disengage drive doesn’t get through.

The best way to approach this is to work systematically through the system and identify points where there is potential for wear or breakage. I think it’s safe to assume the link between brain and foot is working - unless it’s the morning after the Stafford Saturday night party....!

First to the clutch pedal - it is worth checking a couple of items as any lost motion here will be multiplied further down the line. First check for side-to-side free play in the pedal, which could indicate that the pedal box bushes (part number 136611) are worn. Also check for front-to-back free play in the pedal motion, which could indicate that the clevis pin (part number PJ8808) is worn. This clevis pin

connects the master cylinder push rod to the pedal and is a common wear point.

Next in line is the clutch master cylinder, although the checks carried out here will also identify possible problems with the slave cylinder. Press the clutch pedal and hold it down, whilst a willing assistant checks the push rod at the slave cylinder. If the push rod holds steady then everything is fine, however if it creeps back, there is likely to be a problem with the hydraulic system. To identify the culprit, check behind the rubber boot on the slave cylinder - if hydraulic fluid can be seen, then the slave cylinder is leaking and will need to be rebuilt or replaced. Otherwise the likely culprit is the master cylinder - any leakage here will just end up back in the fluid reservoir so won’t be visible, but you can check for bubbles appearing in the reservoir.

Next on our hydro-mechanical journey is the flexible pipe linking master and slave cylinders. There is a possibility that over time and with exposure to engine bay heat, the pipe becomes too flexible and will “balloon” outwards resulting in loss of fluid pressure. These can be replaced with a stainless braided version which promises to eliminate this possibility once-and-for-all.

The slave cylinder connects via a push rod to the clutch cross shaft operating arm and the clevis pin here, which shares a part number with the one at the pedal, can suffer the same wear. The cross shaft then passes through bushes (part number 137651) in the bellhousing - these bushes wear, and are definitely worth replacing whenever the clutch is

worked on. It is not necessary to remove the old bushes - using a suitably sized socket, knock the old bushes a small distance into the



Photo 1.

bellhousing (*Photo 1*).

Then follow with the new bushes, making sure



Photo 2.

they are square (*Photo 2*), continuing until flush with the outside face. The clutch operating fork

is held onto the cross shaft by a single tapered pin - a serious weakness in the clutch design and a very common cause of problems.

The tapered pin screws into a thread in the outside of the fork, passes through the cross shaft, and is machined to fit into a recess in the opposite side of the fork. The problem can be seen in *Figure 3*; poor manufacturing toler-

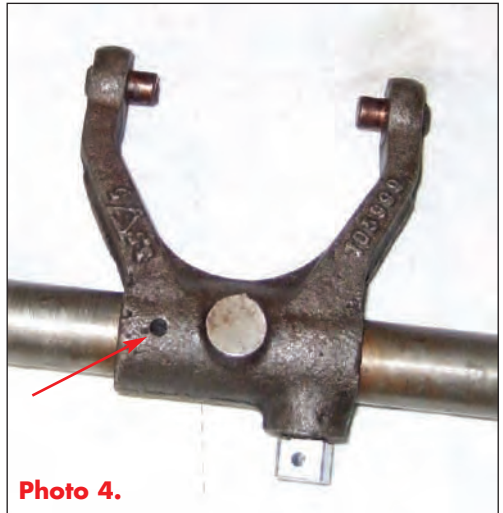


Photo 4.

ances in the fork recess and the end of the pin can result in all the stresses of clutch operation being taken by the pin itself.

As a result the pin can fracture, resulting in lost motion in the clutch cross shaft. Always use a new taper pin (part number 158777) when assembling the clutch and after trial fitting outside the bellhousing, a 4mm hole can be drilled through the fork and cross shaft, as shown in (*Photo 4*).

The reason for this will become clear later.....

The clutch release fork moves the release bearing carrier via two slipper pads (part number 159003) which can wear, and should always be replaced when fitting a new clutch.

The bearing carrier itself, and

Poor fit here means that all load will be carried by the base of the pin

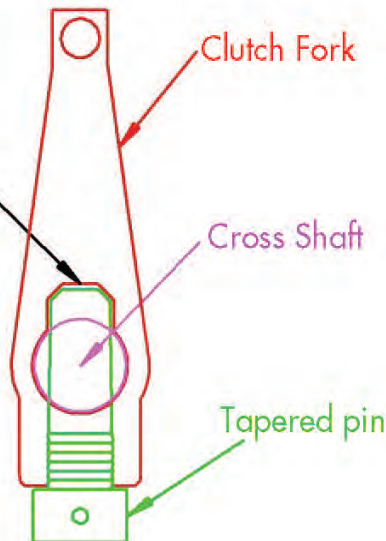


Figure 3.



Photo 5.

replacing the clutch; most workshop manuals will cover that in sufficient detail. However, one question that crops up quite often is whether you should grease the gearbox input shaft splines and the gearbox nose extension. My viewpoint is yes you should, but only very lightly, and using the special grease that comes with the clutch kit. Too much grease, particularly copper grease, will pick up dust from the clutch causing more problems than it solves. It is also worth lightly greasing inside the

the gearbox nose extension on which it slides, should be checked for excessive wear, scratching or scoring and replaced if too bad (*Photo 5*).

The grooves that the slipper pads slide in on the bearing carrier should also now be checked.

With the cross shaft and fork reassembled into the bellhousing things start to look like (*Photo 6*).

Remember the 4mm hole? No longer just a hole, a 4mm roll pin has been installed to take some of the clutch

operating stresses away from the tapered pin. Should the tapered pin fracture there will be no lost motion since the roll pin will retain the fork.

Although a 4mm roll pin doesn't look particularly strong, manufactured from spring steel and sitting tightly in a correctly drilled hole, the strength is actually immense.

I haven't covered the actual task of

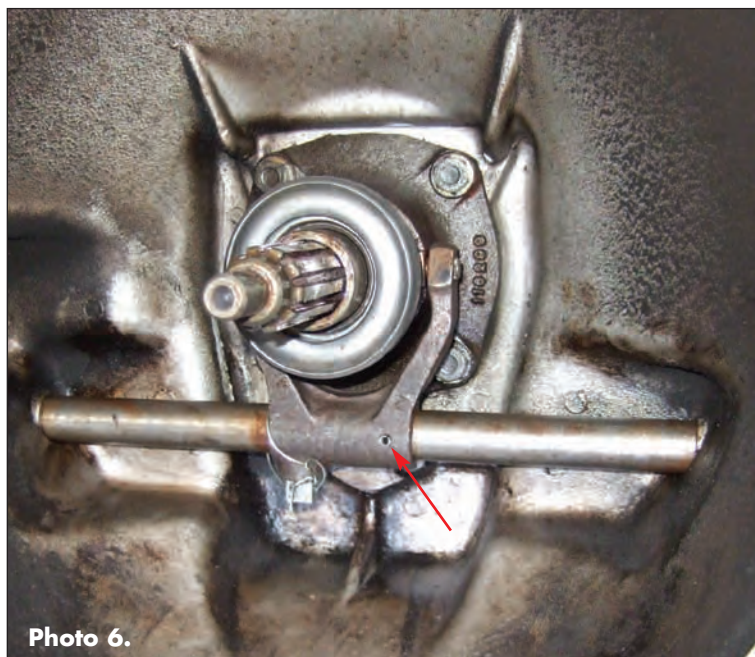


Photo 6.

clutch pressure plate, at the points where the fingers are held in place by the wire spring that runs around its circumference. I use a small paintbrush for this, making sure it is only a light coating, but trying to work the grease in behind the wire spring. This will give a smoother and considerably lighter clutch action.

Until next month!

Mark

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Colin Lindsay

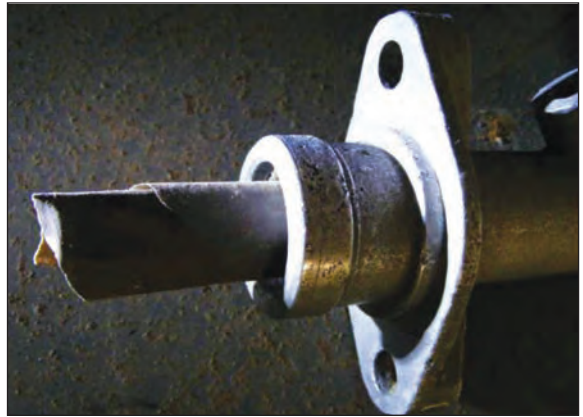
Stuck on You!

Spring is currently |
season approaches |
unavoidably like
a charity collector
on the High
Street. It's time to shake off the
cobwebs and hit the road. Those of
us that left it, that is, and I salute
those brave souls to whom winter is
merely a slight lowering of the
cabin temperature.

In my case SAL the GT6 hasn't
moved from the garage since last
August; work, house repairs and
injury have all eaten into whatever
spare time there is to get out and
about. I've had the engine running
to keep the oil circulated and ward off the
effects of the cold, and moved it from one
end of the garage to the other to keep the
tyres from developing flat spots, but
there's been no serious driving in months.

The lack of which has, unfortunately,
manifested itself in a woefully hard
brake pedal. I'd kept the handbrake
off in storage, relying instead on
parking in gear, but something has
seized up during the winter months
that will need to be addressed. It may
just be a sticking master cylinder, and
the easiest way to check is to bleed
the system. I'm sure I need fresh fluid
anyway so it will a welcome chance
to renew the panic potion, which
should really be changed every two
years as a matter of course. If the

cylinder still sticks or shows signs of resis-
tance I'll replace it with a spare while I
refurbish the original; a light rubdown



with 1200 grade sandpaper lubricated
with brake fluid and a new seal kit should
suffice here.

If it's not the master cylinder then it
could be the front callipers or the rear



cylinders; no real easy fix here. On the front callipers I'll remove the pads;



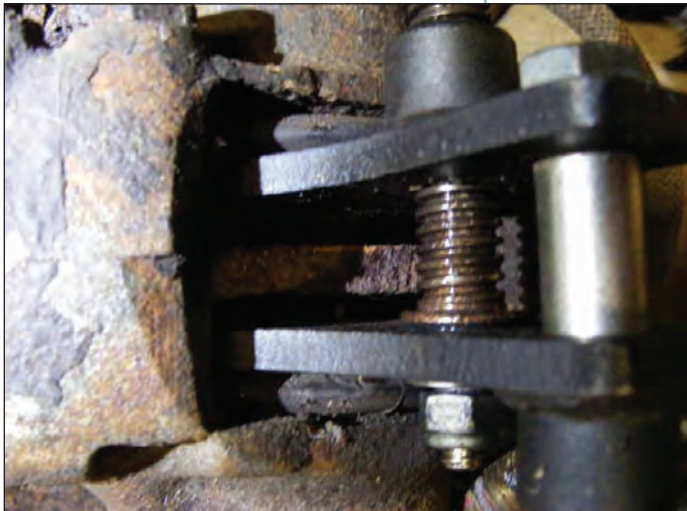
although there may just be tell-tale signs of the problem visible on the disc – marks, scores or rust, or even pads that aren't free to slide in the caliper. With the pads removed I'll use a piston spreader to help me push the

calliper; the logic being that they won't seize to the disc, and more of the piston will be protected behind the seal.

Rear wheel cylinders? Well, there's no easy fix. Leaking cylinders are easy to



spot, but seized? By removing the drum I



pistons out of each calliper as far as they will go; more importantly once they're freed up this will help them go back into place... and a good coating of copper grease will free everything up. Some enthusiasts advocate storing the car with the pads pushed right back into the

can look for tell-tale rust marks, or watch closely to see if the shoes move, but allow them to move too far with the drum off and the pistons pop out. I think, given the low price of replacements, I'd opt for that rather than attempt a cure, although a refurbishment kit is available and a small amount of surface rust can be cleaned off with wet and dry in the same manner as the master cylinder bore.

Of course it could also be a hose that's at fault, and the unfortunate thing about stainless braided hoses is that contrary to what many owners believe, they're NOT fit and forget. They may give a firmer brake pedal feel and resist abrasion better than rubber hoses, but the downside is that any damage occurs out of sight inside



one-way valve.

One easy way to check is to press the brake pedal then undo the end of the hose - if the brake unsticks then it's an internal collapse at the hose preventing the release of the fluid pressure.

They don't really cost that much and the peace of mind is worth the expense.

But..worth the extra expense I wonder?

Sometimes a rubber hose with a protective spring around it

the hose. The rubber inner rots and splits just like any hose, and if one of mine has collapsed internally well, there's the culprit. A collapsed hose will act like a

can work just as well, and with no nasty surprises lurking unseen either... they're much more honest!

Colin



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Dave Rumens

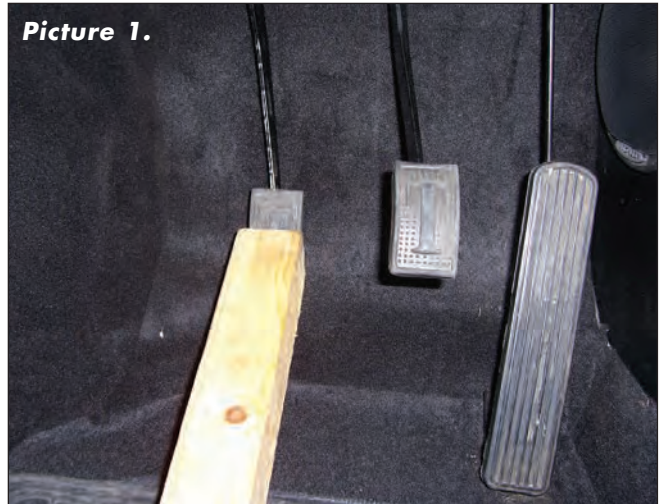
Spring is around the corner

Hello folks, March is here and hopefully most of what the winter has to throw at us is now over. With any luck spring and that warm sunny weather should be just around the corner. Most of us keep our classic car off the road due to the dreaded salt which can be very destructive to the body work of a Vitesse. However, getting a car back on the road after a winter lay-up can in some cases be equally problematic. The most likely areas to be affected after a winter lay-up in the average garage are the brakes and the clutch. The brakes can be freed up by stripping and cleaning, then carefully moving the pistons in and out. Don't try using any oil or WD40 as this could react with the rubber seals and contaminate the brake fluid.

As for the clutch, I well remember the chap who went out to his garage to wake up his Vitesse after its winter sleep only to find the clutch was stuck on. You probably know the feeling, you get out there with the engine started, the clutch pedal is pushed to the floor and when the gear lever is push towards first there is a very loud grating noise. You've got the picture, as that's what happened to him. His next method was to start

the car in gear with the clutch pedal de-pressed on the road. Once the engine had started he then stamped on the brakes. The car by then was moving forward and as the clutch was well stuck - he needed a long uninterrupted road. But as you guessed it he didn't make it and had to stop because of other road users. This method is ok if you have access to a private track but it is not advisable to use it on the public highway. So if you don't use the drive and hope method (hmm - that is hope you don't have to stop) what should you do? The first thing to do is to ensure the hydraulics are all working correctly. e.g. if you push down the clutch pedal then the clutch arm should move to

Picture 1.



its full extent. If yes then chock down the clutch pedal to the floor with a piece of wood, leave

it that way for around a week or so and then try to ease the car into gear. *Picture 1* shows the principle.

Hopefully this method will free your clutch without the risks of using the public road.



Picture 2.

If the engine didn't even turn over and you have a flat battery, don't be tempted to boost charge it as this could cause damage. It is far kinder to slow charge a flat battery at around three amps over ten hours to bring it up to full charge than boost changing it at 30 amps for an hour. No apologies for repeating the above as *"How do I get my Vitesse back on the road after a winter lay up?"* is a regular question I get asked. As interest the other one is *"what battery will fit my Vitesse?"* All the Reg Secs have already done this one to death!

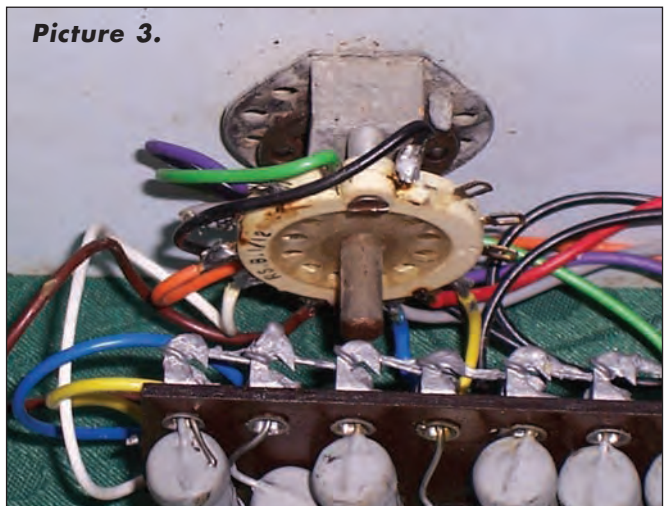
Moving away from the perils of getting your Vitesse up and running after the winter lay-up, and on to the **SR/D366**, *Picture 2*.

The SR/D366 is test equipment given in the Vitesse 2 Litre Workshop Manual to test the fuel and temperature gauges on our

cars. It was manufactured by Smiths Motor Accessory Division Service Dept, 50 Oxgate Lane London NW2. These occasionally pop up at autojumbles and are well worth buying. The

one I have had a problem with the rotary switch not click-stopping at each function. So I opened the box up and found the ball bearings had dropped out of the switch. Luckily they were still in the bottom of the box. I then applied a small amount of grease to the working surfaces and refitted them. The ball bearing dropping out of

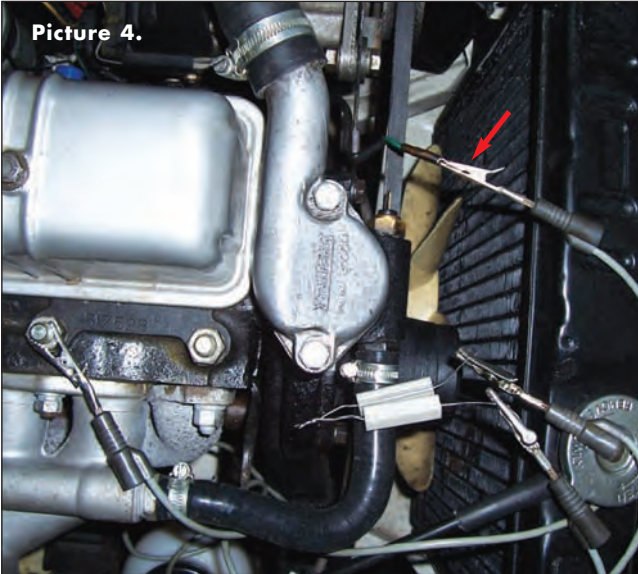
rotary switches is not unusual, but what I did find surprising was that the Smiths had used a *"Maker-Switch"*, *Picture 3*. These were sold as a kit by Radio Spares in the 1960's and were



Picture 3.

used by people building prototype equipment. The kit enabled the equipment designer to build

Picture 4.



fuel/temperature bimetal gauges and a voltage stabiliser. Full/Hot, Half/Normal, Empty/Cold and with three resistors you can test their accuracy.

The values are as follows-

Full/Hot = 20 Ohms.

Half/Normal = 72 Ohms.

Empty/Cold = 270 Ohms.

To test the gauge, simply substitute the resistor for the sender, *Picture 4*, and turn on the ignition. When checking the temperature gauge/sensor be very careful of the fan and fan belt. Do not have the engine running when carrying out these checks. When checking the fuel gauge/sensor be very careful not to cause a spark as this may

a switch to suit their own requirements. Once the prototype had reached build production standard and the switch requirements known, then an off-the-shelf item would have been used. In other words, either the SR/D366 I have was a prototype or more likely they were only built in very limited numbers and weren't in general use. All very intriguing and I wonder if any of our readers know the answer, please let me know. Back in August 2010 I used the SR/D366 in an article and following this I received a number of e-mails requesting more info on the value of the test resistances used so I thought it would be a good idea to include the info in an article.

create an explosion.

Turn off the ignition when connecting the test resistor.

Remember this only tests the gauge and not the senders or the voltage stabiliser. If the gauges both read either high or low together then odds on the voltage stabiliser is faulty.

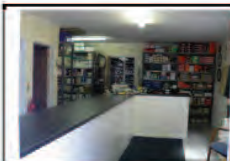
Once you are happy both the gauges and the voltage stabiliser are ok then any other fault is either, the sender, wiring or the sender earth.

As the tests carried out by the SR/D366 are not included in the 1600 Vitesse workshop manual the above may not apply to the 1600.

That's my lot, see you all next month and

Keep Running On All Six

David



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Triumph Archive

Dick Plumridge

In 1999 after Mike Costigan retired as Archivist, I offered to run a new 'Archive service Plus'. Many Owners will know Mike, or certainly know his book - 'Complete Guide to Herald & Vitesse'. Mike had done a vital job in the 80s and 90s securing all sorts of publications for the club, and I wanted to see his work carried on. The 'Plus' was that I also felt Members needed an enquiry service, for specialist interests and queries not solved by Workshop Manual, Stanpart Catalogue and Messageboards. In effect - put this Archive material to work and earn its keep. After some delay my offer was taken up. 12 years ago now.

When an article starts with a 'Look Back', you can guess (and yes you're right) I've decided to wrap up my own Archive work for TSSC. Since 1999, I've tried to build on Mike's foundation work, and the collection of Archive material has roughly trebled (to well over 1000 items).

I should explain here that when the club expanded to cover all the TRs, Stags, Big Sixes, Acclaims etc, the Archive budget sadly didn't expand with it; so Heralds and Spits for instance are covered better than these models. The small Saloons though offer a good collection, thanks in great part to Andrew Burford, with one special allocation.

The enquiry service too had been very busy, it'd run well, and the collection grown impressively, so it was a blow when in 2005 the club decided against a proposal for a couple of bays of shelving to go into the Library, to make more material useable - as a study resource for those on a particular search, and other viewing for casual visitors. Perhaps this may now happen though.

To give an idea of the 'bulk' of material near-ready to send to HQ, see Pic. It pretty well packs a bay of floor-to-ceiling shelves, solid. If you add to this, other large collections I've already sent (and on display): of period Motor Sport magazine, full set of BL High Road magazine, the Service History project, books, A3 Folders of Brochures, Press materials etc then I'd estimate the whole lot



might be laid out across 3-4 bays of more moderate five foot high Library shelving. But all development of course is for HQ and the new Curator post.

I'll have this ready to deliver to SEM in May. Feb-May I hope gives time for the team at HQ comfortably to gear-up to relay it back up to LE16, and meantime prepare it a new home there!

Can I thank all of you who've taken an interest in the work and helped out other Owners, sharing experiences, paperwork, and also thoughts of your own. My club work's often been like a parallel working life during the past decade or two, but that time spent on thousands of Owner queries at least, I always felt was time well-spent. It's been a pleasure so often to meet later, and see the results, in your cars.

Thank you for making it such a productive effort between us.

Dick.
29

SPITFIRE MkIV/1500 Register

e-mail.spitmk4and1500@tssc.org.uk



Derek Ford & Hugh Glossop



Waking from Hibernation

Sorry I have had no input for a while, been a bit on the quiet side technically speaking, plenty of modern euro boxes in for repair but all the Triumphs seem to be too reliable during the winter months just don't see them (I wonder why??)

Presuming like me your Spitfire spends most of the winter wrapped in a nice blanket protected from the elements patiently waiting for the summer and a beautiful day (think its going to be July 6th this year).

In order to prepare for summer, now's the time to start checking the cars over ready for more regular use, removing any covers, the car will probably have a nice layer of dust or grime but don't be tempted to wash her just yet, firstly check all the tyres for air as storage can tend to flatten them then check all the levels, brake fluid, clutch fluid, oil, water and screen wash.

If the battery has been left connected there's a good chance that it will have discharged so bear this in mind and get it on charge in plenty of time, even a good battery will need an eight hour charge to fully regain its starting power if it's gone flat.

I always store my Spitfire with the handbrake off but if yours is stuck on try rocking her back and fro, if not removal off the rear wheels and a sharp tap on the drums with a hammer should free them off, its always advisable to remove the rear drums and clean, adjust, replace as necessary once a year so maybe

this is the best time to do it.

The other sticky point if you'll forgive the pun is the clutch, which can stick to the flywheel, the symptoms are gears that will not engage with the engine running but will with the engine off. Trick here is to get the engine warm ensure there's nothing in front of the car for a good distance, make sure the brakes work, and start the car with 2nd gear engaged this should release the clutch from the flywheel and forward motion will again be possible. If the clutch is in poor condition then this could tear it apart but you'll be no worse off, the gearbox will end up coming out either way so nothing ventured nothing gained.

So the car is running, brakes are working, paintworks clean, tyres are up what we have forgotten..... LIGHTS! Triumph rear bulb holders are notorious for corrosion so get all the lights checked front and back, any problems can probably be sorted with either a new bulb or giving the bulb holders a really good clean with a wire brush. Later PI Triumphs had an extra earth wire on the rear bulb holders. You could solder an extra earth on the bulb holders and earth them to the rear light casings. I've done this and my lights are pretty reliable now.

This is probably the best time to oil those trunnions as you know it's due the same time every year, so grab the oil can and get lubricating.

One of the most annoying habits my Spitfire has is flooding the carburettor due to a build up of muck on the needle valve, storing petrol

in a vehicle like this will cause the fuel to "gum up" and this can lead to these annoying leaks but last year I discovered a new product from WYNNS called **Fuel Stabiliser** this does "exactly what it says on the tin" stopping the build up of gum, keeping the fuel fresh. Problem is most motor factors don't keep it in stock due to its small sales potential but if you go in and ask for it they can order a case in so why not get together as a local area and buy a tray full once a year or maybe Garth could get some in for the club shop.

Apologies for no pictures this month but my scanners packed up so will try to get something sorted for next month. Cheers

Derek

Time for a Service



As we are now starting to think about what we are going to do with our cars in the coming season, I thought I would write down some of the basic service settings and quantities to keep your car properly serviced, please be aware if you have a tuned engine these settings will probably be a starting point with such things as tappet settings overridden by the cam manufacturer, so onto the basics.

Tyres

Standard 155/13-80 front 22psi rear 26psi (factory) **Note:** you may well find modern radials will need a higher pressure than the factory quoted figures, I find 25psi front and 28pi rear more suitable for my use, but it's up to you to try it and see if you want to!

