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TRIUMPH
SPORTS SIX
CLUB

International Family Weekend

19-20-21 August 2011
Stafford County Showground



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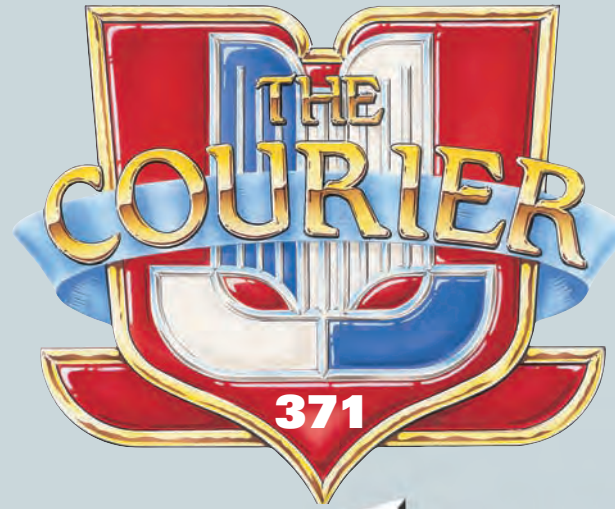


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Triumph Sports Six Club

The Courier 371

MAY 2011



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50TH ANNIVERSARY



MAY 2011



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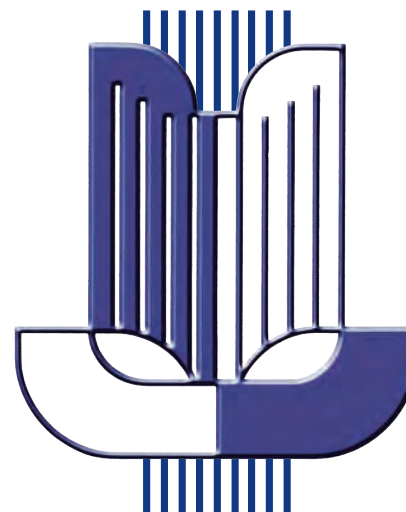
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No. 371 Vol 32. MAY 2011

Price £3.50 Free to Club Members.

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COUNCIL MEMBERS 2011

Nigel Clark, Pip Flegel, Chris Gunby,
Claire Hill, Nigel Hill, Derek Holman,
Simon Oliver, 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.

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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'WORKING ESTATE'

50TH ANNIVERSARY OF

HERALD ESTATE

SEE ARTICLE PAGE 66

PIC BY

CON O'KELLY

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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

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 DALES RUN
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

FRI SAT SUN 24/25/26 JUNE 2011
**TSSC AVON AREA
BREAN CAMPING WEEKEND**
WARREN FARM SOMERSET
CONTACT JUNE 01454 327059

July 2011

FRI SAT SUN 15/16/17 JULY 2011
**NORTHANTS AREA STANDARD
& TRIUMPH RALLY**
WICKSTEED PARK NORTHANTS
CONTACT ADAM 01933 229992

August 2011

SUN 14 AUGUST 2011
**TSSC LEICESTER AREA
SUNSHINE RALLY**
BROOKSBY HALL LEICESTERSHIRE
CONTACT DAVID 07774 276564

FRI SAT SUN 19/20/21 AUGUST 2011
**TSSC INTERNATIONAL FAMILY
WEEKEND**
STAFFORD 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)

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

SAT SUN 4/5
TR7 & TR8 WEEKEND TATTON PARK
SPECIAL FEATURE ENCLOSURE
www.cheshireautopromotions.co.uk

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

Keeping your Pride & Joy Covered

No, not the excellent outdoor car covers that are stocked by the Club Shop, but insurance cover.

As the classic season is getting under way again, a few words about insurance could prove timely. I'm sure that none of us would dream of driving without insurance, but as not all insurance policies are the same, a few words about TSSC agreed value insurance may be helpful.

If you are about to renew or getting a Triumph insured for the first time, it really is worth contacting the brokers on the TSSC insurance panel for quotes. We have selected the three insurance panel brokers because all have a fine reputation for the standards of their policies and service, and because they really do understand classic car insurance. All three give discounts to TSSC members, and all three operate an agreed value insurance cover system which is underpinned by the Club.

The three TSSC insurance panel members are Footman James, Lancaster Insurance Services and Peter D James; their contact details are printed in the Courier each month, usually on page 7. With three panel members, there is the great advantage in that every Club member can check with each insurer to get the exactly cover needed and to get the best premium, safe in the knowledge that they will have the Club scheme benefits including agreed value.

If you're relatively new to the Club, you may well now be asking "what is agreed value insurance and why is it important?" With agreed value cover, you effectively have a contract with your insurer that guarantees if the worst should happen and your Triumph is written off, you are certain to receive a settlement payment of the value already agreed. There are too many bad luck tales of those who did not have agreed value, only to find that when they needed to claim, an insurance assessor's idea of the value of an old car was far lower. The agreed value cover ensures if your car is written off, you receive a payment sufficient to replace it with a similar car in similar condition.

In the very unlikely event that there should be a dispute over payment of a TSSC agreed value claim, the Club is here to help, as we will always back up the value we assign to a car. In four years as Club Manager, I have



only seen one disputed claim which the Club quickly resolved to the member's satisfaction. TSSC agreed value really does give peace of mind.

It's easy to get an agreed value certificate. We carry out valuations by post and at many events during the year, or you can drop in at the Club Office for your car to be valued. For a postal valuation send a completed valuation form with at least four recent photos to the Club Office (you can phone us to ask for a blank form or download one from the Club website). When we receive your form, we will assess the condition of your car from the photos and set the value from tables of models and condition ratings. The completed form, signed by a Club Official, is scanned and emailed to your insurer then we post the original back to you for your records. The certificate is valid for two years and there is a charge of £12 to cover the costs of administration. It is worth noting that this charge has not been changed for nearly 4 years, and the last price movement was a reduction from £16. Remarkable value from the TSSC!

All three insurance panel members also insure modern cars, motorcycles, home buildings and contents and more. It is well worth calling the TSSC panel for quotes, whatever your insurance needs.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

The Triumph East Anglia run in aid of Help for Heroes Charity

The entry fee will be £10.00 per car which goes to the charity. The run will start at TSSC HQ and finish at Caister Car Museum. The run will be 140 miles approx. Date to be Confirmed.

Museum entry will be £8.50 per person, you must show your TSSC membership card to get the discount price. Children aged 5 to 15 will be half price. You can picnic in the grounds of the museum and castle.

Contact me for more details.

Martin Bishop

email address is miriam.martin@hotmail.co.uk

TSSC International Concours Stafford 2011

For some this may seem rather early, however for others you're already making definite plans for the TSSC's International Family Weekend's Concours.



We had our first entry almost before we had returned home from last year's event and already we're adding to the number, which Louisa and I are very pleased about.

We will of course be writing articles leading up to



the event giving more details and advice, but thought it may be useful to remind ourselves of the rules, which remain unchanged from last year.

Once again we hope to make it as easy as possible to enter and are looking forward to another stunning display of the best of all things Triumph. After all this is now without doubt the premier Concours on the Triumph calendar.

If you have any questions, queries or suggestions we'd be very pleased to receive them at vandy@fsmail.net

Victor and Louisa Thompson
International Concours Organisers

Alan Manser



Wendy Manser and her family would like to thank everyone for the cards and messages of sympathy and for the offers help and support from Club members. It has been uplifting at such a sad time.

Mark Steinson
Southern AO



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HQ OPENING TIMES

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the forthcoming show

South of England Meet

Leatherhead - Sunday 8th May 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

Council of Management Meetings

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

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Dave Rumens

It's all in the Words!

Hello everybody, what's in a name? Well we all know Vitesse means speed in French, but what about antenna and aerial? The answer of course is that generally they both mean the same thing to us i.e. a metal rod or other structure by which signals are transmitted or received as part of a radio system.

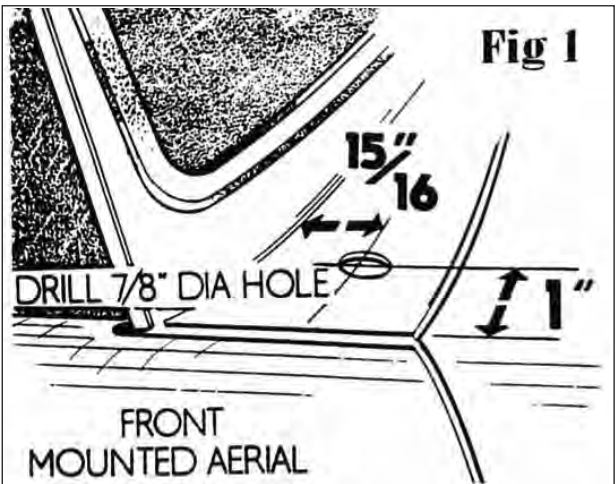
Antenna is an American term, whereas aerial is a UK term. But time marches on and today both are in use in the UK. I guess antenna sounds more modern, or should I have said cool, hence its use in the UK in more recent times. However, back in the 1960's in the UK if you asked *"What is the recommended place to fit an antenna to my Vitesse"* you would have got some very strange looks and asked if you were from around these parts!

As a result most of the information published in the UK covering this subject used the term aerial, I think there's something very British and traditional about it. So as this column covers a very traditional British car, the Vitesse, I will use the parlance of those times.

If you look back at the press picture of the Vitesse the radio, or was that wireless, fitted was either a Smiths Radiomobile or a Motorola. As both were made by Smiths I can only assume that they

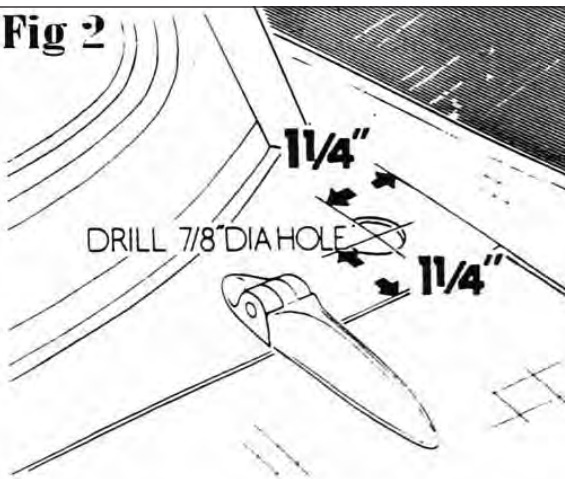
were the preferred supplier, if not recommended, of radios for Triumph cars. For us some 40 to 50 years later this can only be of benefit as Smith's appeared to have carried out development work with ST to find the best location to fit an aerial (there's that word again) to the Herald/Vitesse and published the information.

Fitting an aerial may at first seem a straight forward task, but it's a bit like drilling a hole in the wall to fix a shelf. S**s law says you will hit something with the drill. So that's the first consideration, don't drill through something vital - have a good look on the other side of the panel before you drill any holes.



The second, is there space for the aerial base and can I even get to it to run the aerial lead?

The third is not so obvious but is equally

Fig 2**SALOON- REAR MOUNTED AERIAL.**

important as not to observe it will only cause you lots of on-going grief. Use the best place to avoid interference from the vehicle's electrical

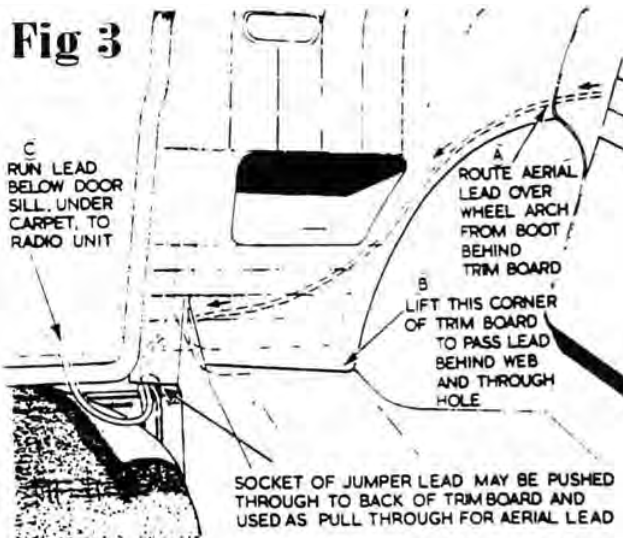
was typical for an aerial in the 1960's. However, aerials these days generally have a smaller diameter, so please check before

system. This last one also includes the aerial lead, even though it is screened, if it is run next to the electrical loom there is every chance that interference will be induced into the aerial lead and heard on the radio. Tricky stuff this wireless, ah sorry radio.

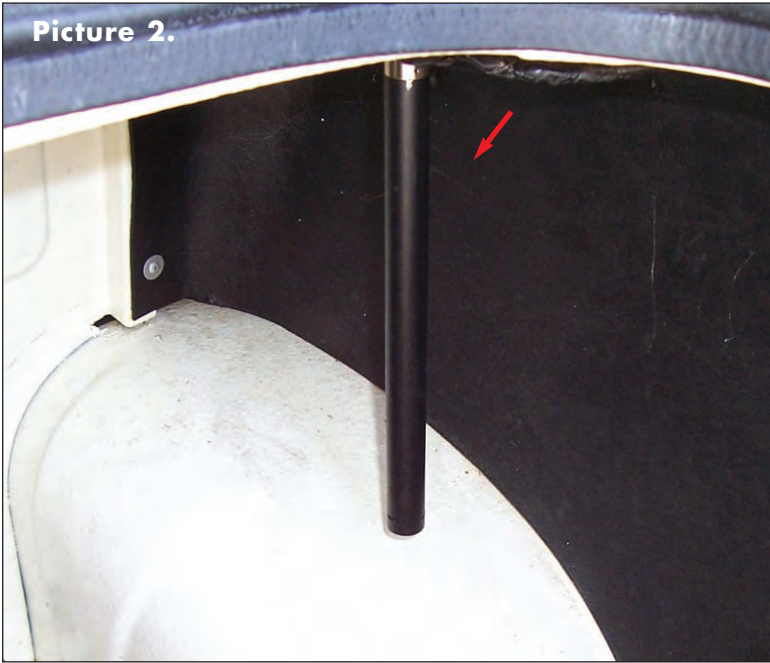
So now let's look at the words of wisdom produced all those years ago. *Figure 1* gives instructions and the location to fit a front mounted aerial. *Figure 2* shows gives the rear mounted saloon, coupe and convertible aerial.

Figure 3 & Picture 1 gives aerial lead run for rear mounted aerials.

The diameter given for the hole was typical for an aerial in the 1960's. However, aerials these days generally have a smaller diameter, so please check before drilling any holes. The general rule with the Vitesse and Herald is that the aerial is mounted on the right hand side of the car which is the opposite side to the ignition and control box. It also makes good sense not to mount the aerial on the rear left hand side as this where the fuel tank is mounted and restricts the access to the area. The aerial lead is

Fig 3**Picture 1.**

Picture 2.



use a hole punch of the correct diameter or drill the hole under size then carefully file to the correct diameter. If you are going to use a classic medium / longwave radio, reception won't be as good as it was back in the 1960's because the aerials are now much shorter than then. The length of a modern aerial is made to optimise its performance on the VHF FM band, around a quarter wavelength long. Whereas most of the

also run on the right hand side, this being the opposite side to the wiring loom.

The next question I guess is which is better, the front or rear mounted aerial. The front is more difficult to fit due to limited access, is more prone to electrical interference being closer to the engine and it is difficult to fit a retractable type of aerial in the space available. The rear mounted aerial wins on all these points but has one disadvantage, normally the aerial lead length is too short and an extension (jumper) has to be used which can introduce a small loss in the signal.

However, as this the loss is likely to be small, overall the rear mounted wins. *Picture 2* shows that there is also sufficient room to accommodate a retractable aerial.

Remember to clear the paint away from the inner panel area around the aerial hole to allow it to gain a good earth, failure to do this will increase the likelihood of electrical interference and reduce the signal strength. Always cover the bare metal with grease to stop any tin worm. Some tricks of the trade that can reduce the risk of damage are – To avoid the drill running off, cover the area with masking tape, if possible drill a small hole then

1960's aerials were made as long as was practically acceptable.

The other change has been to the extension (jumper) leads. This once again is to suit the VHF FM band. The modern leads have an impedance of around 50 ohms and are not high impedance of the medium/longwave type which was used to help match the aerial to the non VHF radio. This maybe why I can't get the Light programme any more and Parade of the Pops on Sunday afternoon! Just a thought - Why is BBC Radio 7 (now Radio 4 Extra) on Digital, let's face it this station should be on the medium wave so we can hear all those classic programmes on our classic radios in our classic cars. That's my personal view anyway and not representative of the TSSC's.

Finally a plug for the sponsor. Garth, TSSC shop manager, is in process of getting the Vitesse aluminium bumper covers remanufactured. Most of the originals are now in a poor state so if you fancy buying a new set please get in touch with Garth at the club shop.

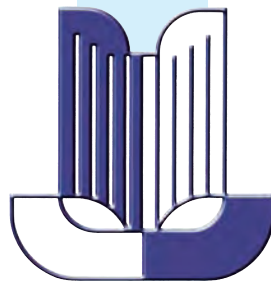
Well that's my lot for this month, I am off to the garden to see how my ipods are growing.

Safe Driving & Keep Running On All Six.

David.

Welcome to NEW MEMBERS

*Welcome to all these new members,
who joined the Club in March*



THE TRIUMPH SPORTS SIX CLUB

Stuart Horne
Stuart Moran
Andy Gray
Jonathan Bott
Russell Beavers
Alex Burbage
Mick Coffy
Owen Fitzpatrick
Brian Mulrairie
Benoit Blancheton
Glenn Merritt
Kane D'eath
Luke Richards
Tony Miller
James Lewis
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Kevin Payne
Adrian Windsor
Colin Bishop
Richard Norton
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Bryan Merrison
Mitchell Wilton
Trevor Hanson
Jack Otter
Michael Monaghan
Mick Thomas
Matthew Hill
Rob best
Ian Cleaver
Ian Brew
Richard Stubbs
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Phillip Tetley
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Graham Jonston
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Vevine Walsh
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Philip McKinder
John York
Brian Lee
Karl Galloway
Simon Stanford
Terry Tanner
Adrian Fox
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Richard Emmott
Colin Gill
Steven Tattershall
Tim Ellis
Tim Johnson
Wendy Palmer
Andy Jones

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Hants
Wiltshire
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Lancs
Derbyshire
Leics
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Somerset
Aberdeen
Roxburghshire
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London returning
Cheshire
Berks
Herefordshire
Warks
Essex
Suffolk
Herts
Oxon
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www.tssc.org.uk/herald
e-mail. herald@tssc.org.uk



Colin Lindsay

Rolling back the Years?

As I'm still settling in to this Register, finding my feet, trying

to see what has already been featured and trying to work out where to start among all the things I'm bursting to cover, I'll take you on a short nostalgia trip back to the dawn of recorded time. Recorded by me, that is, from 1993 onwards. No mobile phones, no digital cameras, just a 35mm camera and a blossoming interest in Heralds that I saw at shows I attended in my Spitfire. Many of the cars in those days were held together by prayer and afforded cheap travel – I



Bobby where are You?

remember many an impromptu repair carried out in the field as the autojumble came up trumps with an urgently required part. You don't see that so often these days!

TGP516F is a Herald I remember well from the early 1990s; when it was a regular at the

International. TSSC Essex area maybe? (*Lizzie Day's Herald - Ed.*) The artwork certainly made it stand out right down to the colour-coded 5.5J wheels. If I remember correctly, it came up for sale recently? It would be interesting to see it reappear at the Stafford after so many years absence.

Remember the Bobby car? Mr or Miss, I can't remember which... probably Miss Bobby, but it had the steering rack fitted upside down so it turned left instead of right, and



Striking Artwork TGP 516F

the brake and clutch pedals swapped around. I've driven Heralds that felt like that! This one appeared at Stafford around 1994 as part of a driving challenge – where is it now?

This very nice early saloon in Signal Red was at Gaydon in 1998 for the 75th anniversary of Triumph. I think it dates from 1961 and has the 'HERALD' lettering on the bonnet and the small single-bulb sidelights. These days even the April 99 tax-disc has nostalgia value... this one has a rear screen demister just visible, which is something I'll cover in the coming months.

This 1200 Herald appeared for sale in 2003 and is among the last I took on 35mm film. According to the advert it was a 'ground up rebuild'...PDH717F had a Spitfire 1500 engine and swing spring suspension and was

Gaydon 98'



open to offers. A cheap convertible for somebody, a nice looking set of 4.5J wheels, and no doubt the missing headlamp cowl was easily found at the autojumble.

Fast forward to the digital era now, and these two 1200's appeared for sale at Stafford around the same year. I'm not sure if it's an



Did you find the Headlamp rim?



official Triumph colour, but the blue with the white side stripe made for a nice combination, and I believe it sold or at least stayed in the Club as MYN 730D appeared back at the show in later years, looking well cared-for. The primrose yellow car to its' right was a slightly modified 1200 with a 12/50 grille and a modified 13/60 dashboard in rather fetching

yellow. I haven't seen it since; does MLB 245D survive?

I'll be at Stafford this year again, camera in hand, looking for the odd and the interesting, so bring your pride and joy.

Until then, will I see you in the coming few months?

Colin



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Derek Giles



Betty Blues Big Adventure

Still on the theme of members' 13/60's, this month's article has a continental flavour to it! George Rose of Sussex e-mailed me a few words and pictures on a trip he undertook with his partner Lou in their 13/60 convertible they have named 'Betty Blue'.

I am a relatively new member to Sussex area meet (which Clive organises) a great bunch of

We bought 'Betty Blue' for my 50th birthday present last year, in hope of driving her down to my place near Valencia Spain last August/September. She looked and felt very capable, but at the ferry for Newhaven/Dieppe I must confess to being a bit apprehensive!

Lou and I spent a week driving through France and Spain. Staying with friends for two nights and overnights at Alistair Sawdays recommended "owner-run" boutique hotels

which were brilliant; (I recommend the site to anybody, they are no more expensive especially for what they offer).

Anyway after a week on the road and circa 1000mls, she made it in style, turning heads wherever she went. Only incident being another car rolling into her rear; causing a small dent in the driver side chrome fender, shame as this was perfect! She did run very hot on one day through France when

temperatures reached the very high 30's, I am 'told' perhaps more anti-freeze would have perhaps helped.

We used her for the next 3 weeks around



Shakedown trip to Looe

guys who made me very welcome, but I am disappointed to say I only made one meeting. Hopefully my Area attendance will now improve in 2011!

Moriara (lovely Spanish town which has not

Start of trip in Newhaven



holiday she had ever had"!

One question members may be able to help with; insuring a car which is in "storage" abroad (in this case Spain) as most policies are only for a max

been spoiled by too much tourism) then left her in our garage for the winter and flew home. I plan to drive her back in May for the English summer and a good service!

In summary, a brilliant little car which made the journey special; Lou said it was "the best

Blue & her new 'Mate'



B&B in France

of 90 days.

Are there any providers offering comprehensive insurance cover for all year round/long periods in foreign climes??

As a precursor to their continental trip George and Lou added; we did take a run down to Looe (photo 5) prior to the continental trip to test her out, which was great as the weather superb, 'never had the roof up all week'!

I know all you pro's won't fall for this schoolboy error, but

Blue & Lou - Happy days!



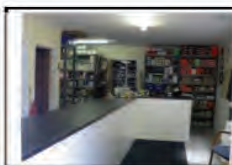
we did have an issue with one of the tyres. It shredded and was very close to blowing before I realised something was wrong, we were on the M25 coming home and it could have been nasty. Moral of this story has to be, no matter what they look like (unless you have a recent receipt for new tyres) "replace them"!

Well thanks to George and Lou for passing on their interesting story.

If you would like to share some of your experiences then please get in touch!

Cheers for now,

Derek



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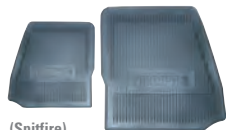
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Trevor Collett

Ray's 14 Inches

A few months ago Ray Hill telephoned me to ask my advice about modifying the front outriggers on his Moss Malvern, which he needed to do to fit bigger wheels. After I'd given him a few thoughts, none of which he hadn't already had for himself, I said he must send me some pictures of his car. They arrived a few days later – and what a great looking Moss Malvern it

straight away, but I thought it would be nice to have some words to go with them. And even nicer if those words came from Ray. Here we have them:

When John Cowperthwaite designed the Moss Malvern, I believe the design intended the incorporation of period appearance wire wheels rather than the steel items originally designed for the "small Triumph" range. The intended look of our Moss was one that reflected the "between the wars" period,



On Standard Steel Wheels

turned out to be.

I wanted to show all of you the pictures

typical of the sort of transport a World War 2 fighter pilot would have favoured.

My opportunity to upgrade to wires from the

Original Offside Outrigger



existing MK IV Spitty items came after the purchase of a set of MGB 14-inch painted wires at a boot sale for a reasonable £80. They weren't too smart, or too tatty... just right! The splines



New Offside Outrigger

seemed sharp and OK, which is something to check for if buying these used. Also, all the spokes appeared to be straight and tight...

... A good buy.

I was now aware that this upgrade was about to take some toll on my time and wallet.

The adaptation of MGB wires on small chassis Triumph hubs is a simple bolt-on upgrade. After some internet research, I found that the guys of MWS of West London made it easy, by virtue of their kit of high quality off the shelf hub adapters and complete fitting kit. Full marks



to Tim Wilson of MWS who demonstrated well informed enthusiasm.

The main problem of this upgrade is how to accommodate the wider turning arc of the now 14-inch front wheels plus larger tyres and the additional 1.25-inch wider track presented by the MWS hubs. The

standard front outriggers would be seriously fouled by the wheels if not modified.

A neighbour of mine, who has one of the most

stunning Moss Roadsters ever, addressed this by cutting a "V" section out of the rear of the front outrigger in order to allow a backward bend. This, though, complicates attachment to the side rails.

Some examples of the Moss sit on unmodified side rails, such as mine did. This results in the front stub of the side rail being quite visible beneath the front wheel arch, spoiling the appearance. My solution was to completely cut off the front outriggers and to replace them with modified centre outriggers, moved back along the chassis backbone by about five inches. Have a look at the photos on the previous page.

Some owners have removed the front outrig-



gers completely, but this reduces the structural integrity of the chassis and side impact resistance, what there is of it.

The added advantage of just a five inch rearward move of the outrigger is that the vital top weld is still manageable. This also positions the outrigger underneath the outside corner of the front foot well, allowing a bolt to pass through it and the outrigger, adding structural rigidity to an otherwise unsupported area. The two outriggers came from different suppliers, one superior to the other. You don't

always get what you pay for!

Having addressed the outrigger issue, fitting the hubs was a tackled in earnest. I cannot stress enough that any dirt or grime between the mating faces of the bolt on parts will magnify itself greatly at the periphery of the wheel. Clean it all to shiny metal.

One of the issues with the MWS hub adapters is that they are attached to the Triumph hubs by shallow depth nuts that are impossible to tighten with a normal socket or ring spanner due to the close proximity to the centre boss. I don't advise the dependency on an open end spanner to finalise the tightening of these as they are holding your wheels on!

I got round this by turning down a suitable socket until the wall was thin enough to avoid the centre boss, yet still strong enough to effectively tighten the nuts. The first effort with a less than high quality socket resulted in it splitting with a sharp crack!

The wheels were then shod with Uniroyal Rallye 165/14 tyres. I chose not to go for a low profile, as the standard profile, about 85%, suits the car better.

I then found that balancing centre-lock wire wheels is impossible without the correct adapters. Tyre fitters may tell you that they are able to balance any type of wheel, but wires need the special cones to ensure that the wheel runs straight and true on the balancer. Details of this requirement are included in the MWS kit.

Some research on the balancing of centre-lock wires suggested that good results can be achieved by using a spirit-level type manual balancer as shown in the photos. I picked up this one, a Sealy, for £40 on Ebay. If any member wishes to try it out, they can pop along to my home address, but don't forget to bring some weights!

I must have had some success with the balancing, as a test run was smooth up to about 60MPH, about as fast as I or the car would ever go anyway!

The speedo was then noticed, understandably, to under-read by about 3MPH. This is a shame

because I was most delighted when fitting it, a Rover P4 item, to find that not only did it fit perfectly onto the Triumph cable, it was also absolutely accurate using the existing 13/60 diff, with ratio 4.11:1. Further research is required as to what to do about this, a Ford type 9 may be on the radar!

I did suspect that the added track width of the

diameter of the wheels but the diameter of the tyres – this is what dictates whether or not your wheel arches are filled.

I remember asking the guys at the Moss company about tyre sizes when I bought my Malvern kit back in 1983. They said that the spare wheel recess on the back of the Malvern



The Moss on more period looking 14 inch Wires

hubs plus wheels would have some effect on the rear too. A while ago, I replaced the short half shafts with the longer type, from a MKIV Spit. Using the wheels from the same source, the rear wheel arches were filled quite nicely. Now, with the added track, reversion to the shorter shafts is necessary. Although there is no interference between wheel and body, the appearance would improve and look less like Boadicea's chariot!