Oil - good quality **20W 50** such as Millers Classic or Halfords Classic, just make sure it has some ZDDP in it as modern oils do not (incompatible with catalytic converters) there are many others that are fine. Under no circumstances should you use 0-5w30, it is far too thin for the clearances in our engines



Oil Filter

Mk 4/1500 - **GFE150**

Oil capacity with filter change **8 pints (4.5 L)**

Points

1300 **GCS105** gap 14-16 thou (0.35-0.4mm)

1500 **GCS118** gap 15 thou (0.38mm)

Timing

Mk4 to engine no FH/FK 25000 **6 degrees** before top dead centre static and dynamic (strobe) with vacuum disconnected

From engine no FH/FK 25000 **8 degrees** before top dead centre static or dynamic (Vacuum disconnected)

1500 **10 degrees** before top dead centre static and dynamic. Vacuum disconnected

Idle speed (all) 700-900 RPM (800-850 ideal)

Condenser

1300 **GSC104**

1500 **GSC118**

Rotor arm

1300 **GRA110**

1500 **GRA114**

Note the brush/spring for the 1500 distributor

cap is available under pt no **RTC315A**
And distributor rotation is anticlockwise



Distributor Cap

1300 **GDC123** (Delco Remy distributor)

1500 **GDC136** (Lucas 45d4 distributor)

Coil

MK 4 **GCL106**

1500 **GCL111** (ballasted)

MK4/1500 **GCL110** Replacement 12v type
to eliminate ballast resistor

MK4/1500. Sports coil 12 v type **DLB105**
also eliminates ballast resistor

Plugs

N9Y or **BP6ES** Mk4 1300

gap 25thou (0.64mm)

N12Y or **BP5ES** 1500

gap 25 thou (0.64mm)

Lead set

MK4/1500 **GHT152**

Carb dashpot oil ideally 3in1 machine oil, if
stuck engine oil will do

Gearbox

Mk4 3 rail non overdrive

capacity 1.5 pints (0.85L)

Mk4 3 rail d type overdrive

capacity 2.38 pints (1.35L)

1500 single rail non overdrive

capacity 1.5 pints (0.85L)

1500 single rail J type overdrive

capacity 2.38pints (1.35L)

All use **EP90 GL4** specification quantities as
per individual type

Gearbox Oil Note:

1: Some GL5 spec oils are ok some are not play
safe and stick with GL4

2: Laycock actually recommends engine oil for
the overdrive unit; it works perfectly well with
EP90 as the gearbox and overdrive share the
same oil.

Do not use engine oil it will promote more rapid
wear in the main gearbox as it's not extreme
pressure oil

3: under no circumstances use a friction
modifier/gearbox additive such as slick 50 or
Molyslip in an overdrive gearbox, it coats the
friction lining in the overdrive and wrecks it
(monster expensive)

Differential

All models **EP90 GL4** spec

capacity 1 pint (0.57L)

Propshaft/halfshafts

(if greasable) **LM type grease**

Rear wheel bearings **LM type grease**

Front Trunnions

Subject of much anguish and hair tearing and
heated debate over the years, most people
swear by **EP90** (or **EP120**)

Ideally they should have a squirt every thousand
miles or so to keep them full as it has a nasty
tendency to disappear and dry out

Must admit I fly in the face of popular opinion
and use a semi liquid grease that is used for
Land Rover swivels (stc3435) this is liquid
enough to creep but doesn't disappear.

Have never had a worn or broken swivel in 15
years and when periodically examined have
been perfect, I'll stick with it but that's my
opinion only!

Radiator

Capacity 8 pints

For best corrosion and general protection use
50% mix of antifreeze i.e. 4 pints.

Unless you have a new engine with a chemi-
cally cleaned block avoid the **red type** antifreeze
as if it mixes with silt in the bottom of the block
already full of the old type ethylene glycol
antifreeze it has a nasty habit of turning to jelly!
Seen several engines destroyed by this, you
have been warned!

Brake fluid

Should ideally be flushed and replaced every three years with Dot 4 or better due to water absorption, this includes silicon types of fluid which supposedly do not absorb water. I have found this type leaves globules of water in the lowest point (as it still gets in the system) promoting rusting internally of the callipers. Taken apart about a dozen silicon fluid used type callipers now and they have all been the same with internal rusting.

Personally I do not like silicon fluid at all as the pedal feel is poor and if it mixes with any conventional fluid has a nasty tendency to seize pistons in seals after a short period necessitating replacement callipers.

It should take no more than an hour and a half to do the basic service items, so you have no excuse at all not to keep your pride and joy in tip top condition and reliable for the coming season.

As for carb setup and balancing this will be covered in a future article as it warrants considerable time and effort, and I do not have a Triumph engine in a Spitfire to hand at the moment but that's a whole other set of stories. Keep on driving.

Hugh



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SPITFIRE I - II - III Register



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Suzie Singleton



Spitfire Buying Guides

Some of you may have noticed a familiar Spitfire on the front cover of the February/March issue of Triumph World - Yes, Sybil has been flaunting herself again! Late in November I received an email from Simon Goldsworthy, editor of the above esteemed publication, looking for a pale blue early Spitfire for a photo shoot for their upcoming Spitfire Buyers Guide. Well, I thought about it - for a whole minute - then offered Sybil for this arduous task.

Simon put me in touch with the photographer, Martyn Barnwell, and we arranged for him to come the following week. Martyn duly arrived on 30th November - having driven through snowfalls near his home in Peterborough with the weather progressively improving as he drove west - only for the snow



to start again as he neared Marlborough. As I was still recuperating from surgery and unable to do anything too active Guy had brought Sybil out of the garage before he went to work that morning - attending a tree planting ceremony on Crown Estate land for a nearby local school (remember the weather then? Several degrees below zero? Digging holes in the ground!!?) only to notice that she didn't seem to have her fair allocation of anti-freeze and the water pump was frozen - oh well, no driving

panning shots today then.

Martyn decided the best thing was to set to with the camera before the snow came down too heavily and to have a chat and a cuppa later. The white snow on the ground and the black garage doors seemed an ideal backdrop but have you noticed how well a camera flash reflects from and lights up falling snowflakes? Poor Martyn continued stoically on with his ladders and cameras trying to dodge the snowfall and eventually decided that he probably had enough photos to use for the article. We then pulled Baby Blue out of her garage for a few shots of bumpers and dash to show the differences, just in case they were required - after I'd grabbed a bowl of warm water to give her front and rear bumpers a quick scrub down, just enough so that she wouldn't disgrace herself if the photos were used. As it turned out this part of our endeavours wasn't required as Simon had another shot of a Mk3 dash to show the differences between the two models.

It was time then to get indoors for a cup of coffee and to thaw out and chat about the cars and Martyn's job as a photographer. Many thanks to him for coming out in such 'interesting' weather, despite feeling rather 'under the weather' himself, and to Simon Goldsworthy for featuring Sybil in all her snowed upon glory on the front cover of the magazine.

On a similar note I have heard from Rupert Gale who had been asked if his Spitfire Mk3 could be used in a photo shoot. Unfortunately, his car is now - as is my Baby Blue - off the road for some restoration work. So, a plea for a Spitfire Mk 3, ideally from 1968 or thereabouts, for a photo shoot to be done, probably at Goodwood, during March - so quite short notice after this article comes out.

Jamie Brown, who is writing the article can be contacted on 01243 869229 or by email at thestig1988@hotmail.co.uk. The article is to be a comparison with one of the other icons of the 60s, an Austin Healey Sprite, for the MGOC magazine. The Sprite is a 1968 car hence the

preference for a Spitfire of a similar age to help with the comparison. Jamie has also kindly offered the article for publication in the Courier if Bernie would like to include it at some time in the future. So, if you have a late 1960s Mk3 Spitfire, and would be able to get to Goodwood one weekend in March for this, please contact Jamie directly - and I look forward to hearing, and seeing, the results.

I had a nice letter last month from Roger Harvey who wrote:

'Following your feature on the J40 pedal car (Courier, December 2010) you might like to use these photographs showing a TSSC member as sometime J40 owner: me. The photograph was taken in 1957. My J40 was pale



green - and yes, I wish I'd kept it! I have done better with the Spitfire on the other photograph, having owned it from new in 1980. (I know it's



a 1500 so it doesn't properly qualify for your pages in the Courier, but I hope the J40 con-

nection overrides this technicality)."

Well, at the risk of being excommunicated for committing such sacrilege as to include a 1500 in this article I'm pleased to include both photos for you to enjoy.

While I'm committing this incursion into Hugh and Derek's territory I'll also sneak in this 7" picture sleeve record sent to me by Chris Apostolides, found when he was going through his old singles, and have also include the lyrics to the two tracks on it.

I'll make no comment on the lyrics, but will leave them to you to ponder. I also need to say



that I can't comment on the songs themselves as we no longer have a record turntable here at Bondhenge so that delight will have to wait a while.

Spitfire Live

Sure you can walk or you can run
And you can have a lot of fun
But there'll always be desire
Let me tell you how it feels
When I'm movin' on my wheels

Drivin' in my Spitfire
Spitfire, gives me a lot
Spitfire, turns me hot
Spitfire, I know what I've got,
when I'm drivin' down the highway!

Take a ride for you to see
There is nothing else for me
'Cause nothing gets me higher
Refrain

Cruising Spitfire

Another day, another morning after
I try to think of what I'm gonna do
I get my coat, I'm lookin' for some laughter
But all I find is just an empty room

So I wander down the stairs, still dreamin'
A neighbour says hello and wants to speak
But all I have in mind now, is leaving
When I reach the door, I'm searching
for my keys

Now, I'm sitting in my car
Feeling higher and higher
Yes, I'm goin' to the stars
I'm gonna climb

Just driving down the road
Cruising Spitfire
Feel the morning sun
Feelin' fine

Tomorrow may come, just like today did
And yesterday will pass, it's all the same
I know I'll have to look now for a new gig
Find a different town, a different place

I pack my bags, and head out to
the front door

I turn around and give it one more cry
Then I realise I'm searchin' for so much more
So I take a step that's gonna change my life

David Embery has sent me the following update on the **Shropshire Spitfire project:**

"The winter weather and festive period means that we were not able to get anything done with regards to the car. It is still safely secured away within the garage belonging to the son of one of our members. Sorting a suitable venue is a top priority as we need to get things going and I'm sure our member's son would also really like his garage back!

We have formed a sub committee and the plan of action in terms of promoting the project, financing it and actually carrying out the work is taking shape.

The first port of call on the plan is that our hope is to be able to have a stand at the International Triumph show at Stoneleigh in March. I'm just waiting for them to come back to me with regards to what they can do for us. We have lots of stuff from the garage clear out

that we can sell to raise some funds and we would also very much like to hear from anyone who maybe has spare parts for a Spitfire Mark 2 Body & Chassis and/or Spitfire Mark 3 engine. If they would like to consider donating said parts to the project that would be fantastic and most gratefully received. Fingers crossed we can get something sorted for Stoneleigh and those that are interested can meet us and see the car!"

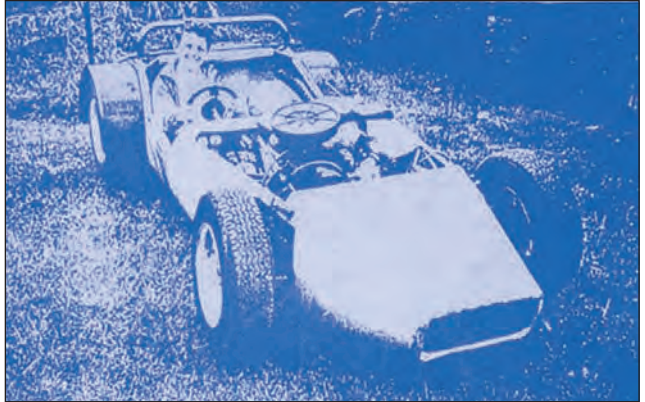
Recently I spotted this Spitfire chassis on ebay. The seller said:

"I've just been through some of the paperwork I got with the car and can confirm that the owner before the chap I bought it off was the renowned expert in low production British specials of this period - Duncan Rabagliati. The notes suggest that he showed the chassis to Mike Cannon who said it wasn't one he had made (his initials are M.R.B.C.)

In all honestly I do not know the exact origins of this car. What I do know- I bought this in 2004 from a local race car dealer who bought this as it was fitted with super rare (and valuable) Emeryson magnesium racing wheels. He kept the wheels, I bought the

/ raced Spitfires and had fitted the panels to replace some Ashley style body work it allegedly previously wore. He did this by welding some extensions to the chassis to hang the panels on.

Somewhere along the line it acquired a V5 as a 1969 Triumph Spitfire which is SORN in my



car. He'd bought it from a customer/collector who bought it as a Cannon Special GT in 1993. He'd bought it from a guy who restored

name. The plate [is] RAT ***G.

The chassis is fitted with what I have been told is a TR6 (could be Triumph 2000)? rear diff, shafts and prop.

At the front I've replaced the Herald uprights with GT6 versions (bigger hubs/discs). The Herald items are still there. There are what looks like mounts for a live axle - which I guess it must have had once. It had a Vitesse engine in it when I bought it but I assume previous it would have been an 1172 racer. The paperwork I have suggest that it may once have had a crossflow fitted."

I just wondered if anyone reading this has either bought the car/chassis from ebay and can tell me any more about it, or knows anything of it in its previous incarnation?

www.tssc.org.uk/specials
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Trevor Collett

A Double Celebration

Did you know that it was in 1981 that a chap called Haydn Davies first made available the car he called the Burlington Arrow; that's 30 years ago (sorry, you'd worked that out for yourself hadn't you).

The Arrow wasn't the first car Haydn had brought to the market. He started the Burlington Motor Company in 1980 and his product was called the Burlington SS. The general impression, size and shape of the SS was very much that of a Morgan 2-seater and

from the company.

The SS proved quite popular and a fair few units were sold. Not one to rest on his laurels though, Haydn moved the kit car market in a significantly different direction the following year with his Arrow. The difference was that you did not buy an Arrow body from the company, what you bought was a set of plans - you then had to buy some materials and build your own.

I've got some of the original publicity material from Burlington, and here are some words about the construction process of the Arrow written by the proprietor himself:

" In brief the construction consists of modifying the chassis, and getting it mechanically OK. Five simple steel frames are then bolted to the top of the chassis and these are covered with half-inch thick ply (exterior grade is good enough - you do not need to go to the expense of marine ply). The ply is then skinned with aluminium sheet, which is glued on, and the tub is complete. The scuttle top and nose are



Burlington Arrow

it was sold as a fully assembled body ready to bolt onto a Herald or Vitesse chassis, or onto a replacement frame that could be purchased

then bolted on, along with trailer wings and you are finished.

Needless to say it takes a bit longer to do in

reality than the few seconds that it takes to read those sentences.

However there is nothing really difficult about

two and forget all about it. When you go back the enthusiasm will return and you can carry on.



Burlington Arrow

Far too many kit cars never get finished because the builder has got fed up with it and they end up spending every weekend in the garage but only doing a couple of hours work. Far better to tackle it in stages and break the whole job down into small individual projects that you can feel satisfaction for each time one part is

the construction and the main trouble that people seem to have is that the enthusiasm wears off and you get bad tempered when

completed, rather than treating the whole building process as a single project that sometimes seems never ending."



Burlington Arrow - South of England meet 2010

things don't go quite right. This will happen, no matter what car you are going to build. The only thing to do is to have a rest for a week or

Some sound advice, from Mr Davies. Of course you would have expected him to down play the complexity of building a car from a set



Burlington Beretta

of plans, in reality a of lot of plans were sold, but nowhere near the same number of cars were completed to full roadworthiness. Many of the thirties-style, cycle-winged Arrows

were built though, I've seen many different ones over the years. In 1986 a new Burlington appeared; in essence it was an Arrow with full front wings and running boards.



Ray's Beretta at Duxford



Ray's Beretta at Le Mans

It was called the Berretta.
That was 25 years ago.

With those two numbers coming up, 30 for the Arrow and 25 for the Berretta, some of the current owners of these models have decided a celebration is in order. **The Stoneleigh Kit Car Show on the 1st and 2nd of May** is their choice of venue. This is a long established show, and probably the best kit car show in the world... got a bit carried away there with the alliteration – anyway it's always a good show and a huge turnout of Burlington Arrows and Burlington Berrettas can only make it even better.

Even after all this time there is still a pretty active scene around these cars. We have a Burlington Register, with a developing web site at www.burlingtonregister.bappy.com.

Then there's an active forum at <http://autos.groups.yahoo.com/group/burlingtoncars> where you will be able to communicate

with Burlington people, including the very eminent Haydn Davies himself.

And finally, there is still an official manufacturer's web site, www.burlingtondesign.btinter.net.co.uk. The introduction was clearly written about five years ago but other bits have been amended more recently. You can still buy the plans to build your own Arrow or Berretta, apparently - that would be brave, and challenging, but very exciting.

I've brought you some random photos of some Arrows and Berrettas, mainly from my own picture archive.

You should recognise the dark red Berretta, OUD787L, as it belongs to Ray Peet and has appeared many times in the Courier. These two pictures have just been sent to me by Ray, so have not been published before, thanks Ray. Ray and his car will be at Stoneleigh in May – go along and meet them.

TECHNICALLY TALKING

by Hugh Glossop

Rear Disc Conversion

Hugh,

I was very interested in you article in Jan 2011 Courier regarding the rear disc conversion. I have a couple of questions though:

It mentions in the article you have four pot callipers on the front currently I have spaced out GT6 calipers on 2.8i Capri Disks do you thin the rear disc conversion will work with this or do you think the front to back bias will be all out?

Do you think there is much difference in the displacement between the old slave cylinder and the MGF calipers? I am thinking will I need to change the master cylinder?

Have you spoken to Garth Jupp or a trader to get the caliper brackets manufactured? It seems this is the most difficult part of the conversion for the average person and the welding of the spacers needs to be done properly and accurately I would have thought?

Do you think the conversion would work on a on rotoreflex hub?

I can't see any reason why not?

Keep up the interesting articles

Regards

Martin Morrison

Sussex

Hi Martin

Freelander studs are m12x1.5 the originals are much smaller 3/8unf which have a nasty habit of snapping particularly with larger alloy wheels and tuned engines.

The Freelander ones are a direct pull in replacement, we had already upgraded our cars to the Freelander studs and m12x1.5 nuts



with a 60 degree taper on safety grounds so that was already done in our case, as all three Spits put out 150bhp plus and it stops the studs snapping.

May take a few months but we will see what we can do about getting the brackets manufactured.

The best way may be to make a pair and show them to a machine shop to see what they can do, I know a couple that can probably help but they will need a working pattern or a full drawing.

Would be easy to cut out of solid alloy using a three axis cnc mill and once the program is written they could be replicated at will.

Suspect the spaced GT6 calipers will work ok, if not Rally Design do an adjustable brake bias valve that would fit in the rear brake line.

We are running the standard 5./8 master cyl with no problems at all.

I've had discussions with Garth about the bracket, and will be producing a proper drawing for the next set on a car so they can be made.

What we did was fit it all together with the spacers in the bracket and checked the clearance was ok, tack welded it in situ, removed and welded up properly, I have a Murex trades mig so the welding is not an issue. Then fitted the bracket.

Cannot see any reason it would not fit a rotoreflex car.

Parts List

- Two Ford brackets £15 (ebay)
- Pair MGF rear calipers £30 (ebay)
- Pair new disks £24 (local motor factor)
- New set rear pads £11 (local motor factor)
- Pair stainless braded rear hoses to fit calipers (std MGF) £18 (Abingdon MG)
- Pair conversion metric to imperial solid pipes £6.00 made myself
- 8 off Freelanders studs £8.00 (£16 for a set for the car)
- Set 16 m12x1.5 nuts £16 (ebay)

Hugh

Hi Hugh,

Been reading with interest your article in this month's courier re the conversion of the rear brakes to MGF Disc's.

I presume the original wheel studs need changing to those of the Freelanders?

Also would you have a template/dimensions for the modified Ford bracket?

Regards

Trevor

Trevor

The studs do need changing to provide the correct location for the discs as the holes in them are for the m12x1.5 stud - otherwise the discs rattle around on the original studs.

As that was the first one done it was a try it and see, we are about to do a third one and once done will produce a drawing for the bracket, also looking at getting them machined out of aluminium on a CNCV mill in conjunction with the club shop, but won't happen until I get my finger out and produce a drawing/sample.

To do by the "try and see" method is not all bad as there are some Spitfires around with the halfshaft/hub distances set wrongly by the halfshaft rebuilders, if we produced a ready done part this dimension would need checking before you started.

Will put a note in the Courier with progress as and when.

Hugh

Hi guys - been reading your articles on the various stages of the Spit conversion with interest, but I am very interested in the rear disc

conversion. I have a MK1 Vitesse 2ltr convertible and can relate to the comments about the hand brake and hill starts!!!! my question is (before I get too excited and charge off on to e-bay) what dia wheels have you got on the Spit? my Vit is still on 13" all be it very nice alloys but clearance's did cross my mind as it is difficult to tell from the pic's how thick the back of the calipers are. The bracket is easy - I am a welder and fabricator by trade and have access to laser cutting facilities at work!! I await your reply with an itchy mouse hand!!!! Regards

Dave

Hi Dave



From the Feb issue of the Courier, we actually have 15" wheels but the overall radius from the halfshaft centreline was just under 6" if that helps, I will put a Spit 13" wheel on this weekend to confirm it will fit and let you know

Hugh

Hi Hugh,

I am considering converting my Spitfire 1500 to discs as per your article in the Courier Magazine Jan 2011.

My membership number is 94/47792. Can I ask you for some further details regarding this conversion?

Can you provide the dimensions for the mounting plate? As I will arrange to get them profile cut by a steel supplier.

What is the thickness of the plate?

My Spitfire is standard as far as the engine goes, but does have a polished head and SS extractor manifold.

The disc brakes are new with refurbished callipers together with EBS green pads, which

stop the car well. I will only be considering this conversion as an improvement to the hand brake, which is terrible.

This assembly is rebuilt every MOT.

Will fitting discs to the rear over-bake the car?

Will the 15 inch X 6 inch wide wheels from the MGF clear on the Spitfire?

Any additional help would be appreciated.

Best regards

Peter Jepson

Peter

The drawing will have to wait until we do the sons car, when we will do an accurate drawing, it will happen, as I said it was a modified mk3 Escort drum to disc conversion bracket that we used with standard calipers you may need a bias valve for the rear as our cars have 4 pot calipers and vented discs on the front but try it and see as ours were fine.

Must admit that we went for the rear discs as we were sick of the problems with the handbrake at every MOT, the disc one actually jumped out of the rollers!!

We use 15x6 MGF wheels on all three of our Spitfires with 195/50-15 tyres, in three different spoke patterns all fit fine but you will need to convert to Freelander studs and m12x1.5 nuts as the stud holes are larger than wheels for the 3/8 standard UNF stud and the 3/8 nuts drop through the holes. While you are at it do the fronts as well its a good safety upgrade.

In Feb Courier there is a pic through the MGF wheel showing the caliper behind.

If you look at the classifieds I have just put up an ad for some Freelander studs and nuts it will appear in February mag, I couldn't count/lost some in the house and bought more but then found them, hence the spares, the black anodised Freelander nuts are ideal for the MGF wheels.

Hugh

Hi Hugh,

I hope you do not mind me contacting you via your private email but I really need to ask your advice in reference to your great article in the latest Courier regarding converting Spitfire drums to disks etc.

I would be very grateful if you could let me know exactly what parts I would need in order to
44

achieve this conversion. I have trawled the internet and have come up what I believe are the conversion plates. see link:

<http://cgi.ebay.co.uk/ws/eBay/SAPL.dll?ViewItem&item=350432234716&ssPageName=S TRK:MEWAX:IT>

I am now in need of information as to what dimensions need to be taken off the plates and how do I go about setting them up for bolting onto the hub backplate etc.

I assume that I can just get standard MGF disks and pads (probably off ebay). In respect to the calipers and as I live in the Netherlands I would need to trawl the breakers here or also try and obtain them via ebay however, what calipers do I need to go for i.e. is there any part numbers or types that I need to obtain.

What other parts do I need to get hold off in order to achieve this conversion. I need to remove my hubs in any case as I am converting to Landrover wheel studs as I have already completed this on the front wheels (really strong and makes me feel a lot safer).

I would really appreciate any information you could give me on this subject.

Thanks & Regards,

Ken.

Ken

Those brackets are fine however I got them from here:

http://cgi.ebay.co.uk/Ford-Escort-RSTurbo-MK3-4-Rear-Disc-Conversion-Brackets-/110632982898?pt=UK_CarsParts_Vehicles_CarParts_SM&hash=item19c23d5972
much cheaper

Pads.discs and calipers are all standard MGF (all the same) as to the dimensions for the bracket cutting, as it was an experiment that worked brilliantly, they do not yet exist, we just took the drum backplate off and redrilled the Ford plate in a position to clear the upright shock etc (about 45 degrees forward and up from the centre line) the discs were bolted on and the caliper fitted with the pads and fitted to the disc use the handbrake mechanism to locate the caliper securely and align everything in the correct place you can then see exactly how much you need to

modify the bracket its a bit of a fiddle but we did the pair of brakes in about 4 hours from start to finish.

We used standard MGF flexible brake hoses and made short conversion imperial to metric solid pipes up to go to the existing T piece on the car for reference the dimension from the axle centre line to the outside of the caliper is just over 150mm.

Look in Feb Courier for a pic of the wheel over the caliper.

The Freelander studs are a must for this conversion as they locate the discs.

Hope this helps

Hugh

Hi Hugh,

I have been reading with interest your article on the MGF rear disc conversion for MkIV Spits. I have been gathering the necessary bits together recently to start the project.

I too am sick and fed up with the poor handbrake arrangement and am keen to improve the rear brakes on my Spit as I have a mildly tuned Rover V8 under the bonnet.

I have one or two questions I hope you can answer for me.

1. I note in Feb Courier that you have MGF 15" Alloys fitted - will this disc conversion fit inside a 13" wheel?

2. If not and I have to move to MGF alloys what size tyre do I need to get the wheels under the arches?

3. Do you know if MGF and MGTF rear callipers are the same?

4. I am currently running a GT6 front hub/disc/caliper set up do you think I will need to look at brake balance front/rear if I change to MGF rear discs?

Thanks for producing such interesting articles and not being afraid to modify our beloved Spitfire.

Cheers

Graham Bingham

Hi Graham,

When we get a few minutes spare we will try 13" wheels to see if they fit, our other car has 14" x5.5 Minilites with 185/60/14

tyres and they fit with plenty of clearance

The MGF 15" wheels are all 6" wide and have the same offset with differing spoke patterns, something else that fits is 15" Montego spoke pattern alloys, can take a pic of one if needed.

We went to 15" wheels because of the better availability of decent tyres at sensible money as 155-15 std tyres are now almost as expensive as 195/50/15 for the MGF wheels

We went for 196/50/15 tyres because they are cheaper than 185/55/15 tyres, and there are lots of decent tyres out there. One tip is to try and avoid tyres with a mainly radial rib pattern such as Yokohama A drive, the rear suspension doesn't like that pattern.

All our cars are lowered by at least an inch MGF and TF rear calipers are the same, as are Rover 800.

I suspect the GT6 caliper/hub assembly will not require a bias valve but it will be a case of try it and see.

We are currently upgrading the engine on our 1.4 turbo Spitfire to around 180bhp, (3-4 weeks) once this is done you are quite welcome to sample the delights of rear discs.

We did this car first as it will do 140mph if let go! and that is without the upgrades going in.

The Pinto engined Spit will have the brake conversion done in the next few weeks, as this has attracted so much attention I will do some more details and a proper drawing of the bracket for the brakes

Hugh



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Ben Broadbent

Stag Parking Woes

Hello, I can't believe that March is here already and the Shows and Runs season is almost upon us! If your area is anything like the Manchester Area, then your AO's and teams will have been busy planning and organising the events calendar for the months to come. Likewise, I guess many of you have been busy with your winter projects or basic maintenance to get your Stags ready for the impending show season.

In the March of 2009 I was getting the White Stag out of the new garage (*pic 1*) and planning to take it for a service and MOT at my local Stag

specialist. After all the usual checks including resetting the petrol cut out switch and the preps to get the oil to circulate without the engine



Pic. 1 Getting Stag out of Garage

firing up. I attempted to start the car. It started perfectly and I drove slowly out of the garage and parked up, jumped out and re-opened the bonnet. The engine was purring away, then cough, splutter, stop; the engine came to an abrupt halt! I turn the ignition over, it spluttered, but would not start. I checked the fuel gauge, knowing I had at least an eighth of a tank. Yes, I know now that I should have drained the tank, emptied the carbs and then put fresh petrol in before I restarted it, but I hadn't. However, I had been warned by my local Triumph



2.

Specialist not to leave petrol in the tank, so was I paying the price? The fuel gauge was half full; that did not make sense! Why was the tank half full?

I had stopped using the car in late August 2008 and had parked it up on the new garage base (pic 2). The new garage had been built in the November, so the car had stood out in the elements for nearly three months. I had covered the car with a waterproof cover, but it had been continuously blown off by the wind, so I had given up! The car had been parked on the road whilst the new garage was erected and then immediately driven into the garage



New Garage finished

almost as soon as the building work was finished (pic 3).

So what was wrong? The local Stag specialist arrived to further the investigation. He turned the ignition on, the petrol pump made the usual noise, the engine turned, but not even a splutter this time. He re-checked the petrol cut out switch. It was fine! He then checked if fuel was getting to the carbs. Yes, petrol, cor-



rection; a fluid was getting to the carbs. It was clear and did not taste or smell of petrol. It was water! He went straight to the fuel cap (pic 4). The rubber seal was badly perished,

causing the cap to fit badly. He suggested that during the three months of being parked up, rainwater had managed to enter the tank.

Oh ****!



Moving to the engine bay, (pic 5) the Stag specialist striped the air intake assembly and poured some petrol into the carbs. On instruction, I turn the ignition key; then splutter, splutter, cough, the engine burst into life, and purred for about ten seconds.

Yes, water, ***** water he confirmed. A new plan of action had to be put into place.



He would remove and drain the tank, (pic 6) whilst I went and acquired ten litres of petrol.

Ok, this is the bad bit. I got two green petrol cans from the garage and got into my everyday car (in background of pic 1) the MG TF (sorry, but I was using it to help my beleaguered Stag). Anyway, I seem to buy cars with engine problems, it's a challenge, ok a pain! The MG TF was replaced in later months with two cars



that claimed its philosophical direct descent from the Spitfire and the Lotus Elan; the Mazda Eunos / MX5 (pic 7).

Anyway, I went off to get petrol, whilst the Stag specialist began removing the fuel tank and drained the offending contents. On my return he used some of the petrol to flush out the tank and neatly poured this now contaminated petrol into a spare old oil can that happen to be hanging around on a shelf in the garage. He refitted the fuel tank and connected the fuel line to the tank. He then got me to turn the ignition key to get the fuel pump to flush out the fuel lines before he replaced the fuel filters and then reconnected the fuel line to the carbs. He then poured a small amount of petrol into the air intake and then replaced the air intake assembly. We were ready to start the car. First attempt, splutter! Second attempt, splutter splutter, bingo. The V8 purred into life, not perfectly purring but not far off.

Now the expensive bit. 'I think you should overhaul the carbs to clean them out completely, the water contamination needs sorting out'. 'Ok, 48

when can you do that'? 'Next Tuesday'. I agreed that as part of an extended service, I would have the carbs overhauled. I had been aware of a slight splutter last time I drove the car and the previous owner had provided a carb service kit that lay in a box in the garage, along with a fuel cap rubber seal. Oh, if only, if only I had sorted out that seal months ago. I immediately fitted the new seal without further prompting (pic 8).

I took the car for a drive around the district; it ran pretty well, the odd splutter on acceleration, but nothing more than to be expected from a car that had stood for three months. The next Tuesday armed with a box of appropriate spares I took the car around to the Stag specialist's workshop. During the next few days the carbs were removed and overhauled, replaced and tuned up, a full service was performed and an MOT gained. The car still had six weeks remaining on the tax disc, so I was able to enjoy the car immediately on its return. It once again went like a rocket. It purred like a new kitten and turned heads as I drove around the country lanes of Cheshire. As part of the service and MOT I had the Stag



specialist go over the car with a fine toothcomb and asked him to make a list of every fault and imperfection he could find. Well, you can imagine the length of the list for a car that had been on the road since 1973, but more on that list another time. The Stag was back on the road and ready for the season! The events calendar was full, the shows and runs awaited!



Mancs Area - Ruby

Stags around the Club.

There are many Stags within the TSSC areas, so I would like you the members to start sending in pictures and stories of your exploits and experiences with your Stags. I would like to start featuring Club Areas from month to month, allowing members to show off their Stags in all their glory. I will start by featuring some of the Manchester Area's Stags next month! *(pic 9)* There are some fascinating stories from the Manchester Area of award winning Stags and many other marques, as well. The quality of cars is somewhat overwhelming, especially when these award-winning cars proudly display the TSSC badge on their front grill. This is a fantastic club, so let's get your cars in the magazine and show the quality that is to be found in this club! So if you would like your Stags to be featured please get in contact.

Do you have any interesting projects underway or planned for the future, why not let me know and I could follow the project month by month, providing other members with an incite into your experiences and adventures!

I'm hoping to be able to follow the restoration project of a pre-production Stag with the original 2500cc engine, from the days before the 3000cc lump was allocated to the cars. However, I'm sure there are plenty of other interesting projects out there, waiting to be reported on. **So come on, drop me an email of what you are up to!**

As the events unfold during the forthcoming season it would be good to hear from members as you visit events and win awards for your Stags. There are plenty of events occurring up and down the country, with a fantastic array of events being organised by the various Areas within the TSSC. *Make sure you get to these events and take your cameras, then please, please send in your articles and pictures.*

On a final note my descriptions above are of my experiences and not intended as a guide to undertake the overhauling of the fuel system. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist. [Keep those V8's purring!](#)

Take care

Ben

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CLUB SHOP NEWS

Tel. **01858 434424** web. www.tssc.org.uk
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by Garth Jupp

More New Products

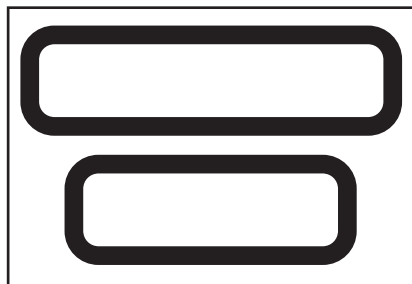
We have a couple of new products this month, firstly we are now able to offer another special tool.



Hub Puller Adaptor

This tool enables the easy removal of the rear drive shaft from the bearing housing on non-rotoflex cars. Once the hub has been removed with one of our hub pullers, this adaptor is bolted to the bearing housing using the cap head screws provided. Then the hub puller is bolted to the adaptor using the bolts provided (not forgetting the cap on the end of the puller bolt). Now all you have to do is tighten the puller bolt and the shaft will be pressed out through the bearing housing. These are available at **£41.75 inc VAT P&P 2.75kg** the part number is **HP001ADP**

New Alloy Rocker Box Gaskets



Secondly we have had some new gaskets made especially for use with the range of aluminium rocker covers.

These are copies of the cork gaskets that were provided by S.A.H. back in the 60's However we have updated them and have had them made of neoprene rubber so they can be used again and again.

They are available for the 4 cylinder engines under the part number **GEG414NEO** priced at **£6.20 P+P 0.1kg** and the 6 cylinder version is **GEG413NEO** priced at **£7.22 P+P 0.1kg**

Vitesse Bumper Update

The first bending trials have not gone as well as was expected, so they are looking at more ductile aluminium alloys to extrude. I will keep you up to date as this project progresses.

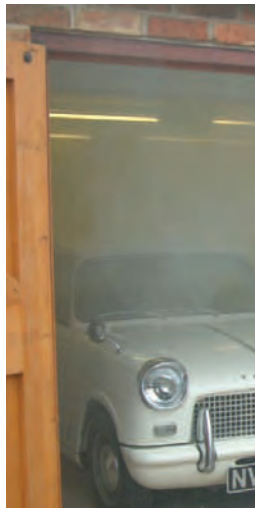
Security Fogging

Lastly, if you were at the Christmas weekend on the Sunday, I hope you saw one of the demonstrations of a highly impressive security device from **Case Security**, that is now available through the club shop.

In essence this device is fitted into your garage/workshop or the area you want to



protect. It can also be linked into an existing alarm system (at extra cost) Once the device has been triggered by someone intent on stealing or damaging your pride and joy, it very quickly obliterated the area with a safe non toxic fog, effectively rendering you blind as the dense white fog is impossible to see through. When I was inside the workshop for a demonstration prior to the open weekend, I really could not see my hand in front of my face



Visibility with Machine on!

even though it was only 6" away!!

Consequently the intruder will not be able to see to steal anything and will become disoriented and quickly leave the scene of intended crime. If the intruder persists the unit will continue to trigger.

The fog does not damage and leaves no residue, it is totally harmless to all electrical equipment.

Does not smell and is safe and harmless to people and animals.

Cheap to run and can be activated again and again.

The unit retails at **£1199+VAT**

Please contact the Club Shop for more information.

The Fog Clearing



www.tssc.org.uk/bondequipe
e-mail. bond.equipe@virgin.net



Guy Singleton

Amazing Coincidence



An amazing coincidence – shortly after writing last month's article I had an email from Duane De Gruchy who many of you will recall is renovating a Mk1 2 litre coupe in Australia which, as far as we are aware, is the only 2 litre Bond Equipe in Australia. He is making steady progress in getting everything together for the restoration of his car which was badly damaged before he acquired it.

Duane sent a link to a 1968 2 litre convertible for sale in New Zealand, with an asking price of NZ\$55,000 or near offer. Again this is a conversion from a coupe in a similar



manner to the one I featured last month, although it looks to be in better condition. If any of our overseas readers can find out anything more about this car I would be very interested to hear about it. Checking the Bond Equipe

Register I find that I have three 2 litre cars on it from New Zealand, 2 coupes and a convertible, all late cars with 1970 build date serial numbers.

The seller described the car as follows:

"Bond Equipe 2 ltr, very rare car made by the Bond Motor Company England using Triumph Vitesse chassis and running gear. This is a well worthwhile project for somebody to finish a few things left to sort. The fuel line between the tank and motor





may be blocked, we have a petrol tin under the bonnet that the fuel pump sucks out of. We have driven it around the lawn, sounded good with its 6 cylinder twin carb engine and coby type sports exhaust. Could probably do with new spark plug leads, Need another clutch fluid pipe made, it's only small and shouldn't cost much, brakes need new fluid etc..I believe this was a hard top that has been converted to a soft top - comes with a new soft top hood not fitted. Body is in good condition as it is all fibreglass except for the doors.

Recent respray in 2 pack gloss black has a few runs. This is a very cool rare car."

It's interesting to see the BOND letters on the bonnet, possibly a requirement when it was imported into New Zealand to identify the make as was required with other exports.

You may recall that I mentioned in last month's article that I was planning to replace the dashboard in my 2+2 as it had been fitted with a dashboard from a 2 litre Vitesse or Mkl 2 litre Equipe.

One thing I should have remembered is that Bond designed their dashboard before that for the Vitesse and the Bond dashboard therefore used the 'U' shaped bracket – from the Herald 1200 and



1600 Vitesse to support the steering column from the bulkhead – Triumph redesigned this for use with the Vitesse and 13/60 with a 'Y'



shaped bracket.

All went well changing the dash until – of course – I realised that I needed one of the



'U' shaped brackets as a 'Y' shaped one was fitted to the Vitesse dash. I did eventually find one amongst my spares – but it took me half a day to find it! I did find all sorts of odd bits and pieces during my search, many I'd completely

forgotten I had.

I'm sure some may come in useful one day!!

A reminder for your diaries –

**Bond Equipe Camping Weekend
and South of England Meet
at Leatherhead Leisure Centre
from 6th to 8th May.**

We have managed to arrange a reduction in the camping costs from previous years and the cost of camping for the whole weekend will be only £5 per unit (tent/caravan etc) plus the usual £5 per person entry.

There will be a road run starting from the field on Saturday 7th May designed by Surrey Area and the usual show and Autojumble on Saturday 8th May.



Dashboard now installed



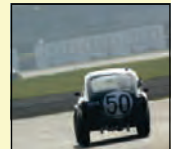
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Jigsaw Triumph Open Days

JIGSAW send their sincere apologies. After careful consideration we, JIGSAW, have decided **NOT** to attend the Triumph Show and Spares Day at Stoneleigh on Sunday March 6th 2011.

In light of our decision we would like to invite you to our workshop open days on **FRIDAY 4TH MARCH** and **SATURDAY 5TH MARCH** at our CORBY, Northamptonshire premises.

We shall be please to welcome you for a look round, free coffee & biscuits in a warm environment between 10am and 4pm.

Available on the day – the chance to see the workshop on a normal busy day (Friday), to view ADU7B, a Mod-sports GT6 & our new addition to the stable (Sorry ADU1B will not be here as she is currently on display at the Coventry Transport Museum unit 2nd May). SPARES new & second-user, including Open Day offers. If you require specific spares please be kind enough to pre-order them so we can ensure availability.

JIGSAW Triumph Specialists

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Le Mans through the ages

Presented by Coventry Transport Museum
21st January to 2nd May 2011

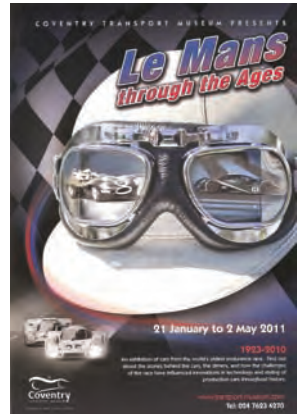
ADU1B, Our Le Mans Triumph Spitfire joins some fellow Le Mans competitors of the legendary 24 hour race at the Coventry Transport Museum.

Following a call from well known motoring



artist, Graham Bosworth, and discussions with Gary Hall, Chief Executive of the Coventry Transport Museum, ADU 1B was invited to represent the 1960's in the 'Le Mans through the ages' display. Alongside such vehicles as the D type of Mike Hawthorn and more modern machines of the 1988 Silk Cut Jaguar, Spyker and Bentley.

The Le Mans display will be at the Coventry Transport Museum through until 2nd May, entry is free and they are open 10am to 5pm daily.



JIGSAW Classic Triumph Invitation Race

Monday 29th August 2011
At Mallory Park, Leicestershire

As part of the Classic Sports Car Club race weekend. For more information contact JIGSAW on 01536 400300



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Readers Write



TR7 & TR8 Weekend Tatton Park, 4th & 5th June 2011

With the help of TR Drivers club member Jim Johnson, I am organising a TR7 & TR8 weekend at Tatton Park, on 4th & 5th June 2011. There will be a special feature enclosure, for all TR7 & TR8 cars. The display is open to all owners of these now, increasingly rare models, we plan to have trophies for best F.H.C., best D.H.C., best V8 and best modified each day!

Its FREE to enter, you don't have to attend both days, though camping is available for those who wish to make a weekend of it.

Entry forms are available from the main event office at www.cheshireautopro-motions.co.uk

The TR7 & TR8 stand will be sited next to the main T.S.S.C. display. The event also includes 90+ club displays, massive auto-jumble, beer tent, food etc.

If you own a TR7 or TR8 then please come along and boost our display!!

Hope to meet you there.

P.S. Have attached some pics of my pride & joy, a java green TR7. which will be part of the TR7 & TR8 display.

Stuart Holmes

Dave Bird

It is with deep regret that I have to break the news to Dave's many friends within the TSSC that he passed away on Tuesday morning following a particularly cruel and very persistent illness.

Some of us will recall that Dave and Sylvie, not too many years ago, organised several TSSC Winter Weekends in the Cotswolds that he was particularly proud of. Dave was also an Area Organiser for Essex for a number of years before passing the baton on. Dave had a beautiful Mk4 1300 Spitfire that he adored and drove all over Europe, indeed he attended last summer's Classic Le Mans. What is perhaps not known is that Dave was also an accomplished sabre fencer winning a number of Club and County and Regional trophies, only easing up on this demanding sport during 2010.

The Club and, I'm sure, his many friends would wish to offer Sylvie and her daughters our heartfelt condolences.

Don Cook

NEW YEAR RUN 2011

DERWENT VALLEY & NOTTINGHAM AREAS

by Colin Wright

After the wintery conditions before Christmas we did not know what to expect. As it turned out we need not have worried. The day was perfect for driving, blue skies, fluffy white clouds and a very barmy 6°C temperature.

This year we decided to set a new challenge which was to wear a silly hat. OMG!!! As every car arrived we heard howls of laughter at the sight of the drivers and passengers sporting silly hats.

We had no idea that so many of you were up



anyone else, so I aimed to get there just before 10am, however, I was greeted by a dozen classic cars that had already arrived. The biggest shock was the sight of Roger wearing his home made 'Kidney' hat, white coat and stethoscope.

By 10:30am there were 36 classic cars and a modern all lined up ready for the start. The vast majority were, as you would expect, Triumphs and TR's but we also had an Austin A55, a Lancia Fulvia and a Merc to complete the line up.

After the briefing by Doctor Kidney, assisted by Miss Steak and Prof. Puff Pastry, the cars set off in groups to our first destination.

The first stage took us around the outskirts of Ripley, through Street Lane, Denby,



for the challenge.

I wanted to be at the starting point before

New Year Run 2011

and Kilburn where we turned north and headed to Belper. In Belper we passed the Market Place (the starting point of this years

topping up with a refreshing cup of coffee in the Village Café.



Everyone was having such a good time looking at the shops or just catching up on the gossip that it seemed a shame to insist that they continued the journey, but eventually we had to and we left the Peak Village somewhat later than planned. Unfortunately Jonathan from Northants

Peak Run) and then travelled along the A6 to Arkwright's East Mill and



had to head back home at this point as he had double booked himself.

The second part of our journey took us

crossed the River Derwent at that point. We were then Peak District bound visiting Wirksworth and Cromford before winding up Via Gellia towards Bakewell.

The cars turned a few heads as we drove through Bakewell and onto Chatsworth with the road climbing high above the magnificent Chatsworth House itself.

The first part of the run finished at the Peak Village in Rowsley. The cars were parked and there was a mad dash to the loo's before



through the old mining villages in both Derbyshire and Nottinghamshire. Not as picturesque but just as interesting. As we approached Church Warsop, Nottinghamshire



would expect when 30 plus cars descend upon you all at once. Thankfully everyone was patient and carefully parked their cars in turn.

The wonderful aroma of Sunday Diner greeted as we opened the doors of the Sandhills Tavern. A choice of Turkey, Gammon or Beef (or if like me all three) trimmed with roast potatoes, Yorkshire puddings, a selection of vegetables and lashings of gravy. It was as just as delicious as it smelt.

Charlotte and Victoria worked so hard taking orders and serving the puddings.

Thank you girls.

Once everyone was fed we asked Glennis Charles to judge the Silliest Hat. It was a difficult decision to make.

It was finally agreed to present two prizes and they went to Julie and Lisa from the TSSC's newest area, namely "Hallamshire".



began to reveal its own beauty – The Sherwood Forest.



It was a very quick stop at the Ollerton Visitors Centre before setting off on the final leg to the Sandhills Tavern for Sunday Lunch.

Nigel Hill and I were ready and waiting for the cars to arrive at the pub. When they did it was a mad panicked as you 60



Best Decorated Car



Watch out Claire they will be laying claim to Robin Hood just like that airport in Yorkshire.

The best decorated car award was presented to Steve from the West Midlands and finally the best dressed in

red was simply awarded to John from Leicester who was dressed totally in red – although we decided to take his word regarding his underwear.

It was a fantastic day and judging by the joking, mickey taking, frivolity and laughter we assumed that everyone had a great time. Both Notts and Derwent Valley would like to thank everyone who supported the event and entered into the spirit of the day.

We raised a total of £260 for the Kidney Patients Association whose work and support is very much appreciated by individuals who took part in the run.

It was great a pleasure organising this event for such friendly folk. So much so that we must do it all again next year...Oh! Did I mention that its Nigel and Claire's turn to organise the 2012 event!!!



EVERY CIRCUIT IS DIFFERENT

CIRCUIT ROUEN-LES-ESSARTS

by John Davies



Silverstone is as flat as the palm of your hand and you could see from one end to the other, if it wasn't for the grandstands in the way; Cadwell is up and down, wooded and with steep banks either side of the track that make driving at the limit worrying and spectating a joy. It's the same in France, and Rouen-Les Essarts is another unique circuit, with the twist that it is made up of public roads.

The Circuit Rouen-les Essarts lies in woods that cover the steep, south side of the looping valley of the Seine, just outside the city of Rouen. Like Rheims-Gueux it is another example of a road-racing circuit, on roads that evolved for domestic and commercial use but are adopted for occasional motor sport, a style almost unknown in the UK.

Les Essarts was a major venue for French and European racing that hosted the French Grand Prix many times.

It has been called the French Nurburgring, as it features steep climbs and drops and is surrounded by dense woodland.

At 6.5 kilometres (4 miles) it was a lot shorter than the 'Ring but still enormous compared to any UK circuit.

It was held in as much respect as the 'Ring, not only for its racing qualities but also as a killer. The last French Grand Prix there in 1968 was marred by the death of Jo Schlesser, a local boy who won no major races but who was much admired at a time

when French motor sport had few heroes. For the Grand Prix he was given an experimental Honda, the RA302 that had been condemned by John Surtees as undriveable. After only two laps the car span off at the Six Brothers corner, slid up the bank, turned over and burst into flames. Full of fuel and made of magnesium, no one could get near it with an extinguisher and Schlesser had no chance of surviving.

His death was not the last at Six Brothers, but it shattered France and Les Essarts was never used again for a GP.

It struggled on for years with Formula 2, and then club racing until it finally closed in 1994, unable to satisfy the rising standards for safety and facilities. The roads still remain; after all they are public roads, but what is left to evoke those racing days?

The best way to approach is along the A13 Autoroute, that passes Rouen to the south. When the autoroute was built, it crossed the northern end of Les Essarts, and the road that formed the northern straight was used as a spur that leads traffic into Rouen. So a new length of track was built parallel to and south of the motorway in the shadow of its raised embankment. The shortened circuit was a mere 3.4 miles, still longer than any UK track. Turn off at junction 20 onto the south bank of the Seine and head west for Elbeuf on D321 and then D921. Follow the riverbank through Elbeuf as the riverbank gets higher, steeper and more tree-covered. In the village of Orival follow D938 towards Grand-Couronne. The road rises as it climbs the cliffs that border the

Seine here and about a kilometre beyond the village it divides at a narrow Y-junction. This is New World Corner, Le Virage du Nouveau Monde, the lowest corner on the



The Pits at Les Essarts

circuit and a fearsome hairpin at any time. Take the right hand way, and follow it up the hill. As you top the rise, look carefully to the left, where you will see some concrete hard standing behind heavy chain-link fencing. There is room to stop here, so park and wander. Beyond the fence is a timber yard, where logs from the forest around you are left to season.

But they lie on smooth tarmac, unlike any timber yard I know.

You can get around the fence so wander there too and you will soon find, under the logs, the layout of the Les Essarts pits and paddock, for this is where they were! You are parked in the pit entrance and a short way down the hill is the pit exit. Demolished soon after the circuit closed for good, only the ground plan remains for us archaeologists of motor sport.

Turn your car to face downhill and you are looking at the circuit from the start-finish line – on no other circuit I know of does the grid face down a steep slope! The pit exit, that you passed before you parked in the pit entrance, was on the brow of that slope.

Set off, remembering that in the day your start would be full throttle, dicing with the guy next to you on the grid as you both face the

first, right hand bend and that the field might not have got into line ahead before you got to the second, left. Neither of these corners will have

needed more than a lift of the throttle, so you would approach the third corner at top speed. Corner three was Les Six Freres, the Six Brothers, a corner that, raced today, would rank with Spa's Eau Rouge as one that sorts boys from men. With a steep bank on the outside and a steeper drop on the inside, any loss of control could not be recovered, and most drivers would lift as they approached and take it at less than full

throttle. After five drivers had been killed trying to straight line the Six Brothers, in 1974 a chicane was added to the corner that turned it from a lethal top gear bend into a corner that must be taken slowly in second. The chicane, renamed Des Roches, remains as a lay-by on the corner, as you drive on by.



Fellow archaeologist of motor sport - Binman (Jonathan Binnington) in the remains of the pit exit

But hazards are still to come! The road is still going steeply downhill and next you face New World corner, the hairpin where the road from Elbeuf divides in two. For the circuit, and you today, the extremity of the hairpin was softened

by a short cut, now covered in bumpy tarmac, as once it was cobbled. Yes, cobbled – there can't be many race tracks in the world that had that surface. Even the famous Brickyard of Indianapolis cannot have been as rough and slippery as this.

As you complete your turn, and head uphill again, glance to the left. A short steep bank leads to a plateau above the track. Here once were grandstands, where crowds watched cars braking from their top speed to less than forty miles per hour and then flooring it again to gain speed as they tackled the uphill leg. If you can look closely, there are steps in the banking would have lead up to the grandstands. But you may not have time for this, because Les Essarts has even more to offer! The steep uphill slope leads to a sharp left, and then an even sharper left, all upwards with dense woodland all around you. Le Virage Samson is a full right angle in which the slope doesn't ease at all. Those heroes of old must have had their foot hard down to keep their pace and place here.

Beyond Samson, the slope eases, but we cannot follow the full circuit of Les Essarts as it was up to 1970, before the autoroute was built across it. So turn right at the Courbe d'Etoile crossroads, along a straight forester's firebreak that leads to back to Paradise corner. Turn right there and you will find yourself back at the old start/finish line and the pits.

But this was not the course that ran from 1972 until the end. That was a looping, turning track, running between the firebreak and the autoroute and joined the old track again at Paradise. Large earth berms have been placed where it joins the present day roads, a few hundred yards beyond the Etoile cross roads and at Paradise. No doubt they are there as effective barriers to



stop people driving the old, new track. But it can be done, in a four-wheel drive vehicle!

The Circuit Rouen-Les Essarts was a formidable challenge that was met by the greatest drivers there have been. Ascari, Farina, Trintignant, Fangio, Gurney and Ickx all won French Grands Prix here. Moss, Clark, Rindt, Siffert, Peterson, Fittipaldi, in an age when F1 drivers were neither as well paid nor as cosseted as they are now, won F2 races. It is an impossible dream that Les Essarts could ever be raced again, but we can appreciate its



qualities and those of the men who drove it at more than four times the legal speed of today!

You can see a lap of Les Essarts, as far as it can be taken today, on YouTube, at: <http://www.youtube.com/watch?v=eB5QV8qUH9o>

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The Rig Test Section at Standard Triumph

During talks with company staff in the engineering and competition departments, the company's rig test Section was regularly referred to as an essential wing to the experimental department - particularly by Ray Henderson.

Ray was explaining the experimental department structure immediately after the war and then moved on to the Phase 1 Vanguard and the company's in house Rig Test Section.

"The entire experimental department where I worked was all moved from Canley to Banner Lane soon after the war. Our drawing office was the first to move and then the entire chassis section moved with the rig test section. But the engine test section where I worked hadn't quite made the move when I was called up and went into the Fleet Air Arm,

and that was in September 1946. In fact they'd got the Triumph Roadster underway at Canley by then and the prototype was built in secret in a small boarded off area behind the experimental shop. When I got back in April 1949 I went back into the engine test section for a

while which was now at Banner Lane being run by Frank Smith and the staff in experimental and rig test had more than doubled."

I asked Ray what he meant by the Roadster being built in secret.