Dave of the Spitfire Graveyard has supplied two good halfshafts to which I have fitted new UJs and trunnion bushes. They will be fitted as soon as I get my breath back!

Thank you Ray.

The question of fitting larger wheels to Herald/Vitesse hubs has been the most common question I've been asked in the twenty-odd years I've been in this post. Of course, the real issue as far as our kit cars go is not the

was sized for a 185x13 tyre. When I went to my local tyre fitters the man there said that he wouldn't recommend a 185 width tyre on a Herald rim, the rim being too narrow. I compromised with 175 tyres, which is what I've run to this very day.

My rims are standard 13-inch Spitfire, with somewhat tacky wire wheel-effect clip on trims. The 14-inch MGB wire wheel route, as just described by Ray, is a popular one – one I'd like to take myself – one day.

Ray – yours is a really, really good looking Moss Malvern, with a lot of interesting looking features apart from the wheels – how about some more words soon?

And finally for this month – let's get a big turnout of kits and specials at the [South of England Meet at Leatherhead on 8th May](#).

See you there.

Trevor

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Mark Blease

Questions Asked Frequently

Firstly an apology - last month I mentioned that I would be looking at replacing those infamous rear trailing arm bushes. However time, or rather the arrival of my wife's new Dolomite 1500HL Automatic "Nugget", has got the better of me. I promise to look at the trailing arm bushes in a future issue.

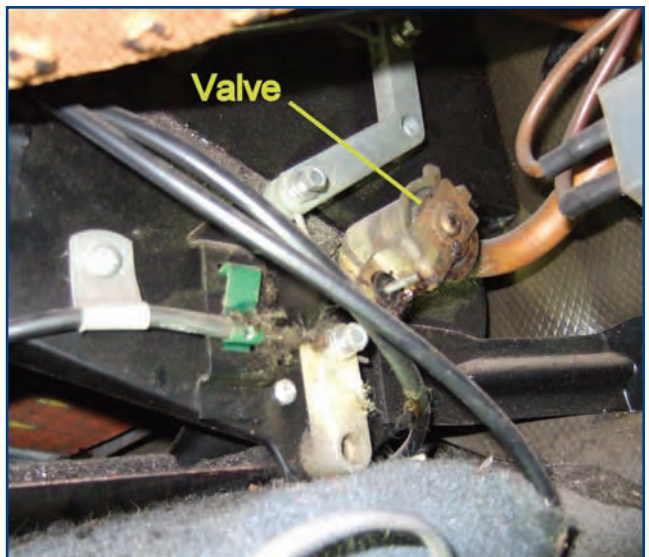
Anyone who uses the Internet can't have escaped the **FAQ, or Frequently Asked Questions**. It seems no self-respecting website is without one, the idea being that it covers all the queries that crop up time and time again in one easy to use reference guide. So what follows this month is a Big Saloon owners' **FAQ** - questions that regularly crop up on Internet forums and hopefully some useful answers to go with them.

Why does my heater only blow hot (or cold)?

On Mk2 models, particularly after a long period in storage, the heater control valve can stick in the position it was left in. The valve is brass, and fits inside the heater assembly on the right hand side, visible from the driver's footwell (*Photo 1*).

Access to it is much improved by removing

the lower parcel shelf. It is operated by a control cable and lever assembly, but take great care if the valve seems stuck, as forcing it can damage or even snap the cable. Remove the screw that holds the linkage to the valve, and replace with a longer screw of the same thread. Apply lots of penetrating fluid and, carefully gripping the screw with pliers, you should be able to work the valve in and out until free. If you plan to remove the valve fully, which will give you chance to clean it properly and check the O-ring seal, remember to drain the cooling



system first, but still be prepared for some escaping coolant.

Replacements are available for the O-ring,

and when re-assembling, smear the valve with vaseline or similar to prevent it sticking in future. It is also worth moving the control lever from hot to cold a few times every so often, if your car is not in regular use, to keep it moving freely.

Should I use polyurethane suspension bushes?



Rubber bushes abound in the big saloon and estate suspension systems, all designed to give a smooth ride and insulate occupants from

Poly bushes are stronger and longer lasting but cost more, rubber is more compliant and less expensive. My theory is this - use rubber where major components contact the floorpan or chassis, to maintain the cosseted feel, but use poly everywhere else to tighten up handling. Although not an exhaustive list, (Below left) these would be my preferences:



I've failed my MOT on play in the rear wheel bearings. How do I adjust them?

The simple answer is: you don't! The rear wheel bearings on a big saloon are not generally considered to be a DIY proposition, as you need a press and also special tools. Endfloat (or play) in the bearings is set on assembly by a special collapsible spacer. By far the better option is to get reconditioned hubs, although it's probably preferable for

Rubber	Part	Polyurethane	Part
Front drag strut bushes	138143	Front track control arm bushes	138885
Front spring insulators	157136	Rear spring insulators	138823
Anti-roll bar to crossmember bushes (where fitted)	155310	Anti-roll bar link bushes (where fitted)	517985
Differential mounting bushes	134235 / 156022	Rear trailing arm bushes	137599
Subframe mounting bushes	150382	Gearbox mounting bushes	137972/3

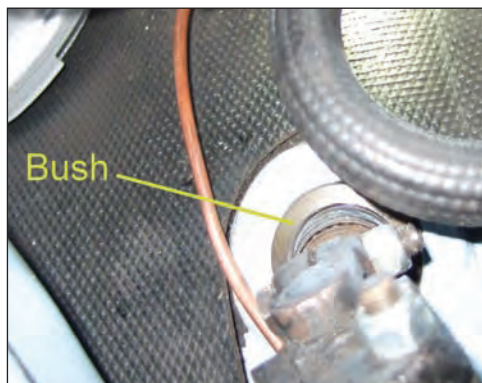
road noise and vibration.

These will weaken and disintegrate over time and will need to be replaced - but what with? Original rubber items are still available, as are more modern polyurethane (or "poly") alternatives (Photo 2).

the small extra cost involved to get complete reconditioned driveshafts (Photo 3).

For around £100-£150 these include new universal joints, and are very much a "fit and forget" solution, good for many more thousands of miles and a fair few MOTs.

***I have play in my steering column,
can it be adjusted?***



The steering columns vary between Mk1 and Mk2 models, due to the later model cars having a steering column that is adjustable for rake. To accommodate this movement, Mk2 cars have a bush where the column passes through the bulkhead (*Photo 4*).

This bush (part number 153240) quite often wears or even drops out completely; replacements are available in polyurethane which helps to locate the column more securely. Assuming the bush is in good condition (or on Mk1 models there is no play in the bulkhead clamp) then it is possible for some play to develop in the column bearings themselves. There are two opposing needle roller bearings at either end of the column, held in tension by a spring at the lower end. In most cases the bearings can be re-seated to eliminate play. On Mk2 models you will need to slacken the column adjusting clamp first, then pull up on the outer column whilst banging down the steering wheel.

Quite often this is all that is needed to reset the spring tension on the bearings.

***Do I need antifreeze all year round,
and what type should I use?***

Yes! Despite the fact that the Triumph big six is all cast iron and not that new-fangled

aluminium stuff, our cars still need antifreeze all year round. Apart from its main purpose, the clue to which is in its name, antifreeze also prevents internal corrosion which would otherwise block the radiator and heater matrix. It also helps to provide lubrication for the water pump.

Our cars are quite happy with the traditional blue ethylene-glycol based antifreeze, at a dilution rate of around 30% antifreeze to water. If you live in a hard water area, the use of distilled water is recommended. The jury is still out on the more modern red (OAT) antifreeze - it doesn't like to mix with older products so a complete chemical flush of the cooling system would be required before its use, and its compatibility with certain gasket materials in older engines is still in question.



Stafford here we come!

At last year's TSSC International Concours, the Big Saloon class attracted the second largest entry after the Spitfires, so let's make it another good year for Big Sixes in the TSSC.

I am appealing once again for entries! If you need any help or advice about concours please visit the TSSC International website or send me an email.

Until next month!

Mark

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Nigel Clark

Cool Runnings

This month, we will take a look at the heating and cooling systems of the chassis TR's. This article was actually prompted by a technical query on the

TSSC website Message Board, so thank you to Andrew Mackenzie, who asked for advice to get the heater working better on his TR4.

As the weather starts to warm up, clearly

fortable when there's still a chill in the air.

The biggest enemy of the cooling and heating systems is neglect. Lack of anti-freeze not only risks a damaging freeze-up in the depths of winter, it also allows corrosion and limescale to form. Good quality antifreeze contains corrosion and scale inhibitors which will prevent the cooling system from clogging up. The best advice is to keep the system filled with a glycol-based antifreeze mixed at a concentration of around 33% (or up to 50% if you intend to visit the Arctic next winter).



Cool Runnings in the Summer

we need the cooling system to be working well. It's also worthwhile to make sure the heater is effective, to make those early morning hood-down drives a bit more com-

Flushing

If the cooling system is already showing signs of being clogged up, it's time to flush. Classic symptoms are overheating

engine and possibly cool heater. Use a proprietary flushing compound and follow the instructions. Many of these compounds need to be added to the radiator and the car is then driven to get the compound circulated as far as possible through the system (remember to keep the heater turned on while flushing for full circulation). When the car has cooled, drain the old coolant and flushing compound then flush through with a garden hose.

The thermostat will need to be removed and the top and bottom hoses disconnected from



the radiator, then use the garden hose to flush the radiator in both directions followed by flushing the engine again in both directions. Keep flushing until the water runs clear and there are no more traces of rusty sludge. The best way to flush the heater matrix is to remove the heater hoses from their connections on the bulkhead and apply the garden hose directly to the pipe stubs on the bulkhead to get a really strong flush through the heater in both directions.

While flushing, also check the radiator core to make sure that the front has not been blocked by old leaves, dead flies etc, which reduce airflow and hence cooling. If necessary, clean carefully with a soft brush or vacuum very carefully but be gentle, the fins are very fragile.

So by now, the flushing has removed as much silt and debris as possible, the coolant hoses have been reconnected and the system has been refilled with antifreeze-water

mixture. It's time for a test drive. With luck, all is now well but if the car still runs hot or the heater is still cold, the first possible explanation is an airlock. Most often these will clear naturally by running the car through a few cycles of heating up and cooling down. The air is gradually expelled, which is evidenced by the coolant level dropping in the reservoir. Keep topping up the reservoir (when cold). When filling with coolant, squeezing and releasing the top radiator hose repeatedly can often help air to escape the cooling system.

If it appears that there is no air left in the cooling system but the engine still runs hot or the heater is cold, it's time for a deeper investigation.

Overheating

If the engine is still overheating, the next possible causes to check are:

1. Engine tune – are the carbs/injection and ignition timing properly set?
2. Thermostat not opening properly.
3. Temperature gauge inaccurate, the engine is not actually overheating but the gauge reads too high.
4. Radiator or engine badly blocked.

The thermostat can easily be checked by placing it in a saucepan or kettle of cold



water. At this stage the thermostat should be closed. Bring the water to the boil and if the thermostat doesn't open fully, replace it. A note regarding health and safety is required at this point. If you are going to attempt this test in your kitchen at home, you must first obtain permission from your **Director of Domestic Catering**.

Simply saying to yourself "*this won't take long, no one will ever know*" is no guarantee of personal safety.

If replacing a thermostat, you may be faced with the choice of 82°C opening or 88°C. For most situations, and the type of use most of our cars get, I would always suggest the more common 82°C thermostat. The 88°C

speedo) and the fuel gauge also over-reads, this is the problem. Fit a new voltage stabiliser and both gauges should read accurately again.

If the voltage stabiliser is not the problem (or your car doesn't have one), the next step is to fit a new sensor or sender unit. Take care to get the correct sensor for your car, as early non-stabilised gauges use part number 121997 (usually with black top), whereas the stabilised gauges need sensor GTR108 (usually with red top).

If the car is still prone to overheating you have my sympathy, as it is likely either the radiator or the waterways inside the engine are blocked. This will necessitate changing the radiator and/or removing core plugs to clean the waterways in the block. It is worth adding that when rebuilding the old cast iron Triumph 4 and 6-cylinder engines, it is always worth having the block and cylinder head chemically cleaned to remove the deposits that are bound to have accumulated in the waterways over the years/decades.

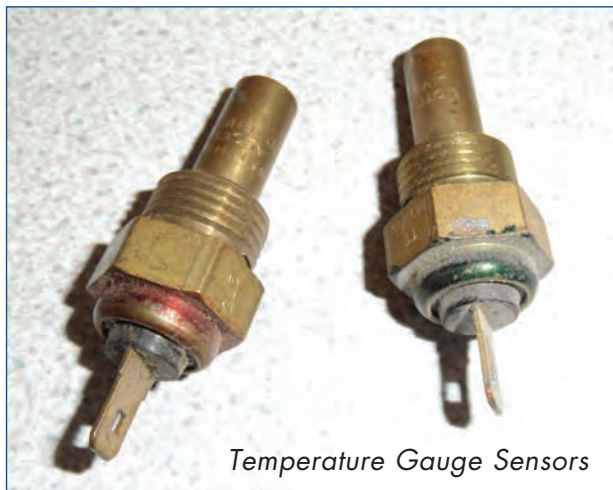
Heater Remains Cold

If the heater remains cold despite thorough flushing, here are some likely causes to investigate:

1. **Always open the air flap on the**

units used to be recommended for winter use to give faster warming up and better heater output, which are no longer big considerations for most of us.

There could be several reasons for the temperature gauge to be inaccurate. Most likely is either the sensor on the engine, which is a heat-sensitive resistor or on later cars (post 1963) the voltage stabiliser which supplies a 10 volt feed to the temperature and fuel gauges. If your car has a voltage regulator (small metal box similar in appearance to a flasher unit, fixed to back of



Temperature Gauge Sensors



Open the Air Flap

scuttle when heat is required. Without this flow of air through the heater matrix and into

the cabin, little warmth is transmitted.

2. Seized control cable or heater valve.

Does the heater valve operating arm move when the heater control is operated on the dash board?

3. Blocked heater valve. Sometimes these can be cleared by carefully poking with wire but usually, replacement is the best option.

4. Blocked heater matrix. This will need to be replaced, and again you have my sympathy as access behind the dash-board is challenging, to say the least.

So by now, all our engines are cool and our heaters are warm. That's all for this month, so enjoy your TR's in our improving climate, and please find a few minutes to write in with your TR tips and trips, anything of interest related to your TR.

Nigel



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STAG

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TR6

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Hugh Glossop



Steering

First, a bit of history.

The steering system of cars developed rapidly during the early years of motoring. There were a few early vehicles that had the front axle pivoting in the centre, so the whole axle turned. This was not satisfactory, requiring considerable effort to operate, and lots of space to move in. We soon realised that a steering mechanism using some sort of gearing/linkage to connect it to the road wheels, was much more pleasant. Luckily, a clever chap by the name of Ackermann, had already given us an advanced steering system for horse-drawn carriages, in the early 1800s.

The first use of Ackermann steering on a petrol driven motor vehicle was that of an Englishman; Edward Butler in 1884 (the vehicle was completed in 1888). The vehicle also used many advanced features (a spray carburettor, 5 years before Maybach, and



mechanically actuated inlet valves). He was also the first person to use the term 'petrol', calling his vehicle the "Petrol Cycle". But I'm

Following several conversations with Andrew Dawkes and a quick perusal of the dusty reference books on my shelf I felt this had to be published in the Courier for the benefit of all who consider moving steering racks on modified cars, **for safety reasons**, whatever type or model of car it is!

Hugh

STEERING

Introduction

I finally got around to reading all of the January issue of The Courier, and in particular the article regarding the conversion of a TR8 to Power Steering using a Rover SD1 steering rack system.

Now this is a common conversion, but this one decided to be a little unconventional, and mount the steering rack off-centre, shortening the LH side, and lengthening the RH one.

As a professional Automotive Engineer, with many years experience, and with specialist knowledge of chassis and suspension, I was alarmed, to say the least.

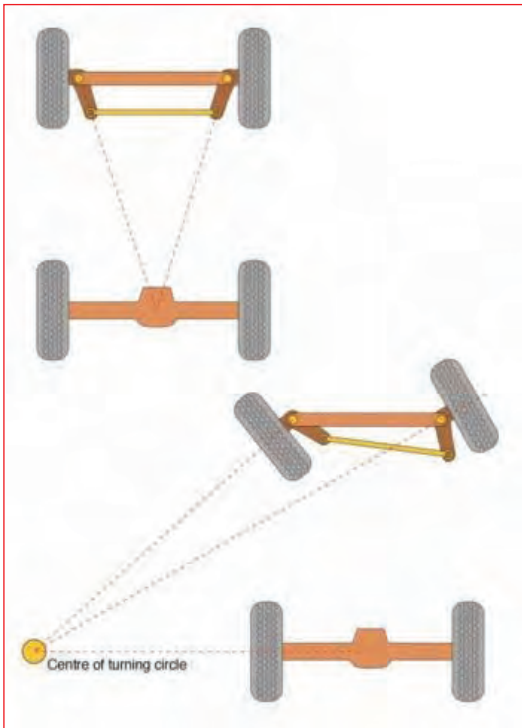
There followed a series of e-mails between Hugh Glossop and myself about the dangers of this; with the result that Hugh has asked me to write an article about steering and suspension.

So, here goes:

Andrew Dawkes

straying off the point a little, but here's a picture of it anyway.

Let's get back to Mr Ackermann. When a 4-wheel vehicle goes round a corner, the inner wheel has to turn more than the outer one - the inside wheel goes round a smaller diameter circle than the outer, therefore the inner wheel has to be turned more to follow that radius.



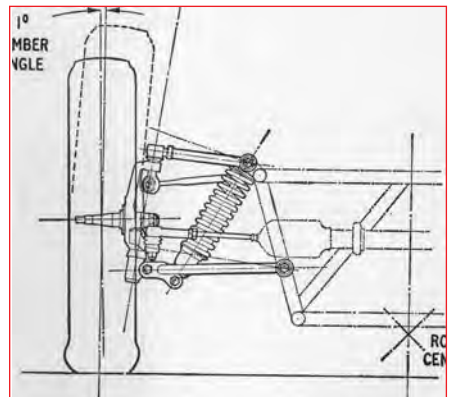
That's all fine and dandy, I hear you say, and to some extent, it is. But when we look at a car, we see that we have a few differences: we travel a lot faster (hopefully!), turn much tighter corners, and we have advanced independent suspension.

Now, the 'problem' with Ackermann steering, is that it can only arrange the angle of the wheels to be correct for one radius of turn. For all the other sizes of corner, one of the wheels will be at the wrong angle, and will start to scrub, or shuffle sideways, across the surface.

This is very easy to see with a Herald/Vitesse, Spitfire etc because they have such tight turning circles, the wheel angles become quite extreme on full lock.

With our complex double wishbone suspension systems, we are very careful where we position the pivot points of the wishbones, ball joints and vertical link/hub carrier, also applicable to mcpherson strut type suspension - the Track Rod Ends are slightly closer together than the King Pin pivot (the axis that the wheel steers around). Or further out if the rack is in-front of the axle.

We also have to be very careful where we choose to position the steering rack. When viewed from the front of the car, the angle that the outer rack links are compared to the wishbones has a huge effect on what happens when the wheels go up and down; and when we steer, as you can see



in pic 3. Similarly, when viewed from above, in plan, the angles of the outer rack links, and the fore and aft position of the rack itself, have a similarly huge effect. We are talking here about small changes in position, of just millimetres in many cases.

If a wheel turns as it moves up and down, this is called **BUMP STEER**. This is a nasty little so-and-so, and we don't like it!

The up and down movement is giving some steering, and this makes the car feel very nervous and unstable, at best, and in bad cases will make the car positively dangerous (easily causing skid-marks **everywhere!**), and in all probability a nasty accident.

Now, having said all that, if we consider the steering rack in question, we will see that the position of the inner ball joints will not be in the correct position –the LH one will be too far out, and the RH one too far in! So the outer rack links will not only be different from standard, they will be different side-to-side. This will cause each wheel to turn as they move up and down. So the car will, in all probability, feel very nervous, and under braking, when the front end dips, it will tend to dart all over the place!

Hugh reliably informs me that the SD1 rack, when mounted centrally, works fine. So in this installation, if the rack is mounted off centre, it is possible to **correct** things by turning the steering pinion so the inner ball joints are equi-

distant either side of the car centre-line, and making the steering rods the same length.

I put 'correct' in bold, because the drawback of doing this, is that the car in question will then have a nice tight turning circle to the right, but a very big one to the left!

As I have said, the steering geometry is carefully calculated, and I really wouldn't recommend anyone to alter it!

I hope this gives you a little bit of an insight into the realms of suspension geometry?

I will try to explain some of the other details of suspension in another issue.

Hopefully they haven't been covered before, and that some of you are interested to know....

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Suzie Singleton



Detail Differences

Whilst tidying up my emails recently I found one from Jon Cronin, dated, I must admit, in the middle of last year. You may remember the article published in the January 2010 Courier about Jon's search for the history for his very early Spitfire4, and the amazing amount of detail he discovered about its early years. His car is Comm No: FC316, built on 8th November 1962. I've been very interested to hear about his work on the car and look forward to an update from Jon on where he's got to with it.

As a brief recap, Jon discovered the car on ebay in July 2009 and, although it was dismantled and appeared to be in a very poor state, the chance of owning such an early car was too much to resist - I know the feeling!

Apparently the car was on the road only until 1975 and in about 1995 was found in shed in Honiton and dismantled in preparation for restoration. Fast-forward 14 years and Jon took the car home to Cardiff and started going through the many boxes of parts which came with the bare chassis and rotten body panels.

By last summer when he last updated me on the car, he had rebuilt the front suspension, had the rear spring and diff in place and was about to move on to the drive shafts and prop.

As our Sybil is a December 1962 Spitfire4, built on 13th December 1962, we're interested too in some of the parts we've discovered unique to these early cars.

Jon was lucky to acquire two Amendment Sheets, Nos 1 & 2, both dated February 1963, to the original parts catalogues, recording some of these very early changes. Obviously most of the differences we discovered in Sybil during her restoration have also shown up in Jon's car, including the very early straight edge vinyl dash top (I'm still envious that the one for Jon's car proved to be in remarkably good condition - still looking for one for Sybil if anyone can help!)

In his email last summer Jon wrote: *"Two other interesting pieces are that I think one of my rear stop lamp units is from a prototype/sample batch - ostensibly the same as usual but - no part numbers or Lucas stamp anywhere on the assembly and ever so slightly different design! The other interesting bit is that I've now got a rubber plenum chamber to fit the end of the heater box drain. [Suzie note: Sybil has this piece on the heater, but not the rear lamps that Jon has.]*

Here are some photos of the rear lamp fitting.

1. Shows the rear profile with the different



shaped pillar support;

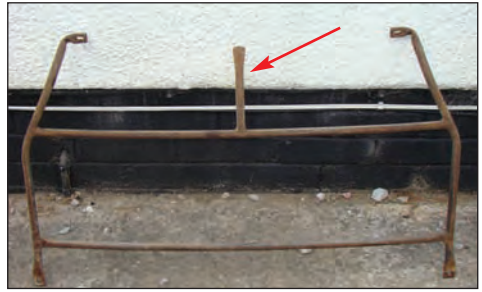


2. Shows the rear of the unit differences



3. Shows the internal lamp face - note no markings (although I have spotted a very small L692 (put it back together now and this number is from memory! might be wrong? but it's the same number as on all the other units I have) crudely stamped just behind the lamp reflector). In all the photos the right hand unit is the unit from FC316.

Also included some photos of the early boot support (this change is mentioned in the amendment sheets I sent you)"



When we checked Sybil's boot lid it turns out that she has the slightly later support system with the additional centre tube although, as she was rebuilt with some parts from 2 other early Spitfires and Guy was - in the main - picking the best of the bunch for each part as he put her together, it may be that we have the original strengthening system lying around somewhere in one of the garages. However, even if we find it, much as it would be nice to put another piece of originality back into her, I doubt Guy would be too pleased with me asking him to take off a perfectly good

bootframe, respray the correct one and fit it. Never mind, it's only Jon, Guy and I who know that Sybil's bootlid frame may not be exactly original, and I'm sure they won't tell anyone!

And, talking of early Spitfires, this is sort of a 'where is it now' though pretty much a long shot. I found this article in the March 1974 issue of Car Mechanics and thought it fit the theme of this month's article - restoring early (ish) Spitfires rather well.

"A heap of rusty mangled metal festering unloved behind a garage in Cheshire was transformed into a very smart sports car by CM reader K G Weaver of Stockport.

The Spitfire had been dumped behind the garage after a severe back-end shunt because it was considered uneconomical to repair it. Within weeks local children had reduced the car to a wreck as the bottom picture shows with all the seats, windows, instruments, trim and hood either ripped out or smashed. Many of the other parts,



CUSTOM CAR



Spit'n Polish!



including several of the wheels, were missing. Then along came our hero who fell instantly in love with the forlorn beast and he set about repairing it.

Nine months, two hundred quid and a lot of sweating and cursing later he had a pretty little car ready for his wife to run about in.

Young Weaver started by stripping the shell, engine and ancillaries from the chassis which, to his delight, he found was undamaged. It was carefully cleaned and sprayed black and the main box section filled with anti-rust lubricant for good measure.

The engine was then stripped down and found to be in reasonable condition for its 60,000 odd miles so after a top-end overhaul it was sprayed red and put back together.

Next came the problem of repairing the damaged bodywork and after numerous phone calls a new shell, in good condition, was bought in Bristol, taken back north on a borrowed trailer and new sills fitted.

The bonnet posed quite a problem as the charming local children near the garage had apparently amused themselves by heaving half bricks at the poor car but a lot of filler and sandpaper work at last put the damage to rights.

The car was now nearing completion. The instruments were professionally repaired and new doors, boot lid, seats and steering wheel fitted before the car was taken to a garage for a professional spray in white.

Apart from the brakes, steering wheel and door sills all the parts used were either secondhand or on the car originally.

The Spit is almost as good as new and according to our spies looks a lot better than when it was unearthed behind that garage. Mrs Weaver uses the car daily and so far it has given no trouble at all so it shows what can be done with luck, a lot of patience and a good deal of spit and polish."

I wonder if 'Young Weaver' or Mrs Weaver just may be reading this or whether anyone else knows anything about LMD 357C as it does not show up in a vehicle enquiry on DVLA's website. I thought this old article just may encourage some of you out there who are mid-project, or even just contemplating one, that we are not the first generation to be putting these

cars back together. OK, so Perhaps Mr Weaver had a slightly unfair advantage in that he could pop down the road to his local Leyland dealer to pick up parts for his car but we're not that badly done by with the still good number of Triumph parts suppliers and events such as Beaulieu, Stoneleigh autojumbles and stands at Stafford, Leatherhead and other shows - not to mention the amount of parts that must be tucked away in members' garages - and ebay.

Here is the latest update with regards to the **Shropshire Spitfire Project** from David Embery

"Now that the lighter evenings are here we are able to consider doing more of the work required to bring the Shropshire Spitfire up to scratch. We have changed our original plan somewhat and have decided that the best course of action would be to have the car going and stopping under its own steam. To

such an extent I think we are aiming for an MOT before we embark on the full restoration project. That way moving the car around becomes much less of a chore and more practical for everyone concerned. There is also the safety factor to take into account!

The start we made was on the engine. This had not been going for what we have been told was in excess of 20 years. (See photo 1)



The first attempt we very nearly succeeded. New points, plugs, condenser etc had the engine turning over lovely but unfortunately it would just not catch and start up properly. A neat trick from Mark Field at Jigsaw Racing and Steve Cureton spending a lot of time stripping down the carburetors, meant that our next attempt we met with success! What a feeling and sight that was! We are now moving on and have sorted the clutch and very nearly completely overhauled the braking system. We'll be at the Weston Park show on 24th April and should you be interested further, we'll have the car there with us so you can ask more detail.

Our partners in the project have been keen to give their help and advice and believe me it has been most welcomed and appreciated.

Alex Fletcher (see photo 2) from Body Beautiful (Cars) Ltd in



Bridgnorth has offered his help and support and said that he is fully behind our charitable aim to help the local hospice with the Shropshire Spitfire. Mark Field at Jigsaw Racing Services (See photo 3) not only gives us



advice but also offered a reconditioned head suitable for unleaded fuel.

Mark said that he was delighted to learn of another plan to keep a Triumph on the road and would be happy to help us.

Finally T D Fitchett is a name well known to most Triumph drivers and they are pleased to offer us parts on a cost only basis for us to complete the project. Andy at Fitchett's (see photo 4) is a well known expert that has



helped many a TSSC member over the years search for that elusive part! If you get chance to speak with any of our partners, please do and drop by to see what they are doing for not only the Shropshire Spitfire but also the Triumph scene as a whole.

Well as soon as we get to the MOT stage, I'll update you some more but for now, I'll leave you by offering an invitation to join us at the Weston Park show on 24th April. It will be great to see you there!"