"Well, as you know, all our factories at Canley, Banner Lane and Ansty during the war manufactured aero engines and aircraft



Experimental engineer Ray Henderson picture here during the Herald Trans Africa proving tests in 1958 - looking deep in thought (probably about persistent suspension and half shaft failures on the Heralds

for the RAF, which was controlled by the Ministry of Aircraft Production and we weren't allowed to build any road cars before the Ministry had given the O.K and signed off our factories from war work after V.E. day (8th May 1945). But in saying that, everyone had

Rig Test Section

turned a blind eye to it by then I suppose, because we all knew we were winning the war months before V.E. Day."

Ray then expanded with enthusiasm.

"Very soon after the war when the Vanguard was on the drawing boards, Les Makinson, who ran the experimental chassis section then, took me round our rig test section with Sam Austin. Old John Lloyd, who became a great pal of your dad's eventually, ran rig test before he moved further up the management ladder and we had everything you could think of for stress testing in there, including stroboscopic test equipment that they used for analysing valve spring surge and things like that. It was damned interesting that rig test section, and they'd built a lot of new test rigs for the Vanguard including rigs to test chassis and suspension under torsional vibration, and John Lloyd always called those rigs "shiverers."

"The lads in experimental were always talking about Lew Dawtrey's new test rigs because some of them were very intricate and a lot of maths was involved to calibrate them for various torsional tests, and Graham Sykes who worked in the technical office can tell you a lot more about that than I can because he understood all the advanced mathematics involved with vibration analysis. Anyway, I got hold of a set of papers Lew wrote on all our test rigs because his papers were copied and given out to our apprentices in our technical school as part of engineers training in the Vanguard era and I liked to keep up with all the latest developments on prototype work."

"We had no major problems with the engine and transmission that I remember with the Vanguard, but towards the end of the prototype road test programme one of our test cars had chassis failure on a main cross member after nine months of road tests. Les Vincent from our drawing office went on some of those tests with Jack Yates who was our chief tester at the time. Unfortunately, I missed a good deal of that when I was in the Fleet Air Arm, but Lew Dawtrey had designed a new



Design/Development engineer Graham Sykes (a renowned mathematician with a degree in advanced mathematics). Graham left the company in 1964 and wrote some of the first papers on CAD vibration technology. He also developed CAD technology used in Nuclear Submarine systems, and for Rolls Royce Aviation division.

test rig for the Vanguard chassis after that cross member failure and when a chassis had been on this rig for a couple of days and nights the cross section split again in exactly the same place that it had done on the road test car. After that, the chassis and cross sections were strengthened and no further problems arose on the modified chassis after tests on Lew's new rig. You see if that chassis problem had come to light after we'd put the Vanguard into production the company would have been in a hell of a mess."

Several engineers in the company, including John Lloyd, made a point in interviews of highlighting that Lew Dawtrey's Vanguard chassis test rig set the example that a suitably programmed test rig could replicate in two or three days exactly the same chassis failure that took nine months to uncover by road testing. They also emphasised that Lew Dawtrey was



One of the more dangerous Alpine passes negotiated by the works TR2's on the 1954 Alpine rally. Besides being a test for general car integrity, passes like this were also a test of nerves - bearing in mind there were drops of thousands of feet over the unguarded sides!!

the company's expert on stress analysis by isolating problem areas where design had to be improved - both on chassis and engine components.

Ray's reminiscences about Lew Dawtrey's chassis test rig prompted me to ask him to tell me more about the rig test section.

"Well, Lew knew a hell of a lot about the reasons behind stress failures and after he'd designed that new chassis test rig they also had a rig to test the body mountings where a complete body shell was mounted on a chassis with the chassis bolted to the base members of the test rig. This rig could then be set to vibrate at various frequencies causing the body shell to rock and roll on it's chassis mountings as it were. The thing with that rig was that they had to programme the vibration frequency within certain limits, because there was a specific high level frequency that had to be avoided because it caused the body shell to develop a humming noise and then the door locks gave way."

"Another rig they had was an impact tester they used on captive wishbone assemblies to test the wishbones by impacting the outer

trunnion area. That piece of kit consisted of a pendulum about five feet long that swung on a calibrated pivot through the top of two A frames, and a selection of weights could be mounted on the pendulum base plate which had a solid toe piece on the front to impact the wishbone at the trunnion. Now the reason I've brought this rig up is that the pendulum release trigger was designed by Lew Dawtrey from one of the bomb release slips he'd designed at our place during the war. You see Lew's trigger mechanism would click open instantly whether

the weight on the pendulum foot plate was either a pound or as much as one of those block buster bombs for instance."

Ray continued with enthusiasm about other 'kit' in the rig test section and then said.

"Of course when Ken started his competition department with the TR2 they did more extensive tests on springs, shockers, brakes and steering ball joints because the wear rate on everything after rally strip downs in some of Ken's reports had caused concern in some areas, particularly with steering. Consequently, they did some endurance and wear tests on track rod ball joints because they took a hell of a hammering on the Alpine passes.."

My curiosity roused, I asked Ray what type of rig was used to test ball joints.

"Well they bolted one of the ball joints on a track rod to the periphery of a circular drive plate about four inches in diameter that was mounted on the end shaft of a geared down electric motor, and the ball joint on the other end of the track rod was bolted to the periphery of a parallel load wheel about the size of a flywheel. Anyway, when they pressed the button, the track rod cranked the load

Rig Test Section

wheel fore and aft to give the ball joints the wear and load test. Talking about that reminds me that Ike Walton told a story about a near miss on that rig when a ball joint sheared off the load wheel and the track rod flailed about and sheared the drive plate clean off the shaft on the electric motor.

It could be bloody dangerous in rig test sometimes, I mean we had impact testers to test gear teeth resilience and the gear teeth on that rig sometimes shattered and sent splinters flying all over the place. Nowadays those types of tests are done in enclosed test cells with the operators standing outside."

To conclude, Ray's mention of the dangers

unguarded test rigs.

"I'll always remember an incident when I was testing telescopic shock absorbers on a test rig comprising of an off centre pin whizzing round which pumped the shock absorber furiously up and down.

Our foreman, Harry Cuthbert, pipe in mouth, had been observing this test and said he could definitely hear a squeak. He bent down and placed his ear a little too close to the errant shock absorber and suddenly spat his pipe out and squealed like a stuck pig because his ear had been nipped between the shock absorber dust cover and the reciprocating shocker body.



A section of the notorious 'Stelvio Pass' in the 1954 Alpine with two works TR's negotiating the zig zagging climbs, dives and U bend corners. Quite a brown trouser situation if any brake, suspension or steering problem suddenly arises.

involved with rig tests reminded me of an experience one of my life long pals, Morley Faulkner, related whilst working in the rig test section in the early sixties before joining the competition department. Morley described an instance that, although amusing in the way he described it, was most unfortunate for the victim - and highlighted the dangers involved around

We all burst into fits of laughter initially, but the hilarity stopped when we realised that poor old Harry had neatly amputated a fair amount of his ear lobe, necessitating a hurried and bloody trip to the nurse. The next day Harry had a huge wad of cotton wool and bandage round his ear, and nothing else was ever mentioned about the squeak."



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JNP 300C is a 1965 Triumph Spitfire Mk2, the rarest of the Spitfire range and was purchased in 1984 by Bob Dyke from Shrewsbury as an 18th birthday gift for his daughter Karen.

Regrettably Karen didn't take to driving the car and Bob drove it into the family garage with the intention of restoring it to its former glory.

Very sadly Karen's mother contracted Parkinson's disease which curtailed the time Bob could spend on the car. Fate dealt a further cruel blow to the family when Bob himself was diagnosed with cancer, finally succumbing to the disease in 2008 without ever seeing his dream of restoring the car realised.

The Shropshire Branch of the Triumph Sports Six Club have kindly been donated the car by Karen and her brother and intend to bring this lovely car out of its 26 year slumber and put it back on the road as Bob had wanted.

When completed this lovely little car will be used to raise funds for local and national charities, helping to bring a smile to those with little to smile about.

We are all volunteers who are freely donating our time and varying skills to the project and are being generously supported by local companies such as T.D Fitchett Triumph Spares who have kindly agreed to donate all the necessary parts at cost.



To make this project a success we need the help of you, the great British public, to help us fund the restoration of this British classic. We estimate that we will need to raise in the order of £3,500 to complete the car so please make a donation if you can, no matter how small to this.

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WESTERN AVENUE TRIUMPHS

PARK ROYAL SERVICE DEPARTMENT

by John Macartney

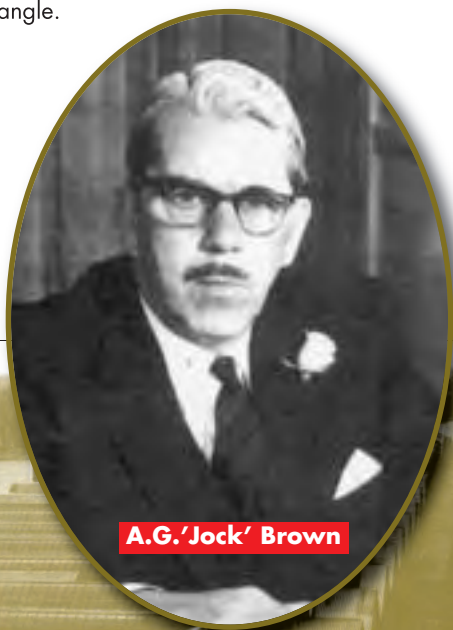


In last years 'Courier,' reference was made to the Vitesse Estate car and particularly to the fact that it was only available for 'special order.' The implication as I read it was that the car could be ordered from the factory, and this is most definitely not the case.

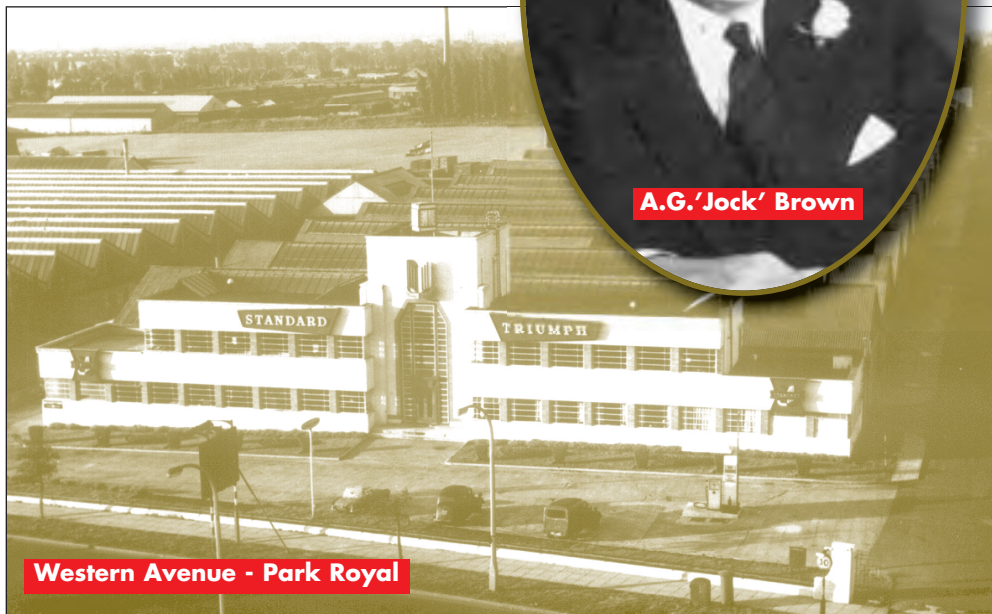
Over the years, quite a lot of myth has grown up around 'what happened in the car factories' (and I mean all of them here) so it's worth spending some time reviewing the Vitesse estate - and other similar hybrids, in an attempt to allow truth to prevail for future

enthusiast reference.

Let's first of all deal with the 'special order' angle.



A.G. 'Jock' Brown



Western Avenue - Park Royal

There was only one location from where



'specials' of the Vitesse Estate type could be ordered and this was through Berkeley Square Garages in London – and not via the factory.

Equally, this dealership is not to be confused with Standard-Triumph's own wholly owned showroom some thirty yards up the pavement from BSG. The company showroom at 15-17 Berkeley Square (now taken over by Jack Barclay) was where home market buyers could always view the whole product range and always see the full colour and trim range as well.

However, they couldn't buy a car from this location, unless it was for export. Berkeley Square Garages on the other hand, was a fully accredited home market dealer that drew all its vehicles from the wholesale department at the company's main Service Department at Park Royal on Western Avenue. It's a bit difficult to locate where it was but Google Streets makes me think Berkeley Square Garages site now takes the form of Pret à Manger, next door to Natwest Bank at the bottom of the Square on the east side.

The vehicle sales function for Greater London was presided over by Mr. A.G. 'Jock' Brown as Head Honcho and in his capacity as General Manager – London Sales and Service, Mr. Brown had a degree of shall we

say 'flexibility' in terms of how he generated his profits.

I have always had the greatest admiration for him in all his business dealings and I've often said that if he'd been able to find a way of charging for the air that vanished down carburettor intakes on cars within the charge of his Service Department, he would have done so. I well remember Dave Frost, one of the Service Receptionists, telling me that he'd received a memo from the 'old man' specifying that all cars brought into Western Avenue for radio fitment were henceforward to have a roof aerial, unless the customer specifically stated the aerial was to go on the scuttle or rear deck. Simply, Joe and Josie Public were never told they'd be getting a roof aerial and only because these had a better absolute margin of profit and took at least two chargeable labour hours to fit instead of 30 minutes - job done!

Be assured, there were very few stones Mr. Brown left unturned in pursuit of profit – and the 'specials' he built only for Berkeley Square Garages customers were absolutely no exception to the rule!

To this day, many believe that the Vitesse Estate was the only 'special' you could have out of Western Avenue and while it was arguably the most popular of a very limited output, there were other equally interesting cars.

They all cost a fortune because of the number of



Vitesse Coupé - B. Robinson

"You'll get almost anything you want, laddie - as long as you're willing to pay for it."

There was the Vitesse Coupé that started life as a Vitesse convertible. Western Avenue ripped out the soft top well, modified the rear deck, installed the neat little child seat area, fitted a Coupé roof from its extensive parts stocks after the Herald Coupé was discontinued in 1963 and fitted chrome wire wheels. Then there was the interior silent

parts and chargeable labour hours that went into their creation – and all the parts that came out of Western Avenue's parts stock for these cars were charged at full retail.

Remember, Mr. Brown was out to make money - and it's no exaggeration to say that a Vitesse Estate was within only £200 of a fresh-off-the-line 2.5PI Estate car with automatic transmission and power steering. Cheap they were not!

But I assure you the Vitesse Estate wasn't the only one.

I once asked Mr. Brown what I would get if I ordered one of 'his' cars and the reply was brief and to the point.

travel kit, carpets whose quality far exceeded those from the factory with leather-bound edges and optional twin fuel tanks. Even on the twin tanks, you could choose whether it was a twelve or sixteen gallon type. The right hand tanks had the filler neck reversed and certainly



Vitesse Estates - Courier Archive

a sixteen gallon version gave a Vitesse Saloon, Convertible or Coupé a substantial range improvement between refills over the standard '8 galloner' from Coventry, albeit at the expense of reduced boot space. The twelve gallon version was probably the best compromise as it featured two of the earlier and

smaller Herald tanks. However in all cases, there was no changeover switch. Both tanks drained into a common 'Y' piece union.

Personally, of all the Herald derivatives, the Coupé (Herald or Vitesse) has always been my favourite and it remains so to this day. It was such a

pretty car and while some might accuse it of being a bit 'girly' in terms of appeal, I still love it.

So, having established a limited marketing potential for a 'top of the range' Vitesse in the form of the Estate car, Mr. Brown also endeavoured to offer a slightly more budget-priced range on the Herald 13/60.

In all variants (except the Courier van), you could have the Western Avenue Herald 13/75 or 'in extremis' the Herald 13/90 variants.

The 13/75 featured a Mk III Spitfire engine, overdrive, larger front brakes, painted wire wheels with knock-off hubs and a Vitesse instrument panel. The paint finish was as per factory colour chart except Mr. Brown specified the metallic variant, hence Conifer metallic, Danson metallic etc. If the car wouldn't take a metallic – i.e. the customer wanted White or Wedgwood Blue, there was a contrasting metallic 'flash' along the waistline. Interestingly, you paid extra not to have the 'flash'!

However, on the issue of colour as a whole, Mr. Brown was always anxious to please. To that end, Mrs. Brown (who drove a succession of 13/75 Coupés) and who also had an excellent and expensive taste in home furnishings,



Modern Metallic finished replica

came up with a delightful and entirely different range of pastel colours that no self-respecting lady would abandon out of hand, without at least having a look.

This was 'Jock's' tour de force with a customer in a face to face situation.

Gently stroking the fresh rosebud he always wore in his lapel, his soft Scots burr could be heard along the lines of, *"well of course, I can have your car finished in any factory colour of your choice. However, it would be unprofessional of me not to tell you my wife does have a remarkable and most pleasing idea of colour harmony and balance, so maybe you'd like to review her thoughts before you commit to a decision?"*

They often chose Mrs. Brown's idea and as salesmen we'd (behind his back) extract the Michael from our ultimate boss by saying in our best Scots accent, "Mr. Whiting, please stuff Mr. Smith a further £250 after deciding on Vomit Yellow and Frog Spawn Grey metallic for his 13/90 Estate car. Yes, the one with all the bells and whistles."

The Herald 13/90 was a very rare bird. I remember only two - one of which I drove and believe me, it would give a 2 litre Vitesse in Mk 1 or Mk 2 guise, an outstandingly good run for it's money.

More importantly, there was very little drama if you went into a corner under power and then lifted off mid-bend.

Here was a rare Herald indeed – even on worn Dunlop C41's, the infamous cross ply GroundHog!

While still retaining the already mentioned attributes of the 13/75, the 13/90 had a re-worked head, a

knobbly but excellent street cam that I'm certain was designed, machined and heat-treated in Coventry, possibly a re-worked dizzy, a rear camber compensator, split circuit brakes and chrome wire wheels as per the Vitesse.

It also had a TR4A twin pipe exhaust set-up that made muted but nonetheless convincing snorting noises.

Coupé in the colour combo of the 13/90 which I drove. That car was Slate Grey metallic with a silver metallic side flash and shadow blue interior trim. I've always found this an appealing and understated colour mix and we'd have the wire wheels too, but under sufferance. Wires are always a penance to clean properly and thoroughly and when I



MK1 Vitesse Estate - Pic BP2000

It's difficult to say after so many years how these different cars were priced. None of them were cheap and there was often no limit to the goodies you could specify. Wherever possible, Mr. Brown was always pleased to oblige and charge accordingly - so if money really was no object, I suppose you could have ordered a Herald 13/75 or 13/90 that cost more than a Vitesse Estate. There were interesting options of tinted laminated windscreen, halogen lighting, a factory wiring loom for Italian spec cars that featured a twelve fuse system (always better than depending on the choke cable if the engine earth strap got ripped off) improved radiators and electric cooling fans. Believe me, the list was extensive and what I've just mentioned is just a tiny part.

I'm now Triumph-less - but if the day should ever dawn when I felt an urge to acquire another one, I think I'd re-create a 13/75

retired, I had to dismiss the Chauffeur, the Butler, the Cook, two footmen, two Under-house parlour maids and all the Estate staff, so my wire wheels would probably be powder-coated and I'd have to clean them myself with an 'igh pressure 'ose and a good luck wish.

But the finished result would still be the brainchild of Mr. A.G. 'Jock' Brown - who never made a loss on anything he ever undertook and who you always addressed as "Sir" - because by heavens, you meant it!

And do you know what would be nice?

To one day turn up at a Triumph Gathering somewhere and see a Western Avenue Vitesse or Herald derivative because even if the 'purists' claim the company never made them, they'd be wrong. Those cars were made at Standard-Triumph, Western Avenue, London W12 and by a man who had been Chief Inspector at the factory in Coventry immediately

before his transfer to London and who was a consummate automotive engineer in the true sense of the term. But most of all, he knew how to financially 'milk' his customers with a smile on his face and I think they (almost) loved him for it.

So, in my book, my 13/75 Coupé would be legit and regardless of what anyone else had to say to the contrary. They were even legit in Lord Stokes book too, because he knew what was going on and while he didn't like it, 'Jock' Brown could prove he was making a wad of money on each car sold and let's face it, British Leyland needed every penny it could



Vitesse Coupé - B. Robinson

get - and from wherever it came from.

Something along the lines of

"He who pays the Piper calls the tune?"



MKII Vitesse Estate - Pic Allen Watkin

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Vitesse



MkII 2L. Recently serviced, been using it almost every day, runs well. MOT until June. Selling because I am moving to France. £1,500. Sebastian (Exeter) 07758 652898.

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PARTS 4 SALE

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1500 Californian carb/manifold. Brand new and unused Spit 1500 single carb, complete with inlet and exhaust manifold. £100. Also TOW BAR for HERALD/VITESSE comprising bar itself and crossmember plus fitting instructions. £40 Alan (Dorset) eMail: triumph69@talktalk.net

SPITFIRE GT6 HERALD Wire Wheels x 4. In good condition with some surface rust. The splines are good on all four rims Size: 4J x 13 Made In The UK by Dunlop Courier £15.99 to UK Contact me for worldwide shipping prices. Tom. Tel: 07876 787889 or Sales@ZoomerRoo.co.uk

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SPITFIRE 1500 St/steelsilencer ex. Rimmer "quiet" system. Central fitting. £10. 1500 Corbeau driver's seat with damaged but repairable foam/fabric in seat cushion. £25. Spitfire Mountney 13in. st/wheel with dodgy horn connection. Hardly used. £10 Geoffrey (Norton-St-Philip) 01373 834378

HERALD 1200 Saloon. Complete set of Blue Seats and side panels. Very good condition. £100. Iain (Bath) 07977 907877.

SPITFIRE Garage Clearout. SPITFIRE 1500/IV but some GT6 Mk3 bits too. Email and I will get back to you with photos. Located in Buxton - will post too Steve (Buxton) 07739 407714 eMail: steve_gort@yahoo.co.uk

SPITFIRE 1500 Overdrive New Old Stock Propshaft. Re-painted in black smoothrite. £80, or £90 delivered. Keith (Suffolk.) 07765417050. o r e m a i l rustytriumph@btinternet.com

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Rare Hardtop in good useable condition, fuel filler extender, parcel shelf, call for more photos or info. £150. Piers (East Sussex) 07830 160209.

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PARTS WANTED

STORAGE SPACE WANTED. Herald and GT6 to house. Need garage/store near GU18 5QQ - Lightwater Surrey. David (Surrey) 01276 850191.

TOLEDO inlet manifold. I'm after a Toledo or Spitfire single carb inlet manifold. Ed. 07886 803570.

SPITFIRE Mk4/1500 Rear Suspension Wanted to convert my Mk3 Spitfire I'm building to more modern spec. Tom (Newark, Notts) 07876 787889.

WANTED, Single Weber Manifold for 1296CC Engine, Non Crossflow type preferably. Cash waiting. eMail: oscaife@googlemail.com

LOOKING FOR 2 x Original Wide slot steel wheels for the Spitfire 4/Herald 948/1200 Jonathan 01656 861709.

HERALD MK2/BOND2+2 1963. Camber Compensator complete plus any period Tuning accessories wanted. David (Essex) 01371 850973.

GT6 ROTOFLEX rear hub wanted. Good used condition. Richard Gale. eMail: richard@gm-design.co.uk

LEFT REAR WING Spit MKIV Wanted. I am after a fairly good Left Rear Wing for a MKIV / 1500 Spit without paying new prices!! Henry (Lyndhurst) 07931 176207.

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

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

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Julie Hazell Tel: 07813 589799

March 2011



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- **EVENT ADS**



Spring Fell Run Challenge

SUNDAY MARCH 27TH 2010

Starting from Grizebeck Petrol Station (A5092) at 10.45 am we will travel through the splendid scenery of the Duddon Valley to Ulpha then onto Seathwaite. From there we will follow the Duddon River to the foot of Hardknott Pass and ascend the Pass from the East side, descending into the picturesque Eskdale Valley. Lunch at the Boot Inn, Boot. After lunch the challenging ascent of Hardknott Pass from the west awaits with it's magnificent views of Scar Fell and Coniston Old Man. Then onto Wrynose Pass and the Little Langdale Valley. Finally travelling along the shores of Coniston Water. Arriving back at Grizebeck around 4pm.

Some of the first section of this event is new and is not the same as previous years.

Entry is £5 per car and will be limited to 30 cars. **Closing date for entry 20th March.**

A lunch menu will be emailed to all entrants prior to the Run in order for lunches to be available on arrival at the Boot Inn. Entrants to pay for their own lunch.

Please make cheques payable to TSSC Cumbria and send to R W Ross, 28 Duddon Drive, Barrow-in-Furness LA14 3TW. Include your email address or a SAE for confirmation.

For Further information contact Roy:

Tel:01229 474077. Email: roy.anne@tiscali.co.uk

or visit our website tsscumbria.co.uk

This event is not for the faint hearted!

Euro Boxes are welcome if driven by club members but they enter at their own risk.



AREA DIRECTORY

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

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

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. 7.30pm

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 8pm
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	BARTON Aerodrome ECCLES. M30 7SA. 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.
LIVERPOOL	Alex Cain: 0151 222 2366 Lisa Garland: 0151 5491267	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	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 Crown Inn, BARNBURGH DONCASTER. DNS 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY		The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
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.
SHROPSHIRE	David Embery: 07701 049881	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
STAFFORDSHIRE		Lakeside Tavern - BARLASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999 From May to September	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	Stefan Graham: 01384 279686	West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY Smithy Pub RHUALLT Nr St Asapm	1st Tues. 8pm. 3rd Wed 8pm.
SOUTH WALES	Jon Cronin: 01656 861709	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	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	CHECK AREA NEWS FOR VENUE	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	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	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 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 SG4 9AJ	4th Mon. 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 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 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. 8pm.
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 - WHERWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wroughton: 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 The Star Inn - LIVERTON	1st Sun. Lun 3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	Adam Fiander: 01722 421041	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	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
WYEDEAN		3 Horseshoes - ALLENSMORE Herefordshire	3rd Weds. Eves.

OVERSEAS Contacts

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ALO REPORT . . . ANDOVER AVON

TSSC AREA NEWS

AREA LIAISON OFFICERS

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We are looking at 2 Areas that require New Area Organisers Stafford Area and Wydean; this is to replace the existing Area Organisers who for various reasons can no longer carry on. We would like to take this opportunity to Thank Clive and Adrian for all their help and enthusiasm throughout the years. We are looking for

an Area Organiser in each of the Areas, with assistance from existing members, Club Headquarters and Frank and I.

We are looking for someone with enthusiasm, good ideas and with delegation and communication skills. You can give as much or as little as you fancy. Please get in touch with Frank and myself by phone or email!!!!

May we take this opportunity to thank all those A/Os that have registered their Area and we are looking forward to meeting the new Area Organisers.

There will be a New Members list appearing monthly from March in the Courier.

The A/O Seminar/AGM will be on **10TH April** 10.30am at Lubenham Village Hall. Please can you present your membership cards to gain entry into the AGM? If any member has misplaced their membership card you can get it replaced by contacting Angie Hill at Club H/Q. (As per Club Rules Membership cards will be checked)

There will be 3 additional Awards added to the Member of the year Award which will be presented annually at the AGM. Area of the Year, Special Achievement, Tssc Thankyou.

Please can you send me any questions, ideas and indeed your opinions to be included onto the A/O Seminar Agenda?