David

Just so that you don't think I've lost interest in my 'car trailers' here's Dawn Wellman's Herald and trailer. *"This is Lilley the lilac Herald from the West Yorkshire club that has previously been on the front cover of Triumph world and has a 3 page article on her in the same magazine as a result of her once being*



brought to the Stafford show. I have now got an addition of a matching lilac trailer. We did receive a call from the Stafford organisers asking us to bring it with the Herald for the event that marked 50 years of the Herald but sadly we were away at the time."

Maybe we'll see Dawn and Lilley at Stafford this year?

And finally, a couple more photos of signs, this time canine oriented, which made me smile. If you find any unusual / interesting / funny pictures of signs, do please send them along to me.

Suzie



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Derek Ford & Hugh Glossop



Humpty Dumpty

An apology is in order as I have been sadly lacking in the last couple of months due to taking a backwards flip down the stairs at three in the morning, smashing my head on the wall on the way down leaving a large blood smear on the wall, badly damaging my back again in the same place as I broke it 25 years ago and breaking my right wrist.

Suffice to say I have had many jokes about



Humpty Dumpty which are now totally exhausted!!!!!!

The wife has been the "worst", demanding I fix the hole in the ceiling where my foot went through it!

Although very painful, I'm on the mend, but still having to sleep on a chair as I cannot lie down at night, the whole episode will be leaving permanent scars in the pain department as it took two ambulance men and six fire men two hours to get me out of the house due to the rotten crash landing position, then entailed an hour and a quarter in an ambulance to Carmarthen hospital on a spine board, I can assure all of you, I felt every grain of sand in the road, never mind the winter moon craters.

Just to make you all laugh more, Captain Pugwash (Hi Colin) in St Austell who kicked things in a fit of temper on the orange beastie Spitfire and mangled his foot entailing a hospital visit, he is also on the mend and hobbling about with much grumbling / cursing uttering medieval sea shanties

Normal service will be resumed in proportion to the amount of pain killers taken, and Colin where is your Spit (feathers?) article?

If anyone has anything I can suitably dehumanise and put in the Courier can you send it to me as I'm now down to 1 finger to type this!

Your (very) long suffering Reg Sec

Hugh

A Modified Stafford!

Just to get you all in the mood to drive the wheels off your cars this summer here are a few pictures.

Also we are hoping to have a huge modified

section this year at Stafford, all of you out there with modified cars who are attending can you please let me or Claire know as soon as possible, if you are not attending, why not!?

stranded! I'll leave the expletives to your imagination! "£%\$&*##

Suffice to say I'm now a Type 9 5 speed or TR7



5 speed fan (as many of you know), although the type 9 is much easier to fit in Spitfires with a full set of commercially available parts.

This is just the latest in a series of small chassis gearboxes that have gone bang!!!

As I'm sure it will be the best Stafford yet. We may even arrange a few rides down the road for really interested parties!

Smashing Gearboxes!

And finally this month, this is why I don't like the small chassis gearbox!!, particularly the late lip seal single rail unit which has a nasty habit of doing this.

This went bang on a 1in 5 hill leaving us



Hugh



www.tssc.org.uk/stag
e-mail. benbroadbent@btinternet.com



Ben Broadbent

So you want to buy a Stag?

This month I am grateful to **Neil Spencer** of the TSSC Leicestershire Area for providing his experiences of owning and restoring a Stag, as well as many other Triumphs! So it's over to Neil!

I am an avid fan of Triumphs and have owned around a dozen Triumphs over the last 30 years or so. As I was born (1st registered) in 1956, like virtually all lads the cars that impressed me the most were the new cars that appeared in my early teenage years.

It's 1968; I am a very impressionable 12 year old and along comes the TR5!!! My God, could anything be so beautiful as this convertible sports car with a fuel

this wonderful engine in that most beautiful saloon car, the 2.5Pi. mk2. Even the old bill used them.

Next came the TR6. I knew that one day I would own a TR6. It was never in doubt. It was my destiny. By the age of 14, I was in love with all things Triumph. Then they turned the beautiful 2.5 Pi saloon in to a 2 door convert-



injected 6 cylinder engine? Space age stuff, and just listen to the noise it makes, it's even beautiful with your eyes closed. Next they put

ible coupe called the STAG, and it had a V8!!!! With OHV!!!! No fuel injection though. There was no doubt in my mind that all other car manufacturers would cease to exist and everyone would drive a Triumph. They made a car for everyone. The model line up was incredible. I just couldn't afford one on my apprentice wages.

It's 1977; I qualify and immediately start a 20 year stint in company cars. Triumph have gone down the pan so fast under British Leyland that it makes your head spin and your heart break. The Triumph Stag has turned out to be a complete joke, a complete failure in every

sense. Then they are gone! The only Triumph you can buy is a Honda with a Triumph badge on it! I have never liked Hondas since.

So I start to buy second hand Triumphs, my first being a TR4A. You could watch the road go by as you looked down between your feet, and it ran very rich so was good cold but not when hot. It lasted 6 months until the MOT ran out then I scrapped it. Then six 2.5 Pi saloons and estates came and went. I still couldn't afford a TR6. I didn't want a Stag as they were too unreliable.

Finally in 2004 I bought my TR6 that I still own today. (pic 3) It is my pride and joy but not very good for family outings when you have a wife and 3 young children at home. We needed a second classic (a Triumph of course) that the wife could drive and accompany me in my TR6 to the social events that the TSSC put on. So, in October 2008 with £4000 burning a hole in my pocket I set out to find a good 2.5 Pi mk2. I could not find one so I cast the net a little wider to include Dolomites and, perhaps, a Stag.

Then a 1974 Magenta Stag appeared on ebay that came and went twice without a sale at £4000. When it re-appeared the third time I made my approach and sealed the deal at £3600.

I picked the car up and it overheated on the way home. Feeling rather stupid I approached a friend who renovates all types of exotic cars for a living and he gave me his honest opinion.

A: the car has a remarkably good shell requiring no welding at all and reasonable paint. The interior was all original and in reasonable condition.

B: the mechanical side of the car was completely shot and needed a complete renovation from front to back.

Over the next four months the engine, gearbox and complete rear axle were removed and renovated. The engine had one scrap head and two of the main bearing caps were broken. We were given a second hand engine but this also had two broken main bearing caps so we had five new main

bearing caps made from blocks of steel that were machined and line bored by an engineering company that did this very same job on racing engines. It was a very expensive way to do it but at least I have eliminated a known weak area of the Stag engine.

German cam chains, a twelve vane water



pump, high torque starter motor, +20 pistons, +10 crank bearings, everything balanced etc. etc. and back in it went. Carbs rebuilt, four row radiator, new gearbox oil cooler, higher output alternator, spin on oil filter, electronic ignition, etc. etc.

MOT test produced a fail on the steering rack so this was replaced. When I got it back on the road in March 2009 the first thing that was apparent was how poor the front steering and suspension was. The car was rock steady on the rear end and like a cork on a rough sea at the front.

It was also leaking coolant in to the top of the vee, and the new diff started clonking.

The leak was eventually found out to be the inlet manifold threads, so the bolts were removed and sealer applied. Twice!

The front suspension was re-built with poly bushes and new shocks, discs and pads, brake pipes, springs etc. The car still didn't handle right and torque steered badly. Eventually the bushes were replaced again on the rear drag arms but this time put back in the correct way round!!!!

The carbs started to leak when first starting. The new diff failed.

The new steering rack failed.

The carbs were rebuilt again but then the Teflon coated float chamber valves started sticking, sometimes open and sometimes shut.

The carbs were rebuilt yet again with better quality parts.

They leaked again. This time it was sourced to the holes in the float chamber gasket being too big and fuel leaking past the screws.

The diff was replaced yet again.

The steering rack was replaced along with the leaking power steering pump.

This steering rack never felt right as it was tight in the middle but sloppy just off centre. It was replaced again.

The crankshaft rear end seal started to leak.

I decided that this would be a good time to change the three speed Borge Warner type 35 auto gearbox to a ZF XJ40 4 speed auto as the gearbox needed to be removed to sort out the oil leak.

In the winter of 2009 I completely stripped the front of the car back to the A posts to bare metal because of the paint micro-blisters.

The boot lid was also stripped.

All the chrome was re-chromed and a headlamp conversion was fitted to light all 4 headlamps on dip beam and on main beam after the paint work was completed.



At the same time the interior was stripped out, floor painted, re-trimmed in black leather with new foams, diaphragms, door cards, new carpet and a Walnut dash fitted.

The gearbox was only completed in the Autumn of 2010 so we have only travelled about 200 miles so far. The car is not used during the winter months when there is salt on the roads, so this Spring we should be able to enjoy the car more. We have done about 2500 miles in the car since the engine re-build, so it is now run-in.

This conversion was undertaken by E.J.Ward in Bruntingthorpe, Leicestershire.

With the old box the engine was spinning at around 4000 rpm at 70mph. With the ZF box the engine spins at around 2800 at 70mph. A very big difference and it transforms the car.

I am too scared to sit down and add up all the invoices for the work done on this car.

The car has an insurance valuation of £14000 and that is probably not too far off from its saleable value on a sunny day.

One thing that I have noticed is that many people, especially club members, would like to own a Stag but they are just too nervous to do it because of the cars poor reputation, and my experiences haven't alleviated any ones fears.

I have no intentions of selling the car so eventually I would hope to cover my costs but, the big question is, "was it all worth it?" We now have a "sorted" Stag that is a beautiful car to look at (as long as you like Magenta!) and very nice to drive. It draws lots of attention everywhere it goes.



The car is mainly driven by my wife who is no great fan of "boys toys", but she loves this car



and we both think the sound it makes is awesome! I haven't even re-fitted the stereo speakers to the car after the re-trim as we just love to listen to the car exhaust note.

Should you buy one?

If you can afford it then the answer to that is a resounding "YES"

There are many expensive pit falls though. There are many restored examples out there that are good, though some are bad.

Any engine that hasn't been meticulously maintained will have a limited life expectancy. An engine that hasn't been run for years may well have dissolved heads!

The bodies rot like any other BL 1970's car, but some, like mine, were wax treated from new by the owners (not the factory) as businesses like "end rust" and a few others were booming at the time.

There are a few Stag specialists out there who live and breathe Stags and these people are only too willing to give advice and of course work on your Stag. Pay them a visit and see as many Stags as you can. Talk to as many Stag owners as you can because after all, we all like to talk about our cars, whatever they are.

Lastly, buy the best car you can afford. A bit obvious I know but don't under estimate the costs of restoring any car as I have never met anyone yet who has done it within budget. Parts for the Stag can be very expensive compared to similar parts for other Triumph

cars. There tends to be more of them too as the

Stag was the most complicated car that Triumph built.

There are still a few Stags with Rover V8's in them and these are cheaper to buy. Putting sentimentality aside, this is the engine that the Stag should have been fitted with in the first place. There are even some cars with

the straight 6 engine and I have often wondered why this wasn't the engine used, or at least offered as an option by the factory.

Well thanks Neil for sharing your experiences, views and some intriguing insights.

Keep those V8's purring

Ben

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Guy Singleton

An Australian Bond

Firstly a reminder for the **South of England Meet** at Leatherhead Leisure Centre, KT22 9BL – the Hairpin Run on Saturday 7th May and the usual show and auto-jumble on Sunday 8th May – camping is available on Friday and Saturday nights for £5 per unit for the whole weekend – come along and join in the fun!

Now, it is difficult enough to restore a Bond in this country where there are some spares and support so spare a thought for Duane de Gruchy who, many of you will be aware, is restoring the only known 2 litre coupe now in Australia.

I enclose below Duane's comments on door restoration taken from his Blog at <http://ddegruchy.blogspot.com/>. It's a good record of his work on the car and I would encourage you all to go to the site to read more about his trials and tribulations.

"Wednesday, March 30, 2011

Doors-aster?

The First Attempt at Door Restoration

With the interior ferried safely away to the TAFE college, [Note from Guy – as I said above, do read Duane's Blog up to this point, and I'm sure an email of encouragement to him regarding the restoration – and to continue the story – wouldn't go amiss] and the vinyl purchased, the doors would need to be completed in time for the students to test fit the door trims.

Now, unlike the fibreglass/steel combination

body, the doors were an all steel creation, with skins unique to the Equipe, welded to Herald frames. With the doors stripped and blasted, it was possible to see a minor amount of rust in the driver's side door (skin and inside), and a



gouge in the passenger side door. There was nothing major, with a few minor dents inside to



both doors.

*Not as horrible inside as I thought. Phew!
With the students pending, I decided to send*

the doors direct to a panel beater for repair and painting. I purchased enough paint to do the whole car and proceeded to procure quotes. The first was \$1000 PER DOOR. The hours and expense just did not add up, so I went to the next guy. WORSE! Surely these guys were having a lend? I was beginning to despair when someone told me of a chap who did great 'hot rod spec' work for cash.

I visited, checked out his work, and was very impressed. A price of \$1000 for the pair was agreed, including re-welding the quarter vent frames (which had fallen apart on removal), and off I went. This is where my appreciation of concours restorations really began to grow. The doors languished for months. Despite regular calls from me to look at progress, so I could take restoration snaps. The delays continued until, suddenly "you can pick 'em up".

Initially, all seemed pretty good, but I looked closer. Firstly, around 2-litres of 2K was used in the job - half of what I'd purchased to do the entire car! The dents on the inside of the doors remained untouched and a thick coat of orange peel sprayed over top. The frames were re-welded incorrectly and did not fit into the doors, or the glass. The finish outside of each door was magnificent, except the lower edges had not been painted (or the paint had been buffed away), and holes from an after-market mirror remained unfilled. I have no idea what is underneath the paint - most likely bog (bondo, filler).

"Whaddaya expect for \$1000" was the excuse provided. Well, dents removed, holes filled and consistent paint for a start! Nice 'n' shiny on the outside, and passes the magnet test, so any bog is only thin. If only they'd got the inside nicely finished and dent free. I may try a crash repairer to see if the dents can be removed without damage.

However, I'm less positive about the frames. NOTE: The upper frame is designed to fit



inside the other...with the job they've done, what do you think the chances of that are??? Honestly - just check your work guys!

It became apparent that, paying and asking for a good job, being diligent and putting in the prep work, was not enough to guarantee any kind of quality, at all. Lesson learnt. It also became apparent, I'd be coming back here forever, if I wanted the job done properly. So, took my doors home and put them in storage - a nervous wait trying to keep them scratch free until final assembly!

However, I'll probably need to purchase more paint, and re-do the lot. Sigh.

Meanwhile, the glass from each door was scratched beyond economical repair, so quarter vents were polished, main glass replaced. All rubber parts were obtained through Fitch the Rubber Man (can't recommend them more highly) or the UK (thanks again to Guy, for the unobtainable quarter vent rubbers, unique to Bond), and some diligent cleaning got all moving parts working again.

Zinc plated parts are still pending, but there's

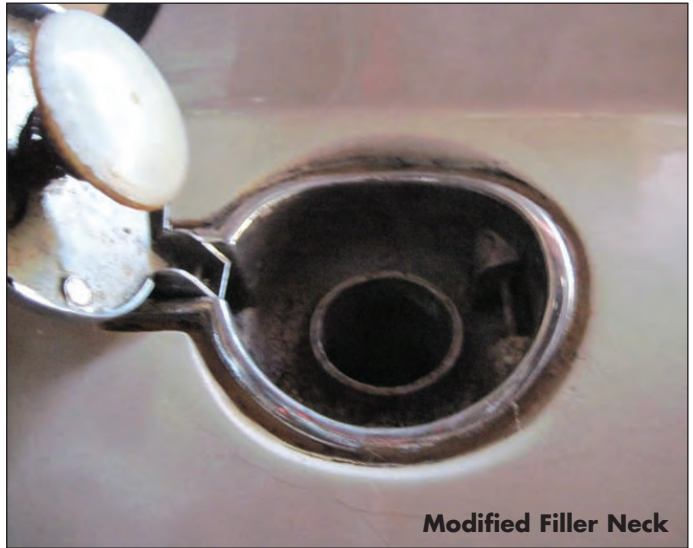
no need to rush as, unfortunately, the TAFE upholstery course had only one student enrol, and they soon withdrew. I was stranded, so I collected all my parts and returned home. Sigh, again.

I now know the restoration process, especially if the work is out of your hands, is a series of wins and losses...no matter how hard you push, some things just don't go the way you want them too.

However, some wins were just around the corner."

I do hope Duane doesn't get too discouraged with the setbacks he's encountered. Well done to him for taking on such a Bond-tastic project in the first place. Anything we can do to help we will, although I don't have any more brothers emigrating – yet – to send more large parts out to him. If anyone reading this has family/friends in Adelaide and are planning a visit, perhaps they may be prepared to pop a few Bond bits in their luggage if it would help Duane?

Next, to follow on from Ben Broadbent's Stag article in the March 2011 Courier about the fuel filler caps and water getting into the fuel, you will know that the 2 litre Bonds and GT6 Mk III



Modified Filler Neck

drain blocks up and if the seal is not perfect, water can enter the fuel tank and with the feed being from the bottom of the tank, it can result in the car **"failing to proceed"**.

Ben's article reminded me of a modification Harold Beaumont had made to our Bond Estate whilst in his ownership, which involved extending the lip upwards to stop water getting into the tank. I am not exactly sure how he did it – he was a good engineer and he enjoyed improving the car! Looking at it, I cannot see the modification – I think it could be done by finding a section of pipe which is a good fit

into the existing filler and then soldering it into the existing pipe. One would need to ensure that the top of the pipe is cut flat to ensure that the nylon seal works.

That's about it for now – keeping my fingers crossed for sunshine on **7th & 8th May**.

Before finishing, though, Suzie and I would like to thank the TSSC Council of Management for the award we were presented with today at the AGM at Lubenham. The CoM have instituted three new awards to be given annually and

we were very chuffed to receive the Special Achievement award



Original

fuel filler caps have a nylon seal rather than the rubber one used on the Stag. However, if the

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



Event City Classic Car Show

A

New Venue at the Trafford Centre Manchester (Event City) organised by Stuart Holmes the successful organiser of the Tatton Park Classic Car extravaganza show!!

It was a fantastic venue to advertise the Triumph Sports Six Club and invite new members to sign up.

There were some fantastic classics on display and the odd spare to purchase I even managed to buy a duck laser'd



Believe me this is entertainment on Friday night, 'Zoo am I' this is as good as it gets, we certainly know how to enjoy ourselves!



toilet seat ahem!! anyway moving on.

We hope this maybe the start of a very successful and busy annual event so watch this space.

*No Luxury spared
this is camping at it's very best!!!!*



Spit and polishing is well underway don't forget to polish up yer pipes!!



It's just like preparing for the Concours at the Stafford International Weekend.

This is a fantastic advert for the TSSC lovely looking Triumphs all highly polished and gleaming.



**All decked out in TSSC regalia.
Even managing to sign up one
or two new members.
*Roll on next year!!!!***



TECHNICALLY TALKING

With Hugh Glossop



Hi Hugh, Derek,

I have a May 1980 built, August 1981 registered Spitfire 1500. I have a persistent problem with intermittent flooding with either or both carbs.

Our first ever run of 70 miles with this car produced a smell of petrol just once, at traffic lights, which was put down to the jet retaining spring on the front carb being dislodged and the jet floating freely, not an ideal situation! The subsequent flooding was originally put down to disturbing the carbs and manifold when converting to unleaded. It rapidly became obvious that the problem was more deep seated.

The SU carbs are presumably not the originals as they are not waxstat/capstat types and also have a piston lift pin. The needles and jets are the correct sizes. There is no wear on the throttle spindles, and the valves in the throttle plates have been soldered closed. There is no build code tag on either carb. I know many waxstat/capstat carbs have been converted to the original design jet assemblies, but surely they did not have lift pins?

The MOT test shows 1.59% CO and 257ppm HC, perhaps a bit on the weak side.

So far new floats, float pins and new 'grose' ball valves have been fitted. The fuel tank has been removed and hosed out, dried and then blown out with an airline (no apparent grit, rust or anything else was seen, tank looked like new inside), the chassis fuel pipe has also been blown out, as has the metal pump-to-carbs pipe, the flexibles have been renewed, and a

new pump was fitted but made no difference, if anything marginally worse so original pump was refitted.

The metal pump-to-carb pipe is currently replaced with a flexible running over the bulkhead behind the washer bottle, and down to the carbs, this is also insulated with another length of pipe around it.

A Halfords fuel filter is fitted between the fuel pipe and the pump and another with a pore size of 8 microns, (less than a red blood cell) immediately before the rear carb.

Whilst the problem is considerably less than it was, (at one stage it flooded the garage floor after starting from cold, and on another after 50 yards from cold, fuel could be seen pulsing out of the rear carb with enough force to almost hit the bulkhead), the problem persists.

It was taken out on the road yesterday for the first time this year and did 16 miles with no problem, then a strong petrol smell. Unfortunately I could not stop immediately and the smell disappeared. A few miles later the same thing happened and the front carb was wet on the top of the chamber. A faint smell was occasionally detected for the rest of the 75 mile trip. The problem is intermittent and does not seem to be related to engine temperature, acceleration, deceleration, facing up or down hill or engine speed, or quantity of fuel in the tank.

Most of the work listed above was done over the summers of 2009/2010 and I am not prepared to spend any more time or money until this problem is solved. The car itself is

largely original and I want to keep it that way, as so many are hacked about these days. The car pulls like a train when running, just misses having an overdrive gearbox though.

It uses the standard engine fan (fixed not viscous so must have been modified at some stage) although it has an electric fan in front of the rad. manually operated, which I have never used, even on hot days climbing Shap on the M6 at 70mph. With a 82 deg stat. the rad temp is not over 84 when checked with a probe and the gauge at normal level. The waterways are known to be clean and silt free. The manifolds are the original factory ones, the radiator is the standard narrow one.

Can you Help?

I am aware of the increased volatility of modern petrol and suspect this may well have something to do with it.

My immediate reaction is that you have excess fuel pressure from the pump, ideally su's like 2-3psi at most anything above that and modern fuels (particularly) will leak past the needle valves on the float chambers

We have seen many cars that have had to have a fuel pressure regulator fitted to stop this, including ours!

For this we usually use the FSE/Sytec adjustable regulator set to 2 psi.

Ideally you need to put a pressure gauge in the fuel line that is capable of reading 0-10psi to see what's going on before doing anything

Another problem that is common is unleaded additive and or octane booster coats the needle valves causing them to leak! I see you have converted to an unleaded head so should not need them, but have they been used in the past? if so it can take quite a while to clear the system of them

Hope this helps

Hugh

p.s the replacement pumps supplied over the last 10 years or so have a nasty habit of putting out 5-6 psi!

Hi Hugh,

I have a Spit 1500 and have bought the electric fuel pump you recommended in the Jan

2010 Courier. I haven't fitted it yet as I also want to fit an inertia switch at the same time. You mentioned getting one from a scrapyard for a couple of quid. Which car would provide the most suitable?.

Regards

Dave Lonsdale

Hi Dave,

All modern fuel injection cars have a cut-out inertia switch, I tend to go for the ones from Rover cars or you can get a new one for an injected Mini, which is one of the cheapest new ones

Hugh

Dear Hugh,

I found this article particularly interesting in the January courier, and it occurred to me recently that this may be a nice solution to upgrade the Spitfire's braking in future when it gets a power increase. My plan is to eventually fuel inject the 1500 with modified TR6 manifolds and the plenum, using Megasquirt.

If this proves to increase the power as much as I think it could, I'd like to put rear discs on but would the MGF discs and calipers fit inside a standard 13" Spitfire wheel?

I've resisted changing to alloys as I don't like the look of anything on the market as much as the original steels.

Kind regards,

Richard Baines

Hi Richard,

Unfortunately it catches the 13" steel wheels where the inner ring is riveted on by about 2mm, it did fit our set of 13" alloys though as we tried it and was ok, although one of ours is on 14" Minilites and the other two on 15" alloys (Montego and MGF).

One of the main reasons for going larger diameter on the rims was the better availability of tyres (15 better than 14) as many tyre manufacturers are running down/ deleting the small 155-175 13" tyres and you are left with budget tyres only, unless you pay what I would call over the odds. Our Toyo proxies T1 in

195/50/15 were cheaper than Goodyear 155-13 tyres!

I believe the 13" maestro steel wheels will fit as they are of welded construction and don't have the dome headed rivets sticking out but i haven't tried it myself

Hugh

Hi Derek/Hugh

Can you give me some advice? I have just bought a 1980 Spitfire which had a part engine rebuild in 2009 (rings, crankshaft, valve springs). It has done 34000 miles (authenticated by string of MOTs).

I drove it home to Aberdeen (500 miles) and found it had used ca. 2-4 pints of oil. No oily smoke at all. Engine very smooth and ran very well indeed.

I think the car has been dormant for 12-18 months before I bought it. I was told car had been run in.

Any thoughts?

My membership number is 11/ 78917

Thanks

Chris Farrow

Hi Chris

The part engine rebuild in 2009, why was it done? as with a total mileage of 34000 it should be ok. I suspect it was for the very reason you are having problems with and it has not fixed it.

The common problems are:

1: Valve guides and seals but that usually causes blue smoke when going from power to over run and back to power (it sucks oil past

the inlet valve seals/guides with the vacuum)

2: Worn/ oval bores causing oil to get past the rings

3: When the re-ring was done the bores were not honed to take the polishing out of the bores this stops the rings bedding in correctly and it will use oil,

I suspect you may have a combination of 2 & 3 as its a low mileage engine that's been used very intermittently thus its had many starts with completely dry bores this accelerates wear to the point an engine can be tired in 20,000 miles or so.

A compression test will probably not show the problem in this case!

There is a slim chance whoever put the rings in, put them upside down and this will also cause excessive oil usage.

As it will need an engine strip to fix it I would recommend getting it rebored with a new set of pistons/rings as they are not expensive.

I would also advise getting the crank checked at the same time as they can be surprisingly worn on a low mileage engine used like this one has been.

I think you have had an engine that has had a "refresh" not a rebuild as a proper rebuild would have had a rebore and a crank grind not just shells and rings, and what's been done hasn't worked to fix the original problem.

Normal oil usage is around 800-1200 miles to a pint of oil 1500 if you are lucky

Sorry for the bad news, but I come across this quite regularly with 1500 engines in particular

Hugh

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SILVERSTONE CLASSIC 2010

DERWENT VALLEY'S FIRST VISIT

by Colin Wright



Everyone talks about how good Le Mans was this year but how many visited a similar event on our own soil. I am referring to the 2010 Silverstone Classic which was absolutely BRILLIANT.

During the latter part of 2009 we started to hear so much about this event which the Manchester Area had attended and by all accounts had a fantastic time. Adrian and Julie Hadfield who had also attended the event with Manchester (despite hailing from Rotherham) were disappointed to learn that Manchester was not attending the Silverstone Classic in 2010 opting to go to Le Mans this year instead.

Every time I met up with Adrian, both he and Julie promoted the event so much that eventually Roger Buck and I agreed to try it out with our respective families.

We were not disappointed. Having obtained the club code for the special "2 for 1" offer from Nigel Clarke booking could not have been any simpler or friendly. Having booked for the whole weekend we needed somewhere to stay and were recommended the off circuit campsite at Whittlebury which was just a short walk across the fields.

On the Friday of the event Adrian arrived first shortly followed by Angie and me. After finding a flattish area we pitched our tents leaving room for Roger and Julie to camp between us. Once this was done we intended to relax with a drink but not before I had moved the Stag. However, in doing so noticed a strong petrol smell and



upon lifting the bonnet saw petrol dripping from one of the carbs into the 'V'. After a lot of pondering and a quick tool check I set about removing the carbs.

I was just about to lift them off the inlet manifold when Roger and Julie arrived, so it was down tools whilst we helped them pitch...well half pitch as once the tent was up Julie was left to fit it out and the 3 men set about the carbs.

(Three men and a spanner is a very dangerous combination).

The carbs were unceremoniously placed on the camping table for closer inspection much to the disapproval of the ladies present who took it in turns to make appropriate comments.

Having sorted the leak Roger insisted on playing the carbs by blowing them. He then claimed that his ultra sensitive puffs detected a blockage and advised us to dismantle the valve. (He would have done it himself but Julie was nagging him to help with making the beds!!!). Well blow me he was right, a piece of rubber hose was partially blocking the inlet to the float chambers. It's a good job Roger is modest otherwise we would never have heard the last of it.

Having replaced the carbs we strolled towards the circuit, can of beer in hand or in Roger's case a bag full of cans in hand. Once on the circuit we could hear 'The Yardbirds' entertaining the crowd in the paddock, however, as we were starving opted to listen to them from the food court where we tucked into the wide range of food available. From noodles to kebabs, and from sushi to fish and chips, of course this needed to be washed down with a beer or two. We had

marshalling for the day.

When the entertainment in the paddock area finished for the night we wandered over to the Harley-Davidson marquee and were entertained by a Blues Brothers tribute band that were brilliant. Eventually we drifted back to the campsite for a night cap and game of cards under the stars.

Saturday morning we arose to the distant sound of cars racing around Silverstone. After a shower and a fantastic full English we readied the cars and drove around to the circuit entrance where



we were directed to our display area by Bridge. Our three cars made up the total TSSC contingent amongst thousands of other classic



cars, many with large club stands.

Not to be out done we erected our gazebo, flags and banners.

Being the warm and friendly folk we are we adopted a lone TR4 who was happier joining our display than the TR group. Leaving the cars on display we went infield view the paddock area, go shopping in the 'village', ride on the fun fair and to watch the cars.

to have a couple more beers when Mike Mayfield joined us after he had finished



It was like going down memory lane...Lotus Cortina's, Jags, Ford Zodiacks, Fiat 500's and proper Mini Coopers all screaming around the track. The village had on offer model cars, clothing, the usual polish and chamois, watches, F1 memorabilia and high quality leather goods for the ladies.

Having walked our legs off we returned to our stand for a BBQ and was pleasantly surprised to be joined by Glinys and Fern from Northants. Glinys in true style had blagged her way in through the gate in her Spitfire.

Adrian mentioned that in 2009 clubs were allowed to take their cars onto the circuit on the Sunday afternoon and wondered how we could do this. After a few phone calls we managed to speak to Charlie, one of the event organisers, who we discovered is a true gentleman and very helpful chap. Nothing was too much trouble. Following some heart felt pleading by Adrian, Charlie finally agreed to see if he could squeeze our four club cars into the parade along with the 200 already registered to take part.

An hour later we received the phone call we had been hoping for – brilliant news we were

in subject to signing the necessary disclaimers.

After freshening up back at the campsite we once again ventured back to the paddock to watch the evening's entertainment which consisted of artists from this year's X Factor. Much to the delight of young Jordon (Adrian's



youngest son) we arrived just as 'Jedwood' were performing. The kids seemed to love them but us cynical oldies opinioned that they were miming rather badly and grumbled that the songs were not as good as the originals.

Thankfully Jedwood were followed by Rick Parfitt Jnr who was absolutely brilliant. The audience was buzzing, singing along and dancing around the paddock. Even my 15 year old son Mark started singing along. All the

Silverstone Classic 2010



muscle cars and the 50' and 60's F1 cars, which were amazing.

At 1:30pm we received our briefing prior to the club parade lap and then lined up behind Bridge with the MR2's and Turners ready to be escorted onto the circuit. Two officials on scooters led the way and all traffic was stopped along our route – we did feel very important.

singing and dancing and the odd beer gave all of us the munchies. So after the concert we tucked into fish and chips with a couple of us indulging in a crepe with lemon and sugar.

Sunday morning arrived and after a shower and another full English we drove around through the villages to the circuit entrance whilst the kids ran across the fields. Of course they got there first. After setting up the stand we were joined by Mike Mayfield, who had a day off from marshalling. We spent the rest of the morning watching the big American

Upon entering the circuit we lined up on the Wellington Straight where we were joined by



Ferrari's, Lambo's, Maserati's, Cobras and some modern Citroens. After what seemed like an hour we were allowed on the circuit for our parade laps with the faster cars leading. For some reason they put the Turners in front of us. When it was confirmed that we could do the parade lap Angie said that she wanted to drive the Stag as she had never driven on a circuit



before. Being the gent that I am and believing that it would be a sedate drive in convoy I willingly agreed.

We entered the circuit two abreast and for most of the first lap we kept in that formation passing a couple of early casualties and waving yellow flags. Angie and I were on the left with Adrian and Julie in the Vitesse to our right. Behind us was Roger and Julie plus Mike and our son Mark in the Dollys. Half way around we began to spread out a little but still believing we were to keep left did so taking some strange lines through the corners.

Travelling down the Hanger Straight Mike and Roger attacked us from both sides simultaneously. Three abreast did not quite work into Stowe Corner so Angie eased off. This meant that Adrian was leading the pack followed by Mike then Roger with Angie and me bringing up the rear with 20 or so MR2's hot on our tail. We then realised that we could take the racing line and although still at a steady pace managed to gain a couple of

places by overtaking the Turners.

Towards the end of the first lap, as we approached The Vale, there appeared to be a bottleneck and the cars in front of us were bunching up together on the corner ahead. Angie moved to the right of the track directly behind Mike and proceeded to squeeze Roger over to the left trapping him behind the Turners. Adrian, Mike and Angie sped down the right side of the track taking the outside line around the bottleneck and onto open road.

I told Angie to closely follow Mike's path as I knew he would be taking the racing line and in doing so we embarked on a spirited drive. I was hanging on for dear life. As we completed the first lap, through Luffield, Angie said

Silverstone Classic 2010

"they're waving green flags at us" and they were...much to my disappointment but also to my delight. I exclaimed *"Put your foot down we're racing"* and SHE DID!

Mike quickly overtook Adrian and sped away. We had to wait for the straight before we could follow and Angie gradually built up speed and as we exited Woodcote Corner cruised past Adrian in his Vitesse with Julie cheering her on - GO ANGIE, GO GIRL! With this momentum



and hitting speeds I did not think our Stag could do, we rapidly gained on Mike but the straight was not quite long enough for us to overtake him.

As the lap progressed Angie got faster and faster...but then it was all over as we went



under the bridge we were directed off the track at Priory back onto the Wellington Straight where we parked up ready to leave the circuit via the paddock.

The four of us stayed together over the two laps having passed all but two of the Turners. We even beat one of the Cobras, but that was

a shallow victory as he had broken down.

I was really proud of Angie who gave me a thrilling ride on her very first outing on a racing circuit and we are still talking about it. As we left the paddock Mike and my son Mark entered another race –

to the toilet. Well what do you expect when we had sat trackside for nearly two hours?

On returning to the stand we discovered that the gazebo was flattened by the increasing strength of the wind. But we were so high after completing the parade laps we did not care.

In summary, it was a brilliant weekend with lots to see and do, food and beer a plenty, good evening entertainment, and a very conveniently located campsite. Six thousand classic cars on display, 73,000 spectators, plus all the thrilling racing by 1,000 drivers.

Having attended both Classic Le Mans and the Silverstone Classic this year I would highly recommend the Silverstone Classic to everyone and I intend to be there again in 2011.

If you wish to go along the dates for this year are 22nd to 24th July 2011. Check out the Silverstone website for more details – www.silverstoneclassic.com

herald ESTATE

50TH ANNIVERSARY

by Con O'Kelly



M

ay 2011 - This month, is the 50th anniversary of the introduction of the Triumph Herald Estate.

Standard-Triumph had a good reputation for well engineered estates and the Standard Companion was a popular seller. The Standard 10 Companion was introduced in 1955 as an estate derivative of the uprated Standard 8 saloon model.

A van and a pick-up were also available. The Companion was unusual in having 5 doors compared to the two of the Morris

Traveller, Austin A35 Countryman, etc. While the Standard 10 and Pennant saloons were discontinued when the Triumph Herald was introduced in 1959 the Companion, the Pick-up and the Van continued until 1961 when Herald



Herald Estate Anniversary



design was conceived. Even before the launch of the 948 Triumph Herald cars in 1959, a Vignale built prototype Herald estate (X631) had been delivered to Coventry and by the end of 1959 the factory had made two further estate prototypes, one being left hand drive (X651, X652), and development continued.

Due to the limited torque produced by the 948 engine the estate was not offered to the public with this engine, although records indicate that a production 948 estate was registered in early 1960.

versions of estate and van became available.

The Herald estate was, like the other body types, designed by Giovanni Michelotti as part of the whole range of cars to be built on

the public with this engine, although records indicate that a production 948 estate was registered in early 1960.

The 1147cc development of the SC engine



the same chassis, and was sketched in the early hours of the same night that the Herald



which powered the Herald 1200, even in its early form, had a peak torque of 61 lb.ft at 2,250 rpm. This was some 25% greater than any of the 948 engines and was delivered at a lower engine speed, making the engine more flexible, even with the higher 4.11:1 rear axle ratio. With this increased oomph, production of the estate commenced.

The estate was launched in May 1961, some 5 weeks after the other 1200 models, at a price of £799 13s 6d, nearly £100 more than the saloon, but only marginally more than the £782 17s 0d of the Companion

The load area was very competitive with a loading length of 'nearly 6 feet', but the low roofline meant that capacity, at 45 cubic feet (5 cu ft less than the Companion), was actually relatively modest.

The one-piece rear tailgate was easy to operate and its styling reflected the boot of the other models. When open, it gave a full width, full height loading aperture and, when closed, the large picture window gave unequalled rear visibility.

The rear seat / load bay conversion was very well engineered and easy to operate, while the floor of hardboard, protected with chromed rubbing strips, was durable and easy to keep clean.

The same trim and equipment as the other 1200 models was a competitive marketing feature because other estates on the market had inferior levels of trim and comfort. Autocar reported that 'it does stand out among the small estate cars on the market by the very completeness of its finish'.

Although the mechanical design was in most respects identical to the other versions, the estate car was built on a 'heavy duty' version of the Mk. 1 chassis; Changes included stiffeners on the front outriggers and rear cross member and the boot riggers were replaced



3½". The fuel tank was redesigned and fitted under the load bay floor to give maximum useable space and the reserve tap had to be sacrificed, to the dismay of some motoring writers, but the capacity was increased to 8 ½ gallons (These two changes led to the Speedometer being identifiable by the t.p.m. number of 1216, compared with 1248 for the saloon, and the fuel gauge not having the reserve indication).

The load bay floor added more weight. Springs, front and rear, were changed to deal with the added bulk and anticipated loads. In total, the weight of an estate car, at 857kg., was 5% greater than the Herald saloon.

The additional weight and marginally higher gearing (due to the larger tyres) did not have much adverse effect on the performance compared to the saloon. Production of all 1200 models was in the new assembly hall and the build quality was by this time generally high.

The practicality, performance, trim, comfort and quality of the estate model allowed it to compete against the cheaper Ford Anglia 105E estate, the ageing Morris Traveller and also the smaller BMC Mini Travellers.

Estates accounted for nearly 7½% all Herald production in 1961 and increased steadily to



with a partly boxed-in version similar to that on the Mk. 2 chassis. The large roof area required greater stiffness and this was achieved in part by using a thicker gauge steel. The earliest estates had heavy duty 'HD' wheels and wider 4.60" section tyres, although the wheel width was the same at 68



Herald 1360 Estate

an infinite capacity
for taking loads

Under the sleek bonnet of the Herald 1360 Estate is the same engine as the Herald 1300 Saloon and Convertible. And inside you get the same precise controls and thoughtful attention to every detail. But what this car also gives you is a staggering amount of cargo space. And a performance which is anything but sluggish. (Compare the acceleration figures on page 44. The Herald 1360 Estate is surprisingly swift). Period 148 cubic feet. This means that with the rear seat folded down there is 9 feet 8 inches of clear cargo space at your command. And the one-piece tailgate springs right out of the way. Then the loading handle and up it comes to allow unobstructed access to the load area. No hoisting. No fuss. Typical thought-out Leyland engineering.

significant proportion of 13/60 production, rising at times to 20% of the total. In the final production year of 1971, saloon purchasers had other models available and over 45% of Heralds produced were in fact estates.

In all, over 10% of all Triumph Heralds built worldwide were of the estate car variant.

The practicality of

15% in the later years of the 1200 model.

When the Atom (Vitesse) project was approved in 1961 the development of the new chassis was undertaken using a Herald estate (X682). The Mk. 2 'Star' chassis was fitted not only to the new 1600 Vitesse in May 1962 but also, without fanfare, in July 1962 to the whole 1200 Herald range. As the new chassis was stronger no additional modification or strengthening was required when it was fitted to the 1200 estate. Soon afterwards the 4½" wheels were introduced on the estate.

The 1200 estate production came to an end when the 13/60 version was introduced Estate models had accounted for over 10% of total 1200 car production.

The 13/60 model estate was even more popular than the 1200, and accounted for a

the car led to them being used hard and many were driven virtually into the ground.

Their survival rate is low and good examples are becoming hard to find.

It is common knowledge that the estate was never listed as an option for the Vitesse, although a number of were 'officially' converted. This is a whole different story. Note, though, that some of the development of the 2 litre Vitesse was done on an estate car (X679).



Leyland did consider producing a successor to the successful small car estate variant and in 1969 a body mock up of a 5 door estate version of the Triumph 1300 was made by Carbodies. In 1972 a 3 door version was considered. Neither went into production.

FINDING “TDC”

TOP DEAD CENTRE

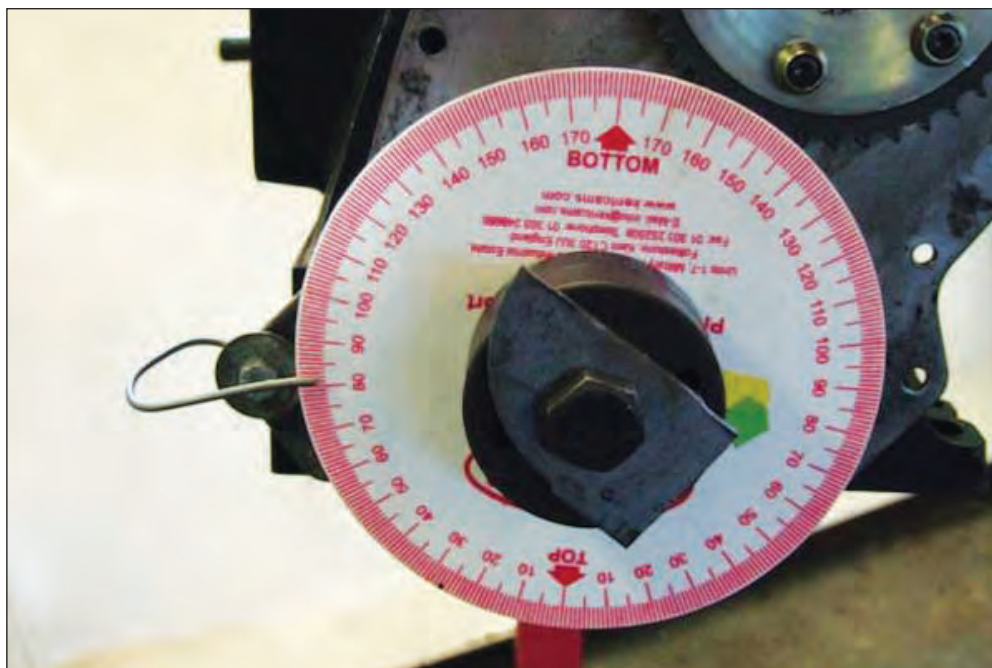
by John Davies

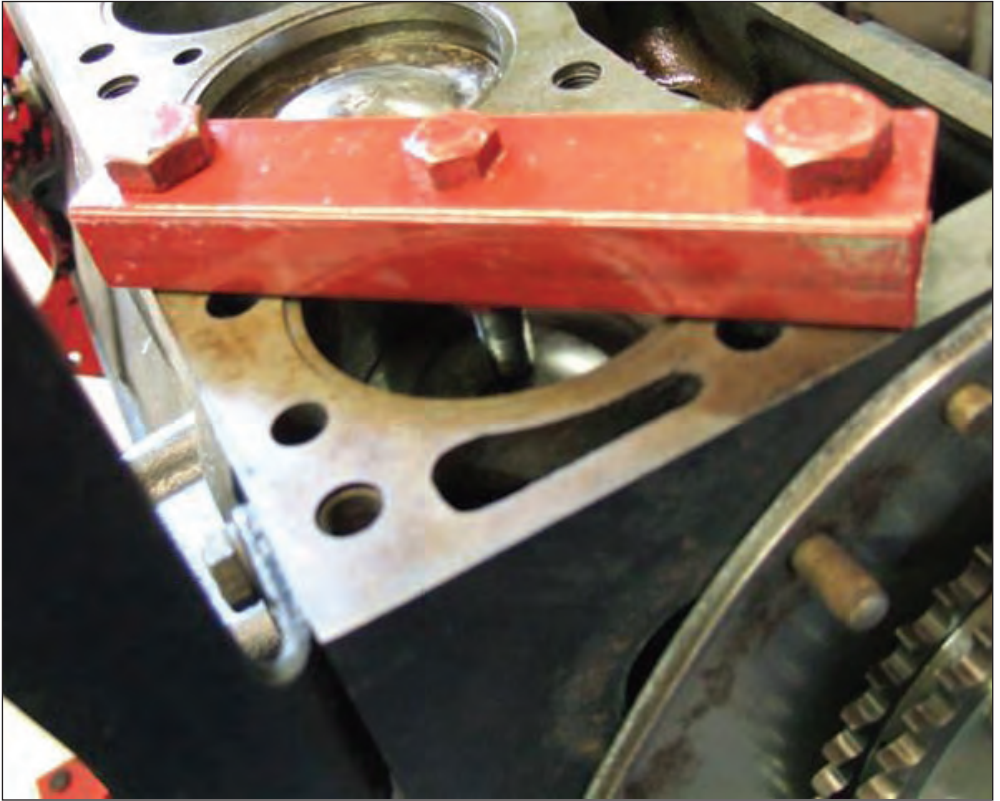
Top Dead Centre, is an essential reference point of engine tuning. On a fully assembled engine, there are markings on the crank pulley and a pointer on the timing cover, but during an engine rebuild you can't use those, and that pointer can be moved or bent. So how to find or check TDC?

The usually described method is to use a Dial Gauge Indicator, a piece of precision engineering kit. It translates very small movements into the rotation of a needle on a dial, and allows very small movements to be easily seen and measured. But when setting

TDC the movement is very, very small. In fact it's no movement at all! The piston slows down and stops as it reaches the top of its stroke, and then reverses direction. At TDC, even a dial gauge will find a significant range of crankshaft rotation in which it doesn't move, and TDC could be anywhere in that range. This way of finding TDC is not that accurate; here's a better way!

In the middle of the stroke, the piston moves much more for each degree of rotation of the crank than it does towards the end.





A fixed reference point in the stroke will allow the position of the piston and crank to be measured with exquisite accuracy in terms of degrees of rotation. If measured either side of TDC, then TDC must lie **EXACTLY** halfway between those two crank positions.

Make a piston stop from a short length of angle iron or square tube, drilled to match the cylinder head studs, so that the tube lies across the bore, with a long bolt fixed in the middle. See pic above. I'm using bolts, but if your studs are already in place, use a short tube over each and the usual nut, to clamp it down.

Attach a timing disc to the crank, with a simple wire pointer as in pic 1. Turn the crank until the piston is on the piston stop, and note the timing disc position. Now turn the crank the other way until the piston is on the stop, and note that position. Now a little arithmetic will tell you where is TDC? An actual example may help:

The timing disc is fixed in a random position and the piston stop height is not critical, just somewhere in the middle of the stroke, so the numbers don't look logical! On this occasion, my piston was stopped at 122 degrees on one side of zero, and 82 degrees on the other side, a span of 204 degrees. 102 degrees from both those points will be the mid-point. $122 - 102 = 20$ degrees, and $82 - 102 = -20$ degrees, so either way, TDC is 20 degrees on the other side of zero from the 82 degree mark. It's reassuring when figures agree!

So now remove your piston stop, turn the crank until the pointer reads 20 degrees, and the piston will be at an accurate TDC. If you want to and trust yourself not to move the crank even a fraction, loosen the timing disc and refix it so that the pointer reads zero. Now you can proceed to do other engine timing procedures in confidence that your TDC is accurate.



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Paul Richardson©

A Chat with Freddie Bothamley



Lockheed Competition Manager

I was only a young lad of ten years old when the TR2 went into production, but my memories of that era, and throughout the fifties, always seem to centre on the camaraderie between engineers of different companies in the motor industry who often socialised together.

A truly amiable character I met was Freddie Bothamley who was competition manager of Automotive Products of Leamington Spa - manufactures of Lockheed brakes, Borg and Beck clutches, suspension ball joints and aircraft flying controls. An accomplished design engineer, the following clips from and interview with him explain his involvement with The Standard Motor company.

"After the war the motor industry took off and it was quite a relief for those of us who'd been involved in active service, not to have to wonder who's creeping up from behind or when enemy divisions are about to open up with field guns or tanks. I think this of all things led to very good relationships between everyone in England after the war from the factory worker to the board room. It was such a pleasant reassuring thing to become involved in the motor industry again after spending the war on tank development."

N. B. Freddie was seconded to Vauxhall in Luton at the outbreak of war when Vauxhall was given the contract to design and develop the Churchill tank. Freddie, as a research and development engineer on the Churchill related that the project was undertaken as a rush job just to get the tank into production as soon as possible which resulted in reliability problems. With the rank of Captain in R.E.M.Y., Freddie

was then sent to active tank brigades to sort out 'problems in the field' with tanks and saw active service in the Battle of El Alamein, Sicily and Italy - where he was badly injured by a land mine that led to a permanent limp and what he always called 'his gammy leg.'



**Lockheed Competition Manager
Freddie Bothamley**

"I know my visions were uplifted by peacetime and I often wonder what new developments would have taken place in the motor industry had the war not intervened, especially with sports and racing cars, but with most of the

Coventry motor industry including Daimler, where I served my apprenticeship, having reverted to aircraft or war production in one way or another for the war effort many advances were made in general engineering and production."

I asked Freddie how he became involved with the Standard Motor Company.

"Well this was a natural progression with an ongoing supplier contract that A.P. (Automotive Products) had with The Standard Motor Company, because we supplied brake systems through our Lockheed company for all the post war models including the Vanguard and Triumphs, which were all on drum brakes then of course. My initial contact with the company when I first joined A.P. in 1951 after leaving Rover, was through the brief I was given to develop our company's relationship with our customers within the motor industry, and as a design engineer I was also interested in the general improvement of our Lockheed brake systems for all our customers."

"We became involved with the Standard Motor Company's new sports car when the prototype was shown at the Earls Court motor show in 1952, where we also had a stand, it was not the most attractive of sports cars and looked un reassuringly out of balance somehow. My connection with Standard became more directly involved when your father Ken began development on the car and found the road holding extremely poor. When the completely revamped TR2 prototype made it's first appearance it was an entirely different and much improved sports car throughout with a new chassis, but I remember Ken was not satisfied with the brakes after high speed development testing because of brake fade. This was developing into a general problem with the sports cars of the time especially with the upsurge in motor racing after the war when sports and racing cars had become considerably faster. This induced an acceleration in brake technology and the brake industry began developing more advanced drum metallurgy and sintered metal and asbestos competition linings."

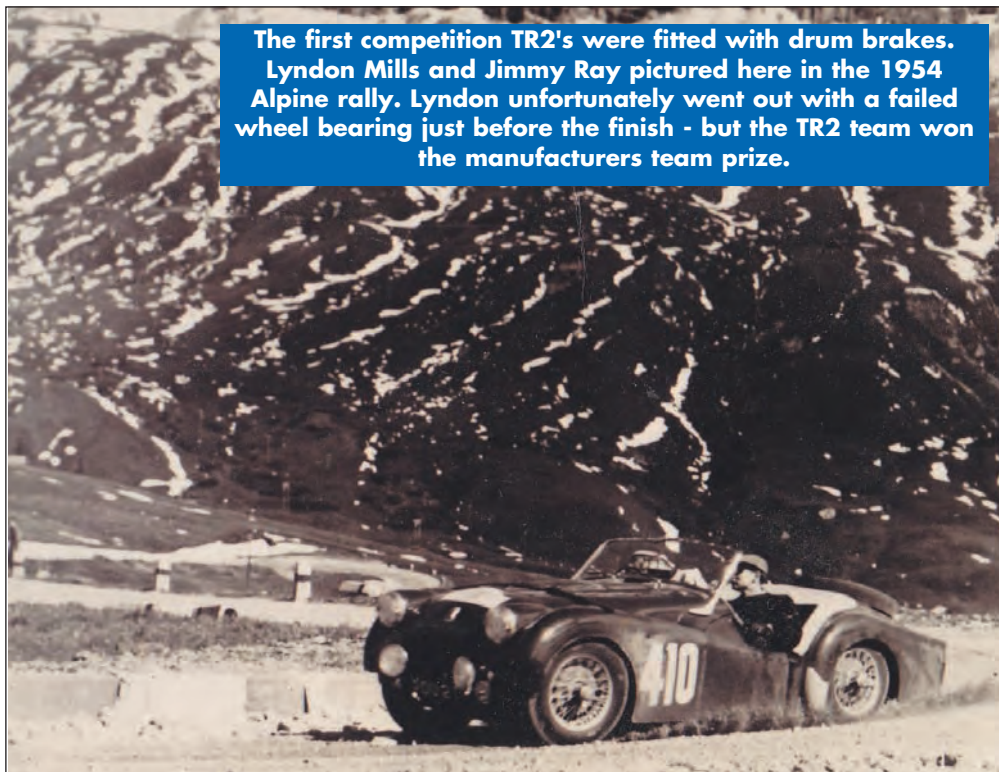
"The TR2 was quite a remarkable sports car for the time, and I remember extremely clearly

meeting Sir John Black when the car first turned a wheel pending our extended brake contract for its production. He was obviously a man who would not stand for second best and he was well known as a visionary throughout the motor industry."

"I had many a conversation with Ken on brakes and in essence his development of the TR2 produced a sports car that had technically out run drum brakes and particularly when applied to the international rallies and sports car races of the fifties, and at that time new research was taking place on the metallurgy involved with cast brake drums. We sleeved several experimental drums with inserts and finned the periphery to dissipate heat for racing purposes, but when all said and done Ken and all of us in the industry knew that disc brakes on sports and racing cars was the only sensible way forward if only for the fact that discs had been proven much more efficient during experimental tests than drums, end of story. In fact I had several heated discussions with our directors at A.P. who would not get involved with producing our own Lockheed disc brake system in the early days of the TR2 which lost us a lot of business with Standard and other car manufacturers. But with increasing the drum size on the TR2 and using competition linings the drum brakes proved adequate for competition purposes, but I kept pushing our company to develop disc brakes especially after all the publicity gained by the TR2 on the Jabekke speed runs because the over 120mph speed record Ken achieved was a first for a production sports car."

"Ken's TR2's did exceptionally well right from the outset when he started his competition department and I'd become competition manager of Lockheed by then, and became involved with developing our brake and clutch systems for all the formula one teams.. But once the publicity started milling around the motor industry about Ken's success with his team, and the fact that all his cars had finished every racing and rally event to that date without any mechanical failure, our directors began to realise that we'd missed a huge opportunity by not involving ourselves with disc brakes early enough to take advantage of a

The first competition TR2's were fitted with drum brakes. Lyndon Mills and Jimmy Ray pictured here in the 1954 Alpine rally. Lyndon unfortunately went out with a failed wheel bearing just before the finish - but the TR2 team won the manufacturers team prize.



golden opportunity to become involved with manufacturing disc brakes for Ken's team. The end result of this led to the Standard Motor Company approaching Girling who provided experimental disc brakes for Ken's first Le Mans TR's in 1955 and we lost the subsequent production contract for discs brakes on the TR to Girling."

N.B Freddie finally persuaded A.P./Lockheed to enter the disc brake business later on in 1955 when he initiated a disc brake development programme with the BRM team and experimental Lockheed discs were first fitted to the 2.5 litre 4 cylinder BRM F1 car.

Freddie remarked of the development of the disc brake.

"The main advantage of the disc brake, of course, is the fact that cooling of the disc, pads and calliper assembly is much more efficient due to being open to air turbulence, unlike drum brakes where the brake linings, shoes and wheel cylinders are enclosed by the drum

and devoid of any direct cooling air circulation. This was helped slightly by using finned drums for racing to increase the exterior surface area which aided heat dissipation from the drums. Obviously the main problem inherent with any brake system, particularly under racing conditions, is the enormous heat generation in what is after all a friction system with a stationary surface being pressured against a revolving surface. So frictional heat generation, especially in Formula one, will always remain a problem even with discs because cars get faster and in extreme test circumstances even the most efficient disc system, with vented discs, will reach a limit due to the frictional temperature generated which reaches red heat. Another advantage with discs, bearing in mind that the calliper pistons react simultaneously on both sides of the disc, is that there is no question of any pressure distortion involved, unlike drum brakes in F1 in the early fifties where drums sometimes became bell mouthed

or warped.. Disc brakes of course are also self adjusting and when they became the norm for racing and rallying, it was far quicker to change pads at pit stops rather than the rigmarole involved with shoe changes and the inevitable readjustments."

"I must say that Ken's team were a very nice group of people and I became very fond of Ray Henderson who built Ken's first competition TR's. I also knew Lewis Dawtrey very well because I served my apprenticeship at Daimler before the war with his brother Ron so a family

those engineers who's understanding of engine design was well ahead of general production development. In saying that, the limitations set by budgets always stifle development of new ideas and the main problem with costings people is that they won't invest in proven certainties in engineering early enough to give companies the advantage with quality engineering."

Freddie became quite disillusioned with the British motor industry in the early sixties as



Ken Richardson standing beside the three works TR's at Le Mans in 1955 all equipped with experimental disc brakes for the first time. The Sanderson /Dixon car finished 14th, Richardson/Hadley 15th and Goodall Brooke 19th. Disc brakes were subsequently fitted to production TR's from 1956.

friendship developed there. Lewis was an exceptional design engineer who was responsible for Humber engines before he joined Standard in the middle thirties. Lew became particularly expert on cylinder head gas flow and combustion chambers with the overhead valve engine after the war, and he was one of

foreign competitors began to infiltrate the market and he was particularly impressed with the quality of Datsun and Honda cars. To widen his horizons, Freddie moved into the plastics industry in 1962 after which he joined the Burma Castrol oil company on lubricant research finally retiring in 1980.