A/O Surveys are arriving thick and fast remember if you haven't sent yours in yet you have till the end of February. A/O Surveys will also be discussed at the Seminar.

Bernie our Courier Editor has now got the facility to produce fantastic posters and prints at a Larger than A3 size. Whatever you needs contact Bernie at Club H/Q.

The Xmas Open weekend **3/4th December 2011** will include a Dinner Dance at The Hinckley Island Hotel, Leicester for approximately 250 members. Prices are Approximate at the moment £65.00 per double room B/B and £32.00 per person for a 3 course meal. (This all depends on your Area's interest) Dress is smart casual. A fantastic chance for Area's to get together and have a good time!!!

New Events to put in your Diary??

Spa Francorchamps Classic **May 27/29th 2011**

Drive it Day Crich **17th April**

Silverstone **July 23rd** Contact Nigel Clarke Club Manager

Xmas Open weekend & Dinner Dance **3/4th December 2011**

Hinckley Island Leicester. Please Contact Dave Smith (Chairman A/O Leicester & Rutland)

Congratulations to **Dorset** Area you have been drawn for the £50 Club Shop voucher, and **Norfolk** the £25 Voucher.

Please get in touch with Angie Hill at Club H/Q to claim your prize. Let the new season begin!!

Pip & Frank

ANDOVER

Tel. 01672 514241

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A quiet meeting in January with Burbage Bob and Graham joining Suzie, Molly and I at the White Lion.

It was good to catch up on happenings since our Christmas meal - all had survived the festivities and looking forward to the new season.

Anya has sent a thank you for her Bear, I gather Mum and Dad have settled in well and are now hoping to go to their local meets. Hopefully there will be help and encouragement to ensure that the GT6 does rise again!

Dates for your diary:

Wyke Down show on **Easter Monday, 25th April**. We have booked a Club Stand and space will be allocated on the basis of the number of applications they receive quoting TSSC so don't forget to send your form in.

Popham Show on **Bank Holiday Monday, 2nd May**. We have booked a Club Stand and have received the tickets so please contact me if you would like a ticket for this show.

The next meeting will be on **Thursday 10th March** at The White Lion, Wherwell.

Guy & Suzie

AVON

Tel. 01454 327059

I am writing this just before our February meeting so not able to pass on anything discussed. Looking back to January, 7 of us enjoyed the local panto - Sleeping Beauty. Colin started watching the show with burger in hand as a snack and looking at the reaction throughout the show I think we all enjoyed it. Unfortunately the indian restaurant we booked for after the show was extremely popular and had a 40th birthday booking that took over half the restaurant. We decided to move on, and Colin came to the rescue with a table booked at his local indian restaurant. The food was excellent and it rounded off the evening a treat.

Looking forward to **April**, we have a club stand booked at Coleford and will have the Bristol show to support. If anyone can offer support on the **Saturday or Sunday**, please let me know. I also have a provisional date for Brea **25-26 June** but we will be sharing the field with a forty unit group from British Leyland which could add a bit of interest. More details in **April's** Courier with prices for camping and for the trip on the steam railway. Several people have said they want to do more this year, but I cannot organise it all. If you have details of a show, e-mail them to me (Junewrighton@tiscali.co.uk) or bring them to a meeting and we can look at it.

Please remember I write the area news a month in advance, so to get it published needs a bit of forward planning. Or you can come to the meetings and find out what is going on.

Hopefully more detail on events next month - Don't forget our auction on **7 March** to raise area funds. See you then.

Jane

IMPORTANT NOTE

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

BUCKS SOUTH . . . CANTERBURY



BUCKS SOUTH Tel. 07788 436167
www.tssc.org.uk/southbucks
email carlswanson@btinternet.com

TSSC AREA NEWS

Hi all. Well, firstly a big thanks goes to Dan James who has been the AO for several years and has done a great job and organised many events and kept the South Bucks area going. Thanks Dan.

As Dan has been doing such a great service, I did offer him a break for this year and he accepted really quite quickly so I'm not so sure if it was such a wrench for him not to be the AO this year!

So our first monthly meet was Wednesday 19th January and we had no Triumphs at all which is quite unusual. Dan's Stag is giving the usual challenge of removing the cylinder heads from the block, but they REALLY don't want to come apart! AD auto is tackling the challenge as he wants the car back on the road asap.

One of the reasons? Well, many congratulations go to Pauline and Aaron as they are getting (have got depending when you read this!) married on February 19th and as Pauline and her family are true Triumph enthusiasts with Pauline's Magenta MK4 Spitfire, her brother Robin has a MK2 Spitfire and many others owned by Pauline & Robin's uncle and their family. Dan and I have had the privilege of our cars being requested as wedding cars. As I sold my Stag late last year and have purchased a 2000 Mk2, it makes for a most suitable wedding car, and Pauline's uncle is supplying his 2500 Pi so a good collection of Triumphs will be in attendance. On behalf of the whole South Bucks team, we all wish Pauline and Aaron a long and happy marriage.

My 2000 didn't attend the pub meet in January as after washing it in the day, then de-icing it in the evening I travelled twenty feet from the end of my road and was met by the gritter! Spaying as much salt as you see in a bead blast attachment, I turned round and left it home! The Members of the South Bucks team that came were Phil, not in his Hurricane as it not on the road at the moment but should be out soon. Paul, Liz & the sheep but no mention of the Spitfire race car as yet, and Robin with his dog who was sporting his Disco has late out form work. Pilot Rob came along too, so there's hope another Triumph may come his way one day!

Now, if you have been to the Squirrel before, it has been updated since you last came and they have (at the time of writing, but PLEASE check the website before you come www.thesquirrelpub.co.uk) have a great deal where if you buy drinks for over £3.00, but can pick a dinner from the three options offered! Superb! If you haven't, please do feel more than welcome to come along and have a chat. It's all very informal and we always like to see new faces and cars. The next meet will be 16th March at The Squirrel in Penn Street.

Dan and I usually make a run to the Ace Cafe in West London for the Classic car night. That's the **second Tuesday** in the month. Please see www.ace-cafe-london.com for details but if you let me know we can meet you on the way or down there if you would like to go. It's a friendly place with good food and drink at reasonable rates (bearing in mind you are in West London!) The next meet there is **8th March**. We get there around 8pm.

Other events coming up soon. **March 6th** Triumph Spares day at Stoneleigh in Warks. In **April** there's the National 'drive it' day. There is usually a meet at Brooklands so I will check and let you next month. The 22nd Isle of Wight trip is coming

up at the end of **April** which is great experience with some superb views of both natural and man made with several runs of just Triumphs which you are hard pushed to see anywhere else in the UK. I remember sitting in my Spitfire at the bottom of a long hill coming out of one of the sea front car parks, and every car I could see behind me and in front of me was a Triumph! It as well documented I don't do 'camping' so if you are of a similar mind, there are static caravans and even a couple of flats you can rent! Be quick as there is a limited supply. It will also be great to see the two South Bucks ex pats who live over in the Isle!

I hope you see something that appeals to you that may add a little more enjoyment with your Triumph. As the year goes on, I hope to let you know of lots more shows both classic car and other shows with a classic car display. Also, if there is a show you know of and like, please let me know.

Hope to see you soon. Take care,

Carl

CANTERBURY Tel. 07810 438074
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www.canterbury-triumphs.org.uk

We had the "Cumberland Room" available for February's meet. A bit snug but all those who wanted to could squeeze in for a "proper" meeting.

After a short presentation by Eddie, Steve B agreed to take over as club Treasurer, while Derek (the Stag) agreed to remain as the second signature for the few cheques we actually write! Eddie and Steve will no doubt be getting their heads together to organise a smooth hand over. Thanks must go to Eddie for looking after club funds so well for the past few years and thank you to Steve for offering to take over.

There was great enthusiasm for events in 2011. As last year, it would be nice to have one club event a month during the season, leaving plenty of time for individuals and small groups to pick shows and events which best suit their interests.

Briefly then, Del, Tim, Mike and others are planning a trip to Stoneleigh for insurance valuation purposes on the **6th. March**. On the **10th. April**, Reg will be leading us to the Industrial Heritage museum at Amberley near Chichester. The following weekend, **17th. April**, Steve and Mark will be leading us to the "Neptune Inn" for Drive it Day.

Into May and it's the South of England meet at Leatherhead on the **8th**. The big event in **June** for Canterbury Triumphs is the Triumph 2000 National event to be held at Martin Mill over the week **20th - 26th**. Charles is asking for volunteers to help during the week. If you want to attend the event, the booking form is on our website or available from Charles.

The club run to the Dering Arms in May has been rearranged for the **11th. September**.

Details for all of these will be announced at the meeting before the event and posted on our website www.canterbury-triumphs.org.uk

That's about as far as we got but we can sort out the rest of the club events later in the year.

Invitations to shows keep coming in and Bob and I will keep people informed as soon as we can.

All for now.

Phil



CHESHIRE . . . CORNWALL COVENTRY

TSSC AREA NEWS

CHESHIRE

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Last month we discussed carpet in the garage and the hazards such as setting it on fire when welding. I did try setting it on fire, but I only succeeded in setting a piece of paper on fire. The burn marks on the carpet will need careful removal before the carpet can go back in the lounge, though.

Paul showed us all up at the meeting by coming in his Bond. I'd thought about coming in Heap the Vitesse, but then it started to rain and wind and a cosy Peugeot seemed a better idea. On the subject of Peugeots, Adrian has one working Peugeot and one very dead Peugeot at present, and has indicated that once the dead one has departed, that's it with Peugeots.

That's until a daughter damages one and it needs urgent repair, of course.

Jonathon turned up with some goodies that have escaped from his workplace, so Adrian now has a variable power supply to hold the garage floor down, and several meters changed hands too. Many thanks are due for these bits.

There's been some progress on Hark – the boot lid's been swapped, the passenger door fitted with the hinges from Paul, and the boot outriggers now need welding. My welding machine seems to work better with new welding wire but the big test comes when I try to actually glue Hark back together. And I look really good in my new welding mask with the flames!

The Club has put all the Couriers on DVD and consequently I have a huge quantity of paper Couriers, which are currently holding the floor down in the den. Anyone interested? We start at Courier number 4, I think!

It also looks like we will have an Area Expedition to Stoneleigh on **Sunday 6 March** – this follows our meeting so we can figure out the transport arrangements there.

Our next meeting is on **Thursday 3rd March** at the Cock and Pheasant. I should be in the country (or in Oman).

Henry

CORNWALL

Tel. 01726 851687

It was a busy meeting last month! Talk was of the Christmas Do; everyone seemed to enjoy it and the hotel have already asked us if we want to come again this year. The feeling was that we do.

Our trialling team upheld the honour of the Triumph name on the Exeter Trial, Jane was clear, but went off route and up a wrong section, Simon failed one section and went of route, Mike had a misfire and a puncture, failed two sections and went off route. The conditions were really bad, but we enjoyed it. We also met up with some friends at the finish and had a nice diner. Ian Lee withdrew, his navigator was unavailable at the last minute, Mike Warnes added another Gold to his collection, whilst Phil Tucker (TR3) and Adrian Brooks (TR2) both retired early on. We have all entered the Lands End Trial on Easter Saturday, so watch out for us – we plan to try some Class 5 hills as practice for moving up to Class 5.

We have also had our County Bowling Sunday Lunch, but more about that next month. Drive It Day was discussed and we have agreed to meet at

The Hawkins Arms at 10:30 am on **Sunday 17th April** for the

run to Morwellham Quay.

Please let us know if you want to come, so that we can give Morwellham Quay rough numbers. Devon Area also plan to meet us there and they're a good crowd (Have you seen Sue posing with her Herald in Triumph World?)

There is quite a crowd going the Isle of Wight Camping Weekend, let Sally-Ann know if you're going.

There was also more talk about our long distance event this year and most people want to go to Swanage on the second weekend of September. The whole town has a festival with a car show and, by all accounts, it's great fun. So far there are four cars looking to go and camp, let us know if you want to come too!

Congratulations to Tony & Helen for getting voted into Area Organisers for another year; the lack of opposition usually means that everyone is happy with the way things are going and we do seem to have more enthusiasm for getting out and about in our cars.

St Ives Campsite have agreed that we can return to them this year for the Camping Weekend, although the final details have yet to be agreed, we should have our own area. It is usually the last weekend in June (Golowan Festival). We might even recreate one of 'Britain's Best Drives' as seen on BBC4 recently with Richard Wilson.

Arrangements to visit local shows and events are usually last minute and done at meetings, please come along to find out more. Remember we live in 'The Sunshine State' so we will be out a lot this summer.

March Dates

Thurs 10th The Hawkins Arms, Zelah from 8 pm

April Dates

Thurs 14th The Hawkins Arms, Zelah from 8pm

Sun 17th Drive It Day, Morwellham Quay, Hawkins Arms
10:30 am prompt!

Sat 23rd Lands End Trial – Evening Dinner Driftwood Spars

Fri 29th-Mon 1st Isles of Wight Camping Weekend

More next month

Mike

COVENTRY

When I bought a Vitesse saloon over a decade ago, I was surprised to learn that there was no local TSSC Coventry meeting in existence. So I decided to set-up a regular monthly get-together, and decided to meet at The Weavers Arms near Fillongley. This proved very successful, attracting in excess of 30 cars during summer months. However, the car parking was inadequate, forcing some cars to park on the main road. We therefore agreed to switch location to The Bull and Butcher at Corley Moor, a quintessential English pub, with ample parking in a meadow between Spring and Autumn. We continue to have around a dozen regular core of Members who attend every month, whatever the weather. We also welcome the summer / fine weather Members, the more the merrier!

I have decided to step-down as Area Organiser, and feel now is the right time for a new leader to take on the role. I am pleased to announce that Phil and Lyn Smith have kindly agreed to take-over as Coventry Area Organiser. They are both very enthusiastic, and with friends Paul and Joan Cheshire, are probably the most active within the Group, attending many Classic Car events, local and National in their Spitfires. I would like to thank you all for your continued support over the years, and

TSSC AREA NEWS

I'm sure you will all support Phil and Lyn throughout the forthcoming season I hope you can get along to our next meeting at The Bull and Butcher on **Tuesday 1st March**, 7:30 onwards. Spring is in the air, as the daffodils are beginning to sprout-up in my garden, now the snows have melted away. We invest a lot of time and money into our Triumph cars, so it seems only sensible that we should use them and enjoy the leafy lanes of Warwickshire, especially on Sundays and sunny days. Our regular meetings provide a good opportunity to do just that, with plenty of fellow Triumph enthusiasts (...and Jaguar, MG - Clive!, Mazda - Nigel!). There is friendly banter and I hope to be there in my Dolomite next month, so look forward to seeing you there, with or without your Triumph.

The first major event of the year is Triumph Spares Day at Stoneleigh, **Sunday 6th March**. Details are available on line. This must be one of the best show Triumph parts, accessories, and autojumble to rummage through All the main Standard Triumph clubs are present, with plenty of cars on show. We can discuss this event at next meeting, and meet-up and travel together - if you wish to do so.

Keep on the 'straight and narrow', and enjoy your Triumph this summer! Regards,

Kevin

CUMBRIA Tel. 01229 474077
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www.tsscumbria.co.uk

Apologies to all, Roy did supply an area news last month but I missed putting it in! So sorry again to all - Don't blame Roy!

Bernard - Editor

Apologies to everyone for no news last month but it was due to a technical error in the Courier office. The January News is on the Cumbria TSSC Website. The monthly news is available to read on the Cumbria website from the end of the first week of the month, if you do not want to wait until the Courier arrives. I am also willing to email anyone a copy as soon as it is sent to the Editor. If you wish to be added to the list please let me know. I will repeat a couple of points that I mentioned in the January news in case members don't have access to the web. I am aware that members in the south of the county have received an email from the new AO of the Lancashire area. This was sent as a mistake, please ignore it. Because the south of the county used to be Lancashire we have LA post-codes and not CA as the rest of the county. Kevin was given a list from HQ and did not know this.

At the January monthly meeting Roger gave us an audited account of our area finances and considering that a couple of years ago there was no money in the account, the bank balance is looking healthy. We have for some time been discussing the purchase of a new club tent. The old one has served us well over the years but is extremely heavy and needs to be transported by trailer. The tent needs to be lightweight and it is of the opinion, having seen one, that the Coleman Event Tent would be a wise buy. It has a domed top and four sides and ample room for us all. As soon as one becomes available at the right price then we will purchase, there are enough funds in the kitty. Don't be surprised if you come along to a show and cannot see the old green one.

The meeting on February 27th will be held in the pub at the top of Kirkstone Pass. 12 Noon. Among the things that will be discussed are the events for this year's calendar. There are

some new events pencilled in and all ideas are welcome. A reminder for all those thinking of going to Le Mans next year, I will require your money around September of this year.

The Royal Pub at Dockray near Ulswater was the meeting place for the 29th Jan. Thanks to Des and Carol for organising that. 12 members attended. The food was ok but we needed a mortgage for a drink.

February's meeting will be the last of the monthly meetings to be held at the end of the month, as the show season is soon to start. The first event is the annual **Fell Run Challenge, March 27th**. Details are in the Courier and on our website. The event has reverted back to the end of **March** to avoid the Easter tourists after last years bicycle farce. The first part has been altered to make it more adventurous.

Some dates for your diary. This is not the final list and I will be giving out the usual pocket calendar when everything is finalised. **1st May**, Heathergill Show, Carlisle Airport. **28/29/30th May** Border City Steam Fair Rickerby Park, Carlisle. **4/5th June** Thirlestone Castle, Lauder, Scotland, this is a new event. **18/19th** Silloth Show. **3rd July** Distington Show.

More details on these events next month and if you would like to see something added or discuss anything, please come along to the February 27th meeting at Kirkstone Pass. Phil Evans has just bought a 1970 Bond 2lt Convertible in white this will make a nice addition to our club stand.

Safe motoring

Roy

DERWENT VALLEY Tel. 01623 487323
www.derwentvalley-tssc.org.uk
e-mail: roger@derwentvalley-tssc.org.uk

Hi all. Not a bad turn at our February meeting considering that Derby County was playing at home.

Julie was quite worried that she would be the only lady when she was told that Angie would not be joining us as she was providing a taxi service for her youngest son. But as the ladies arrived she cheered and chanted 'Girl Power'. The biggest cheer came when Angie actually arrived for a quick drink between drop off and pick up.

It was nice to see Tony, Michelle and their two boys again, especially as they were the only ones who turned up to the meeting in a classic car. Michelle incidentally amused us during the evening with tales of her cookery skills which included Roast Instruction Manual.

Richard Wheeldon tells me his Spitfire is only awaiting new carbs before it is back on the road again after a long restoration.

It was a good raffle with plenty of prizes for all. The night's entertainment was a quick fire general knowledge quiz produced by Colin - 50 questions in 25 minutes. There was a lot of confusion and banter during the quiz. Eventually Richard Malin was declared the winner with 35 points closely followed by Kim with 34. The consolation prize went to Stuart with a score of just 14...a box of 'Milk Tray' which he insisted he would take home and give to Glennis. He must have been in bad books. Stuart also gave us a run down on future events that we could attend.

It was decided by vote that we would stay in the local area for this years '**Drive It Day**' instead of going to the seaside as we



TSSC AREA NEWS

Derwent Valley Continues

did last year. Final suggestions are needed at the March meet so the event can be planned and details published.

A big thanks to the Peak Run team who are coming up with some cracking ideas and themes for this year's main event in June. It looks like it's going to be bigger and better than ever before with our very own exclusive camping field.

Last of all, one of our lady members (who I cannot name for reasons that I may suffer serious repercussions at home) may have had a little too much to drink on the night. Three double wines and two lagers resulted in her uncontrollable outbursts and giggling which became the laughing point of the night.

Some dates for your Diary:

1st March - Derwent Valley's Monthly Meeting. Smalley Common Ex-Serviceman's Club from 7:30pm. All welcome.

6th March - The International Triumph Show and Spares Day, NAC, Stoneleigh.

5th March - Derwent Valley's Monthly Meeting. Smalley Common Ex-Serviceman's Club from 7:30pm. All Welcome.

10th March - Triumph Sports Six Club Annual General Meeting. That's all for now thanks folks -

Roger

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

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We were delighted with the attendance at January's Club Night at the Star - literally overflowing the mezzanine, luckily not too many others in the pub that night! A big group of young members and we welcomed new member Peter, who is looking for a convertible Vitesse to restore. Mike H was pouring over Sue's 1964 school photo - his wife Irene was also in it! Andy H had dug out a mid 90's article in 'Six Appeal' featuring Ian 'Del' Lines, who Sue knew in the late 60's before he started fabricating 'Stag Estates' in Weston super Mare and incurring the wrath of British Leyland. We were busy planning various outings, including our annual invasion of the Isle of Wight at the end of April (which looks to be our biggest yet), and Colin is planning a weekend visit to Beaulieu on 25 June. We will be camping (or caravanning) at the Southfork Camping Site at Martock in Somerset before driving to Beaulieu early on the Saturday. We think it is a couple of hours drive from the site to Beaulieu and the idea is that we have a BBQ in the evening back at the site. If you are interested in joining us, please get in touch now. If you fancy Beaulieu but want to go there direct, how about meeting us at 9am at the Cartgate Picnic Area just off the A303?

North Devon sub group met at the Tarka Inn in January (and again in February) due to Steve T leaving for Australia that day. Sharon, Steve, Edith, Ray, Wendy, Dave and Kay had a good catch up and were really surprised when Steve T popped in on his way back from buying fuel for the trip to the airport! No Triumphs in attendance but with all the salt on the roads, it was definitely the sensible option. Not sure yet where the March meeting is - ring Steve for details (07968 702611).

On 6th February, in a howling gale, a very respectable ten Triumphs met at Exeter Services, along with two moderns. 2 Herald convertibles, Ann's and ours (hoods firmly UP), Brian's 12/50, Allan's Vitesse, Steve's Stag, 2000s of Colin and Simon,

Maurice's 1500TC, and Richard's Dolomite. New member Onyx brought his French Blue MkIII GT6 - first time on the road since an engine rebuild - welcome to the wonderful world of Devon TSSC Onyx. Russell's Vitesse was waiting to have her MOT after several months of restoration, and we look forward to seeing her again soon. Our younger 'members' were well represented, with Sarah, Sam, Finlay, Robbie, Holly and Lucy. Brian & Anita led us through bits of East Devon we'd never seen before, places like Colliton, Dulford, Upexe, including a bit of unmetalled road where we think the residents would more expect horses than a collection of Triumphs, finishing at the recently reopened Ruffwell Inn near Thorverton, where we enjoyed a really good carvery. Dan (not driving today) was the recipient of a 'Top Gear' cake for his birthday the following day.

WHAT'S NEXT

IMPORTANT - CHANGE OF DATE FOR MARCH OUTING

Due to Sue having a 'Muppet moment' and not realising that our proposed March outing would have clashed with Triumph Spares Day at Stoneleigh, we have changed the date from the 6th to the 13th. We will meet at Exeter Services to leave at 10am when Colin will lead us on a scenic drive to the Fleet Air Arm Museum at Yeovilton. This is somewhere a lot of us are interested in visiting and, as we believe there is a cafe there, we will either eat there or take a picnic. We will be stopping on the way back for more food. Again we will need numbers beforehand. We even have some discount vouchers for entry to the museum and we are hoping that Somerset Area may join us at the Museum.

North Devon have their meeting on Thursday 10th, ring Steve for details (07968 702611) and Club Night at the Star Inn, Liverton will be on Wednesday 16th. We have been invited to a Skittles evening on Saturday 26th March at the Westward Inn, Lee Mill just off the A38 near Tesco. There will be food available and we will be playing the Stag and Dolomite Clubs and the TR Register. Sunday 3 April - yes we know it is Mothering Sunday - we will meet at the Riverside car park in Bovey Tracey (at 10.30am) for a run over the moor to Yelverton, with lunch probably at the Burrator Inn. As usual, please let us know beforehand if you are coming for lunch.

Looking ahead, we are planning our 3rd TRAINS & TRIUMPHS DAY at South Devon Railway, Buckfastleigh, on Sunday 12 June so make a note of the date now. It will be a 50's and 60's weekend at the Railway so come appropriately dressed if you like! We have entry forms now for some of this year's shows - if you need any please contact us. Noteworthy is Branscombe Air & Car Show - this year on Sunday 24 July - the cost for car & driver is a whopping £13 this time but my guess is that most of us will go there in preference to Paignton Green which is on the same day. Powderham (our big one in Devon) is on 9th and 10th July - we will need your entries in to us by 1st May to ensure our space.

DEVON DIARY

- Thursday 10 March North Devon meeting
Sunday 13 March Leave Exeter at 10am - Fleet Air Arm Museum visit
Wednesday 16 March Club Night at the Star Inn, Liverton
Sunday 3 April Meet Bovey Tracey car park - Moors run

Sue & John

IMPORTANT NOTE

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

DORSET SOUTH ESSEX . . . GATWICK



DORSET SOUTH Tel. 07920 549474

Time to remove those car covers and unlock those garages for all you fair weather drivers as summer is coming. Hopefully your local council has repaired all those winter pot holes???? Couple of early dates for your diary in which members of Dorset South will be attending. **Sunday 17th April** we will be joining the Wessex group for the New Forest run, I was in attendance last year and it really is a fantastic run. Entry forms can be downloaded from Wessex and New Forest run website or collect a copy from our next club meet.

Another great day out that Dorset South hope to have cars in attendance is Pecorama Vintage/Classic Vehicle rally on **Sunday 29th of May** held in Beer near Seaton Devon. Last years event was attended by TSSC Devon group, TR owners club, Stag owners club and a variety of cars from various decades. Finally I would like to thank Steve Sherlock who came up with the idea of forming a Dorset South branch of the TSSC, Steve has decided to sell his lovely MK1 GT6 and gone all Italian with his new toy a pretty Alfa Spider. Thanks and happy motoring Steve and your still more than welcome to come along to any of our meets or runs although you may have to tag on the back.

Cheers for now

Rob

ESSEX Tel. 01375 672072 www.freewebs.com/essextssc

Here we are, another month closer to the 2011 season and all the delights it will bring, the classic car waltz on a Sunday morning annoying the neighbours and of course driving the car out with the roof down wind in my hair, sun on my bald spot. But before that I need to get Theodore (TR7) MOT'd.

My Office: the car port over Theodore has come on well since last month it now has a roof and he is keeping dry but all the bodywork I promised to do on him has slipped further back hope to get some done (note the some) before his first outing. The MOT this year should not be so much of a chore as I now have a pair of the correct needles in the carbs and he is running well. I have taken a couple of days off to check him over and would you believe it, on Milo (the modern MG) the door lock would not lock, so that had to come first, it is no fun working on modern cars when you could be tinkering with classics. Tallulah (Spit) has not been started for 3 months so I need to tinker with her as well to get her running. Between starting to write this and the date it needs to go off for publishing I HAVE managed to do some work on Theodore. I was going to start him up and check the carbs and give him an oil change but he refused to start so I took the battery off for charging. I noticed a rust spot on the web that joins the wing and bulk head, yes you guessed, it I poked at it and suddenly I was cutting back to find good metal making templates and digging the welder out, isn't it strange that when you don't touch the welder for six months how your ability to weld neatly seems to disappear? So lots of grinding back but all done now, back to the planned jobs, a mans work is never done.

Out and About: Donna's Dogs, this was not a car related trip but a night at the dogs, some say we went years ago but there were 16 of us for the night out, yes that's right I went out in the dark, not only that I was gambling! I think that is what they call giving all your money to the bookies! There were some winners and over the night I think most people won at least one race but

TSSC AREA NEWS



the select few and you know who you are managed to avoid picking a winner all night. I think that is harder work than winning.

Pole Hill, again something different, a trip to a garden centre or a shopping village as it calls its self, 6 of us left the safety of Essex to venture in to Kent, we were being met by a local guide and her trusty side kicks Lesley and Malcolm, first stop the obligatory coffee then off into the jungle of retail delights we all spent some money on bits and pieces then across the road to the carvery for lunch, flowed by the highlight of the day, back to our guide's house for some local fair (home made cakes) this made the day for me.

Many thanks Lesley and Malcom for having us lot back to Wing Towers and the tour of the garage, (Malcolm's Office) and to see the poor Vitesse up on stands and all the new powdered coated bits ready to go on for this season.

Up and coming

COVENTRY TRANSPORT MUSEUM AND INTERNATIONAL TRIUMPH SHOW & SPARES DAY
Date. **Saturday 5th/Sunday 6th**

'Weekend Away'. We will be visiting the Coventry Transport Museum followed by an overnight stay in a local hotel. Then on Sunday we will be attending the International Triumph Show. This is the place to get all those bits you need ready for the summer. You are I welcome to join us if you want to make your own way.

MONTHLY MEETING

Date. **Sunday 20th**

Location. The Halfway House

TRUNNION OILING & TINKERING DAY

Date. **Saturday 26th or Sunday 27th**

(depending on weather)

Birthdays - Lesley (Pauls wife red spitfire mother of Alice who makes nice cakes) on the 13th March. Cheryl Eustace (Rosie's Mum) on the 15th March. Harry (Pauls son red spitfire) on the 29th March. All the TSSC hope you three have a great birthday. If you want to be included on the birthday roll of honour, please let us know and we will endeavour to include you.

Was it you? Dark coloured Herald Bulls cross Enfield 17:10 Monday 24th Jan. Dark blue 2000/2.5 M25 services 08:40 Sunday 30th Jan. Red Herald A127 A128 Junction 08:00 Tue 1st Feb

Allan

GATWICK Tel. 01342 843290 e-mail: pac@cottinham.wanadoo.co.uk

Hi all, well the weather is brightening up and we have been able to take out our cars a little more now.

Gatwick area has been a little quiet however the Christmas gig party (held in February due it being snowed off in December) was a great do. There was a lot of hilarity seeing people who normally have short hair having dreadlocks and Jon B had a



GATWICK . . . GLOUCESTER HALLAMSHIRE

TSSC AREA NEWS

Gatwick Continues

fantastic Jamaican wig which when was taken off revealed a mohican! There were wigs of all colours with Phil and Sheila having a great matching hair colour in green, Paul with a 'Kevin (the teenager)' hat and wig and Jill who had turned blond for the evening. Mike had a lot of long blond curls and Thomas looked the part with an Austin Powers wig! All in all everyone had a great time with a few games (including pictiory with Cannes being drawn as a row of tin cans – still it got the team a point!). Thank you to all for making it a really good evening. In the January meet we discussed the plan of ideas and calendar for 2011 and it is as follows:

March 26th – Skittles evening at the Haycutter evening (£12 per person which includes a buffet)

April 24th – Branch line walk (along the Bluebell Railway organised by David P) with a stop for lunch – meet us at the pub for lunch and walk back with us if you prefer.

May 7/8th – South of England Meet

May 15th – Banger Racing at Amering

June 18th – Sunday Lunch Run, Venue TBC

July 9/10th – Ardingly Historic Vehicle Show

July 22-24th – Silverstone Classic Weekend (Camping)

August 21st – Classic Car Show at Cranleigh

August 20/21st – TSSC international Family Weekend

October TBA – Grand Prix racing at Puretec in Horley

November 26th – Gatwick Area Scalextric Championships
December TBA – Christmas Do

This is as well as the Goodwood Breakfast Club and the normal monthly meet. If you have an idea for an activity then please let us know and if you would like to take charge and organise an event then also please let us know.

As these may be subject to change, we normally e-mail these events out to the regular members who attend so please let us have your e-mail address so we can add you on or if not an address then we can send information out to you if you wish, just give us a call and let us know.

Well I will sign off for now but we look forward to seeing you and your car at the next monthly meet.

Happy Motoring

Sue & Paul

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

February has to be the quietest month for club activities, even the area meeting was a cosy gathering and the planned pub lunch run was postponed for another time.

We hadn't seen Don and Bj for a couple of meetings due to Don not being too well since Christmas so it was nice to see them at Jane's bacon butty morning along with nine other takers. It's never a surprise how the offer of food and drink brings people together and I wasn't first there either. The banter was great fun and as always a chance comment led to Paul being the focus of attention.

He often asks why he's the subject of attention but with Bj's request for a sporan leading to another of Paul's dodgy antic confessions what does he expect. It went like this; I used to dress up (no surprise there) my kilt was a checked travel rug wrapped round (just about the right size) and my sporan was

a big paint brush attached via a length of toilet chain. Now doesn't that conjure up a handsome picture.

I think Bj was looking for something a bit classier Paul but thanks for the laugh anyway.

The coffee and bacon rolls were all walked off with a bracing walk around the woods afterwards. A nice way to spend a Sunday morning.

Our next Sunday morning soiree will be a t Vicky's so do come along and see what the next revelation will be.

Events.

Sunday March 7th The Triumph show and spares day at Stonleigh.

Sunday March 13th Bacon Butties at Vicky's
Ask for directions if needed.

Monday March 21st Area meeting at
The Swan inn, Coombe Hill.

Sunday March 27th Bridge over the Severn run.

Andy

HALLAMSHIRE Tel 07837 110325
or 07809 655388
e-mail: ade@adrianhadfield.wanadoo.co.uk

Hi all, well we have had a busy month trying to get a venue sorted, It's going to be at the **Dinnington Rugby Union Football Club, Lodge Lane Dinnington Sheffield S25 2PB**. We liked this venue because of the short travel time from junction 31 M1 and also its private large car park. The **3rd Monday** of the month at 7.30pm is the time we hope to see you all there.

Adrian & myself Carl & Lisa and kids ventured to Notts Area meeting on the 31st of Jan, we had a good catch up with them all. Adrian and Carl are going out with the Notts Area on a Karting night in Feb hope all goes well.

We will be attending the Stoneleigh Triumph spares day on the **6th March** (in modern) any members who are going from South Yorkshire Area, it would be nice to meet you all before the first meeting of our new Area meeting.

For Drive it Day we are thinking about attend the Crich Tramway Village if anybody is interested we will have some forms at our **1st meeting on March 21st** for you all.

We expect this to be well attended from different area's and also by the 2000 register, so it should be an interesting day.

Julie.

On another note our 2500S should be coming home soon after 14mths sweat and graft it should be ready for refitting and MOT. Hopefully on the road in time for drive it day at Crich.

Also keep a look out for our website which Adam (Northants) has been helping with.

Small list for your Diaries of up and coming events.

March 21st

1st Area meeting. From 7.30 pm onwards.

April 18th Area meeting.

April 17th National Drive It Day. At Crich Tramway Village

May 2nd Andrew Greenwoods Classic Car Show T horesby Park. - Large Show

May 16th Area meeting.

May 22nd Sewerby Park -Bridlington Classic car show –

Well attended event plenty to see and a really nice run to & from.

June 17th to 19th Notts Area Robin Hood - Family camping wknd Walesby.

Adrian.

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



HANTS & BERKS

Tel. 01252 810828/07822 801275

www.freewebs.com/hantsandberkstssc

e-mail: hantsandberks@tssc.org.uk

One of the main areas of discussion at the February meeting was the Isle of Wight Camping Weekend. Once more it looks like the area will be out in force with quite a few of us camping at the event. The real good piece of news this year is that the **Friday** is also a bank holiday due to the Royal Wedding so it gives an opportunity to make it a full 4 day long weekend.

If you haven't booked your ferry tickets yet it looks like Red Funnel are cheapest for a short break ferry crossing this year, I've booked mine for £54. However if you are lucky enough to have some Tesco vouchers to spare you can use them to pay for the Wightlink Ferry. The vouchers count as 3 times face value, so with the Wightlink short break fare at £75 you could pay for it outright with £25 of Tesco vouchers.

Once again we will no doubt be competing for the honour of winning the quiz that is held on the **Sunday**, we came 2nd last year after a run of wins so need to re-gain our first place, not that we take it too seriously, but we always seem to do well despite having a good old laugh along the way!

Plus of course we will need to wear the usual lucky Hawaiian T shirts for the quiz.

Andy

HERTS & BEDS Tel. 01582 750943
e-mail: peter.h.lewis@ntlworld.com

Well the the year has started well with 18 guys and 5 girls at the January meeting, nice to see new comer Tom Durrant made it after some some talk on the forum about his Herald resto, so come on Girls it's not just a load of blokes talking nuts...and bolts, where the heck was Jim and Christine ????

We missed your raffle money!!!!

I have e mailed the meeting date business card and by the time you read this you should have our completed Calendar of supported events.

We will be doing a 40 mile run to The Secret Nuclear Bunker at Kelvedon Hatch from The 3 Moorhens car park 10.30am **Sunday March 27th**, anyone and any car is welcome, old or new, it costs £6.50p to enter and you need CASH (no cards).

National Drive it Day **Sunday 17th April** - again depart the 3 Moorhens car park (TBA) and drive down to the RAF Museum Hendon, this is free but car parking will cost £2.50. There is a restaurant and cafe/snack bar, apart from some amazing air-craft and interactive experiences for the younger members (that depends how old you feel).

The Christmas meal was far from OK, so if any have some experiences where 30 can be fed hot meals in sequence I would be pleased to know.

The club website is being redeveloped and I attend the meetings with a small group of volunteers to get what has proved a very difficult task to progress to implementation, so in the next few months the www.tssc.org.uk will be completely revamped, whilst it's all double Dutch to me, it's coming along steadily and all should have a browse, on the forum our Herts and Beds Area posts are receiving some incredible hits compared to the others so something must be going the right way with over 20,000 hits See:

http://www.tssc.org.uk/index.php?option=com_fireboard&Item

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id=55&func=showcat&catid=214 - if they all turn up at the pub we have a problem!!!

New Idea's are welcome it's not always easy to plan the things that suit all but we are open to give any suggestions a serious workout.

For updates on events please have a look the AO Blog in Area Directory for Herts and Beds or the Local Area's on the Message Board Forum.

That's it folks, see you at the Pub meets Feb 28th, **March 28th, April 25th**. Regards.

Peter

ISLE OF WIGHT

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

Already the evenings are getting lighter and soon the clocks will change which is good news for some of us as it means the camping season will soon be under way. Angela has put the 22nd Camping Weekend booking form on line, you can download this through our website www.triumph-iw.co.uk and from what we understand the caravans are being booked up fairly quickly too, but there is of course plenty of camping space.

I note that several groups are coming over early due to the extra Bank Holiday, so best to book the ferries early in order to avoid disappointment. Of course we still have a few weeks to organise the event, so any help would be most welcome.

Graham and Angela have been 'unexpectedly' sorting all their Triumph goodies, so if you need anything now is the time to ask, they will be more than happy to oblige.

Dates for **March**:

Sun 6 International Triumph Show and Spares Day - Stoneleigh Park

Mon 21 Area Club meeting - at the Woodman Arms, Wootton from 8pm

Sun 27 No Headlights Run - Meeting in Sea Street Car Park, Newport at 2pm for 2.30pm start (Organised by MG Club) All welcome

See you all soon. Regards

Tracy

WEST KENT

Tel. 01732 743747

www.freewebs.com/tssc-west-kent/

Firstly I must apologise for missing the deadline for the February Area News, I'm afraid Christmas and the New Year festivities and various family activities got in the way! The annual dinner at The Cock Horse on the 17th January went off very well and I have posted pictures of all the merry souls that attended. I had devised two quizzes, one 'easy' one based on names of sweets, and a harder one to test peoples knowledge of Triumph History.

I have now posted the 2011 Events Calendar on the West Kent website.

The first important event is the Triumph Restoration Show at Stoneleigh on **March 6th**, I certainly plan to be there giving the Stag a decent run for the first time this year.

Sunday April 10th is our first 'Run' of the year to the Dering Arms, Pluckley for their monthly Classic Car Meet. Start point and time yet to be declared.

The following week will be our **Drive it Day** Run to Brooklands,



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

TSSC AREA NEWS

West Kent Continues

leaving the Cock Horse at 9.00am, taking a cross country route to Godstone where we will join the M25 until the A3 junction. On **April 24/25th** is the Medway Festival of Steam, application forms are on their website www.thedockyard.co.uk/events/ If anyone has any ideas for more Runs out during the year (and may be interested in organizing one!) please let me know. The rest of the years timetable is as follows: - where internet links are shown application forms are available on line

May 7/8th TSSC SEM Leatherhead

May 29th Standard Triumph Marque Day Duxford
June 10th /12th

Classic Sandwich www.juandsue.net/page2.html

June 12th Bromley Pageant www.bromleypageant.co.uk/

July 17th Darling Buds of May Classic

www.darlingbudsclassiccarshow.co.uk/

August 6th/7th Autorama Tunbridge Wells

August 14th Faversham Charity Car Show

www.favershamcharitycarshow.org

August 19/21st TSSC International Weekend

Sept 3rd Hawkenbury Classic Car Show

<http://thehawkenburyinn.webs.com/>

October 2nd TSSC Duxford All Triumph Day

Of particular note are some old favorites, the Classic Sandwich which is an excellent weekend organized by our own Julian and Sue Orme and is always well attended. The Darling Buds of May Classic is also an excellent show in aid of the Kent Air Ambulance.

A new show that we have yet to attend is the Hawkenbury Classic, unfortunately despite only being a few miles from home I won't be able to go to this one as I'm due to be attempting the Ten Countries Run that weekend.

On a final note I have decided to concentrate my classic car involvement on one car the Stag, so my trusty Spitfire 1500 will shortly be appearing on various websites once I've given it a good clean, cleared out all the rubbish accumulated during last years Round Britain Reliability Run and taken some photo's

Steve

LANCASHIRE Tel. 01282 449099
e-mail: kev.makin@hotmail.co.uk

January's meeting wasn't a bad turnout for a cold dark damp evening with fifteen of us, and amongst us three new faces with Alan Crease, David Grady and Richard Bradley having a look at us. I believe a brace of Mk3 Spits and a GT6 between them, so I look forward to seeing their vehicles at some point.

We preliminarily went through events for the early part of the year with the main talking point being our Llandudno trip. Our initial plan was to lodge at the Premier Inn outside Llandudno but plans have changed.....we are now booked into the Risboro Hotel at Llandudno which includes breakfast, evening meal and a sixties evening for about the same cost (no brainer wasn't it), plus it's situated in town making it easy access for a morning stroll along the prom.

Other dates are

April 17th (Drive it Day)

May 14th/15th North Yorkshire Triumph weekend

June 10th-12th

Dales run.

Finally we moved onto a TV theme tune music quiz, 47 short edited clips from 'well known' TV programs past and present, well more past actually (apologies to Rick, you were far too young for most of them!). The outright winner being Sid 'square eyes' Bennett.

One last thing, I've been trying to source a supplier for a batch of 50 Lancashire/TSSC windscreen stickers can anyone recommend a company?.

That's all for now

Keve



LEICS & RUTLAND Tel. 07774 276564

The quiz again failed to materialise for this months meeting. Not the delete button this time, the whole computer failed to open. The cold, wet weather has kept activities to a minimum but we have a Ten Pin bowling evening arranged for Thursday 10th February. Booked three lanes, so let battle commence.

The monthly meeting was well attended despite the weather and the short formal part of the meeting discussed some of the events we hope to arrange for this year.

I will arrange an area day out on **Sunday 27th March**, possibly down towards Bourton on the Water and before that is the Triumph spares day at Stoneleigh where you should be able to find all the parts you need to keep your car on the road. The area will be supporting the Standard Triumph Day on **Sunday 17th April** at the Crich Tramway Village. Print out the form from the website and complete before arriving at the show, otherwise you will join the long queues of those filling out the forms there and then. **Easter weekend** and a visit to Weston Park near Telford for the Transport Show was mentioned. It is a large show with over 1,500 vehicles on display over the two days, large autojumble and lots going on. A visit to Santa Pod race-track was also discussed, and as one of our members has a relative working on site, enquiries will be made. Our own Sunshine Rally this year has moved to **Sunday 14th August** and hopefully will not clash with any other local shows.

So put the date in your diaries, cancel the holidays and join us at Brooksby this year. This is followed the next weekend by the TSSC international at Stafford.

That's it. Top Gear is about to start.

Dave

LIVERPOOL Tel. 0151 5491267
www.tsscliverpool.pwp.blueyonder.co.uk

Hello, and apologies for our absence from Area News for a few months, a combination of quite shocking weather, illness and work commitments has now passed, so what's been happening in Liverpool Area?

Well, first off, I must wish one of our members, David Scott, the best of health as he recovers from his icy fall. Dave, we want to see that new hip working out on the pedals of your Vitesse!! We also said hello to Mark and his son (sorry I've forgotten your name - eek!), who arrived in their gorgeous Herald



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1200. It's pretty much unmolested and had us drooling all over it. Dave (another one) is progressing well on his Vitesse rebuild, while my Spitfire and Lol and Lisa's Vitesse have kept us busy over the past few months by doing their best to stay off the road. Anyone known a clutch slave cylinder to fail after 6 months / 2000 miles? I have, just goes to show some things are worth paying the extra few quid for from trusted suppliers!

We've started to draw up a list of shows we'll be attending this summer, Nick has kindly volunteered / been volunteered to be our Events Manager, thanks Nick! So if you haven't already received the list of shows by email, he will have shown you it at our February meeting, which as I write is still 2 weeks away. Oh! the joys of meeting **3rd Tuesday** of the month! We've chosen events that are even spaced apart date wise, there should be something for everyone. I'll publish them next month (promise). Also, I've been managing to keep our website a bit more up to date, but it could do with fleshing out a bit. If you have any ideas, photos or articles you may like me to include, please let me know.

That's all for now, again best wishes to Dave, hope to see you back soon,

Alex

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

What a turn out for the February meeting with 40 members present Brilliant!!

Welcome to Pat and Dave Norris, George Drewitt and Mike Smith I hope you enjoyed the meeting. Frank and I would like to apologise as we never managed to get round to any of you for a natter, we were extremely busy at this meeting taking bookings for 2011 events. Please come to our area meeting on **Tuesday 1st March** where you will receive the warm welcome Manchester Area are renowned for.

We have now taken deposits for Le Mancs in France (Cider Press) with the total balance to be paid by The Area Meeting in **June** also Kerry has booked the Ferries the total will also need to be paid by the first meeting in **June**.

I would like to say a big thanks to Kerry for booking the Ferries as this is one of the most complicated and expensive part of organising an area trip.

There will be a trip to International Triumph Spares Day Stoneleigh on **March 6th** It is pay on the door but if you would like us to pick up any spares either from the Club Shop or from the show Frank will pick them up for you so you save on the postage. Nigel Hill and Bernie will be demonstrating the fitting of a new engine into Quasi (racing spitfire)

26th March we will be attending a first time indoor event at the Trafford Centre representing the TSSC Manchester Area there is a restriction on how many Triumphs we can have on the stand, it is now fully booked with a range of 10 different Triumph marques, for those of you who want to be travellers for the weekend you can park your caravans on the Trafford Centre car parks but there are no facilities.

Everyone is welcome if you have the time come along to the show and visit our stand.

The **17th April** is National Drive it Day and we hope you can join us in the convoy to Crich Tramway Village, you can download your entry form on www.tssc.org.uk

The AGM is on the **10th April** don't forget any questions, Ideas or opinions please let me and Frank know by the end of **March** so they can be included onto the agenda.

The 2011 TSSC HQ Xmas open weekend will be **3/4th**

December and this year are hoping to hold a dinner dance on the **Saturday** night at the Hinckley Island Hotel Leicester for at least 250 members. Prices are approximately £32pp for a 3 course meal and £65 BB per double room. We are looking for numbers at this moment so please let us know as soon as possible if you are interested we do have at least 20 members in the Manchester Area who are interested in this event.

Our Area Calendars are now ready and for those who couldn't make the February meeting I have kept one for you the first one is free, £3 if you require a second one. We have purchased these calendars from Club funds. We would like to say a big thank you to Pete for all his hard work in creating our calendars as usual they are of a very high standard.

Ler (treasurer) gave us a balance of what we have in Club Funds and our expenditure for 2010 if anyone wants to see our accounts you can speak to Ler at the next meeting, thanks Ler!!

Remember your Area Member's Services. Trish Bowden Cakes for all Occasions, Kerry Hand Made Greeting Cards for all occasions, Paul Cotty All Cars (inc Triumphs) MOTs, Service and General Repairs, Martin Robinson all polishes The Best Car Care Delivered Free, Paul Oliphant Central Heating & Plumbing Services Gary Russell for all your Tiling & Grout Needs. Pete Davies Computer Servicing and Repairs.

Dates to remember in **March**

March 1st Area Meeting Barton Aerodrome.

March 6th Triumph Spares Day Stoneleigh.

March 26/27th March Event City Trafford Centre.

Ooooh dead excited

Pip n Frank

NEWBURY Tel. 01635 868640
 e-mail: dave.rumens@btinternet.com
 e-mail: mary.rumens@btinternet.com

Not too much activity at this time of year, but the calendar is beginning to fill up with forth-coming events, beginning with the first big Triumph event of the season Stoneleigh on **Sunday 6th March**. Don't forget to put that on your calendar so you can get all the bits for that project you will be doing. There are one or two Andrew Greenwood Car/Bike shows at Newbury Racecourse during the year. Dates and Entry forms can be downloaded from his website. Also the Newbury Classic Charity show is on **Sunday August 7th**. Again an entry form can be downloaded, go to www.classicvehicles.org.uk

The camping weekend is set for **1-3 July** at Hill Cottage Farm where we have been for the last few years. We will arrange a taxi shuttle as last year so you don't have to stint on the drinking!! You should have received an e-mailed area calendar of events by now – if not let me know.

We have postponed our annual skittles match against the TR Register until the autumn, probably **22nd October**. Dave and I have managed to arrange most of our short breaks away so that they don't clash with club meetings this year! Hopefully this means we can have more raffles and raise a bit more for area funds this year.

If you are reading this and live in the area but haven't yet been to a meeting, do come along and join us. You will be most welcome. We have exclusive use of the dining room at the Spotted Dog, unless a function has been booked, but you are not obliged to eat!



NEWBURY . . . NORFOLK NORTH EAST . . . NORTHANTS

TSSC AREA NEWS

Newbury Continues

Next meetings

9th and 23rd March Starting about 7.30 at the Spotted Dog, Cold Ash Events

Sunday 6th March Stoneleigh Triumph Show

Monday 25th April Wyke Down, Andover

Keep 'em flying

Mary and Dave R.

NORFOLK

Tel. 01603 426539

www.norfolk-tssc.co.uk

Our meeting this month took place at the Worlds End Pub in Mulbarton and we were pleased to welcome a new member, Will Rhodes who has a Vitesse undergoing restoration.

On a sad note, Mo's Memorial Service took place at Horsham St.Faiths during the month to which there was good turn out, including a good number of us in our Triumphs.

We had a discussion about future events, these are of course included on our listing on our web site, so please check it out. Some of the highlights are shown below:-

6th March Triumph Spares Day Stoneleigh please ring Mark as there are a number of us going 07825 994 927

13th March Walberswick Run Meet at the Gull Pub on the Norwich Lowestoft road, 9.30am

3rd April Langley Daffodil Day meeting 9.00am Loddon Church

17th April St.Georges Day/National Drive it Day

25th April Easter Bank Holiday Run Sutton Ho tel Dave Solomon 01603 747038

2nd May MG Heritage Run from the Lighthouse Pub at Happisburgh

22nd May Sherringham Classic Car Show

27th May MG V8 Burlers Open Night - We have been invited to join them at the Bird In Hand Wrenningham for their open night.

27th - 30th Laon Historique with Continental Car Tours - Theme " British Classic Cars"

12th June Euston Park Thetford booking required

17th June ANCC Summer Bar-B-Que & Concours Felthorpe Flying Club from 6.30. Free entry for Classic car owners

3rd July The Redcoates Rally or 2nd Norfolk Country Byways Run - speak to Mark 07825994927

10th July Charles Clarke Run from Wighton Bell

13th/14th August Wroxham/Hoveton Rugby Club

11th September Seething Charity Air Day

Tel. 01263 731846/mobile 07775 628953 or www.seethingcharityairday.com

23rd- 25th September the Mile of Triumphs at Gt Yarmouth contact Claire on 07971 017012

Well there you go folks, just a taster of this seasons events, so check out the web site then come and join us and add to the fun. See you soon.

Mark

IMPORTANT NOTE

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

NORTH EAST

Tel. 07917 738091

e-mail: northeast@tssc.org.uk

Hello all. Another good turnout in the pub, quite a few faces we hadn't seen for a long time as well.

Managed to get the submitted photos down to go into the 2011/12 calendar, if Bernie down at HQ does his stuff as well as usual, I'll walk into the March meet with a large cardboard box, calendars at £5.00 each again.

Coming up shortly is a Steve Overall organised supper run, **March the 12th**, leaving the A1 Southbound services Washington at 6pm, venue yet to be decided, club car not essential.

Nothing else has been decided for the near future though, still got to choose the Holy Island date. We are also considering a large area/club display at the Corbridge show in the summer, once I find out the date.

Car news, Brian Armstrong has 'almost' finished his house extension so has started on Herald tub repairs, if the tub is too badly damaged, there's a good possibility a Sammio Spyder might result as everything else on his car is OK, Chris Fish also seemed keen as he has more than one 'kit car' in his vast collection that would make a good donor.

Graeme Howarth has discovered that his GT6 'kit' isn't quite complete either. Chassis is waiting ready for the tub to come back from a bodyshop, but some of the finishing bits are missing from the boxes, hopefully they'll turn up from the previous owner, fingers crossed.

Well done to Graham Bostock who was, I think, the only Triumph driver last meet, he's just had a new crossmember fitted to the front of his Spitfire after a bit of rust prodding revealed a larger than expected hole.

Okay, it's late the evening before deadline, got to be up stupidly early tomorrow so I'm finishing here. Hope the weather picks up for **March**, lets get those cars out before we have to trade internal organs for a tank of fuel.....

All the best

Mark

NORTHANTS

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www.tssc-northants.org

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I am very pleased to announce that after our area AGM I will be TSSC Northants Area organiser for this year. I have registered Northants with the club and will be looking forward to seeing you all out and about this season. I would like to take this opportunity to express my thanks to our regular team who give me all their support throughout the year and help organise all of our events.

The events season is nearly with us so I hope you have given your car a good service and are ready to go. If you need the odd part to get things on your way then a visit to Stoneleigh may be in order. The event is on **Sunday 6th March** and opens at 10.00am. I will be at our club stand, so do come over to say hello. As part of the clubs display, Quasi the Macau-style racing Spitfire will be having a new engine fitted.