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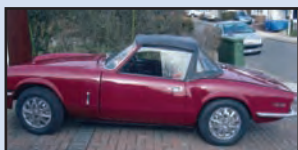
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MkIII 1971 Saffron, 12 mths MOT, 2 owners from new, only 38k miles, overdrive, very good original condition, well documented. £4,200 Colin (Peterborough) 01733 331280.



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MkIII 1968. Valencia. Unmodified, stainless steel exhaust, hard and soft tops. Bonnet needs some welding, extensive history. SORNED. Reluctant sale due to ill health, £1,750. David (Norfolk) 01603 867179.



1300 & 1500. Magenta 1300 MOT and Green 1500 unleaded and overdrive. Magenta 1973 MOT Nov, brilliant car, lots spares and new parts. £1,850. Also Green 1500. Unleaded, Kenlowe, overdrive and lots new parts £1,350. Henry (Canterbury) 07848 035478.



MkII 1967. Excellent condition, good runner, MOT Nov 2011, 49700 miles, original factory hard top and new soft top, mostly original condition. Lots of photos available. £4,200. Geoffrey (Warrington) 07883 965311.



1500 1978 Java. Overdrive, hard/soft tops, tonneau and hood bags, motolita, stainless exhaust, fast road cam, £000's spent, needs final panels and paint. TSSC value £2,500. Price: £2,000. Richard eMail: richard.rogers603@blueyonder.co.uk

Herald



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VITESSE convertible rear tub required, must be in good/very good condition. Any distance considered for good tub. Please contact Alan (Stirlingshire) 01324 562477 or 07958 644711

WANTED HERALD 1200 Fibreglass bonnet in good condition. Tim 07590 355550.

MK3 HARD TOP. Looking for black MK3 hardtop with fixing kit and front bumper please mail me Tim. eMail: studmuf-fin6465@yahoo.com

SPITFIRE MKII Soft top. Looking for a soft top to use the front and rear stiffeners on my new roof or a good roof to fit to car Roy (London) 07939 108378.

ORIGINAL GEAR KNOB required for Mk3 Spitfire. Plain round black type as originally supplied with early Spitfires. Alex (Liverpool) 07793 039765.



www.tssc.org.uk



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TSSC REGALIA MAGAZINE BACK ISSUES

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MAGAZINE COPY DATE

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BEFORE 8th of each month prior to the month of publication.

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

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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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TBA

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Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

MAY 2011



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The 22nd TSSC Isle of Wight Camping Weekend

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AREA DIRECTORY

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

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
PIP FIEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip1272frank@homecall.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST NORTH EAST	Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW Various see report in Area news or www.brmmbrmm.com/grampiantr.bb	See reports 1st Wed. 7.30pm Last Thurs. Eves.

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 Fiegel: 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. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil & Lyn Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemans Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	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 David Embrey: 07701 049881	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE		The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
STAFFORDSHIRE		Lakeside Tavern - BARIASTON	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	1st Tues. 8pm.
SOUTH WALES	Jon Cronin: 01656 861709	The Plough at St Asaph	3rd Wed 8pm.
		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: 07825 994927	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 - WHEREWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
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
WYDEAN		3 Horseshoes - ALLENSMORE Herefordshire	3rd Weds. Eves.

OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE
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ALO REPORT . . . ANDOVER AVON . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



The Area Organiser Seminar/AGM has just been held at Lubenham village hall, with 34 members present. The seminar was both productive and interesting with many good ideas generated. I will be sending notes of the meeting to everyone over the next few days.

When you are attending or organising any shows and you would like your pictures to be in colour instead of grainy black and white you can send your stories and pictures into me or Bernie under the heading 'Area Showtime' check out March and April's edition of the Courier you don't need to put in long stories or loads of words just where and when your event took place it's up to you. This will also encourage new members that may have not been to a meeting or event to see what you get up to in your Area and hopefully encourage new members along to your next event or meeting.

Massive Congratulations to the following members who deservedly won the following awards

Roy Ross

TSSC Member of the Year.

Suzy & Guy Singleton

TSSC Special Achievement Award.

Roger Haywood West Midlands

TSSC Area of the Year.

Trudi Prettyjohns

TSSC Special Thank you.

Well done everyone!!!

Unfortunately Roger was poorly so we were unable to present the Area Award, hopefully we will be presenting West Midlands with their award at their second meeting in **May (3rd Tuesday)** From **June** onwards there will be 3 prizes in the Area Draw £50 £25 and a £10 Club shop Voucher.

We are still in need of volunteers for Area Organisers for Stafford Area please get in touch if you feel you would like to get involved.

Congratulations to **Gloucester Area** you have been drawn for the £50 Club Shop Voucher.

North East Scotland you have been drawn for the £25 Club Shop Voucher. Please get in touch with Angie Hill at Club H/Q to claim your prize.

Enjoy your events in 2011 and don't forget!! send in your pictures for the Area Showtime!!!!

Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Well, I finally managed to get a Club car to a meeting, our Bond Equipe 2+2, for the first time this year - shame on me! One useful thing about taking it out in the dark meant that I found out that the overdrive relay was faulty - the lights dimmed when I put the overdrive in!

It was good too to see Ed - twice - as he thought he could only pop in for a few moments but after going out to do an errand was given dispensation to come back again.

Burbage Bob, Graham and John, even if they had to use modern transport - being there is more important than the mode of transport.

We have passed on invitations to other classic vehicle clubs to join us at Wherwell to swell our ranks but, as yet, with no results. If you're reading this and are within 30 minutes or so of Wherwell, then please do consider coming out to join us. It's a friendly pub, with good pies (and sausage and mash) and a warm welcome awaits you.

The next events are:

2nd May - Popham Show - Club Stand

7th & 8th May - The Hairpin Run and SEM

12th May - Regular meet at The White Lion, Wherwell, SP11 7JF

5th June - SHVPS Show at Queen Elizabeth Park with Southern Area

Guy & Suzie

AVON

Tel. 01454 327059

Two apologies - for no area news last month due to computer problem and for not holding the auction due to Les being ill. The computer is now fixed and the auction will now be held at the meeting on **2 May**.

April's meeting was well attended with a warm welcome to the area's youngest member - Sam - and Mum and Dad of course (and Arkell the dog!). Also thanks to Derek for coming to the meeting and offering his support for the two April events - the Bristol Classic Car show and Coleford.

Coming up, our annual trip to Brean has been booked for 24 to **26 June**. This year we will be including a trip on the steam railway on the Saturday. Camping and the railway trip must be paid for in advance by the end of **May**. Booking forms available from me by e-mail (Junewrighton@tiscali.co.uk) or contact me by phone.

We can also have a club stand at Castle Combe action day on **11 June**, but I need a volunteer to take this on as we will not be here.

We still do not have any confirmed **July** events, so if you know of any to attend, bring details to the meeting.

See you at the auction/meeting on **May 2**.

Jane

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm

e-mail: eastberks@tssc.org.uk

Well we had a fair turnout of cars this month, with two Spitfires, a Vitesse convertible and David Elliot's Herald convertible - nice to see it again! The big news this month is that Helen, having done us sterling service for the last few years, has decided to give up the reigns of AO, which have passed to

IMPORTANT NOTE

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

News in By 8th of Month please



yours truly (Mark S), at least for the time being until we finally decide who will be the new AO. I am aware that there may be other people keen to take over, so we won't finally decide until we've talked to everyone.

Some words from Helen: "Well it's big news this month. I have had a change of my circumstances therefore I am unable to continue as AO for East Berks. I have made great friends through the Club and look forward to keeping in touch with you all. I believe my nearest group is now South Bucks and aim to have the car out more this coming year. I moved in a week-end, my pony has more things with her than I do at the moment! Very much in two homes at present!"

Helen

Many thanks go to Helen for all her hard work over the years and best wishes for her new life in Milton Keynes (I understand that she's going to stay in touch and we should see her at the SEM and at the Aston Clinton show on **15 May**!).

I have been busy getting Bob the brown car (my brown Spit 1500) ready for his MOT which runs out on 20th April. So far, I have replaced the clutch slave cylinder (for the second time!), replacing some ball joint boots which perished after only 18 months(!), new manifold gaskets so it no longer sounds like a bag of nails, brakes adjusted and new front pad shims/pins. I think the little fella is ready now so fingers crossed...

... I've also been working on Dog (my other Spit) who now has a 2500 engine :) He's now had a change of front springs to try to get the ride height right, but now it's too low, so I have ordered some front spacers from Canley Classics to see if I can't fix that.

The next big event is the Isle of Wight Camping weekend from **29 April to 2 May** - hopefully I will be meeting up with Mickey and Julie from Thames area when I get there, and lots of other familiar faces! I'm probably going in Bob, but may go in Dog if I can get him MOTd and he turns out not to overheat (new engine!). I'll keep you posted as to how that goes - it's always a great weekend though, I absolutely love it! The weekend after that is the TSSC South of England Meet at Leatherhead on **8th May**. Very good show, with lots of autojumble - I'd like to make it but my best mate's 40th birthday party is the night before so I may well not make it!...

Before that, Drive it Day will be happening on **17 April**. We're going to the Five Horseshoes near Henley for lunch and a little pootle around the lanes.

There will be a full report next month!

Helen and I have also planned some more events throughout the year, including a trip to the Ace Cafe, and a possible rolling road session if I can find a suitable place. There will also be another ten pin bowling session later in the year - we have the trophy just waiting to be won back (come on South Bucks)! Any other suggestions are welcome - feel free to give me a call (after 8pm is best) on **07989 104324**. As I said, things are in flux, but will be settled in due course after I have had a chance to talk to everyone. In the meantime, I am here holding the fort! Can't wait to get out there in the sunny weather - see you all soon!

Mark

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

Hi all. At the time of writing, the spring weather is producing some great days and a glimpse of a hopeful summer to come so we can be out enjoying our Triumphs.

My personal thanks to Dan for diagnosing and repairing my 2000 overdrive which had packed up working after wedding duties for Pauline and Aarons wedding. Rather than a £300 rebuild, it turned out to be a £8.50 overdrive switch which Dan fitted in the car park at the last monthly meet!

Thanks again Dan.

A quiet night at The Squirrel on the 16th March with Dan updating on the on going saga of his Stag which hopefully will be back soon. Paul & Liz and the sheep were in deep discussions with Dan about computers. Dan is our resident IT expert and knows his stuff! Robin in his Spitfire Mk2 and Phil in his Hurricane at least made it a good collection of club cars.

Dan and I went to the Ace for the classic car night in my Vitesse (SD1) as we had taken the 2000 the month before, and I can't stand another trip in Dan's Land Rover and his Stag is not back yet! A good collection of varied cars in attendance, probably the most so far this year.

Depending on when you are reading this, we head into the show season so I have listed a few that I know are either happening or I will be attending, so let me know if you need further details.

The TSSC South of England Meet (SEM) is on the w/end of **7 & 8th May** at Leatherhead. Always a good show and the leisure centre is just next door so something for those wanting to do a little more sport than looking at cars! The first of three classic car events held on Croyley green is on **Sunday 8th May**. One of the best small shows with a real country feel is on **Saturday 14th May** at Hyde Heath, held on the village green. Starts about 1pm. The following day is the Chiltern Hills show near Aylesbury which is one of the biggest shows of the year. Superb collection of cars, bikes, trucks, auto-jumble, country fair and kids activities. I have been every year for the last 8 years and still one of my favourites. We have had a stand every year too, so let me know if you plan to come along.

Tues 10th is the Ace classic night & **Wednesday 18th** is the monthly meet at The Squirrel.

Hope your Triumph is up and ready to be out and about soon! Take care,

Carl

CAMBRIDGE Tel. 07764 324345
 e-mail: tssc-cambridge@rochfort.org

The usual bunch of suspects turned up for the April meeting, and we spent a lot of the meeting discussing the chassis & Suspension problems with Oscar's Spitfire.

It would appear that a previous owner has seriously bodged a repair following a broken trunnion, which a local Triumph specialist failed to spot as the root cause. There also appeared to be some serious bodging of the front suspension to attempt to compensate for bodged chassis repair after the trunnion broke. Hopefully now that the problem has been properly diagnosed, Oscar will be able to get the bodes sorted properly and get the car properly roadworthy.

A big thank you to Toby for preparing the route for our "Drive-it Day" drive on Sunday 17th April - a 3 hour (ish) drive/blat through the scenic lanes of South Cambridgeshire and North Essex.

Don't forget the Standard Triumph Marque Day, being held at the IWM Duxford on the **29th May** - advert elsewhere in The Courier, gates open to the public at 10am. Arrive before 2pm



CAMBRIDGE . . . CANTERBURY CHESHIRE

TSSC AREA NEWS

Cambridge Continues

to get in for the discounted price. Arrive in a Triumph, or bring proof of Club membership with you if you are in a "modern".

Note, the next meeting will be on the **9th May**, as the **2nd May** is a Bank Holiday.

Date of next meeting - **Monday 9th May**, 8pm onwards

Dates for 2011. **1st Monday** of the month, 8pm onwards, John Barleycorn, 3 Moorfield Road, Duxford, CB22 4PP

Future meetings - **9nd May, 6th June, 4th July, 1st August, 5th September, 3rd October, 7th November and 5th December.**

Kevin

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www.canterbury-triumphs.org.uk

As I write this at 0800 the sun is out, the birds are singing and all is well with the world, apart from the imminent water shortage due to lack of March rain and an annoying drip from the Spitfire diff!

Our monthly meet was held as usual in "The Duke" and there was a good turn out. We had the "Cumberland Room" all to ourselves so that we could discuss some issues raised last month. Our monthly "subs" and what to do with them was discussed at some length with all the available options on the table. It was decided by an overwhelming majority to keep the monthly "sub" and make a donation to charity at the end of the year.

Charity and amount to be decided by members at December's meeting. Thanks to Mark for raising the issue, Tony for proposing the resolution and everyone else for their contributions to the discussion.

We then moved on to the two club runs for this month, which look like being well attended. Watch out for reports on how they went in next month's issue.

Members were interested in an invitation to show some cars in Canterbury Cathedral precincts on **28th. and 29th. May** for the National Garden Scheme Open Day. This is indeed a rare opportunity and something a little bit different. If you are interested, then give me a call. More information when I have it.

We were pleased to welcome Peter and his lovely TR4a: I hope you enjoyed your visit and we look forward to seeing you again. Adrian brought his GT6 in Le Mans colours and Graham's Vitesse looked wonderful after its fire and subsequent refurbishment. Tim J's Spitfire has been recovered back to Kent and I know that he's already receiving the help he needs from members to get it back on the road. Soon, Tim, soon! Tim W's Spitfire was doing its usual trick of annoying the neighbours, while Ray (the magician) showed us some video footage of his shiny black Stag actually running. All that remains is the interior which, at the current rate of progress, should be finished just after lunch! Derek's new (to him!) Stag looked mighty impressive and, still car related, Big Dave is struggling with his Freelander. Mike is having issues with his "Sprintfire": the new manifold takes up more space than the old one, meaning the radiator won't fit and apparently 180 bhp doesn't take kindly to being under cooled. Can't understand why. I know that Del's TR7 is progressing and I for one am

looking forward to seeing that when it's complete. Tony has had a clear out and brought a boot load of Herald and Vitesse bits which were gratefully removed by needy members!

Don't forget that the 2000 National is being hosted in our neck of the woods in **June** and Charles is looking for people to book in for a day or two. See the website for the booking form or give me a call for a hard copy.

That's all for this month. Sincere apologies if I missed anything. It's an age thing!

Regards

Phil R

CHESHIRE

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The weather's perking up a bit and we managed a number of Triumphs in the car park at the Cock and Doodah this month. Jon surprised us by turning up in a newly acquired MkII Spitfire, with the hood down. This car works, has all the required bits of paper, and is destined to get all the bling (should that be Bling?) that Jon has stashed away to put on the previous Spitfire. Now, the hoods on MkII Spitfires are not the simple affairs that we have on later Spitfires and Heralds or Vitesse's. Instead, it's a sort of DIY construction kit which involves sticking bits of metal in holes and then trying to fit the hood fabric around the bits of metal. Ideal if you get caught in a sudden downpour without the Ikea manual. Consequently the hood was not up and Jon arrived with thermal protection (a hoodie).

Richard also surprised me by mailing a photograph of the garage at Chateau Richard, which at the time (2:20 on Saturday 19th March if the camera time is set right) contained two Herald 13/60s. The estate seems to be devoid of engine, gearbox and bonnet, and the convertible seems to have a lot of air where the nearside rear wheel and driveshaft should be. But there's a working Spitfire as well, although (this being a swing spring model) the rear suspension (the spring in particular) makes a lot of clonking noises going about its business. There are also attempts to lighten the estate (which has become heavier, or at least will become heavier when the air is replaced with an engine and gearbox) due to the addition of an overdrive gearbox (which in its turn is to compensate for the rather high revs when going down a motorway). This lightening is the replacement of the cast iron bellhousing with an alloy one. In my ignorance I had assumed that because Vitesse's have alloy bell-housings (to compensate for the weight of the large piece of cast iron in front of them, according to some) then Heralds would have alloy bell-housings too. There followed an interesting debate about prices and eBay and the like. Always look up the price of the new bit before shelling out on eBay. Or, like the hood finisher strip - £5 at Stoneleigh, £43 plus postage on eBay.

Both Pauls' roadworthy cars have just got MOTs, and the Vitesse has its bonnet back again. But, like Richard's estate, there is a lot of air where the engine and gearbox should be. In this case, the engine is understood to be residing in the GT6 and the gearbox in the Bond. Adrian has filled up the swear box fitting the shiny bunch of bananas to the side of the engine. This can't have been tried on the road because there is still a fairly dead Peugeot in the way - there are no back wheels as intended by the manufacturer, instead there is a sort of trolley with castors. The administrator at Chateau Adrian is apparently unhappy about this last of the line of dead Peugeots, and has been piling bits of wood around it.

Perhaps a pyre is in the offing?



TSSC AREA NEWS

Hark the Herald has progressed a little, with the boot outriggers welded up in the correct position, and the incorrectly positioned tread plated removed and replaced in better positions. The garage carpet is suffering from the welding. Occasionally, large blobs of red-hot metal fall on the carpet, usually when the welder punches a hole in the workpiece rather than joining the bits together. The blob lands on the carpet, and destroys a circular patch about half an inch in diameter (this is an imperial workshop) by converting that part of the carpet into flames. Then the flames stop while the blob cools down, and then it's safe to pick the blob up and throw it away. But all this means the carpet is nowhere near the required condition to go back in the lounge (in this house at least).

Looking ahead a bit to **June**, we shall have the first run out of the season at our meeting on the **2nd** of the month. This means the meeting start time changes a bit to 7:30 for 8, when we charge off round the countryside. The intended route takes us via Pott Shrigley, Kettleshulme, Saltersford and Teggs Nose with the customary halt at the Church House in Langley. And following closely behind, we have the first Tatton Show of the year on the **4th and 5th of June**. I'm sure I gave Adrian a form for this but it seems to have been swallowed by the administrator at Chateau Adrian. The idea was to give him a copy after the magic lantern show but somehow this got missed.

Technical Department. The oscilloscope was clipped to Heap the Vitesse and examined the 'low tension' side of the coil with the Sparkrite set to conventional and electronic ignition at tick-over. The conclusion was that this exercise needs to be repeated with more time available, and also repeated on a car with alternative ignition triggering (i.e. not points). There was a distinct difference between the two ignition modes, and the observation that the timing of the next spark was jumping around quite a bit. The timing variation may be due to the lumpy tick-over of the MKII engine, or the wear and slack in the points and all the other mechanical bits in the path from crankshaft to distributor.

More Technical Department. Heap the Vitesse spent the first 3000 miles (very approximately) after going back on the road in 1988 with a 4.11 diff that I thought had started life in a Spitfire. But closer examination revealed a GA stamped on the casing, meaning the diff had actually come from a 1200 Herald! How this survived the benefit of the Vitesse at full throttle is a bit puzzling. Alternatively, if you want a spare diff for a Vitesse, get one from a 1200 Herald and fit the Spitfire quarter shafts and pinion flange, as I think happened to the one in my possession.

Our next meeting is on **Thursday 5th May** at The Cock and Pheasant. Usual start time, somewhere between 8:30 and 9.

Henry

CORNWALL

Tel. 01726 851687

Our French evening went very well. Nearly 20 of us turned up for what has turned out to be the last supper. Richard the Landlord is moving on, but he did an excellent job looking after us as we ate our lovely French three course meal. The atmosphere was brilliant, we had our own room, so you can imagine how the banter went. It was a very nice evening, thanks you Sally-Ann for organising it and thank you Richard for looking after us.

Some of us ended at the bar having a farewell drink with Richard, thanking him for looking after us over the years.

We have also made contact recently with the TR Register

Cornwall Group. They had a picture of Jane, Simon and Mike on the Exeter Trial in Traction, their magazine, and loads more on their website. They were keen to find out who we were, so we told them and made contact.

They seem keen to do some events with us and some of them are joining us for Drive It Day. There seems a very good group of us going up to Morwellham and meeting an even bigger group from Devon Area. If you didn't come, I'll tell you what you missed next month.

Hope you had a great Easter, our Trialling Trio have been out again, this time on The Lands End Trial. I'll publish their exploits next month.

We are out and about at the moment looking for a new hotel for our Christmas Dinner Dance. We have found one contender near Newquay, but are still looking. We are also looking in Falmouth, but it seems more expensive. We are also out and about looking for a campsite in the Falmouth area for next year's camping weekend; if you know of a good one, please let us know.

The next meeting is bound to be different, with our new landlord and all. Apparently, they have big changes in mind, let's hope they include us!

Also out and about have been Graham and Karen in their 1300. Unfortunately they didn't enjoy the drive as much since a lunatic went into the side of them when they were turning right. The Fire Brigade had to cut the roof off to get everyone out and, as I write, Graham's Mum is still seriously ill in hospital. Our thoughts are with you all, the shots of the car look horrendous.

So, onto the dates for **May**:

Thurs 12th Meeting at The Hawkins Arms, Zelah, from 8pm

June:

Fri/Sat 3rd/4th St Ives Real Ale Festival, Guildhall.

Thurs 9th Meeting at The Hawkins Arms, Zelah, from 8pm

Enjoy the fantastic weather, get your tops down

Mike

COVENTRY

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Our first visit to Stonelleghe Triumph as area organisers got off to a bit of a spluttering start, the "Smify Spitty" was back on the road after the winter spruce up, as we were awaiting the arrival of Paul & Joan Cheshire in their Spitfire, we sat outside our house with the engine ticking over, all of a sudden we had a strong smell of petrol, on lifting the bonnet, we could see petrol pouring out of the front float chamber. The float valve had decided to stop open so we had to make a speedy retreat and swap cars and go to a Triumph show in our BMW (not good) with Paul and Joan following.

For the first time we met Pip, Frank and Angela of the TSSC. What a nice helpful group of people they are. They gave us a lot warmer welcome than the building that the Triumph show was held in, it was freezing.

A number of us attended the Heart Of England meet at the Griff at Bedworth on the 13th April, the weather was glorious, about 50 Classic vehicles turned up, truck, motorcycles and cars. of which there were approximately half a dozen Triumphs.

May sees the return of the **Tuesday** night for their meet which will be the **10th & 24th** so if you TSSC members can't get to our meeting at the Bull & Butcher at Corley, why not turn up



TSSC AREA NEWS

Coventry Continues

at the Griff and see us there (don't forget white Spitfire "WEN 882M" so let's see some more of these Coventry Triumphs running around.

We were joined at the Bull & Butcher April meeting by Craig & Mike, nice to see fresh faces even though they did come in Craig's Jaguar XJS. Mike used to have Triumphs but has now got a rather splendid Marcos. Welcome to the group.

April's meeting saw 3 Spitfires (all with the hoods down) and it was cold. Paul & Joans in Saffron, Paul & Clive's in Inca Yellow and the "Smiffy Spitty" in white. One Dolomite, Kevin's, brilliant Red and the afore mentioned Jaguar. The light nights are now here so how about seeing a few more of you TSSC members at our May meeting when we should have the use of the paddocks to park and display our cars. Once again it was a very friendly meeting where a lot of events were discussed of which we will list. If any TSSC members would like to join us at any of the venues then don't hesitate to give us a call or e-mail us (Phil & Lyn) for details. You don't have to attend the monthly meetings to be part of the Coventry TSSC just join us at some of the events and enjoy your classic motoring with us.

April 17th will see some of us taking part in the Stilton run. Should be good fun with a hog roast half way round, we will report back at our May's meeting how this event went.

April 24th & 25th is the Weston Park meeting (Transtar Show) Paul & Joan and Phil & Lyn attending on the Sunday.

May 1st is Catton Hall (Transtar Show) some of us will be attending. For entries contact www.transtarpromotions.com.

May 8th Sandwell Historic Vehicle Show where three of us will be joining the West Midlands TSSC on their stand. Looking forward to meeting Chris, Roger and all the group.

Any others wanting to attend contact events@sandwell.gov.uk for entry forms.

May 10th Heart of England meet at the Griffin Inn Bedworth from 6pm hope to see a few more of you then.

May 14th & 15th Bidford on Avon Vintage gathering, Paul & Joan and ourselves are attending. Entry forms for this show must be in by 15th April. Telephone enquiries to Mark 07747741393 or Matt 01789778693. A lovely setting on the meadow beside the river Avon, so why not join us.

May 24th Heart of England meet at the Griff Bedworth from 6pm see you all again.

May 29th & 30th Ragley Hall (Transtar Promotion) www.transtarpromotions.com sorry won't be attending this one as we will be with Paul & Joan at the Prestatyn Classic Show.

June 18th & 19th Ashby Magna Midsummer Vintage Festival. We will be camping over night at this show as we will be celebrating our Ruby Wedding Anniversary (o.m.g. 40 years, more than 2 life sentence's) so why not join us, contact number for this event 01455633277 or 07780616059 or e-mail shirleymarlow@aol.com

We received an invite to have a stand and put on a display at Gaydon on Super Car **Sunday** on the **6th of June**. Unfortunately we will not be available (going to Cardiff for the British Speedway Grand Prix) so we passed on the details to the West Midlands TSSC so they can put a show on Paul & Joan, Pete & Ann will be attending.

We have Birdingbury on the **9th & 10th July** which we will be attending as part of the Heart of England stand any one wanting to join us, send us your details.

Sunday 7th August sees the Mary Ann Evans Hospice Run from Nuneaton to Bosworth Water Park via Coleshills & North Warwickshire entry £10 per car. for details 02476153364 www.maryannevans.org.uk

August 14th Fillongley Show, our local show where we have club stand, come and join us, just let us have your details.

September 4th Coventry Run. Once again we will have a club stand. If you want to enter with the club let us have your details well before the event.

One last date, on **Sunday 31st July** we will be arranging a visit to the Jaguar Heritage Museum, followed by a drive to a hostillery for Sunday lunch. We need to know numbers to enable us to choose a venue which can facilitate us all

We have now got a list of all members in the CV area, so we will be contacting them all by e-mail as soon as we can input the data. As can be seen we already have quite a busy programme of events ahead and we intend to have a few evening meets and runs throughout the summer months ending at a pub for a meal, we will be informing all members by e-mail (even at short notice) so come on Coventry members we are alive and thriving. Why not join us and enjoy your classic motoring.

In expectation

Phil & Lyn

CUMBRIA

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e-mail: roy.anne@tiscali.co.uk

www.tssccumbria.co.uk

The new club tent has arrived. It is twice the size of the old one and a fraction of the weight and it all fits into the boot of my Mk3 Spitfire. The tent is big enough to put two cars in.

The Fell Run on 27th March was another great day out. Although we were down on the number of participants from previous years, it clashed with 2 other events, everyone enjoyed it. The day was a little cloudy but it did not stop us all having our hoods down. This year we reverted back to holding the Run at the end of March after the fiasco of holding it in the second week of April last year. The two weeks makes a huge difference to the amount of traffic on the roads and everyone who we met on the road this year were very understanding and interested in what was going on. The first part of the route was altered from previous years and it proved successful. The ascent of Hardknott Pass was from the opposite side. Although the numbers were down we still had a good selection of Triumphs. Claire and Nigel Hill and family, Vitesse, Nottingham. Dave Munsey, Mk3 Spitfire, Preston. Chris Gunby, Herald, Nottingham. Dennis and Antony Perkins, GT6, Darlington. Mark and Janet Goodman, Spitfire Mk5, Stockport. Alick and Jim, Ripon. Rachelle and Simon, Eurobox. Anne and I, Mk3 Spitfire. Trevor and Barbara, TR7. Mike and Ester, TR7. Helen and Roger, Acclaim. Ray and Gill, Dolomite Sprint.

Forthcoming events: **28/29/30th May**, Border City Steam Fair, Rickerby Park, Carlisle. Camping and club stand. This is the third year of this event and if it is anything like previous years there is plenty to do and see. Entry for car passes is now closed but you can still turn up on the day.

Car News: Alick has finished replacing his Spit6 Sills and engine and it is now back on the road. Tony is busy getting his and Helen's Spitfire ready for the road. My GT6's rolling chassis is complete and now has the body back on it. Next step is to finish the body and then it is off to the paint shop. Barbara and Trevor are selling their GT6. Anyone who is interested in it can contact them. Their phone number is on the Cumbria

DERWENT VALLEY . . . DEVON

website. Peter Evans is overhauling his Mk5 Spitfire and has for sale two cream leather seats and two complete sets of uprights, discs, stub axles and wishbones for sale. If anyone is interested contact me and I will put you in touch.

Safe motoring,

Roy

DERWENT VALLEY Tel. 01623 487323
www.derwentvalley-tssc.org.uk
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Wow, you can tell the clocks have sprung forward and with the onset of a few months of light nights the classic Triumphs were out in force at our monthly meet. There was a lot going on this month. Roger and Julie telling us all about their trip to Kenya which by all accounts was brilliant. Kim and Paul handed over loads of cheques for entries to the Peak Run to Gary. Keep them coming we have a fantastic weekend planned with lots of new twists and activities.

Roger Buck celebrated his 50th birthday on 2nd April so we had to have a 'Cheeky Monkey' cake to mark the occasion which was ruthlessly carved up by Julie and distributed around the club and quickly scoffed.

The game for the night was a picture quiz. You had to work out what the object was from a picture of a small part of it. Some were easy, some were hard.

Mark and Charlie scored the most but he was disqualified for living the house in which the photographs were taken. The winners by only one point were Richard M and John. The consolation prize went to Roger and Julie.

Part of the evening was spent planning future events which included the very first Donington Historic Festival which is being held over the May Day bank holiday weekend. All of our events are listed on our website www.derwentvalley-tssc.org.uk check them out.

On the 21st March several of us travelled up to the first area meeting of Hallamshire. It was fantastic. TSSC members had travelled far and wide to be there. It was like being at Stafford and there must have been at least 40 Triumphs in the car park. Of course there was a quiz which I think I got the lowest score - well at least I won the Bailey's chocolates so I was in good books when I got home.

For the **May (3rd)** meeting we are planning a short circular drive starting at the Smalley Common Ex-Serviceman's Club. Meet at 7:30pm to set off at 8pm. More dates for your Diary:

3rd May - monthly meet at the Ex-serviceman's Club from 7:30pm

15th May - Newark and Notts County Show,

22nd May - Hallamshire Area Run to Sewerby Park, Bridlington.

29th May - Standard Triumph Marquee Day, Duxford

5th June - Austin Severn Autokarna 2011. Wollaton Park Nottingham

7th June - Derwent Valley's Annual Fish and Chip Run. Meet at Smalley Common Ex-Serviceman's club at 7pm for a 7:30pm start - All welcome.

That's all for now

Colin

TSSC AREA NEWS



DEVON

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www.northcotts.clara.net/tssc/devon

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Thanks to Colin for organising a brilliant visit to the Fleet Air Arm Museum at Yeovilton on 13 March. Eleven Triumphs gathered at Exeter, with Mike's modern riding shotgun. Russell's Vitesse was looking good after substantial works over the winter, and the Partridges had made the long journey to be with us. Sarah's 13/60 and Ann's 1200 did well to keep up with the pace of the mainly bigger engined cars out. Two 2000's, Two Stags, Dan's 2.5pi, Two Vitesse's, One Spitfire, and Michael's Acclaim made up the numbers. Jackie's longest trip so far driving the Vitesse as Allan was recuperating. At Yeovilton we met up with Somerset area (well - we saw their cars if not them!), and the Wilkinsons from North Devon, posing for pics outside the museum. A really good day out - I did not realise just how small Concorde was - and we could not see all that was on offer in just the one visit. The overdrive on our Stag 'Frugal' stopped working en route, making it a little more expensive on fuel, but John fixed it later in the week. Unfortunately afterwards Ann reported that her trusty Herald 'Renee T' is likely to be off the road soon for a new engine. We hope she will be back with us again soon. Very soon after a solution was found - through Colin, Hugh Glossop agreed to bring a Spitfire engine down to facilitate a heart transplant. Just proves the bush telegraph works! Remember though, anyone whose car is off the road is still very welcome to join us at any of our outings or meetings. Also pleased to report that Darren Groves has agreed to mentor Peter through the restoration of his recently purchased Vitesse. Darren tells us that his Herald will be in the June edition, out in May, of Classics Monthly where the Herald (in general, not Darren's specifically was selected as the best sub £5,000 convertible along with a Moggie for the £5k-£10k range and a Lotus Elan for the over £10k. 8 page feature on the 3 cars, there's apparently some great photos, so reserve your copy!!) From the magazine coverage we've all had recently, maybe all the 'best' cars are in Devon - challenge!

Steve reports on the North Devon March meeting - Ray & Wendy, Steve T, Steve K and Dave & Kay were there at the monthly meet held in March at the Tarka Inn. Steve K, Steve W, and Dave went to see Richard Noble give a talk on Bloodhound SSC at Bude Motor Club which was a fascinating evening albeit with no Triumphs mentioned! Of course, we must also welcome back to the fold Glenn who's rejoined the club and we're looking forward to progress with the Herald Estate.

We'd also like to welcome back as members Peter Howell and Graham Smith, and look forward to meeting them soon.

John was 'in charge' for our Club Night as I was suffering from tooth trouble and by all accounts he was kept busy. Once again the Star was packed to capacity, and a warm welcome was given to two new faces, Steve who is looking for a car, and a



DEVON . . . DORSET SOUTH ESSEX

TSSC AREA NEWS

Devon Continues

member from Saltash. Peter S brought his wife along, and has found a project Vitesse to work on which Darren is going to mentor him with – see above. Our young members section was out in force too.

Our interclub Skittles at Lee Mill was well attended. We split into two informal teams – TSSC and TR Register versus Stag Owners and Dolomite Club. In both legs I am pleased to say that 'our' team won comfortably! We raised £46 from the raffle towards the Radio Devon Air Ambulance Appeal.

I missed the Mothering Sunday run from Bovey Tracey too. John had been generous with his lurgy and I was laid up for the weekend. Nevertheless, five Triumphs met at Bovey – Allan driving the Vitesse for the first run since his op, Brian had the GT6 out for the first time this year, Dan brought his 2.5pi and sister Jas brought Mum Louise in her Vitesse. Helen, Rob and Alice met the group at the Burrator Inn, having cycled over from Princetown. The group was completed by our Escort and the moderns of the Treleavens and Rossiter-Steads. The run found areas of the moor which were new even to Marc T and by all accounts was much enjoyed. I was sorry to have to miss it. Coming Up in Devon

We will be on the Isle of Wight when the Courier comes out and are looking forward to the trip. The following week, **Sunday 8 May**, we meet at 10am at Pear Tree Cross, Ashburton to drive to Route 38 Cafe at Trerulefoot Roundabout (getting there for 11am) for another Triumph Meet & Greet. These informal gatherings are increasing in popularity and all Triumphs are welcome. **Thursday 12th** sees North Devon Meeting, and on **Wednesday 18th** we have Club Night at the Star Inn at Liverton. Looking into **June**, on **Sunday 5th** we understand that David Fitzgerald of Radio Devon is planning a classic car show on Plymouth Hoe in aid of the Air Ambulance Appeal. As I write, details are sketchy, but we have pencilled this in as somewhere different to go as unfortunately Seaton Tramway show is not on. We will keep our email list up to date with this – if we do not have your details, please get in touch!

Devon Diary

April 29 – May 2 Isle of Wight Trip

Sunday 8 Triumph Meet & Greet at Route 38

Thursday 12 North Devon Meeting

Wednesday 18 Club Night at the Star Inn, Liverton

Sunday 5 June Classic Car Show Plymouth Hoe
(provisional)

Sue & John

DORSET SOUTH Tel. 07920 549474

Hi everyone. Well the diaries starting to fill up nicely now with some great events this summer. So here some dates of events that Dorset South hope to support. Friday nights 6pm on Poole quay gets under way in **May**:

May 6th - Open top sports cars.

June 17th - Best of British (pre Aug 1983).

July 1st - Open top sports cars.

August 5th - Open top sports cars.

August 19th - Best of British (pre Aug 1983).

For full list of events visit: www.pooleview.co.uk

Classics on the prom Bournemouth will run **every Sunday 4pm** to 6.30pm from 10th April till 18th September. More info visit:

www.ccotp.co.uk

Sunday 17th July Classics @ the castle (Sherborne). Entry forms next meet or download from: merlinevents.com.

So if anyone on there hol's in Dorset this summer it would be great to see you.

Rob

ESSEX

Tel. 01375 672072

www.freewebs.com/essextssc

Warm weather has arrived, well warmer and shows are under way, this season looks busier than ever with a selection of new shows and popular ones we have been to before. We have gained some new members over the winter, it will be nice to see them out at some shows, if you are an existing member but haven't been out to any shows with us then don't think you need a car in A1 condition to come to shows, I treat it as a run out with the coffee in a field and chatting to other car enthusiasts (we are not all car nerds) even if you car is feeling poorly or off the road you can come along in a modern car have a chat and a coffee or just sit and soak up the atmosphere. Most shows have other things going on as well and make a great day out. It would be nice to see some of the numerous members that we have around the county that haven't been out to see us on a week end, you can find where we are by looking on the web site :

www.freewebs.com/essextssc

My office - I now know why I hate bodywork, you rub it down, repair some small areas, you rub it down, you primer it, you rub it down, you primer it, you rub it down with a block and you repeat it all again and again, yes I have just started on Theodore's body work and I can now remember why it is such a pain in the arse!!!! But I did do a very satisfying job on Tallulah this month, I managed to get some of the bulk head re sprayed and brought some of the shiny bits I had gathered out of their boxes, it felt good putting new shiny bits and new hoses on!

Out and about - club day this month, there was a good turn out and nearly all in Triumphs, 33 people, two new couples Peter and Dianne, Brian and Sam, welcome to both of you, car wise we had 5 Spits, 2 Heralds, 2 Gentry kit cars, 1 TR7, and 1 GT6, I think the Spits are winning at present, there was lots of looking under bonnets and sitting around and nattering, Ian had a problem with his new tyres rubbing on the front wing of his Spit, lots of suggestions on how to cure it, but I think he wanted to go back to where he had it resprayed and see if the body man could do anything with it.



Tinkering Day - a chance to get your trunnions oiled and those last minute small jobs done, we had a good turn out at John's garage, even some of his neighbours came and joined us for coffee and cakes, it wasn't all coffee and cake we did do some work on the cars! I think John did the most, he oiled every ones trunnions and even managed to get Graham's broken nipples



TSSC AREA NEWS

out and replace them, yes it was as painful as it sounds! It was nice to see Graham's Vitesse after its respray, even if it was not all back together, Ian and I set about trying to move the bonnet on Rosie in to the right place to miss his tyre, it wouldn't go back again, eventually we figured out the bonnet support was hitting the bumper as we opened the bonnet and pulling it back to where we started, but we did get some movement and managed to set it up parallel with the bumper, it looked better. All the wives' got in practice for shows as they sat in semi circle on their camping seats with blankets to keep them warm and had a good natter catching up on all that had been happening since the last meeting.

And a special thank you to Donnah for her catering.

Cream Tea - the sun was shining and I could not resist it, I made some phone calls but only Ian and Cheryl could come out to play at this short notice so it was two Spits that went to Battlesbridge for a cream tea, jolly nice it was too, we checked with the manager that it was still ok for our Drive It Day to finish there and she confirmed she was baking extra scones for the day. Then off to the antiques hall to look at toot but not car toot, so I did not spend too much, then off home, still with the roof down and the sun blazing down, well that's summer over I guess!

Up and coming

Sunday 1st SWALE VEHICLE ENTHUSIASTS SHOW

Location. Isle of Sheppey, Kent

Monday 2nd "NEW SHOW" FAMILY FUNDAY AND

CLASSIC CAR SHOW Location. James Oglethorpe

School, Cranham, Essex

Saturday 7th/Sunday 8th TSSC SOUTH OF ENGLAND

MEET (SEM) Location. Leatherhead Leisure Centre, Leatherhead, Surrey. Possible camping weekend. The show is now only on the **Sunday** but camping is available on

Saturday. No booking required.

Saturday 14th/Sunday 15th" NEW SHOW" AUDLEY END

ROAD AND RAIL STEAM GALA

Location. Audley End Steam Railway

Sunday 15th MONTHLY MEETING

Location. The Halfway House

Sunday 22nd CLACTON CLASSIC CAR SHOW

Location. Parish Fields, Plough Lane, Little Clacton, Essex.

Saturday 28th/Sunday 29th/Monday 30th ENFIELD

PAGEANT OF MOTORING

Location. King George's Playing Fields, Enfield.

Birthdays 6th May Jonathan from over the water. 18th may sir Gary our man in Spain. 21st Rhys (from Kent) 22nd Lucy Hill. Happy birthday you all of you.

Was it you? - 23 March a good Triumph day: 13:00 Light Blue 1200 Herald at least that's what the badge said I think it was souped up somewhat, out side Car Spares Cheshunt, also on the same day, 13:20 White Spitfire 1500 A10 just north of M25 and 17:20 dark blue Herald blue cross Enfield. 2 April primrose TR6 church road Corringham

Allan

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

Hi folks I hope that you've been enjoying the sunny days that we've had this week.

The events from this month go in this order.

Vicky hosted the bacon butties at her place and a select few turned up to enjoy the refreshments. The Royle family made the effort thinking that as it was Paul's birthday there would be

cake but as Paul didn't come there was no cake but not disappointed they enjoyed the bacon butties and coffee.

On Sunday 27th Jane led us out to enjoy a "bridges over the Severn" run and we enjoyed a tour around Gloucestershire and very briefly Worcestershire kriss crossing the river severn, ending up at the Upton marina for lunch. We stopped at the Haw bridge for Jane to have a dodgy indicator fixed and a very quick photo opportunity on the bridge. It was a lovely run round. The quote of the day was from Paul as we were leaving the Marina restaurant having left our payment on the table he turned to the waitress and said "don't worry we're not doing a runner, the money is on the table and we couldn't run too fast anyway. Cheers Paul.

Thursday March 24th was the Stag owners club Quiz night at the Droitwich British Legion, there were a lot more people there than I was expecting and the quiz was good fun. More than three hundred pounds was raised for the Help for Heroes charity. A buffet supper was included and there was a good turnout from the TSSC albeit spread out around the room. The butties were good and the icing on the cake was that the team that won (a TSSC team) had me on it, more of a coincidence than anything else but it was nice to share in the glory anyhow.

The Worcester area dinner was a nice evening out and as it has been a couple of years since I have attended it was nice to join in, Mike Carter came from Derbyshire to hand over the Member of the Year award to Richard Stowe and the evening was a very pleasant do indeed.

The last rock cake/bacon butties morning for the year was at Paul and Clare's and there was plenty of bacon left over due to the lack of numbers in attendance. Quite a difference from the last time Paul held a gathering, not so interested once they know there aren't any projects on view.

Paul took a trip up to Club HQ for the open weekend and enjoyed the sausages on the bbq, apparently Angies relish was excellent and he was even persuaded to part with some cash for goodies from Garths sale.

Edd popped over to see Jane and called round to wax lyrical about how much he's been enjoying tinkering with his Spitfire, preparing it for his first european trip. It's really nice to see his enthusiasm. The sun also brought Gareth and Laura out too as I saw them cruising around in the GT6.

Come on guys lets get all those lovely classics out and about. Events.

Sunday May15th The Cleeve Vale Prescott classic.

Monday May 16th Area meeting at The Swan Inn, Coombe hill.

Friday-Monday May 27th-30th The 20th Laon Historique.

Andy

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or 07809 655388
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Well its happened the Hallamshire Area kicks off with a thunderous bang, what can I say, what a turn out, what an evening, the venue was buzzing from 7:30 till 10:00. The support from neighbouring area's was tremendous bringing people from S.Yorks. Notts. Derwent Valley, W.Yorks, Manchester, Leicester and Northants not forgetting our own Hallamshire members . Arriving early Julie and myself setting up buffet and raffle tables before watching the joy of seeing the first convoy of Triumph's,



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

TSSC AREA NEWS

Hallamshire Continues

headlamps a blazing, come pouring in to our car park, a great turn out for the night saw nineteen in the car park (not bad for a March evening) plus many modern' s.

The evening got in full swing with fifty people chatting away and a light-hearted quiz which seemed to get peoples grey matter working, unfortunately Chris Gunby had to be disqualified for his theatrical attempts of cheating much to the amusement of everyone, the winner was finally found to be Paula from S.Yorks area who won a bottle of wine. A raffle was run and thanks for the considerate people who donated some of the prizes and Jordan, Rebecca, Charlotte & Victoria for selling the tickets. Long distance awards go to Dave & Ange who drove up from Bedford .

A big thank you for everyone who came for our inaugural meet, hope to see you all again thru the season .

Hmmmm what will next meeting bring .

May's Calendar

May 2nd Andrew Greenwoods Classic Car Thoresby Hall
(meet outside Rugby Club at 8.30 to leave at 8.45)

if you book please let us know.

May 3rd South Yorkshire Meeting

May 16th Hallamshire Meeting

May 17th South Yorkshire Meeting

May 22nd Sewerby Park Bridlington (meet outside Rugby Club at 8am to leave 8.30) if you book please let us know.

May 30th Notts Meeting

Julie & Adrian

HANTS & BERKS

Tel. 01252 810828/07822 801275

www.freewebs.com/hantsandberkstssc

e-mail: hantsandberks@tssc.org.uk

When this edition of the courier arrive through the letter box quite a few from the area will be away at the Isle of Wight Camping Weekend. Let's hope the weather is being kind to us.....

The **2nd weekend in May** it will be time for one of the largest TSSC events in the South, South of England Meet, AKA SEM. Held at Leatherhead Leisure centre. The show itself is only a 1 day event now on the **Sunday**, but there is a drive out on the **Saturday** and overnight camping. I'll be camping over so feel free to join me for a beer and on the **Saturday** night.....

Andy

HERTS & BEDS Tel. 01582 750943

e-mail: peter.h.lewis@ntlworld.com

I will start with the sad news.

Kingsley Arrowsmith and his Dad Charles were regular visitors to club meets but sorry to say Kingsley collapsed at home and died suddenly. Charles and Kingsley have been in the process of restoring Charles late wife's Spitfire but underlying health has taken Kingsley suddenly. The funeral was at Studham Village church of St Marys. We have sent a tribute and some Triumphs along to represent the Club Area to give him a send off for his last long journey. We managed to get 4, Pete and

Stu's 2 Vitesses, Alec's Spitfire and Rays Coupe and they had a mention by the Vicar.

Thanks to Pete/Jill/Val/Stuart/Ray/Alec for attending, and many thanks for the donations towards the flowers collected at the pub meet .

The drive to the Secret Nuclear Bunker was a great day out, a few more cars would have been nice but thanks to Martin, and Barry both testing their newly painted Spitfires, Ray, Coupe, Peter, Jill, Audrey, Val in the Vit 6, Gordon TR7, Andy, Gemma GT6, Jim, Chris, nephew, Trover, Les, daughter, Bmw, Pete, Stu, Shaun, Mondeo. We all had a good snack at the Harlow Garden centre and everyone enjoyed the Bunker, all be it a bit scruffy in places, Andy broke a valve spring but we withdrew the pushrod and he continued on all 5 to protect from valve drop.

The pub was busy last night the 28th, with 21 guys and 7 girls all nattering, welcome Geoff, Hazel, and Maurice, for making their first visit, the raffle did well and we didn't have to force prizes, no there was no fuel additive, just choccs, wine, cider, dremel kit, posh corkscrew, dash cleaner.

The next Pub meets are April 25th (easter Monday)
and **May 23rd**

Walsworth Festival Hitchin **May 22nd**..all good fun.

Milton Keynes Museum: Fathers Day picnic

Sunday June 19th

Kimbolton Charity Classic **Sunday July 10th**

Triumphs in Woburn Abbey Park **Saturday 23rd July**

Anyone who wants any passes for the Kimbolton charity Classic contact me.

So what have I left out ????

See you all soon

Peter

WEST KENT

Tel. 01732 743747

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

A good turnout at this months meeting with a good number of Triumphs in the car park, 3 Spitfires, 2 Vitesses, 1 Stag and 1 Bond. New to the area was Paul who turned up in one of his two Spitfires. He is currently using a late registered (W) 1500 while he rebuilds a 1976 (R) reg one.

Welcome Paul, you will find many of the answers to your questions from our resident 'experts'.

Dave Abbit turned up in 'Wotan' his Bond 2 Litre fresh from his success in the Paddock Wood Half Marathon, turning in a very respectable time of 1hr45mins, well done Dave.

As I've been a bit tardy in preparing this month's news I can report on today's (Sun 10th April) run to the Dering Arms. We assembled at the Cock Horse at 11.00am. 3 Spitfires, myself and Colin in our 1500's and Ian in his Mk3, 2 Vitesses, Malcolm and Chris and two Gentry's from Canterbury Area belonging to Paul Sutton and Bob Chequer who decided to join us. It was a lovely sunny day for the run which saw us take a mixture of major and minor roads across the Kent countryside to Pluckley. We arrived at the Dering Arms about 12.30 by which time there was already a fair display of exotic machinery, which of course we added to! Suitably refreshed at the bar, we wandered around the display of cars, ranging from Austons, AC's, Bentley, SS to Mini and Fiat 126. I have taken a few photo's and will upload these to the West Kent website. This is an excellent venue for a Sunday Run during the summer and one we may well do again as the classic car meet is the **second Sunday** of the month.

By the time this report is printed we will have had our run to

LANCASHIRE . . . LEICESTER & RUTLAND MANCHESTER



TSSC AREA NEWS

Brooklands on Drive It Day - hopefully the weather will be as kind as today.

The next two dates in our calendar are the TSSC South of England Meet at Leatherhead on **May 7/8th** and the Standard Triumph Marque Day at Duxford on **May 29th**.

Steve

LANCASHIRE Tel. 01282 449099
e-mail: kev.makin@hotmail.co.uk



Many thanks to Pam & Mark who organised our weekend away in Llandudno, it was quite successful with twelve of us making the trip, but sadly for various reasons only 3 Triumphs between us. With two groups setting off early and late Friday I went with the later group in the Vitesse, Kev O in the Herald and Mark K in the ...Alfa!. All was well, cruising at 60ish until we hit the road works with ten miles to go. Kev's Herald went all lumpy in the start stop queuing and then impressively he darted onto the hard shoulder and disappeared into the night undertaking the queue of traffic. We eventually came across him parked up on said hard shoulder, we reckoned it was simply overheating and evaporating fuel so letting it cool off worked.....for 200 yards when we let it have a longer cooling off time. Past the road works and all was fine again, we got to the hotel just in time for our evening meals, followed by a night of socialising and a walk into town.

The activity for Saturday was a 70 mile run that Mark & Pam had previously recc'd, with a couple of stops at Betws-y-coed and Llanberis (see Photo), nice roads nice scenery and very enjoyable with the tops down. Saturday night we just stayed in the hotel (more socialising) with some sixties entertainment in the background.

Sunday we planned to have a run round and up the Orme before setting off back home. Some went directly home after a bit of shopping but three of us took the coast road which I've got to say wasn't the best route, both with the scenery and road quality. But all-in-all a very good weekend.

The usual regulars attended the March meeting and spring must be around the corner as we had five Triumphs on the car park not bad considering the weather forecast. This month's matter was all about the forthcoming events that we will be attending, and I will keep everyone up to date via email

Which brings me onto my last comment:- as most of you will know I use a e-mailing list of about 85 people, but there are some Lancashire members that I don't have email addresses for, so if you haven't received any emails from me and wish to do so please feel free to forward your details to me (ie name>address> email) at kev.makin@hotmail.co.uk

That's all for now.

Kev

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

LEICS & RUTLAND Tel. 07774 276564

To any member who turned up at the Brant on Tuesday 5th April and wondered where we all were, I apologise. The meeting was in our own room at the **Red Lion Huncote**. Our new meeting place. The situation at the Brant was becoming difficult. Large number of members, no regular space to hold our meetings, and the general state of the premises. After the meeting in March, when members had expressed a desire to find a new venue for our monthly meetings, I visited the Red Lion where we hold our AGM and Christmas dinner. The response from the landlord was immediate. Not only could we have exclusive use of the dining room/skittle alley but on Tuesdays they served food as well. Bingo, but bad news for those members on a diet. Anyway about a dozen or more members turned up early and by the time we started the meeting at 8.30 I felt like renaming the area "The TSSC dining club".

Excellent food and superb premises with a large car park and a garden for the summer months. **So from May onwards we meet at Huncote.**

The first drive of the year event to Bourton on the Water was successful with a dozen club cars parked outside the motor museum. Only one member got distracted at a roundabout on the way to Bourton and so another member was hastily dispatched to bring her back onto the correct route. Unfortunately, the same person turned the wrong way out of Burton when leaving and was a little late getting home.

Me thinks a likely candidate for the Golden Sparkplug award, and so soon in the year.

The Drive it day on Sunday 17th April to Crich Tramway looks like it will be well attended by members and I will look for a convenient meeting place near to the venue so that we can all arrive and park together.

Should be a good day out for a picnic.

The club HQ is open on 9th April and some members hope to visit Weston Park Transport show on Easter Sunday. I have arranged that we will support the Shropshire area with about six of our club cars on the day. A similar show is at Catton Hall on the **1st May** and again members intend to visit the show. During May we are also at the Sribston Transport Festival and before the end of the month I hope to organise a "picnic run" around the local counties.

Dave

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

The first official event in March was at Event City at the Trafford Centre in Manchester. This was a new Event and a full report is in the Area Show time.

I would like to say a big thanks to all our members for all the hard work you contributed in building and manning the stand and the beautiful presentation of your Triumphs.

Once again you rallied around and came up Triumphs!!

The Area Meeting was well attended with 29 members present even though we had a few members off with colds, infections and man flu.

Welcome to New Member Anthony Coffey and his lad with a Spitfire MKII we hope to see you again next month and don't forget get in touch with Angie Hill at Sunderland Court (club H/Q) and she will sort out your membership details.



MANCHESTER . . . NEWBURY NORFOLK . . . NORFOLK . . . NORTH EAST

TSSC AREA NEWS

Manchester Continues

We discussed the year's events and took bookings for: The Peak Run, Dales Weekend, Robin Hood Weekend and the Mile of Triumphs Gt Yarmouth **23/25 September** (we will be doing B/B for this one)

If anyone is interested in the Donington Historic Festival **Saturday 30th/Sunday 1st May 2011** please get in touch with us in the usual way all our details are in the courier or on the TSSC Manchester Area Website.

A report on the A/O Seminar/AGM will be in next month's Courier.

I have been looking at new Suppliers for our regalia with our own Manchester Bee Logo, if anyone has any ideas or preferences please let us know at the moment we are checking out the suppliers to the Notts Area and the Dolomite Club.

For those who are not familiar with what services the Manchester Area can offer here is a reminder of our specialised Tool Pool where you can hire (for a nominal fee) such tools as a spring lifter, Hub Puller, even a Dot Punch and several other specialised items.

For your Triumph Valuations please speak to Gary Russell and arrange an appointment this service is available in the North West

You can also purchase, Polishes and shampoos, MOT/Repairs or Service your Triumphs, Classic or Euro Box, Buy Beautiful Hand Made Greeting Cards or Homemade Cakes for any occasion.

Just log into our classifieds section of the TSSC Manchester Area Website for more information.

Remember it is your Club, your Area you get out of it what you put in and just enjoy being part of it.

Dates to remember in **May**

Area Meeting **Tuesday 3rd May** Barton Aerodrome 8ish.

Standard Triumph Marque Day **Duxford 29th May**.

Enjoy your Triumphs

Pip n Frank

NEWBURY

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e-mail: dave.rumens@btinternet.com

e-mail: mary.rumens@btinternet.com

At the early March meeting we all had a good look at Sean's lovely red Moss. He is now working on how to get all the camping gear in it as well as Carol!!

It was good to see John again too.

We had good attendance at our meeting at the end of March and 3 club cars in the car park, including Malcolm and Josie in the GTfire. Several people have just had or about to have MOTs which really marks the beginning of the season. Andy is preparing his Vitesse for the road and Dave has put the sports exhaust back on the TR7. There are several events at the end of April/beginning of May and let's hope the weather is better than last year as some were a washout then.

Have had details of a new car show near Chippenham organised by the Lions Club on **Sunday 28th August**. I have contacted the organiser and he will send entry forms etc in due course. Some of us thought we might try that this year.

Don't forget Cars in the Car Park will be on **22nd June**, so get polishing and you may win a trophy. Perhaps we can get a few

more cars than last year.

With all the events coming up, get those cameras clicking for some photos for our next calendar. We had some really good ones last year.

Next Meetings

11th and 25th May Starting about 7.30 at the Spotted Dog, Cold Ash

Events

Sunday 1st May Lambourn Show

Monday 2nd May Popham Show

Sunday 8th May South of England Meet, Leatherhead
Keep 'em flying

Mary and Dave R.