Important News: TSSC Northants Standard Triumph Rally at Wicksteed Park will be on **15th 16th & 17th July 2011**. This is a change of our preferred date as Wicksteed was unable to accommodate us and finding a date that was not going to clash with one event or another was very difficult indeed. I do hope you all can join us either for the weekend or on the **Sunday**

NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH



TSSC AREA NEWS

for the Rally. I have been very busy getting all the details sorted out so you will be able to find a booking form on the web site www.standard-triumphrally.co.uk for the camping or you can just arrive on the Sunday and pay just £6.00 on the gate. As always your entrance fee gives you full access to the whole park. So bring the whole family for a great day out.

I will be attending the AO's seminar on **10th April** so if you have any queries about the club you would like me to take up at the meetings please do not hesitate to contact me. You can email me at tsscnorthants@aol.co.uk or telephone on 01933 229992. The AGM is also on the **10th April** and as a member you are welcome to attend.

Our annual events diary is now on our web site and there is also a copy on our area blog on tssc.org.uk. As always you are welcome to join us at any event that takes your interest.

It is our aim to be a friendly group so you are assured of a warm welcome.

It is a very busy time of year so for all the latest information visit our web site at: www.tssc-northants.org

Our next area meeting will be at Elwes Arms, Great Billing on **Wednesday 9th March**. Old and new members are always welcome. I hope to see you there.

Adam

NORTHERN IRELAND

Tel. 028 2587 9189

e-mail: northernireland@tssc.org.uk

Hi All. Welcome to my 2nd instalment of Area News! I'm glad to say that no-one commented adversely on the last one, so we are off to a positive start!!

By the time you are reading this, we will have all tucked into our Annual Dinner and hopefully the food and surroundings will have lived up to expectation. I would like to say a huge thank-you to Paul R for organising this and I would also like to congratulate Douglas Hogg on his "Member of the Year award 2011", I am sure you will agree, he thoroughly deserves this after his hard work in the role of AO.

Frank has confirmed (subject to Council approval) that the Trunnion Oiling will be at the same location as last year on the grounds in front of Carrickfergus Castle on **Saturday 26th March**. It has been agreed that we will head to Springsteens Diner afterwards to warm up and dry out (hopefully not!) and to get a bite to eat.

Following this is The Argory run on the **30th April**; this is one of the best locations for a meet, mainly because of the fantastic food and excellent Tea Rooms!! Entry is free if book in advance (you can also enter on the day). If you would like to book a place call The Argory on 028 8778 4753.

We are also planning a run to the Wicklow Mountains on the weekend of **28th - 30th May**, there should be some more info by the time of the next club meeting.

As some of you may be aware, my house has been the venue of (allegedly) the world's longest gearbox rebuild and fitting, well I can confirm that the TR6 has now been collected and repatriated to the Hogg household. The good news is that it managed to drive there with only a minor interruption en-route! Although apparently there is a running problem that will require further investigation.

Talking of the world's longest repairs (allegedly), I still have to get my own project running, (in addition to the ongoing project that is the 2000 mk2). My 1986 VW Westfalia camper finally received a donor engine before xmas and now needs to be

wired, plumbed and generally pampered back into life!! Now I just have to get the garage cleared so I can get it into the dry and warm.....!!

Well, that's all the news for this month. Some other upcoming events are:

Sunday 3rd April - Eglinton Show, City of Derry Rugby Club.

Sunday 1st and Monday 2nd May - Shanes Castle
Steam Fair - Antrim.

Our next meeting is on **Wednesday 2nd March** at Nortel Social Club, 8:00pm start and I look forward to seeing everyone there.

Mark

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

Well, January was a great month as you saw with the New Years Run (see this Courier) and all looked to be going well. Weather was improving from the cold and wet snow to winds and rain, but at least with temperatures above 0 degrees!

We had an enormous turn out to the January meeting with many travelling to the Sandhills from the South Yorkshire and Doncaster areas. It was nice to see so many new and old faces.

However, that was where it ended for Me, my son and our Triumph. As Lisa was at work, I had decided to take Alex to the meeting in Sybil. (I really must say a huge thanks to Charlotte for looking after Alex so I can socialise! You are a great child minder!). After a good run back down the M1 towards home we pulled in to get some fuel at our local filling station and whilst waiting to fuel up the teenager in the car in front took it upon himself to back in to my car busting the front offside overrider and pushing the bonnet up to the window. At least the insurance company are getting it repaired, and thank god for Club agreed value which has been a god send, it's just a shame that after only 3 days since he passed his test he can't find it in himself to admit that he was at fault, meanwhile we miss out on the start of the new season. I will try and get to Stoneleigh in a few days, there may be something there that could be useful? Look out for the bargains, but remember, check your mirrors and get an agreed valuation!

Sybil will return later in the year (all being well)

Regards....

Andy

PETERBOROUGH
Tel. 01778 560507/01780470358

What a good turnout again, lads and lassies. 20 plus people on a February evening, that's got to be a good omen for the lighter evenings when we can sit outside longer.

The lighter nights and warmer days allow us all to venture into the garages and do some (if not all) of those jobs we had promised ourselves.

Andy Pratt had phoned in to apologise but was having to cover for a colleague who was off ill, but reports that the 1500 FWD is ready to roll. Mike Dolby also sent in his apologies.

It was good to see 2 new members this evening. Robin Hewat has a 1949 Roadster and a 1971 Spitfire and Richard and Liz a 1965 Mk1 2000. Richard reported he had a little difficulty in



PETERBOROUGH SCOTLAND CENTRAL WEST

TSSC AREA NEWS

Peterborough Continues

getting to the meeting as the 2000 was a bit recalcitrant. We all hope it's just fuel problems Richard, and it ran ok on the way home. If it didn't, then I hope you were good at pushing Liz.

I had somebody drop in just before Christmas to advise me that he knows where there is a Triumph Roadster locally for a 'complete' restoration job. If anybody knows of anybody that may be interested in this labour of love, please let me know.



The Raffle was a bit different this month, to the degree that Yan Bramwell 'won' 1st prize. Andrew had already had a 1st prize last month when he won a new bride in Yan. Congratulations to you both and we all



hope you have a very happy life together. The 1st prize this month though was a mint Corgi model Triumph Stag that Paul had managed to buy on e-bay and was in Andrews colours. It was decorated superbly as 'Just Married' with correct number plates, ribbons et al by Pauls working pals at Hornby Hobbies Ltd.. I think Paul had called some favours in as it was also mounted on a double glass plinth and in a case.

Well done Paul.

Gary was showing us pictures of his home made 'flash dash' for his GT6. I think its got more gauges than Garth has on the shelves at the Club shop. It looks very good Gary and we look forward to seeing it in the car at a later date. It might even get into the Club calendar. Speaking of the Club calendar have you all submitted photo's of your pride and joys to Paul? No - well please hurry as it will be going to print very shortly.

Mervyn had had the Mustang out on the drive this weekend and then decided to take the Spitfire for a 30 mile trip round the block. Did the Mustang use as much petrol getting it out of the garage Mervyn, as the Spitfire did on its run?

For those who have the finishing touches to add to their cars, the Triumph Day at Stoneleigh is on **Sunday the 6th of March** and the Club open day is **Saturday the 9th of April**. So be prepared for the moths to fly out of some wallets. The AGM is on **Sunday the 10th of April**, which will be preceded by the AO's meeting.

The National Drive It Day is Sunday the **17th of April** and the Crich Tram Museum is the Triumph destination.

Two dates for the diary which may not be advertised in the Courier - 1) **Sunday the 12th of June** is the Bourne Classic Bike and Car Show and 2) **Sunday the 3rd of July** is the

Baston Car and Bike Show

We look forward to seeing you all at our next meet on **Monday the 14th of March** at the The Bertie Arms, Uffington, Nr. Stamford, PE9 4SZ around 8.00pm. Come and enter into the spirit of the Triumphs and join us for a convivial noggin, roll and a natter.

Until the **14th**, enjoy the cars whenever you can.

Doug

SCOTLAND CENTRAL WEST

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The Year has got off to a good start, Glasgow city centre was echoing to the sound of rally cars for the start of the Monte Carlo Historic Rally at the end of January. The leading route car was a 1961 Herald Coupe in red and white, slightly modified for the event and only recently completed. It looked good on the start ramp outside the former RAC HQ. There was one Vitesse saloon competing too, all kitted out, plus some interesting cornering lights built into the corners of the front valance. We had a few members out amongst the crowds. The organiser was pleased with the support.

I liberated the Spitfire to be a spectator at the event and once managing to start it on stale petrol headed to the city centre to pay a fortune for parking. The weather was dry so hood down all day. The place was buzzing with all types of classics as well as the rally. If it is on next year, parking will have to be looked at (George Square was only half full..Hint..Hint). I met some old members who wish our area well. We have a contact for Film and TV work at www.actionvehicleagency.co.uk that has placed some club cars on screen. A TSSC member too.

We had three Triumphs at the February meeting, turning out in torrential rain and sleet through the football traffic too. The fishermen were out too (no kidding) they want to use the pitch for practicing casting. They were only there a short while and may be back, if so. Wednesdays will be well supported. The shows were discussed and we have the first half of the year programme. Obviously we cannot have a stand at every show, so you may like to book individual entries if attending a show not on the Area list. There are still possibilities if the numbers are guaranteed. There will be a new Spitfire soon as Chris has ordered a new GRP T6 body shell, can't wait to see it.

Thoughts are always of Stafford, some bordering on the ridiculous (sentry box??), all in good fun though.

The Spitfire is low as you know, but I hit a long pothole/rut and bent the number plate at the front again, I could hear the water at sill / floor level. We had a good number (8) present plus new attendee Phil in his Spitfire from the easterly extent and Iain from the westerly extent. Dunoon still holds the record for the most dedicated journey made. I was given an old 1980's? Tyco racing set endorsed by Nigel Mansell no less, which we debated setting up, but my patience was tested by the strange track joining system.

We now have two invitations from Car Shows, so I need you to think if you would like to attend. There will be a cut off date and places are limited. This will ensure our entry is accepted. These are the 2011 events so far!

Sunday 6th March Stoneleigh

Sunday 17th April is Drive It Day possibly to Myreton Motor Museum, Aberlady (east coast).

Sunday 8th May Dean Castle Show, Dean Castle Country Park.

SHROPSHIRE SOMERSET . . . SUFFOLK



SATURDAY 18th June Hamilton classic Car Show,
Town Centre, Hamilton.

19/22 August Stafford International Weekend,
The Scottish Camp, Stafford Showground.

The rest are open for debate we will go to Leven on the **26th June** (to be confirmed). The rest of the info from the SVVF is at www.svfv.org.uk

That's most of the first part of the year. I am off to Stoneleigh so if you want any small items let me know and I will try. I will be in my car so I can buy anything. (Passengers may have to get train home)

We do seem to have collected quite a lot of equipment, but if you do have any donations, especially odd gazebo poles, junction pieces, sentry boxes? let me know.

Remember Next Meeting is **Wednesday 2nd March** at Lochinch. If you can make it, it would be good to see you and a Triumph. Here's hoping the weather improves. Remember all the meetings are enthusiasts orientated, so if you have never been, why not come and see what really goes on.
See You There

Gregor G

SHROPSHIRE Tel. 07701 049881
www.tssc-shropshire.co.uk

Well although Christmas and New Year are fading into the dim and distant past, the smiles have not gone away here in Shropshire as the car season is fast approaching and the excitement levels are beginning to rise!

We did not hold a meeting in December due to our members being such party animals that their diaries were just too full with other things! We therefore met for the first time in 2011 last week and despite the cold and the fog a really good time was had by all. Really pleasing to see so many members turn out with a positive attitude and we have even grown our numbers slightly with a couple of new faces. We have had to change our venue due to circumstances beyond our control and so we now meet at the Red Lion, Holyhead Road in Wellington. A great venue, with the added bonus of a large car park and separate function room. Then on top of that we have a Landlord who owns a Stag and so fits right in with us Triumph fans!

We are progressing with our projects such as our very own web-site and diary of events. These should be available for all to see very soon. For **'Drive It Day'** we are off to Barmouth! The weather might be more hat, coat and gloves rather than glasses, shorts and sandals but the fun to be had by all will be just the same!

The Shropshire Spitfire project has been on hold due to the weather and festive period. However, we are now planning what we will be doing in 2011. The first port of call looks likely to be the International Triumph show at Stoneleigh in **March**. Our hope is that we can get the car there for all to see. As you know from previous news, we are trying to restore the car as a charitable project so we'll hopefully have some items for sale to raise much needed funds. Also, if you have any spare parts for a Spitfire Mark 2 body and/or Spitfire Engine Mark 3 that you would like to donate to the project then that would be very much appreciated and most welcome. Hopefully we can get things sorted with Stoneleigh soon and confirmation will follow. Well that covers things for now and hopefully we'll see you all very soon!

David

TSSC AREA NEWS

SOMERSET

Tel. 01275 340336

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Hi everyone and by the time you read this, Christmas will be some 3 months ago and I have been rather slack in submitting my 'area news' primarily because we have not met over the xmas season. This is also being written a few days before our first meeting of the year on 8th Feb, so looking into my crystal ball, I can write here that it was an excellent meeting well attended and everything sorted for the year.....

I have several booking forms for some shows this year, and we already have two 'drives' arranged. As soon as an events calendar has been put together, I will write a blog and put it all on there for you all to be able to access.

For those who have not been along for a while, or wish to, but aren't sure, we meet on the **second Tues** of the month at the Fox and Goose in Brent Knoll. If you have ideas, suggestions or want to arrange an event then please get in touch and come along - we don't bite and rarely talk cars.

If you can't attend meetings, but want to know what is happening, then E-mail me on somersetareameet@tiscali.co.uk and I will add you to the list as a lot of this is done via that medium to keep it simple for me!! You will also be kept upto date. Events we are involved in very soon.

March 13th - Drive it to RNAS Yeovilton Museum.

The Devon area are also going.

17th April - Drive it day. We are going to Bath and West Showground for the Classic car show.

25th April - Coleford - Already booked through Avon Area.
3 Somerset cars going.

29th May - Pecorama.

So not a bad start - 2 shows, 2 drives - A good start??

Phil

SUFFOLK

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First topic discussed at February's meeting was the Ipswich to Felixstowe road run on **1st May** organised by the Ipswich Transport Museum. Several of us have entered our cars and, just to put more pressure on himself, Chris has entered his Stag, which has not yet finished its rebuild, or even got an MoT. If you have never been to this event, then it is a must to see lots of old cars either at Christchurch Park in Ipswich before the run or at Felixstowe sea front.

Rodney's Spitfire is on axle stands with the paintwork rubbed down and underseal removed. Shortly it should be having a re-spray in red and so will be all nice and shiny.

Mike's Dolomite is in the wars. The ring in which the gearlever sits has snapped in half and so no gears could be selected. When this happened he had to complete his journey in 2nd, that most useful of gears. The gearbox was noisy anyway with grumbling bearings so it has been taken out and he is going to get it rebuilt. Meanwhile his Herald estate rebuild continues, although at a slower pace in the colder weather. At the meeting, Mike bought a set of white rubbers for the bumpers thought to be new old-stock. All boxed and still nice and flexible having been excluded from the light.

Lindsey has been working on his newly acquired Vitesse 1600. Currently he is cleaning up the underside and has only found



TSSC AREA NEWS

Suffolk Continues

two small holes in the driver's floor-pan. It is rumoured that he is probably about to do a restoration on it.

Steve Barnes and his son came along for the first time in a while. It was good to see that Steve has recovered well from his accident on the M20. Between him and his son (sorry forgotten your name) they currently have a 948 convertible, 948 saloon, a 1200 and a Spitfire.

At the time of writing the weather is Spring-like although it is a number of weeks until Spring usually starts. Started the Vitesse and took it out for a run, roll on the better weather. And no Colin, I did not have the top down.

The next meeting is **1st March** followed by the **5th April** and **3rd May**. So, see you at the Sorrel Horse, Barham on **1st March** at 8pm.

Peter

SURREY

Tel. 0208 8733022

Spring is on the way so hopefully we will see a few more cars at the meetings soon. A few of us braved the winter weather on January 16th for our Fish & Chips lunch in Brighton. There were 5 cars that met at Ryka's bar car park at Box Hill on a sunny morning. Those cars that were able to had their roofs down which was good to see. Con had worked out a good route that took in some nice flowing country lanes as well as some faster A roads. Apart from a horse and carriage near Ditching Beacon and the awful traffic getting into Brighton itself the roads were nicely clear so we could take advantage of the open roads. We sadly couldn't find somewhere to park all the cars together on the sea front as it was quite busy. The sun was still out so we walked down to the pier and found a nice café on the beach serving freshly cooked fish and chips. I was just warm enough to sit out side and eat but it wasn't really sitting in the sun weather so after the obligatory trip down the beach to throw pebbles in the sea we all had a wander down The Lanes before making our separate ways home. It was such an enjoyable day that we may repeat it again later in the year, but Summer would be just too busy down in Brighton.

The weekend of the 12th February it was good to catch up with a few friend from other areas when we took a trip down to Goodwood race circuit for a classic rally held by the South Downs Rally Group. Sadly there was only one TR7 V8 this year but the action was great with a lot of Mk1 and M2 Escorts being thrown sideways around the corners. We met up with Sue and Paul from the Gatwick areas and David and Lynne who used to go to the Gatwick Area but have moved again so I have lost track of where they go now. David and Lynne had taken their lovely 1950s Rover (sorry I can't remember the model). There weren't a lot of classic cars brought by spectators but I'm sure that will be very different on the **6th March** for the 1st Goodwood Breakfast Club where I believe the theme is 'Pre Tax Sunday'. So get those Triumphs out of their garages and show them off at the first free event of the year. I know it is on the same day as the Triumph Show and Spares day at Stoneleigh but Goodwood is a little closer and free to get in.

The next event that we, as the Surrey Area, intend to go to is the New Forest Run which is on Drive It day on **17th April**. If anyone wants to go you just need to Google New Forest Run and there should be an application form on the web site.

Alternatively I can bring some information to the next club meeting. We were going to do the Surrey Hills Hair Pin run again this Drive It day but put that on hold due to the clash with the New Forest Run. Instead we will be organising to do the Hair Pin Run on the **Saturday (7th May)** of the South of England Meet at Leatherhead. By then summer will be on its way and it should be roof down weather all the way (here's hoping).

Meeting this month **Wednesday 30th March** at the Well House Inn, Chipstead Lane from 8pm.

Karen

SUSSEX

Tel. 01273 566593

The February meeting arrived, and the body is still on my Spitfire as I type. However, I had a whole stack of valid excuses, and so it has been re-arranged for the first Saturday of Feb. That means when you read this I will be making plans to get the body (all repaired) on the freshly painted chassis. And the smell of bacon will be wafting again!

And indeed that brings me on to March. The annual festival of Stoneleigh is almost here. There will be a good sized stall of wonderful pre-loved and new parts on sale by the normal bunch. We had to supply a name for the booking, so we are called the Sussex Triumph Club. Wanted to avoid using any particular club name, it could cause confusion!

The February meeting was incredibly well attended. A dozen or so of us munched through a couple of huge bowls of chips, had a few drinks and talked all sorts of stuff. Cars were mentioned, and Ian brought along some nice (ex merc sprinter) vents that may well find their way onto my Spitfire. Thanks Ian.

Well, not a lot more to say, but hopefully we will see another good turnout next month now the weather seems to be on the mend. Cheers

Clive

THAMES

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Hello Everyone. We have started the year with a lovely Sunday roast at the Fox & Castle. They really did us proud. Over the next couple of months we are sorting out a trip to the "museum of Berkshire Aviation". This will be in March on the 13th. We plan to meet at the Fox & Castle in the morning and then convoy to the museum spend 2 or 3 hours there and possibly have a meal / snack at a local pub. All parts are optional of course. Also for March some of us ale drinkers (and some not) are off to join the Real Ale Train on the Watercress Line on the Saturday evening of the 19th. Vitesse news is I've got all the bits needed for the clutch master and slave cylinders rebuild and have successfully rebuilt them as well as tested them, but as of yet not found the time to refit them to the Vitesse. Julie's raffles are going down well and seem to be here to stay.

Social Evenings at the Fox & Castle - 6th January Our first meeting of the New Year Julie and I have George B, Chris C, Andy K, John C, David H, Bob, Mike H, Peter R to keep us company this evening. Only one Triumph in the car park tonight that was Peter's GT6 Mk3. New for this year is Julie's Raffle which was well received, those winning prizes were Mike H, a bottle of wine. Andy K, a key ring. George B, electrical tester screwdrivers and me, a pack of playing cards. Work on our



TSSC AREA NEWS

Triumphs has been: - John's Mk1 2000 has now got the electric ignition sorted out as well as a spin off oil filter adaptor fitted and a set of halogen headlights and new head lining. Bob's started on this Spitfire and rebuilt the front suspension. Mike's Herald is in its new garage after their move. Peter's fitted a high level brake light to the GT6 but is having problems as the cold weather won't let it stay stuck in place (so aims to try again in the warmer weather). We had a great meeting to start off the year.

20th January - Another wet & chilly evening, but toasty warm in the Fox & Castle, Julie and I are joined by John C, Bob, George B, Chris C, Peter R & Mike H. Peter's GT6 Mk3 is the only Triumph in the car park tonight. Talk was of the Real Ale Train trip in March and a visit to museum of Berkshire Aviation. No work to report on our Triumphs. Julie's raffle was won by Peter a 2011 calendar, Mike a box of assorted s/t screws and Chris a set of screwdrivers and a key ring.

Events - 9th January - Thames Area New Years Meal. This was held at the Fox & Castle. We all start to arrive at noon and socialise at the bar, these were Tony & Penny, Dave L, Andy & Paul, John C, Bob & Wendy, Mike & Judy, George & Rose, John & Anthea, Peter R, Martin & Cynthia, Peter C, David H, Colin & Jess with their baby Dillon. Vince (the landlord) had reserved our tables which took up most of the dining area. Our meal orders were taken as we chatted and drank while Julie sold raffle tickets to them all. Then the starters were ready so we took to our seats to enjoy the feast. We each had a cracker to pull with the usual silly jokes and paper hats to wear. The food was simply delicious and the timing was spot on. The pudding were OK but could have been nicer, but over all everyone was every happy with the meal. Our lucky raffle winners were: - Jess won Rose Plant. Rose won a box of after eight's and shared them out (many thanks). Andy won a box of Toffee. Dave won a set of Screwdrivers. Peter C won a rose necklace. It was very moving seeing so many members supporting us this day thank you very much and we look forward to see you all through out the year

Our next meetings at the FOX & CASTLE are from 8 pm in **March** on the **3rd, 17th & 31st** & in **April** on the **14th & 28th**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

March

- 6th Stoneleigh Triumph spares day
- 13th Visit to museum of Berkshire Aviation
- 19th Real Ale Train

April

- 3rd Farnham Classic Car Show
- 17th National Drive it Day
- 17th New Forest Run
- 22nd Wheels day Rushmore arena (Street Rods)
- 29th/ 2nd May IOW camping weekend

Mickey & Julie

NORTH WALES Tel. 01492 516479

When it comes to the question of equality of the sexes, it could be said that Red Leader Stewart has what the tabloids would call baggage. He's got a track record. And he's not going to give it up. In his teaching days he was happy to be regarded as an MCP, was once reported to his headmaster (and investigated!) for showing discourtesy to two female colleagues. He held the door open for 'em!

So, it didn't exactly surprise me when he took a decidedly blokish line, at our February meeting, to the question of the forthcoming Royal wedding and Bank holiday on **April 29th**. "I'm not spending the day watching television", he declared boldly. "Shall we organise a run?" Brave bloke, our Stewart, perhaps even foolhardy?

Consider. It's only a week or two since we decided that the WAGs, the Wobbly Club, were our Enthusiasts of the Year. Gave them a lovely new trophy as an expression of our appreciation. Now we're considering leaving them sitting alone while we buzz off and do our own thing. Could be dodgy... Hasn't he heard what happened to Andy Gray?

Like any good newsman, I had to seek the other side, the WAGs opinion. Who better than the feisty Brenda, Miss February of our Calendar Girls? Stewart's better (oops!) half, his Red Baroness, if you like. She was equally adamant: "It's a bottle of wine and the telly. You boys can do what you bloomin' like". So there you have it. But, consider again. Is that permission or dismissal? As they say in my old profession, this one is going to run. And in this weather it'll be more fun messing about with a pair of Strombergs.

It was good to get people back together for the February meeting. For some it was the first link up since the December meet and there was plenty to talk about. Mostly boring stuff about things that won't happen until September... but there was a fun 15 minutes to watch Sam's pictorial collation of the 2010 events, with a highly entertaining soundtrack.

It was a good record of an enjoyable year, with some amusing shots and the revealing of one or two secrets. One shot that particularly amused me was of Roger and myself peering under a protective sheet in the Coventry Motor Museum's storage facility. From what I remember, we were contemplating the chances of liberating the very sad Lea Francis coupe that lay beneath the sheet.

Coventry was one of our more successful away days, Sam's timing chain disaster apart. We turned out five group cars (three Triumphs!) and this year there could be more. Mick Cohen (good to see him at the meeting) says he'll resume his patronage and Derrick fancies giving it another go, so long as I promise not to run out of fuel or dump coolant in front of him in a roundabout. He still doesn't believe that it wasn't deliberate.

Mick seems to have survived a period where he almost sold his Stag and plans to bring it out to support us at the Tweedmill event on **April 17th**. Big Roger also plans to come, so we should have a good turnout, no matter what other attractions there might be in the form of Drive-it Day.

Next big event after the Tweedmill and the Royal Wedding rebellion ride on **April 29th** is the two-day Prestatyn event, **May 29-30th**. This has grown into one of our main events in North Wales, with the choice of long or short runs on the **Sunday**, usually starting from County Buildings, Mold. If anyone hasn't got entry forms, I still have some, so give me a call.

Despite the horrendous increases in fuel prices there is still interest in the club runs, with hopes of repeating the runs to Stiperstone, Shropshire, and the Peak District, both splendid scenic routes. Dates have yet to be fixed.

Arrangements are still being discussed for the North West areas get together on Wirral - and Chris is looking into the possibility of a link up with the new Shropshire group.

Then there have been soundings from South Wales.... It could be a busy year.

Bob



SOUTH WALES WESSEX . . . WEST MIDLANDS

TSSC AREA NEWS

SOUTH WALES Tel. 01656 861709
www.triumphwales.moonfruit.com

South Wales district has its own website, namely:
<http://www.triumphwales.moonfruit.com>

January 2011 club run report. On the 26th of January Rob and Pete organisers of the run arranged for the meet to be at 10:00 a.m. at Cardiff West Services for a short run to the new Penarth Yacht Marina and Cardiff Bay Barrage. 11 of us met (all in modern cars) and parked up facing the Severn estuary on a cold but very sunny and pleasant winter's day.

After checking out the Barrage engineering we caught the "Acquabus" to the Cardiff Bay where our first stop was for a B.O.G.O.F. coffee at Cadwaladers which offers good views across the bay area.

Rob and Pete had been very busy in organising this trip as the next stop was a tour of a famous Cardiff Bay landmark the "Red" pier building where we had an interesting audio/visual lecture on the history of Cardiff Docks, the bay and what plans there are for future.

Enjoying the fresh air and having our thirst for knowledge whetted we required some sustenance in the form of "Fish & Chips" from Harry Ramdens an excellent meal and drinks with good service. 2 p.m. caught us finishing our meal when we were booked for a guided tour of the £63 million "Welsh Assembly" building. So we legged it over and after Howard and I being "Frisked" by security guards as our braces set off the metal detector! Eventually we took part in a very interesting tour of the building with visits to all the committee rooms, main assembly rooms and corridors of "Power"?! There were many statistics thrown at us e.g. so many kilometres of cedar wood etc. with many details of how economic it is to run and how "Green" it was as a building all very interesting however I just kept thinking of what the £63 million could have been used for! (Time to stop there, we mustn't make political statements in our reports!)