NORFOLK

Tel. 01603 426539

www.norfolk-tssc.co.uk

Hi everyone, well looks like spring is finally here, are you out and about yet? We had a good turn out for the Walberswick Run on the 13th March, organised by Mike and this year we had sunshine, not frost. A good run and a great day out thanks Mike. Not so many turned out for the Langley Daffodil Day, John and Brenda were on their own!! Sorry had my head in the door, literally as I was repairing the mechanism, honest!! John informed me that the turn out was good otherwise, as some 170 vehicles were present.

Pugs and I did join Adrian and Carol on the TR Run up to Ironbridge on the Week End of 26th and 27th March. Some dozen cars in all took part in a very interesting and informative trip. Thanks guys.

By the time you read this I will have attended the AGM in Lubenham and we will have completed the St Georges Day Run on the 17th (National Drive It Day), were we will be meeting in the Station Car Park in Sheringham at 9.00am. Hope you found Yellow John!

Easter Monday we will be joining David Soloman's run to Sutton Hoo. This should be a goody as they have partially constructed the boat, so visitors can have a closer look. Dave will need to know numbers and requires £5.00 deposit per car. Hope this goes well, but judging by last years run we should have a good turn out. Tel Dave on 07768 676473.

Laurie informed us Mandy is recovering, which is good news and pleased us all, however John informed us that Andy has had a relapse and obviously this will be a big worry for Linda. Our thoughts and best wishes to you both at this difficult time.

Our next meeting has been agreed at the Bird in Hand in Wrenningham on the 9th May.

This will coincide with the TR mobs meet, but I have cleared this with them and they are quite happy.

Don't forget there's loads of other stuff we will be involved with over the next few months, so please check the web site.

That's all for now folks. See you all soon.

Mark

NORTH EAST

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e-mail: northeast@tssc.org.uk

Hi all. Nice weather brought lots of club cars and lot of people out to the April meeting.

I'll start this one by welcoming Ted and Maggie Gudgeon who travelled up from Darlington. They own two Vitesse Mk2 convertibles, one is being restored at the moment, chassis is being shot blasted now, the engine is already done, bodywork next

NORTHANTS . . . NORTHERN IRELAND



TSSC AREA NEWS

on the list, no deadline as yet though. The other Vitesse is a 'complete' car less short block that may be a spares donor but is also restorable in its own right.

Carrying on car news, Joe has sold his Spitfire but has some target Vitesse saloons in his sights, one done, one project, he was being a bit coy about them, which shall it be?

My own car passed it's MOT in March with no probs or advisories, wahey! Andy Boyes' Toledo may appear in some TV program in the future, time will tell. Simon is in need of a light blue early Herald front seat, drivers I think if anyone can help. Hopefully James will have resolved his Spitfire running issues. Not sure what everyone else is up to as there's so many people turning up now I don't get to talk to everyone. We could also have a sub group for MX5 owners as well. There are now 4 belonging to club members, only one at the meeting though. Onto events, firstly, I put the wrong date down for the Corbridge show in the last news, it's actually **Sunday 5th JULY**, we have a load of cars to display alongside the club stuff that is coming up as well.

Coming up before that we have the Morpeth Fair again, **Sunday 12th June**, we can display cars together in the field though they would have to go together and not do the parade, Joe has been co-ordinating this.

The camping site has been decided upon, in Allensford on the A68, dates are **24-26th June**. This one is being sorted by Ken Falcus, at the time of writing, I don't have any confirmed prices, but they'll be advised as soon as I get word.

Aaron is co-ordinating a trip down to the Silverstone Classic event to those who have expressed an interest as well.

Many thanks go to Joe, Ken and Aaron for this, also to Brian and Brian who organised the Treasure Hunt this time, wonder who's going to draw the short straw, I mean win it, this time.

The Holy Island Kite Flying trip is **Sunday September 18th**, this gives us a crossing window from 9:40 to 17:15. Start time most likely to be 9am from A1N Washington services with a collection on the A696 northbound Woosington bypass towards the airport, and a short stop in Rothbury riverside car park on the way up.

There'll be other supper runs and the like through the summer months on an ad hoc basis, usually organised at the meetings, feel free to come along whatever the state of your car, please contact either myself or Andy so we can advise you, turn up on spec if you wish, but once in the conservatory area of the pub ask one of the people already there to point us out, if I'm not there when you arrive, you'll hear my car coming anyway.

All the best to everyone, many many thanks to all those who are organising stuff for the area, it's greatly appreciated. You're making this area a success.

Cheers

Mark

TTOTM :-

1. After checking dashpot oil levels, put the damper rods back in before driving the car. You may not find one on the drive and the other on the chassis leg 3 weeks later!

2. After receiving a new tax disc, put it in the car straight away. Don't leave it in a bag, for 5 months, cos some eagle eyed traffic copper is bound to spot it.

IMPORTANT NOTE

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

NORTHANTS

Tel. 01933 229992

www.tssc-northants.org

e-mail: tsscnorthants@aol.co.uk

I am pleased to say that we have sorted out the little bugs that were plaguing my Herald and we have been out enjoying her in the spring sunshine. I am sure you will agree it is wonderful just to be able to get out, do all the little job on our cars, give them a nice wash and polish without shivering with the cold.

Early last month Norman and Gaye had arranged a run out to Stockwood Discovery Centre in Luton. It was a lovely spring day and we had a pleasant drive down arriving just before

lunch. The centre has an amazing collection of horse drawn coaches from the humble bread van to a full ceremonial coach. After some time looking around the halls we were soon ready for lunch. Norman



had arranged for our table to be reserved with the restaurant and we had a nice carvery. In the afternoon we had a wander around the lovely gardens and the local historical exhibition centre. Sadly Norman was unwell and despite making all the arrangements for the day was unable to join us for the trip. Nevertheless we thank Norman and Gaye for a splendid day and we look forward to them joining us on our next trip out.

We are now at the start of the events season. As always there are countless shows and events we can attend. I hope you can join us at some of them. I would love to receive your account of a trip, be it a club event or just a journey you have taken in your Triumph. Just jot a few words down and email them to me at tsscnorthants@aol.co.uk and I will include them in our area news. It will be fun to hear what you are doing with your Triumph.

Next Up: Rushden Cavalcade. **Sat, 30th April - Sun, 1st Mon, 2nd May 2011**

For more information on TSSC Northants log on to www.tssc-northants.org

Our next meeting will be at the Elwes Arms, Great Billing on **Wednesday 11th May** at 8.30.

Old and new member are always welcome.

Adam

NORTHERN IRELAND

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Hi All. Well the show season is now well under way and hopefully the weather will have been kind to us through the Month of April.

Our annual Trunnon Oiling event was a huge success. We had a total of 16 cars, brilliant sunshine and great crowds as we coincided with a busy Saturday morning at Carrickfergus Castle. As usual Paul and Alan F supplied the technical expertise and everyone's trunions were oiled as well as some



NORTHERN IRELAND . . . NOTTINGHAM PETERBOROUGH

TSSC AREA NEWS

Northern Ireland Continues



other niggles sorted. Frank supplied me with a new ignition coil and now the 2000 is back to full health and running the way Triumph intended.

It was good to see the Nicholas's GT6 fresh back from Chic Doig - he has it looking really

well although I understand that there are still some finishing

touches left to do to complete the car. Looking forward to seeing it at the various shows and runs during the year.

We also had some new members at the show and I would like to extend a welcome to John

Hewitt who arrived in his very tidy Spitfire along with Owen.

I hope that they had a good day - they seemed to enjoy themselves.

Les also made himself known at the show as he had a problem with his TR5 PI that wasn't running the best, Paul, Alan and Laurence duly volunteered themselves to try and sort the problem and after some fettling with the various screws, etc that comprise a Lucas PI system seemed to have cured the fault. Their hard work was duly rewarded with a tasting session that would have shamed Bushmills and Jameson's!

We had an excellent turn out at the monthly meeting with no less than 5 Triumphs in the car park - a sure sign that the warmer weather is on the way!! We must have made some sort of impression on John and Owen as they were both at the meeting with the Spitfire!

I would also like to wish Michael Delahay a speedy and full recovery from a serious eye operation that he has recently been through.

For your diary, the upcoming events are:

18th June 2011 - Kilbroney Vintage Show. To qualify for free entry to the show your form must be returned by **20th May**. Contact me for a form if you need one.

19th June 2011 - Fathers Day Special - This is the annual event at Mount Stewart on the Ards Peninsula. Beautiful setting along with excellent tea rooms!! Well worth a visit.

25th June 2011 - Ballymena Show - This is the annual AOVIC show at Ballymena Showgrounds. There have been significant changes made this year that hopefully will improve the whole experience. You can enter online at: www.aovic.co.uk

Well that's all for this month, see you all at the meeting on **Weds 4th May**, 8:00pm at Norel Social & Athletic Club. Let's see if we can get a full complement of Triumphs in the car park!!

All the best,

Mark



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

Well the weather looks to be making an improvement as we head full speed back in to a new car show season. How many folk who run hard tops over the winter have whipped them off for some top down motoring fun? I probably will do the same, once I have refurbished the hood frame and fitted the new canvas that's for sure (which will allow me to do some more work on the hard top including new window rubbers for a start). Be interesting to know about those who have hard tops at which point do YOU decide it's time to have it off.... So to speak??

So, moving swiftly on, as your reading this we will be days away from the annual May bank holiday Thoresby Classic Car Show at Thoresby Hall near Ollerton in Notts (2nd May). Always a good turnout of many makes and models with some hard to find or sought after parts turning up on the auto jumble stalls. If you're going, don't forget to say Hi!

There is a new event on the horizon at Donington on the 1st May billed as the Donington Historic Racing Event. Details may be found elsewhere.

Also coming up in June (17th-19th) will be our own camping weekend - 'The Robin Hood Rally' held at Walesby International Scout Camp. Come and join us for some excellent company, see some wonderful scenery on the Saturday scatter rally/navigation exercise (call it what you want) but expect a good run around the North Notts area looking for some answers (oh, and bring a camera. You will need one!) There will also be some on site archery and evening fun and frolics! Tents or caravans welcome and don't forget the kids! Oh, and for those who went last year - no windmills or irate windmill owners !!

Next month should hopefully have a review of Drive it Day, again we're heading for the National Tramway Museum at Crich in Derbyshire for the Standard Triumph gathering!



Finally, for those following the saga, Sybil is back having had a good bit of work done under the insurance (new gleaming bumper being one item) but then the drivers seat frame snapped, so on getting her home had to strip the seat out the car back to the frames. All repaired for Mondays March club night and Sybil attended the meeting which was well attended now the evenings are starting to draw out. Good to see so many faces and a double figure of Triumphs including Matt's blue Spitfire.

Till next time.

Andy



PETERBOROUGH Tel. 01778 560507/01780470358

Thanks to all those who turned up again on the Club night with a goodly number of cars in the car park. Though the weather was fine the cold wind kept everybody inside.

Brian Lawson has found the sunshine down in Cornwall too good to come back for the monthly meeting and also apologises for not being with us last month but apparently did not feel too well and sat down before calling me and immediately went to sleep until the next morning. I didn't realise I had this



TSSC AREA NEWS

effect on people!! Just as my school reports used to say 'Must try harder'!! Andy Pratt also sent apologies from beside his mothers bed in hospital. We wish your mum well Andy.

Richard Bass had fallen foul of the errant brass contact on the rotor arm falling off on his 2000 Mk1. He has now replaced it with one of the new red ones. (He also has one in the boot as a spare – so you are confident with the sales pitch Richard!?) Hope you didn't need the spare on the way home Richard. Mervyn is wondering whether he should tidy up the inside or the outside of his Spitfire first. If you do the inside first Melvyn, at least you will have the opportunity to spend more time looking at your handy work.

The Club night saw the clamouring for the 2011 Peterborough Area Calendar. Yes these long awaited items are now available from Paul. We did, at the time of writing this report, have just a few copies spare, so for those of you who have just £6.00 for investing in this collectable piece of nostalgic printing get your enquiries in A.S.A.P. We have had some marvellous weather in March and early April and hope you have had time to get out there and enjoy the roads in your Triumphs. Please don't forget Paul will be chasing us for photo's of our marvellous flying machines soon for in readiness for next years calendar, so here's your chance to take some cracking photo's whilst it is fresh in our minds.

Talking of photo's, Gary Howson is doing a fine job of the website. It looks clean and is user friendly and hopefully should be on line any time soon. So you will soon be able to upload the photo's of your pride and joys onto the website. More news on this next month.

I did ask at the meeting if everybody was happy that I e-mail out the 'Monday Area Register' I keep with everybody's information on, to every member on the 'local' register. This should ensure that everybody has everybody elses communication details and no excuse should they need anybody or information. If there is anyone else out there who reads the Courier and doesn't manage to get to a meeting or run and would like to know where your fellow members are, please give us a ring.

Events for May:-

Sunday 29th of May – Standard Triumph Marque Day, Duxford.

Events for June:-

Sunday 5th of June - East Elloe Motor Club – Classic car run of 75 miles from Spalding to Deene Park, nr Corby with a Dinner stop on the way. Doug has the entry form details.

Sunday 12th of June - BMRC – Bourne Classic Car Show, Bourne, South Lincs,

Events for **July** – Baston Car and Bike Show, South Lincs. Chris Gunby has agreed to come and give valuations of our members vehicles (for which 3 are already booked) and we hope to have the Club Van and advertising. I am afraid this is my home event and am very involved so please give me a bit of support. (No crutches or sticks please). Our display is as big as we can make it and we need as many cars as possible please. The website should be up and running when you receive your Courier. Should you need entry forms posting I am only on the end of a line.

There are hosts of other events advertised within this fantastic and informative Club magazine which should ensure you have a bumper year.

Please come and join us again at the Bertie Arms at Uffington, Nr. Stamford, PE9 4SZ at our next Club night on **Monday the 9th of May**. We meet up around 8.00pm for a noggin and a natter with a raffle and a roll a little later.

Make the most of your motor. Drive safely and we look forward

to seeing you all on the events and runs throughout the year. Don't forget to grab the photo shoot of your motor in unusual poses, sorry I mean places.

Doug

SCOTLAND CENTRAL WEST

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The April meeting took us into double figures, so well done all. I was roofless until mid evening, John (TR6) braved the weather too. An indication of the weather over the past weeks was that the Bowling Green at Lochinch was awash and had a duck swimming on it. We started out with what we thought was going to be the red Spitfire meet (Colin, Dave, me, Kevin and I suppose Jacqui, but hers was a pic on a phone) then yellow cars (Gareth, John and again Ian with a phone pic) turned up so we had alternate colours, the rest were in moderns (Martin, David) plus our mascot was out for some exercise (no not me) Dougal the (watch) dog. We are going to have to get a crèche at the shows later in the year as another arrival is expected, congratulations to David (nice t- shirt) and family. Due? Well my money is on the Stafford weekend, new requisition for the weekend? Fireworks anyone?? That just tops it all doesn't it?

Back at the meeting we welcomed Kevin from Edinburgh in a very nice (red) Spitfire purchased and up and running in the last 6 months, good to have a new car and owner at the meet. We spent a lot of time outside so apologies, this gets more and more as the nights become lighter. We tried a new Area game of find the squeak, Gareth's Spitfire was the culprit, after emptying two cans of WD40 over the front wishbones / steering etc the noise remained. Possibly seized bush in wishbone mount, but we all had a good go. I shouldn't really say this but if you need small jobs done, and we can help, we will. There may be bits left over though.

The meeting finally progressed indoors and some departed due to distance/work etc. Hope you will be back next time. We went over the route for the run and the shows coming up, no great changes to the list. I am still getting details through. I am told that the Hamilton show is using a photo of our cars and Elvises (Elvi?) to promote the show this year. I have also offered support to Kirkintilloch and the Lenzie auto jumble. No Details yet. I am also waiting for the opening of the new transport museum in Glasgow. (**21st June**, look at local papers). Stoneleigh Report - it was a good show again (are the parts getting less or the cars rarer)? A smooth 6hr run there and 7hr! back. Good to see all our friends in the TSSC and good traders. I did not manage to fill the boot and I failed with my task list too, but on reading the area news last month Bob passed on info on Spitfire seats for Jacqui, so all good. Sometimes you find the parts at the shows, sometimes not. Phil may have rescued a Dolomite from the airport car park (long term parking?), the rescue team I'm told set off a minor security issue.

Reports on Drive It Day next month and entries for Dean Castle are now closed.

These are the 2011 events to date.

Sunday 8th May Dean Castle Show, Dean Castle Country Park. (Entries now closed).

SATURDAY 18th June Hamilton Classic Car Show, Town Centre, Hamilton.



SCOTLAND CENTRAL WEST SHROPSHIRE . . . SOUTHERN

TSSC AREA NEWS

Scot Cent West Continues

Sunday 26th June Leven Vintage Vehicle rally, Promenade, Leven, Fife.

19/22 August Stafford International Weekend, The Big Scottish Camp, Stafford Showground.

SATURDAY 22nd October Lenzie Auto jumble. Details to follow. New venture.

The rest are open for debate. The rest of the info from the SVVF is at www.svfv.org.uk

Next Meeting is **Wednesday 4th May** at Lochinch

The cars are most definitely out of their winter hibernation now and dried out ready for the summer. We even got one of the bingo club interested as we had some Triumph books out on the table. The passing cyclists came for a look too, as well as a pony and rider from the local stables, so not all car stuff. Remember Next Meeting is **Wednesday 4th May** at Lochinch.

It would be good to see more Triumphs. Remember all the meetings are for enthusiasts; we use the cars, break them and fix them. Even if you just want to see how yours goes back together please come and see us. There are comfy chairs inside too. See you at a meeting or a show

Gregor G

SHROPSHIRE Tel. 07701 049881
www.tssc-shropshire.co.uk

Well since last having a chance to write, we've been gathering pace as a group towards a summer of fun! Chris has been busy organising not only ourselves for the Weston Park show scheduled for Saturday 24th April but also other local Triumph groups. It looks like not only will we be there with the TSSC but also the area will be one big Triumph spectacular with adjoining pitches being organised for the TR Register, Stag Owners Club etc. If you get chance to come over, I don't think you will be disappointed as it promises now to be something rather special to behold! Of course the Shropshire Spitfire will also be there!

We have also now just started the opportunity for a second monthly meeting for members and non-members to attend if they wish. Thanks to Tony and Debbie we will now also have the opportunity to meet on the first Thursday of the month at the White Lion Pub, Whittington, North Shropshire. This is not be confused with the Red Lion Pub we meet at in Wellington on the **third Thursday** of the month. Hopefully the weather will be good to us over the summer and we can enjoy a relaxed chat and a beer! If you live over that way and have not yet made it to one of our meetings in Shropshire, why not come along? A warm welcome can be guaranteed for all.

Finally, the excitement is mounting for our first official outing as a club on 'Drive It Day!' As you know from previous notes we are off to the seaside for the day at Barmouth. Cars are being serviced, MOTs and brakes checked ahead of the big day. By the time you read this we will have experienced the day. I'll update you further with any trials and tribulations we experience next month.

Well I think that just about covers it other than to wish everyone a fantastic Drive It Day no matter what group you are with and where you are going!

David

SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi All, as you know Alans funeral was a few weeks ago now. We managed a 12 car line up, a fitting send off for someone so popular and respected as Alan. The village church was at standing room only and at the pub it was a very tight squeeze. Wendy has asked me to thank you all for your cards and messages of sympathy and all the offers of help. It has been a great support at a very sad time.

Our Sunday lunch for March was at the French Horn in Alton. In attendance were Mike and Barbara (Stag) Paul and Carole (TR5) Neil (GT6) myself (Vitesse) and Mike and Val (MG Midget) (sorry for the swearing) Mike did have the good grace to hide IT behind a very large 4x4. The meal was very good and reasonably priced, the service was good and they had a very good selection of ales on.

Goodwood's Breakfast club theme was Soft Top Sunday. A few club members went along to a very popular event, so popular that even a lot of the soft tops weren't able to get into the track and had to park in the public car park. Wendy was extremely brave and ventured down to Goodwood as this was one of Alan's favourite meets of the year.

Jackie and I headed up to Farnham for the Central Car Park show on the Sunday, but without the Vitesse (cos I've broke it). We parked in the Sainburys car park and spotted Mark and Vanessa with the kids going in the shop. Vanessa was going in to buy herself a mothers day prezzy as Adam (6) and Louisa (4) had not bothered to go out and buy her one. Mark couldn't have done it as he was busy fixing Triumphs or drinking beer or something equally important.

Micky and Julie were heading up the Triumph stand with a nice line up of cars and equally nice line up of coffee and muffins. Thank you. A nice little show with a varied display of cars and bikes of all ages.

Our Regular meet at the Seven Stars for April was again very well attended with 23 bodies trying to squeeze into an area of the pub which seems to get smaller with every meet. Thank goodness summer will soon be here and we can spill outside. Mike and Barbara were in the Stag Neil came in the GT and Richie, the impetuous young fool came in his MK3 Spit with the top down.

At this point we would like to welcome Aaron and Martin who own a MK4 Spitfire and Dominic who owns a MK2 Vitesse saloon, hope you all had a good evening and look forward to seeing you and your cars again soon.

Peter Harper has been approached by Kim Edwards at the Clanfield Junior School and has asked Peter if he could arrange for some of our Triumph and Healey cars to attend their school Summer Fayre to take place on **Sunday 12th June 2011** at Little Hyden Lane, Clanfield, PO8 0RE. This would be a wonderful opportunity to have a Sunday picnic watch the arena events and to give some time to support a local community. Please contact Peter for full details.

Neil Fletcher is organising a trip to Gaydon the Motor Heritage centre in Warwickshire Via A roads on **Sunday May 15th**. If you wish to go please contact Neil at the next regular meet at the latest for full details.

Up and coming events for May and June

May 1st Goodwood Breakfast Club Supercar Sunday

May 2nd Popham Fly/drive Show Popham Airfield SO21 3BD

May 3rd Regular Meet Seven stars Gu32 3PG

May 8th South of England Meet, Leatherhead leisure Centre

SUFFOLK . . . SURREY



Guildford Road, Leatherhead, KT22 4NE
May 19th Roaming meet .. The Jolly Drover , Liss.
 GU33 7QL

May 29th Haslemere Classic car Show

June 5th Goodwood breakfast club Sporting legends

June 5th Classic vehicle Show , Queen Elizabeth Country
 Park (Club Stand)

June 7th Regular Meet Seven Stars GU32 3pg

June 11th 12th Beale Park Boat and Classic Car Show

June 12th Clanfield Junior School Summer Fayre
 (see Peter for details)

June 16th Roaming meet The Hampshire Hog
 (used to be The Hogs Lodge)PO8 0QD

June 17---19th Midsummer Madness , Southern Area camp-
 ing weekend The Flower pots Pub , Cheriton SO24 0QQ

June 24th--26th Cornwall camping weekend @Polmanter
 Caravan Park St. Ives (please see Mark S for details

That's all for this month, no doubt Vanessa will give me grief
 about something when she sees me next.....but that's to be
 expected (if she does I'll BBQ her a piece of gristle on the
 camping weekend)
 Take care

Mark

SUFFOLK

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First chat was about rust-curing liquids/paints. Kurust seems
 to be quite a favourite amongst members. I have a supply of
 Jenolite from years ago and apparently it is stronger and more
 effective than what one can buy these days (I have to be quite
 careful if I use it on metallic paint). Mike favours a substance
 called Fe-123 that leaves an encapsulation coat over the treat-
 ed surface - I hadn't heard of that one.

Colin swapped a Ford Fiesta for the straight six engine and
 gearbox that came with Chris's Stag. He collected it from Chris
 in his Astra, put it in with an engine hoist and got it out the same
 way. I doubt whether the headlamp adjusters had any effect on
 Colin's journey home, but the moon was bright that night.

Chris's Stag is now running well, although with a noisy gear-
 box, and is being driven around to shake out any problems. He
 is now saving up to put more petrol in its tank! Chris took it
 round to Lyall who refuses to have anything to do with a Stag
 engine in his Stag. With it burbling nicely on the drive, Lyall did
 admit it sounded nice, and then the throttle stuck!

Incidentally, I don't think there is any truth in the rumour that
 Lyall is putting a Herald 1200 engine in his Stag so as to get
 better fuel economy.

With the Stag mostly sorted Chris will soon start on the TR6
 he bought the other month, but first he needs to sell his Herald
 convertible to finance the renovation and make room in
 the garage.

Colin took part in the Six Counties run with his friend Mike in
 Mike's TR6. It completed some of the route under its own steam
 and some on the back of a recovery vehicle.

Seems either a broken tooth (or teeth) on the diff crown wheel
 or a knocked out UJ.

We had a bit of a discussion on the impending proportional
 increase in ethanol in petrol from 5% to 10%. Seemingly this
 may cause problems for older cars with corrosion in the petrol
 tank and deterioration of rubber parts in the fuel line and carbs.
 Someone said a little two-stroke oil helped, and Mike sug-
 gested that in that case Redex would work as well.

There is more information on E5 and E10 fuels on the TR

TSSC AREA NEWS

Register Forum at

<http://www.tr-register.co.uk/forums/index.php?showtopic=27613&st=80>

Lastly, there was a chat about beers: Lyall venting his spleen
 at Brent Walker for closing down Tolly; others bemoaning
 Greene King closing down breweries such as Ruddles; and
 everyone was pleased that the Sorrel Horse stocked Spitfire
 brewed by Shepherd's Neame of Faversham, Kent. Thanks to
 Mike I now know that Bishops Finger is sometimes referred to
 as the Episcopal Digit. And on that note, that's all for this month.

The next meeting is **3rd May** followed by the **7th June** and
5th July. So, see you at the Sorrel Horse, Barham on **3rd May**
 at 8pm, maybe in your Triumph.

Peter

SURREY

Tel. 0208 8733022

Well what a couple of months we have had for driving your
 Triumph. Adam managed to get the Vitesse back on the road
 for the lovely warm weather that started at the end of March
 beginning of April and we took it to Goodwood breakfast club
 for 'Soft Top Sunday' on the 3rd April. Since it was a sunny day
 Goodwood race circuit was heaving and almost full already
 when we arrived at 8.20am. Sadly, for us, there were a lot of
 fairly ordinary cars there that just happened to be convertible
 that you would see on the roads every day. You had to go past
 a lot of MR2s and MX5s to find the more interesting cars. We
 saw a few Surrey Area members there, or just their cars. We
 managed to speak to Ian and Jill, however Ian doesn't have his
 GT6 on the road at the moment. We saw Posh (Herald 1200)
 being driven by Con, Liz in the passenger seat, as they were
 being directed onto the track but they didn't see us and when
 we got to the car they had obviously gone for breakfast. We
 also saw Tom Longley's car parked up but could not find him.
 Hopefully we will manage to catch up with him soon, perhaps
 at Leatherhead South of England Meet (SEM).

In **May** the Goodwood breakfast club theme is Supercar
 Sunday so unless you have a modified Triumph the theme does
 not really apply to our cars. Several of the Surrey Area will be
 in the Isle of Wight for the 22nd camping weekend on the **1st**
May anyway. Angela says she has booked the sunny weath-
 er so let's hope it gets delivered. We will be down there on the
Thursday evening but from my recollection the bar is not open
 until the **Friday** night, so if you are intending to go on the
Thursday, and I completely recommend it, take some beer with
 you. For anyone planning on being there on the **Friday** morn-
 ing that wants to meet up we will be in the Spyglass Inn on
 Ventnor seafront for lunch, it's a tradition.

For the weekend after the bank holiday there is the SEM at
 Leatherhead. The show is again only on the **Sunday** but as per
 the advert in The Courier there is camping from **Friday** night.
 We will be there that evening and I'm sure there will be some
 sort of BBQ / small fire to gather round for a chat. Don't forget
 your beer, wine and cheese (and whisky) for the **Saturday** night
 after the bars close if you are camping. The main show may
 only be on the **Sunday** but the Surrey Area is again organising
 the run out into the Surrey countryside on both the **Saturday**
 and the **Sunday**. The entry to the Surrey Hills Run (Hair Pin
 Run) is at no extra cost, all you need to do is turn up and we
 will provide the route. It is about 40 miles and should take about
 an hour and a half if you don't stop. However I would recom-
 mend stopping at one of the lovely pubs indicated on the route



TSSC AREA NEWS

SURREY . . . SUSSEX THAMES

Surrey Continues

or at the National Trust cafe at either Box Hill or Headley Heath (both are open air though). Adam will be Trunnion oiling on the **Sunday**, and possibly **Saturday** afternoon as well. He will not be available **Saturday** morning as he now works for Moss Europe so will be of to Hanworth early **Saturday** morning. However if you want to meet any of the Surrey Area members please come and see me at either the Trunnion oiling or at the Caravan in the camping areas that should have a Surrey Area sign on it.

Regarding the meetings they have been quite busy recently with visits from Club Triumph and the Stag Owners Club which has meant there have been quite a few Triumphs in the car park. It would be good to see more Heralds, Spitfires and GT6s though. So get those cars out of those garages and bring them down to the meeting on the last Wednesday of the month. If you haven't been before and want directions please give me a ring on the number in the magazine (at the front of this section).