After plenty of photo opportunities we walked on to the "Millennium" centre where there was some live Welsh poetry on offer, also with all the details of forthcoming events which were discussed by the group over afternoon tea.

Before the return trip on the Acquabus we went to look at the tribute wall of remembrance to "Ianto" from Torchwood, no comment! The water bus took us on an elongated run back to Penarth and I was lucky to sample a pint of "Brains" whilst appreciating the watery scenes in the bay.

It was about 4:30 when we left Penarth for home and we were all very pleased with a very different day out, highly recommended.

Gwyn

WESSEX Tel. 01425 475376
www.triumphnewforestrun.co.uk

Not forgetting the annual pilgrimage to Stoneleigh for the Triumph Show and Spares Day, planning for this year's New Forest Run which will be held on **Sunday 17th April** continues to be our main activity at the moment. See our website www.triumphnewforestrun.co.uk for more details.

The Run will start from Avon Heath Country Park around 10.00 to 10.30am with a halfway stop at Boldre War Memorial Hall where complimentary refreshments will be available. We will be returning to the Compasses Inn at Damerham as a finish point again this year.

This has proved to be a popular finishing venue in previous years and hopefully will do so again this year.

We are very lucky in that this Run has always been very well supported by the local Triumph Clubs and is held in support of the Federation of British Historic Vehicle Clubs "Drive it Day" which encourages all Classic Car Owners to "take to the roads". All we need is good weather and other obstacles permitting it should prove to be a good day. We are always grateful for volunteers either to help with the planning or marshalling on the day, so if you would like to join in please do not hesitate to let me know.

Looking forward, past the end of April, we have yet to finalise a list of possible events. However on **7th – 8th May** there is the TSSC South of England meet at Leatherhead or the Basingstoke Festival of Transport on the same day. This year's annual Beaulieu Spring Autojumble is scheduled for the week-end of **14th – 15th May**. Is anyone intending to attend these events or if you have any suggestions as to events you would like to attend please to let me know. Alternatively why not come along to the monthly meeting.

Trevor

WEST MIDLANDS Tel. 07969 024999

Whoopee, the nights are getting shorter, the days longer, and we have at long last seen that large bright orange orb in the sky which has been missing quite some time. I went up to my garage the other day and my Vitesse Convertible was feeling quite better after such a long period of cold. Just to show how cold she has been, she's blown a core plug on the side of the engine. No problems though I can get at it quite easy.

Our February meeting was once again well attended with 32 regulars who brought along a good selection of Triumphs proudly parked under the arc lights on the forecourt of the Drakes Drum pub. I will say one thing about our fantastic selection of members. Come hail, wind rain or shine, if you come to visit us at our regular meeting place you will never be disappointed, there is always at least 5 or 6 Triumphs out for the evening. Some hardy souls even venture out in soft tops with the hoods down. Well done everyone, I feel quite ashamed turning up in my Triumph import, however the feeling does not last for long.

First the bad news and then the good. Terry Murray one of our regular members has met with an accident at work, not

WIRRAL WORCESTER . . . NORTH YORKS



TSSC AREA NEWS

the first I hasten to add. Whilst trying to load a large mirror onto a truck he fell about 8 feet off a fork lift truck. Glad to report no bones broken, but his pride bent, and he is looking for volunteers to rub his bruises better. Get better soon Terry, you have been missed already.

Our best wishes also sent to Judy his meeting attending wife who is caring for our wounded hero.

Now the good news. Terry, if you want someone to drive your GT6 around for you while you are not feeling so good, Luke our youngest member 18 years old has passed his part 2 driving test first time with glowing colours. It took him 4 goes to pass his theory, but he passed the driving test at his first attempt. Congratulations Luke, well done. Luke is now on the look out for a Triumph Herald 13/60 Saloon, scouring the pages of classic cars magazines and Ebay, driving his Mom and Dad crazy. Warning - when attending the next meeting make sure you remove all ignition keys from your cars while Luke is around, he can't wait to get behind the wheel of anything with a Triumph badge.

Next meeting at the Drakes Drum on **Tuesday 1st March**, 7.30pm start, now trying to organise some entertainment for that night and perhaps a trip somewhere on the **3rd Tuesday of March**, just to break up the month a little.

See you there, mines a pint of Guinness....Cheers.

Roger
the Dodger

WIRRAL

Tel. 0151 339 4150

Hi everyone. Not a lot to report this month, unfortunately due to my shift pattern the first meeting I'll be able to attend this year is the April meeting.

However, I have been in touch with Ray who tells me that the January meeting had about 13 bodies in attendance. The 16th January saw one of Dave's runs into North Wales, there were 8 cars in total and 13 people including Derrick & Bob from the North Wales area. The route, as usual, was the scenic route taking in all manner of narrow lanes, eventually arriving at "The Druids" pub in Llanferres for lunch.

We have a planning meeting in February, so all being well, we should have some events pencilled in on the calendar shortly. Thats about it for this month, take care.

Andy

WORCESTER

Tel. 01384 279686

www.tssc.org.uk/worcester

As our first meeting of 2011 was on January 10th I'm afraid I missed the date for publication of the Area news in the Courier. So, first of all the news from the January meeting -

Apologies were received in January from John B, Rich & Di & Richard D & Martin.

There was quite a small turn out of under a dozen members at our first meeting of the year. Perhaps the cold weather kept them at home by the fire? In spite of reduced numbers there was a pleasant atmosphere with plenty of good humour.

The remaining copies of the 2011 Area calendar were given out to those who had ordered them.

I am continuing to update our contacts list, so the current list was passed around for any amendments to be made.

As soon as the list is up to date and complete I will give members a copy.

The date for the Area annual dinner was confirmed for

Saturday 26th March and will be held at the Berkeley Arms as last year. I have now confirmed the menu choices and have distributed this either via email or snail mail. However, I need final choices and payments by **10th March** in order to let the Berkeley Arms know. Please contact me if you have not received either.

There was a general discussion about possible events/runs for the year ahead.

'Drive It Day' this year will be on **Sunday 17th April**. As Sylv & I will be away on holiday at this time, I'm unable to organise a run for the Area. Andy B suggested that the Worcester Area members join forces with the Gloucester Area on their 'Drive It Day' run.

I'll give members further info about the day nearer the time.

February

Apologies were received for the February meeting from John B, Richard D and Martin.

We saw more members this month, several arriving in their club cars although the tops were up. I am sure we are all longing for the lighter nights and warmer weather in order to enjoy our cars further.

Thanks to John Cocks, Tim and Barry who managed to go along to the Air Ambulance on the afternoon of the meeting. They presented a cheque for the money that was donated at WAC. They were able to take photos of their club cars with the Air Ambulance after it had recently returned from a 'shout'. For the same reason they were unable to get too close to the unit before it had been cleaned.

Voting slips were also given out for your nominations for Member of the Year. Please try to think who you would like to nominate if you have not already done so for the next meeting, so that this can be awarded at the Annual Dinner.

Vicky mentioned that she had attended the local Stag Owner's Club and they were thinking of organising a Quiz Night and had invited the TSSC to participate. It is hoped that perhaps a team from both the Gloucester and Worcester TSSC areas might be able to go along. It is likely that it will be held one evening during the week.

Some suggestions regarding events and runs have been made, but once again any offers of help would be greatly appreciated.

Dates for your diary:

- 6th March** - Stoneleigh Spares Day
- 7th March** - Monthly meeting
- 26th March** - Annual Dinner (Berkeley Arms)
- 4th April** - Monthly meeting
- 17th April** - Drive It Day

Stef

NORTH YORKS

Tel. 07766 354449

Hi everybody. Been another busy month of organising. Ed and myself are hopefully going up to scout out a promising venue next week and to have a quick look at the route. Sunday is firming up to be a trip out to a pub for Sunday Lunch which should save a lot of rushing to get back on the Sunday.

Events are all finalised apart from the Huby show. They are always last minute when it comes to advertising and even their website has disappeared!

Events / club nights

Monday 14th March - Club night



NORTH YORKS SOUTH YORKS . . . WEST YORKS

TSSC AREA NEWS

North Yorks Continues

Monday 11th April - Club night

Fri 13th to Sunday 15th May 2011 - North Yorkshire TSSC camping weekend. Looks like a site just North at Levisham - Bed and breakfasts a plenty!

Monday 30th May (Bank Holiday) Sherburn Vintage and Veterans day

Tuesday 21st June 2011 - Solstice run up to the North York Moors

Saturday 2nd of July - Longmans Hill School Fête, it's a nice relaxing couple of hours and it's in Selby.

July 9th / 10th 2011 - NYMR railway Vintage Steam Weekend at Levisham. I will be sending the block booking in as usual, (Don't forget George needs engine volunteers!)

It would be good if the area had a trip to the TR Register weekend at Harrogate, it is on our doorstep so would be good to support the event as everyone knows the big Triumph shows are always in the South and clash with local events, dates are **29th - 31st July**. Camping and B&B are available.

Sun 24th July? No data for this, might be week after! Huby and Sutton Show - Their website is down so no confirmation of dates.

Saturday 27th August 2011 Cawood Craft Festival
That's all this month

Rich

SOUTH YORKS Tel. 07980 010741 www.southyorkshire-tssc.org.uk

Hi All. Just a quickie, I'm afraid this month (Where does time go?!!) Another great attendance at Feb's meeting with 17 of us enjoying Alice n Ian's TV advert themed quiz. Sheila notched up yet another victory for the girls, scooping the bottle of wine kindly donated by the quiz hosts. Victor & Vivien updated us on plans for the Club Christmas Dinner & Dance. (please see Courier and national website for more details). Maybe this would be a nice change from out local celebrations? Please let me know what you think.

Onto events closer to home, Pete & Gareth will be heading off to Stoneleigh Spares Day on the **6th of March**. Anyone who wishes to head on down with them, please get in touch. There has also been a few tweeks to the Club Calendar with the run out to Scarborough (and pub meal) now planned for **Sun 13th March**, the Pie n Pea supper post-poned until later in the year and Runswick Bay NYTW confirmed for **13th-15th May**.

Those wishing to come along, can join us on **Monday 21st March**, when we head off to support Julie and Adrian Hadfield at the inaugural meeting of the newly formed Hallamshire meeting. This is to be held at Dinnington Rugby Union Club, Lodge Lane, Dinnington, S25 2PB. The meeting starts at 7.30pm, so please get in touch if you'd like to join us in the run out. Please note, Noggin n Natter will be cancelled on **Tuesday 15th March** at the Crown, taking place instead on the monday at the Hallamshire meet.

The Noggin n Natter at the Crown on **Tuesday 19th April** (during the Easter holidays) will also include the SY TSSC Kidz Klub, where they'll be fun & games to keep the younger generation entertained. (Look out for other SY TSSC Kidz Klub dates during the summer holidays).

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Finally, I'm all but ready to start my first blog on the website - so keep an eye on it for the very latest on what's happening in the South Yorkshire area.

Bye for now

Paala
x

WEST YORKS Tel. 01274 781814 www.tssc.org.uk/westyorks

Hi all! The Dalesrun is running to plan so far, we will be having the top half of the field to the left of the toilets on the flat. If anyone requests B&B I have some contact numbers. There are 2 pubs and the farm cottage. The Saturday run this year is being organised and run by Grace and Christine from the North Yorkshire area. A little bird has told me this will be a good run over new ground. Booking forms are in the Courier and I for one will be looking forward to this.

DRIVE-IT- DAY 17th April This year we will be going to THE NATIONAL RAILWAY MUSEUM at York. I have arranged a big discount on the parking for a the full day starting at 10am. The fee for parking is £5 + £1 for our charity for this year which is The Yorkshire Air Ambulance

I have arranged 3 starting off points.

No. 1 Steeton Hall , NR Keighly , BD20 6RY meeting from 8.00 am leaving at 9.00 am NOTE tea and coffee will be available at the bar at a charge

No. 2 The Old Red Lion, Seacroft , York Road ,Leeds , LS 14 1DW Note tea and coffee from the bar at a charge meeting from 8.00am Leaving at 9.00 am

No. 3 Tesco supermarket , Tadcaster Road , Askham Bar ,York YO24 1LW meeting from 9.00am leaving at 9.45 Prompt (cafe is open in the store after 10.00 but we will not be waiting)

So far I have received very good feed back from 4 classic car clubs that will be attending so far as previous years so we will be having a very good cross section of classic cars. This event kick starts the season for most of our classic cars.

June 26th at Broughton Hall Game Show this a very good day out again we will be having a club stand With more than approx 200 classic cars for you to look at more info to come.

August 6/7 Hebdon Bridge Classic weekend Sat cars from 1969 to 1990 Sunday cars upto 1969 only a very good day out for only £4

STOP PRESS

I hope this gets in to Bernard in time as I am writing this when I got home from the club night. We have just had a very interesting and informative night by the Development officer, Mr Tony Doveston from the Yorkshire Air Ambulance. Operating as a charity and completely free from any government funding. They operate two helicopters 365 days a year and can get you to a hospital A&E in less than ten minutes.

But at a cost of £7,200 a day this service is run operated by 14 paid staff, running cost for one hour is £1000 so they can do with our money we will be collecting this year as this is deserving charity

PS we had two new members to welcome Sue &Richard Middleton having just bought a spitfire, as well as been joint winners of the quiz with Vivien and Victor

Keep your Triumph wheels turning

Alan

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



Spring Fell Run Challenge

SUNDAY MARCH 27TH 2010

Starting from Grizebeck Petrol Station (A5092) at 10.45 am we will travel through the splendid scenery of the Duddon Valley to Ulpha then onto Seathwaite. From there we will follow the Duddon River to the foot of Hardknott Pass and ascend the Pass from the East side, descending into the picturesque Eskdale Valley. Lunch at the Boot Inn, Boot. After lunch the challenging ascent of Hardknott Pass from the west awaits with it's magnificent views of Scar Fell and Coniston Old Man. Then onto Wrynose Pass and the Little Langdale Valley. Finally travelling along the shores of Coniston Water. Arriving back at Grizebeck around 4pm.

Some of the first section of this event is new and is not the same as previous years.

Entry is £5 per car and will be limited to 30 cars. **Closing date for entry 20th March.**

A lunch menu will be emailed to all entrants prior to the Run in order for lunches to be available on arrival at the Boot Inn. Entrants to pay for their own lunch.

Please make cheques payable to TSSC Cumbria and send to R W Ross, 28 Duddon Drive, Barrow-in-Furness LA14 3TW. Include your email address or a SAE for confirmation.

For Further information contact Roy:

Tel:01229 474077. Email: roy.anne@tiscali.co.uk

or visit our website tssecumbria.co.uk

This event is not for the faint hearted!

Euro Boxes are welcome if driven by club members but they enter at their own risk.



Sewerby Hall



Land train Bridlington

Come and join us for our Area run through the countryside to Sewerby Park Bridlington, East Yorkshire Thoroughbred Classic Car Show. Park up in the fine grounds, explore the beautiful gardens/cliff top walk. Look around the small zoo, or take a ride on the land train to Bridlington and back. All the ground amenities are included in booking fee.

This is Sunday 22nd May 2011 Leaving Dinnington

Rugby Club at 8.30 am.80 mile run to Venue

(approx 2nr travel time) Please contact us on

Adrian 07837110325 / Julie 07809 655388

e-mail:- ade@adrianhadfield.wanadoo.co.uk

TICKETS

£8
IN ADVANCE*
+ £1 transaction fee

£12
ON THE DAY
£10 OAP

**Under 16's
FREE!**
when accompanied
by an adult

*Advance Ticket Holders - get in
from 8.30am - BEAT THE QUEUES

THE INTERNATIONAL
**TRIUMPH
SHOW**
& spares day
6th
MARCH
2011

National Agricultural Centre
STONELEIGH

Warwickshire, CV8 2LZ
(4 MILES FROM JN. 15, M40)

10am-4pm

Trade Stands & Autojumble
specialists, professionals and smaller stands for
the enthusiasts, 'garage clearouts' and a massive
choice of spares, accessories, tools, models etc.
Stand and autojumble space is limited and must
be pre-booked, **SO CALL TODAY**

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all the best clubs -
displays, projects
and advice available.
Anything old or new,
you're sure to find it here!

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Lots of cars for sale.
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07545 160353

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TICKET BOOKING HOTLINE 0871 620 7067
OFFICE NUMBER 01775 768 661



Spring Fell Run Challenge

SUNDAY MARCH 27TH 2010

Starting from Grizebeck Petrol Station (A5092) at 10.45 am we will travel through the splendid scenery of the Duddon Valley to Ulpha then onto Seathwaite. From there we will follow the Duddon River to the foot of Hardknott Pass and ascend the Pass from the East side, descending into the picturesque Eskdale Valley. Lunch at the Boot Inn, Boot. After lunch the challenging ascent of Hardknott Pass from the west awaits with it's magnificent views of Scar Fell and Coniston Old Man. Then onto Wrynose Pass and the Little Langdale Valley. Finally travelling along the shores of Coniston Water. Arriving back at Grizebeck around 4pm.

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For Further information contact Roy:

Tel:01229 474077. Em ail: roy.anne@ tiscali.co.uk

or visit our website tssccumbria.co.uk

This event is not for the faint hearted!

Euro Boxes are welcome if driven by club members but they enter at their own risk.

Looking for a Great Day Out?

We would like to invite you to come along to our 'Standard Triumph Day' on 17th April 2010 which is National Drive a Classic Day.

Crich Tramway village offers a unique venue for classic vehicle events with its vintage street with working trams, shops, tea rooms, and even a Red Lion pub offering bar meals and fast food. A highlight to the event is the street 'parade' where vehicles line up to drive in convoy down the cobbled street with headlights flashing and horns blowing!

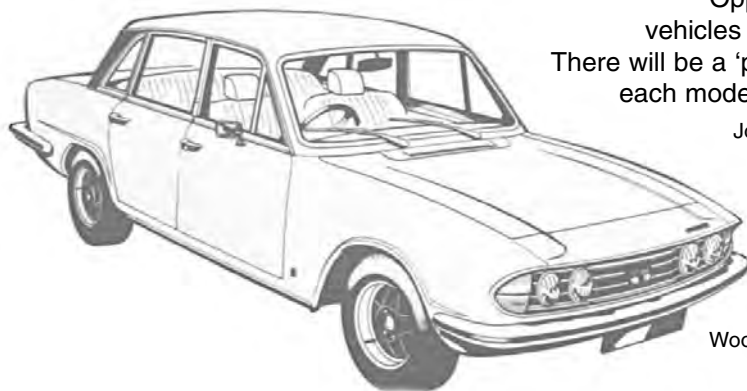
The event plays host to all Standard Triumph cars and derived vehicles.

So if this sounds like your ideal early season day out go to the Triumph Sports Six website at www.tssc.org.uk to download an event entry form and watch for the following event notification in Classic car and club magazines:

The 5th Standard Triumph Day

At Crich Tramway Village
near Matlock, Derbyshire

(On National Drive a Classic Day)
Sunday 17th April 9.30am to 5.30pm



Organised by Triumph Club's members
Opportunity to parade
vehicles through the village
There will be a 'people's choice' for
each model group with prizes

Join in the fun and make
the day memorable

Entry includes
all Tramway Village
facilities including:
Tram museum
Tram restoration
Vintage tram rides
Woodland trails Picnic area
Children's play area
A Victorian pub
A restaurant and old
fashioned street shops

Entry payment on the day:

Driver and Standard Triumph vehicle free. Adult passengers £9 seniors 60+ £8 Children 4-15yrs £5

To download an entry form visit the TSSC website at www.tssc.org.uk

WESSEX AREA PRESENTS

WESSEX AND NEW FOREST RUN

Sunday 17th April 2011

Supporting the FBHVC 'Drive it Day'

**A Convoy Run of about 60 miles winding its way
through the New Forest and surrounding countryside
with a half way halt.**

**At the finish the cars will be on
display to the public**

Run Open to all

Triumph Owners and Enthusiasts

For further details/ entry form contact

Trevor on:

01425 475376

Or Visit www.triumphnewforestrun.co.uk

NRM

**NATIONAL
RAILWAY
MUSEUM**



West Yorkshire Drive it Day

“Drive it Day” is on 17th of April this year.

In addition to the Dalesrun we also organise a run out on "Drive It Day". This is a national celebration of historic motoring under the umbrella of the FBVHC and this allows us to promote the classic car movement and our own club. Last year we had over 115 cars on the run.

The 2011 Drive it day will take place on Sunday 17th April and will finish at National Railway Museum York, Leeman Road, York, YO26 4XJ

We have arranged for a discounted parking fee of £5 per vehicle in the overflow car park at the museum, plus £1 to on the day for our nominated charity.

To obtain this reduced parking fee you must have an event pass which needs to be collected at your start point on the run and displayed in your window at all times. All routes will be going directly to the museum.

You must join the run at one of the three start points.

- (1) Steeton Hall, Nr Keighley, BD20 6RY meeting from 8.00 am leaving at 9.00. Note tea and coffee will be available at the bar for a charge**
- (2) The Old Red Lion, Seacroft, York Road, Leeds, LS14 1DW, meeting at 8.00 am leaving at 9.00 am tea and coffee from the bar at a charge**
- (3) Tesco supermarket ,Tadcaster Road, Askham Bar, York YO24 1LW, meeting at 9.00 leaving at 9.45. Café opens at 10am so no refreshments.**

Sorry NO dogs except assistance dogs are allowed

To attend the runs please join the run at one of of the start points at least 10 minutes before the departure time and pay your £1 for your event pass. If you want any more information contact

Alan Heaton 01274 781814 or 07944909823

The 22nd TSSC Isle of Wight Camping Weekend

*Friday 29th April to Monday 2nd May 2011 inclusive
at Appuldurcombe Holiday Park, Wroxall*



Fun for all the family and children of all ages!

Convoys, quiz, raffle and much more!

Please book in advance your camping and entertainment tickets to receive a limited edition souvenir.

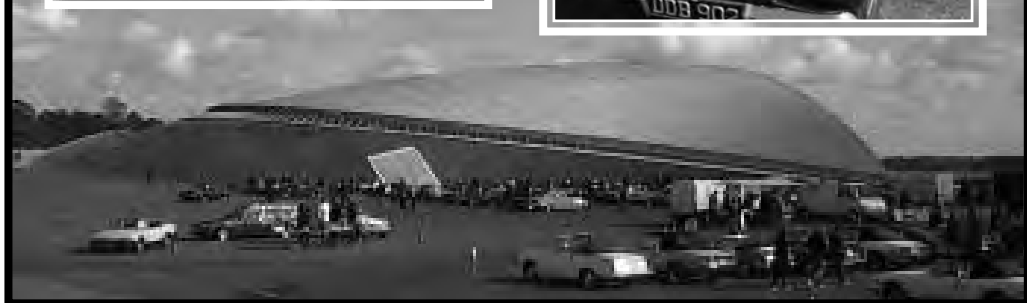
**Booking forms are available from
www.triumph-iw.co.uk**

Contact 07884 006 237 / 01983 281427
or email info@triumph-iw.co.uk for further details

**Sunday
29th May**



Standard Triumph Marque Day



**Imperial War Museum
DUXFORD**



21st DALESRUN

10th, 11th & 12th June 2011

The Dalesrun is returning to High Laning caravan site, Dent, Nr Sedborough, Cumbria LA10 5QJ and we will be taking you through some of the most wild and scenic areas of the Yorkshire Dales and Cumbria.

There will be a lunchtime stop with great facilities and a barbecue will be held at the site about 5.30pm (salad and bread supplied, please bring your own choice of meat.) Evening entertainment has been organised at the Village Hall and there is a pub and cafe's nearby. West and North Yorkshire are going to be organising something, so come along and enjoy yourself. On Sunday, we will be holding a drivingskills competition and an informal Concours.

All profits from the weekend are being donated to the Yorkshire Air Ambulance

This year we have the following:

Completely separate area on the campsite A scenic run through the Yorkshire Dales of Approx 90 miles

A lunch stop with picnic and café facilities on the Saturday run Raffle with quality prizes (Donations welcome)

Night time entertainment with Alan's infamous Racing and quiz Prize for best costume of any sort made of blank bin bags with two age groups Children's games and activities Dog friendly site.

Access to the site will be sign posted. Please arrive with a full tank of fuel.

The site accepts tents and caravans. We have negotiated discounted rates and a separate field with the campsite.

Bookings must be made through the club to receive these preferential rates. Prices held at 2010 rates!

To attend the 21st Dales Run please complete and return this slip to:

Martin Appleby, 10 Rowan Garth, Sutton in Craven, Keighley, West Yorks, BD20 8DA

*** Remittance made out to M.Appleby, not TSSC ***

**Queries to: dalesrun@google.com or tel Richard on 07766 354449
or our event website which is - www.dalesrun.webs.com.**

Name(s) :..... **Address**.....

..... **Tel:**

e-mail: **Club Area**

Car: **Reg No.:**

Nights camping – Friday/Saturday **Small tent, £11 per night (max 2 People)**.....

Large tent / camper / caravan /any other camper, £16.50 per night (Max 4 People)

Extra adults @ £ 5 per night. **Sorry strictly no extra tents unless you pay extra**

Under 10's free otherwise classed as adult. Electric Hook Ups available if you tick here

I will be attending the following days **Saturday run** **Sunday Skills test/Concours**

Weekend price per car is £10, single day is £6. **Total enclosed £**

Plenty of Bed and Breakfast accommodation, you are advised to book early by local Tourist Information office.



7th Annual
**Robin Hood
 Rally**
 17th to 19th June
Booking Form

Your details

Name _____

Address _____

Tel _____

e-mail _____

Number of people attending _____

Cheques payable to "TSSC - Notts Area".

*Weekend Price £12.50 pre booked

£15.00 non booked

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

*Weekend Booking fee covers one car and one tent.
 (Last date for pre-booking 12th June 2011)





Derwent Valley Triumph Sports Six Club's

The 23rd Peak Run will be held on
24th 25th and 26th June 2011.



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. The Campsite will be open from noon on Thursday 23rd until noon on Monday 27th June 2011.

Saturday we are spending the day at Matlock Bath where you can explore the town and visit its many attractions and beauty spots. We return to the campsite for the **'Party Night'** and 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.

On the Sunday we will embark on the **23rd 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 2011.

Name.....

Address.....

.....

..... Post Code.....

Phone Nos..... E.mail

Car Make.....Model.....Registration No.....

Package	Rates	Please Tick
Peak Run Weekend Entertainment pack including camping for up to 4 nights	Only £37.50 (Sorry no electric hook up available)	<input type="checkbox"/>
Peak Run Weekend Entertainment pack including one nights camping.	Only £27.50	<input type="checkbox"/>
Peak Run Weekend Pack Entertainment excluding camping	Only £15.00 (For those who do not camp but wish to enjoy all the weekend fun)	<input type="checkbox"/>
Peak Run – Sunday Run Only	£9.00	<input type="checkbox"/>

Please send application form together with your cheque made payable to
Derwent Valley Area TSSC to:

**Peak Run 2011, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane,
Snelston, Ashbourne, Derbyshire. DE6 2GP.**

Telephone enquiries:

Kim and Paul Dale 01335 345784 or Roger Buck 07970 619149 or Colin Wright 01773 531580.

You may photocopy this form.

Courier