Meeting this month is on **Wednesday 25th May** from 8pm at the Well House Inn in Chipstead Lane just off the A217 near Kingswood.

Karen

SUSSEX

Tel. 01273 566593

I must start with some rather sad news. **Colin Bauckham** sadly passed away on Wednesday 6th April. Colin had been involved with the Club for over 20 years, indeed it was back then that I first met him, and we have been friends ever since. Back at the start, he had (from memory) a MK4 spitfire, followed by a slightly ropery red MK3. He then bought a beautiful Royal Blue MK3 Spitfire, and somewhere along the line a Herald as an everyday hack. In recent years he had started using his beautiful MK3 Spitfire again, and had become a regular at the monthly meeting. Indeed, Colin, with Nix, also joined Doug, Katie, Gill and myself for a 4 day tour of the UK back in November in our Triumphs, a fantastic trip.

Colin will be greatly missed, and our thoughts are with Nix and the family at this time.

This leads me on to the next bit. Colin spent his last days in the St Peter and St James hospice. Nix has suggested that we may like to take part in a charity "classic car run" that is organized to support the hospice, it takes place on **Sunday 15th May**. It starts at the Bluebell railway, lunch stop at Bodium Castle, finishing in North Chailey. It isn't cheap at £60 for a car and 2 people, but you do get a light breakfast, tea and cake at lunch and finish with a hogroast. And the proceeds go to a charity that has come to be important to us. There are a few of us attending, anybody else please contact me a ASAP.

Now, the other news is that South of England Meet is looming. **Sunday 8th May**, meeting at Pease Pottage Services at 9.15, leaving at 9.30 with no waiting for stragglers! A good day out, the kettle will be on, and biscuits and ice cream consumed. Bring the sun cream (and a mug)

And finally welcome to Ryan, who owns a Herald, and really interestingly another which is in the process of becoming a Sammo Spyder. Hopefully we will be kept up to date of the build progress.

Enough from me

See you all on **Tuesday 3rd May** (got that Simon and Gloria!!)

Clive

THAMES

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Welcome back. Is it nice to be back to the lighter evenings and get around in that Triumph. We had a great trip to the Berkshire Museum of Aviation and a blinding time on the Real Ale Train (see below). My Vitesse is keeping a big smile on our faces and all is going well. We have lots of entry forms for shows so pop along to a meeting and collect them.

Social Evenings at the Fox & Castle

3rd March It is chilly out as Julie and I make our way to the Fox & Castle, inside the pub we are greeted by Mark M, Rob W, Peter R, John C, Andy K, George B, Mike H, David H, Tony H. We had three Triumph's in the car park belonging to Peter's GT6 Mk3, Andy's Stag & Tony's TR8 coupe. Work on our Triumphs had been :- Robs Mk1 2000 saloon has got new drive shaft gaiters and red leather seats for the inside. Peter's fitted new mirrors to his GT6 Mk3. John's Mk1 2000 saloon has got a new thermostat. Andy's fitted a new alternator to the Stag. George's fitted his new exhaust down pipe, changed the oil seals on the diff & gear box to his Mk1 Vitesse convertible. Mark's had help from Andy to sort out his carburettor problems on his Mk2 Vitesse saloon. Julie's Raffle winner's were Me a box of roses chocolates (which were opened and forced upon everyone) Peter won a can of Wheel Shine, Dave won a can of tyre fix (which after reading, was meant for bicycle use, and will be exchanged) Tony won a car seat organiser. John C won a London Pride keyring. A very busy evening for us all.

17th March Tonight was always going to be interesting and was bound to happen at some point yes you guess it, it's St Patrick's night. Julie and I turn up at the Fox & Castle in our Vitesse and to keep us company this evening we have the pleasure of Tony & Penny, Chris C, George B, Bob, John C, Mark M, John & Anthea. There is no menu tonight only a free bowl of Irish Cob and soda bread. Boy wasn't it lovely and quite filling as well. Unfortunately I had to drive home this evening so could not enjoy the liquid food as well. Only two Triumphs in the car park this evening John & Anthea Spitfire Mk4 and our Mk2 Vitesse. Work on our Triumph's has been :- George's Vitesse is in need of new out riggers & the rear tub is off the chassis. Bob's got the body off his Spitfire and is working on fitting the brake lines to the rear. John & Anthea's Spitfire has a fresh MoT. Julie's raffle winners tonight were, Anthea, won an oil can (with spout) John C won a window screen frost cover, Chris C won a small tub of hand cleaner and I won a London Pride keyring. A great time was enjoyed by all this evening.

31st March Here we are again back at the Fox & Castle. Julie and I are in the Vitesse. At the pub we join Dave L, George B, Tony H, Andy K, John C, David H, Bob, Rob W, Mike H, Peter R. Triumphs in the car park were George's Mk1 Vitesse convertible. Tony's TR8 coupe. Andy's Stag, Rob's Mk1 2000 saloon. Peter's GT6 Mk3. Work on our Triumph's has been:- George's Vitesse is all welded up and the sill covers are de-rusted and painted. Dave's Rat Mk2 2.5 Pi saloon has a fresh MoT. John's fitted a new alloy rocker box cover and neoprene gasket, as well as four new hubcaps to his Mk1 2000 saloon. David had the tracking done on his Spitfire. No raffle prizes



TSSC AREA NEWS

this evening Julie ran out of time.

Show & Events Reports

13th March - Julie and I sit at the breakfast bar looking out the window, watching the heavens pour with rain. Yes it could be a disaster for us. We get in to the Vitesse and make our way through the rain to the Fox & Castle car park where we would meet up with those wishing to join us and Dave L on our trip to the Berkshire Museum of Aviation. At the pub car park the rain stops & the clouds seem to be breaking up. Soon the brave souls start to turn up in their Triumph's, we have Tony & Penny in their TR8 coupe, Mike & Judy in their Herald 13/60 convertible, Peter R in his GT6 Mk3, George & Rose in their Herald 12/50 saloon, Mark, Vanessa & Tribe in their 2.5 s Mk2 saloon Mike & Barbara in their Stag. Julie and I in our Mk2 Vitesse convertible and Dave in a Sierra (as his rat 2.5 Pi has no MoT). Dave leaves first hoping to get some photos on route. Each Triumph owner is given a route guide and we soon set off to the museum along the back roads to Woodley with the weather improving by the hour. We have a pleasant trip and manage to keep together, Dave welcomes us into the Museum car park and we park up in the lower car park and line up the two Heralds either side of my Vitesse in front of the Handley Page Herald that's on display at the museum. Here we are joined by David H in his Spitfire Mk4 & Mark S in his Spitfire 1500. After taking photo's and being welcomed by the museum's curator we make our way inside and have a leisurely time looking around the exhibits and displays of "Berkshire's dynamic contribution to aviation history, the museum is at the historic site of Woodley Airfield, near Reading, once the centre of a thriving aircraft industry. Miles and Handley Page aircraft built at Woodley are being re-constructed and exhibited along with fascinating pictorial records and priceless archives". We finish off the visit with refreshments of tea and coffee before saying farewell and thanks. We leave the car park and head for the Jolly Farmer. A lovely little pub just a few minutes away for a spot of lunch. The beers tasty, the food was simply delicious and very keenly priced. After our fill we all disappear in our separate ways enjoying the sunshine that is now blessing us. A wonderful day out.

19th March - Not really a car event I know but Chris C was keen for us to try the Real Ale Train (RAT) on the Watercress line. We finally nailed a date and bought our tickets for the RAT for this Saturday evening. Julie and I collect George B and meet Peter R at Woking Train Station. Here Peter pulls a trump card and manages to get our four return tickets for half price (I knew this was going to be a good trip). The train to Alton arrives at 18:30 on the dot and we are off. We collect Chris C at Aldershot and Mark G at Farnham station. Once at Alton we see the RAT on the far side of the station. The Steam Engine is massive compared to the ones we are used to seeing on the loW at Havenstreet and on the Bluebell line. We make our way through the crowds and line up for our first taste of ale on the move. This evenings line up of six ales from the Harvey's & Flower Pots Brewery's are poured straight out of the barrels and seem to be going down just as easily. As not to bore you with the in's and out's of beer drinking and curry eating. We had a blinding time on the train even watching the engine uncouple and swap ends for the return journeys (yes we did two runs). The end of the night was not without drama as the RAT was late returning, meaning Chris missed his connection. Mark was OK and was picked up at Farnham by Vanessa. George and Peter returned to Woking OK, which left Chris, Julie and I getting off at Brookwood and sharing the cost of a Taxi to get us home.

Got to do that trip again (bliss)

Our next meetings at the FOX & CASTLE are from 8 pm in **May** on the **12th & 26th** and in June on the 9th & 23rd. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

May

- 8th** South of England Meet Leatherhead
- 12th** Social Evening at the FOX & CASTLE Old Windsor
- 15th** Chiltern Hills Rally Aston Clinton
- 26th** Social Evening at the FOX & CASTLE Old Windsor
- 29/30th** Motorsport at the Palace Crystal Palace

June

- 5th** Woking Hospice Classic Car Show & Fayre Woking
- 5th** Queen Elizabeth Country Park Car show Horndean
- 9th** Social Evening at the FOX & CASTLE Old Windsor
- 10th** Classic Cars at Beale Park Boat Show Reading
- 11th** Ace Café Triumph Car Day London
- 12th** Iver Heath parade Slough
- 17th** Midsummer's Madness Cheriton
- 19th** Aldershot Classic Car Show & jumble Aldershot (New)
- 19th** Windsor town centre (private show?) Windsor (TBC)
- 23rd** Social Evening at the FOX & CASTLE Old Windsor

Mickey & Julie

NORTH WALES Tel. 01492 516479

Sam was one of the group's men of the year, 2010, earning a special trophy for his major contribution, including photographic records and elevating our Wobbly Club to the status of Calendar Girls. Now he's acquired a status all of his own that he seems unlikely to be allowed to forget – because of the night he forgot...the night he went missing...

The reason for concern was because Sam is such a meticulous man. He's a competent, cool-headed flyer. I've sat with him through a couple of pre-flight cockpit checks. Every item ticked off, nothing left to chance.

Sam does not do forgetfulness.

Hence the mystery of skittles night, when Derrick called up his name as the next bowler: Sam! No Sam. Where's Sam? Silence... Others bowled in proxy to keep the numbers equal – and the mystery deepened the following morning when my call only reached the answerphone. Had there been alien abduction of our missing pilot?

The mystery was solved later that day, when an embarrassed Sam called to say: "You're not going to believe this. I got the dates mixed up. I'd got it down for next week." That from the man who created our super calendar. Mixed-up dates and calendars don't go well together... I won't go into details, but he took some stick when he turned up (right day, right time) for my Offal run on March 29th.

The skittles night was a great success with 34 getting the night right at the Bickerton Poacher. Joyce captained the winning team and gave us spoof Oscar winner's speech, thanking everyone down to whoever poured her last gin. Sensation of the night was Martin, who took out all nine skittles with each of his first two bowls for a three-ball total of 21, but I nicked top individual score with a boringly consistent four-skittle average. Fun night. Must remind Sam to come next year...

He might have missed skittles, but Sam certainly had his Midget bowling along nicely for my Offal run from Llangollen to



TSSC AREA NEWS

NORTH WALES SOUTH WALES . . . WESSEX

North Wales Continues

Llanellian, and, to everyone's delight, Stewart came along in his Jaguar. I had to scrap the original route a couple of days before, when I discovered disastrous roadworks delays in Denbigh. Time for a rapid rethink, so I plotted my own version of Nat's Route 66 (get your kicks, etc) taking in a mix of fast driving roads (what else?) and scenic highlights of Snowdonia. Hazy weather on the day wiped out the promised views, but everyone enjoyed the route – and I had the pleasure of my brother, Ed, as co-driver and semi-official photographer for the occasion.

Next up was the April 1st visit (right date) Sam had arranged with the AOC to Shawbury, where Princes William and Harry did their basic helicopter training. Another brilliant day, with lunch in the mess, then visits to a fictional Air Traffic Control simulator with seemingly infinitely variable visual effects, with aircraft of all types flying in and out.

On to superb engineering workshops with Hawk jets being served and rebuilt for the Red Arrows, a helicopter pilot training area and a visit to a radar unit where our civil flights from nearby Sleep airfield are monitored.

There was a dose of nostalgia for some with a visit to a hangar containing old special operations gliders – and the chance to sit behind the controls of an old DC3 Dakota.

Sam has booked yet another Shawbury treat for us on **July 15th** with an invitation to take our classics to a family day at the base, but that weekend throws up another of these clashes of events. The popular Caerwys popular classics show is now on **Sunday July 17th**, with is the third day of the Cholmondeley Pageant of Power.

Closing date for Caerwys is **July 1st**, for the other events last date will be the May meeting.

Meanwhile, we could be in danger of getting a bad reputation with the North Wales hoteliers. We had to cancel our last two third-Wednesday meetings, because the Smithy pub had gone out of business. So I checked the Blue Lion at Cwm as possible alternative. That's closed, too. Derrick fears that, having shut three pubs in eighteen months we'll be getting known as the curse of the coast. Next we're trying the **Plough at St Asaph**. Give me a call

Bob

SOUTH WALES Tel. 01656 861709
www.triumphwales.moonfruit.com



Spring Daffodil Run 13th March.

As organiser of this run I was a bit concerned that the length of the run at 150 miles might be too long? However, Mike, Bernard & Jack, Howard & Carol, Tim, Barbara and myself Started off in Treforest just north of Cardiff and using the A470 to get us quickly to the wide open spaces of the Brecon Beacons on a brilliantly sunny spring day which was made

even more spectacular with the top of "Pen-y-fan" being dusted with a layer of fresh snow! On to Sennybridge via a short cut through Dyfynog on roads that seemed devoid of traffic until we reached our "Coffee" stop in Llandovery where a short stop saw "Paul" catch up with us so we had 2 x Spitfire's 1x TR4a, 1x Dolomite and the ever faithful MX5. The A 483 road from Llandovery to Builth Wells is a real driving road which brings out the best in our old Triumphs and their drivers! When we arrived at our Lunchtime stop at the Llanellwedd Arms we were ready for our pre booked Sunday lunch after covering over 70 miles without any car problems. After an excellent lunch we all took a stroll along the river Wye and returned through the town of Builth Wells where we met up with Hugh Glossop and his two sons Myles and Gary which increased our classic cars by another (very) fast "pinto" powered Spitfire and a Mini Cooper. After some very exciting demo drives by Myles we broke away from our set route as Hugh lead the way over a road new to me From "Garth" to Upper Chapel and on to Brecon. It was a very steep climb up "Mynedd Epynt" and our standard 1300 Dolomite struggled to get any pace yet alone keep up with flying pinto Spitfire! However the struggle was worth it as the road lead to a viewpoint which gave the best panoramic vistas of mid Wales, absolutely breath-taking! We returned on the A470 and our convoy peeled off as we got closer to Cardiff. All the cars went well and the run proved to be a great pre-season shakedown run with all Triumphs performing well.

It was great to have so many members out on the run perhaps more S.Wales members can be encouraged to join the run's? even if you cannot spend all day out please join us at the morning meet, Coffee /lunch stop or anywhere enroute. April's Route details can be obtained from the AO or the area website <http://www.triumphtsscsouthwales.moonfruit.com>

Why not Join us at the Pencoed Show on the **8th of May**? Or at least pay us a visit.

Cheers

Gwyn

WESSEX Tel. 01425 475376
www.triumphnewforestrun.co.uk

I begin this month's report on a sad note. Sheila Crook, who was an old friend of ours and wife of a former member passed away in March. Sheila was one of life's characters who had many friends, many of whom turned out to pay their last respects. Our thoughts go out to Dave and her family at this difficult time.

This year's New Forest Run, which will be held on Sunday 17th April, is now gathering momentum and we are currently in the process of completing the finishing touches.

As previously mentioned this Run is always very well supported by the local Triumph Clubs and is held in support of the Federation of British Historic Vehicle Clubs "Drive it Day" which encourages all Classic Car Owners to "take to the roads". At the time of writing we have 113 entries booked in, so all bodes well for another fantastic turnout of Triumphs. We can only hope that the weather will be kind to us again and with other obstacles permitting it should prove to be a good day.

Looking forward, past the end of April, 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**. I also have details of the Annual

WEST MIDLANDS . . . WORCESTER NORTH YORKS



TSSC AREA NEWS

WORCESTER

Tel. 01384 279686

www.tssc.org.uk/worcester

First of all this month I would like to thank those who attended our Annual Dinner on Saturday 26th March. I felt the evening was a great success and once again the Berkeley Arms did us proud with a most enjoyable meal. It was good to see so many faces that we hadn't seen for some time, including Richard & Di, Cliff & Cherry, Bob & Shirley and also Mike, who came from Derbyshire for the day to join us. During the dinner Mike, as the outgoing Member of the Year, made the presentation to Richard Stowe who members voted to receive the award this year. I must admit that Richard's face was a picture when his name was announced but unfortunately I didn't catch it on camera!

Our April meeting saw another chilly evening and in spite of a small gathering around the club cars in the car park, members soon retreated into the warmth of the pub. The gathering was slightly smaller than last month but it was good to see Bryan, Peter W, Simon and Richard D joining us again. Apologies were received from Barry, Richard S, Andy P, Mel & Vicky.

As I've mentioned before I am unable to attend or organise anything for the Drive It Day on April 17th, so Andy B kindly told members about the run organised by a Gloucester Area member. An invitation was extended to any Worcester Area members who would like to join them on the day. I'm sure that at the time of reading you'll all have had a great day out.

The 'multi-car-club' quiz organised by the Stag Owners in aid of the 'Help for Heroes' charity was a great success. Vicky managed to 'encourage' enough people to attend from the Gloucester & Worcester Areas and several personal friends to make up 2 teams. I'm pleased to report that the TSSC team came first and the 'friends' team came second. Well done to all who attended and supported such a good cause and many thanks to Vicky for organising the teams.

Members were reminded of several events taking place in the area, which they might like to attend including: Droitwich Spa Classic Car Day on April 30th & the Hanbury event during the Easter week end of April 23rd - 25th.

I have updated the contacts list and gave a copy to those present. Hopefully, next month I'll remember to give a copy to those who didn't receive one!

Although there wasn't much business to discuss members had a good chat about the ethanol problem and Peter W. made us aware of the possible changes to the MOT system for older vehicles. I believe that this is one advantage of attending an area meeting. Members get an opportunity to discuss or find out information which, otherwise you may not be aware of, as well as picking up practical tips and advice.

Worcester Area member Andy P. has recently had a major operation but is now thankfully on the road to recovery. Get well soon Andy and we hope to see you in the near future.

Stef

NORTH YORKS

Tel. 07766 354449

Hi everybody. Unusually this month I can report what actually happened at the meeting! 12 members attended with one Triumph in the car park. It had turned into a nice evening and

Hardy Country Classic Tour which is scheduled for the **5th June**. On **12th June** is The Bromley Pageant of Motoring and on **26th June** is the Transport of Yesteryear Classic Car Show at Weymouth.

Further details of the above will be available at the monthly meetings. So if you are intending to attend these events or if you have any suggestions as to events you would like to attend please to let me know. Hope to see you either on the Run or at the monthly meetings.

Trevor

WEST MIDLANDS Tel. 07969 024999

Decided that as its Easter this month, some of the prizes in this month's raffle would have to be a good selection of Easter Eggs. Two fold reason for that, the first, its traditional to give Easter Eggs at this time of year, and secondly, it would give Malcolm, our home grown chocaholic the chance to feed his habit. Shame upon shame he didn't win one.

Never mind Malc I will make sure there are some milky bars in next month's raffle.

What a cracking meeting we had on the 5th April. The classic car season hasn't really got off to a start yet, but we had 17 beautiful examples of the Triumph factory on display on the forecourt of the Drakes Drum pub, even Charlie turned up in a Herald 1200 which he has just refurbished at his garage in Great Bridge, perhaps we can persuade him to become a fully paid up member. To accompany the cars 38 people attended the meeting and a good time was had by one and all. It's so pleasing to see so many people from different walks of life get together with one common interest, their love for Triumph cars.

Plans are well advanced for our appearance at the Sandwell Historic Vehicle Show being held this year on **Sunday 8th May**, as usual at Dartmouth Park, West Bromwich. Thanks again to Chris Allen for co-ordinating the entries. Last year we filled our allocated space with 25 club cars and the organisers promised us more space as we were by far the club with the most entries. Lets hope they keep their promises because this year we will have 31 cars on display for the enjoyment of fellow classic car lovers and the general public attending the show. Our barbecue will be in good use at this event, and arrangements are well in hand for the bacon butties on arrival, with cups of steaming tea or coffee, and lunch will be a combination of hot dogs, burgers and hot pork baps with onion stuffing. I am sure Okey Dokey and Charlie will also make sure we enjoy some Indian cuisine with provision of Samosa's. Wow, I'm feeling hungry already. All we need now to make it a memorable day is some brilliant sunshine.

Our visit to the Nautical Club was a great success on the 3rd Tuesday of last month that we have decided to visit again the 3rd Tuesday of April. Its central for everyone, plenty of parking, and they are always glad to see us. Looking forward to 'Drive It Day', and once more we will be visiting the Tram Museum at Crich. We have been several times but the venue and the atmosphere amongst Triumph Club member makes it a must.

As they say at the end of all the Bugs Bunny films - "That's all for now folks" Cheers.

Roger

IMPORTANT NOTE

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



NORTH YORKS SOUTH YORKS . . . WEST YORKS

TSSC AREA NEWS

North Yorks Continues

Ed showed us all up by arriving in his Herald.

Although he did dive and get a hot drink from the bar as his heater is baffling him!

Most cars are up and running now, although mine is still buried somewhere in the barn! - oops!

The camping weekend has been finalised and will be a very relaxed weekend. The run on **Saturday** will be a run to the Lion Inn at Blakey Ridge for a meal and a relaxing meander back to the site with Dalby Forrest being the choice on **Sunday**. If you are coming along but not camping please call me to arrange to meet us for the run as we cannot do this on the campsite! Camping weekend lesson no 1 - Locate a campsite first - not choose the area!!!!

Next month I would like to discuss starting the meeting a little earlier. Most seem to leave at 9 - 9.30 due to the distance home so perhaps an earlier meet would suit everyone? Ideas always welcome!

Events are now all finalised please note the date change for Huby show and note it clashes with the TR show. They are always last minute when it comes to advertising!

Events / club nights

Monday 9th May - Club night at the White Swan Deighton, South of York on the A19

Monday 13th June - Club night at the White Swan Deighton, South of York on the A19

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! Let me know ASAP!!!!

Monday 30th May (Bank Holiday) Sherburn Vintage and Veterans day

Tuesday 21st June 2011 - Solstice run up to the North York Moor. Meet at the white swan at Deighton for 6.45 pm. Heading to Sutton on the forrest for 7.35 pm and heading to Helmsley **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!) I now have booking forms and will be sending a group booking for LEV-ISHAM after the April meeting.

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. Plus we have been invited as the local TSSC area

Sun 31st July - Huby and Sutton Show - They have finally announced their date (even I'm more organised than they seem to be!) I will have the forms ready for the **May** meeting! **Saturday 27th August 2011** Cawood Craft Festival That's all this month

Rich

SOUTH YORKS Tel. 07980 010741
www.southyorkshire-tssc.org.uk

Although the Triumphs were a bit short on the ground for our run to Scarborough, we still enjoyed a lovely run across the wolds, rewarded by a sun lit view of Scarborough castle and 106

some excellent home food in the Providence at Yedingham nr Pickering. Next seaside jaunt will be the North Yorkshire Triumph weekend at Runswick Bay, Whitby **13-15th May** - come and join the fun!

A great turnout from the SY area (14 of us in 9 cars), added to the line up of Triumphs, which got the new Hallamshire area off to a flying start. Thanks to Julie and Adrian for all their hard work in ensuring their first meeting was a resounding success.

Our own meetings continue to be well supported and it was great to welcome back Ian and Steve (who promptly won the football card, and very generously donated his winnings back into club funds).

April's quiz lead to much scratching of heads and culminated in a tie break, with Maggie just pipping Al to the post.

By the time you read this, we'll also have had a run down to the AGM, joined the West Yorkshire Area on their Drive It Day to York National Railway Museum and also held our first SY TSSC Kidz Klub, during the Easter holidays. I'll let you know how we get on next time.

Looking towards the early summer, we have lots planned. The NYTW at Runswick bay's website (www.nytw.org.uk) is now taking bookings for this iconic weekend on **13th-15th May**. Please remember the camp site fees are extra, and they've finally launched their own website www.runswickbaycaravanand-campingpark.co.uk. The Hallamshire meet is on **Tues 17th May**, and their run to Sewerby Park Classic Car Show at Brid on **Sunday 22nd May** will give us an opportunity to complete this years 'tour' of the east coast.

June is also looking busy with the Dales Run **10th-12th June**, the Robin Hood Rally **17th-19th June**, Brodsworth Hall Classic Cars for Father's Day on Sun 19th June and the Derwent Valley Peak Run **24-26th June**.

I'm still awaiting confirmation of the date for this year's Hickleton Hall Garden Party & Classic Car Show.

We're also considering holding an auto jumble at one of our meetings later in the year, but first I need to be really sure some auto jumble will be brought along. Please start rummaging through your garages AND let me know if you are interested in bringing items along.

Finally, free free to pop along to our meetings **first and third Tuesdays** from 8pm, at the Crown Inn, Barnburgh, Doncaster.

We enjoy complimentary snacks, quizzes and a good old Yorkshire natter. Hope to see you soon! Love

Paula x

WEST YORKS Tel. 01274 781814
www.tssc.org.uk/westyorks

Hi all. Well the Triumph weather is with us at the time of compiling this report over the last 5 days and more to come. This is just a sample of what is to come for the summer and the Dalesrun weekend.

Most of us will now have had our beloved Triumph cars out for the first of many days out after the long cold, wet weather of the winter. After the jobs on the cars for the Mots etc By the time you are looking at this we will have had our Drive It Day to the National Railway Museum at York. A report will be in Mays Courier magazine.

Bookings are now coming in for the Dales Run Weekend 10/11/12th June and we already have 27 booked in.

I have had a long chat with Dave at the RNLI at Spurn Point to see when it will be convenient for us to go over for the day out and have a BBQ.

He has suggested a date if it is convenient with us for the 6th August. This is on a Saturday and they are planning a party come BBQ for their first engineers retirement. If this is OK I have to ring him and book it.

Bookings are now coming in for the Dalesrun, Pip has said the Manchester area will be coming as well as Kevin's Lancashire area will be booking in as a group.

Can I please have your names if you wish to attend the Broughton Hall Game Fair as we are having a club stand again and are limited to 12 club cars on a stand. This is on Sunday 26th of June and is a very good day out for only £3 entry fee.

TSSC AREA NEWS

Normally 100 to 200 classic cars of all types attend, so get your name on the list as this soon fills up.

I went over to the opening of the new TSSC area at Hallamshire run by Julie & Adrian Hadfield to whom I wish well in their new adventure. When I arrived the car park was full of Triumphs and inside was full of Triumph friends from different areas.

Keep your Triumph wheels turning

Alan



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 2hr travel time) Please contact us on Adrian 07837110325 / Julie 07809 655388 e-mail:- ade@adrianhadfield.wanadoo.co.uk.

Avon Area Camping Weekend



**24th to 26th JUNE
WARREN FARM
HOLIDAY CENTRE,
BREAN**

**£7.50 PER NIGHT
FOR ONE CAR AND
CARAVAN OR TENT OR
MOTORHOME & UP TO 2 PEOPLE**

**FREE AWNINGS, FREE SECOND CAR,
FREE DOGS, FREE ADDITIONAL PERSONS.**

**ELECTRIC HOOK UP £2.00 PER NIGHT
SHOWERS 50P A GO**

**BEACHCOMBER INN ON SITE OFFERS FOOD
AND LIVE ENTERTAINMENT.**

ONE MILE FROM BREAN LEISURE CENTRE

**BREAN BEACH A SHORT WALK
ACROSS THE ROAD**

**OPTIONAL TRIP ON STEAM RAILWAY
ON SATURDAY. MUST BE BOOKED
AND PAID FOR IN ADVANCE**

**COMPLETED CAMPSITE BOOKING FORM
AND PAYMENT
(PLUS TRAIN BOOKING IF REQUIRED)
MUST BE RETURNED BY END OF MAY.**

CONTACT JUNE

ON 01454 327059 or e-mail

Junewrighton@tiscali.co.uk

**FOR BOOKING FORM AND PAYMENT DETAILS
FOR CAMPSITE AND RAILWAY TRIP**

SOUTH OF ENGLAND MEET

MAIN SHOW - 8TH MAY 2011

**Camping from
Fri 6th evening**

**Pay on the Gate
£5.00 Per Person**

**FREE Entry to
HAIRPIN RUN on Sat 7th**

FREE entry for children under 16.

FREE to have an autojumble pitch.

**FREE to meet up with old friends
and make new ones.**

**FREE to enter the concours - all Triumphs
and derivatives on the field are eligible.**

NOT FREE

Entry

**Goodies and other bargains in
the autojumble.**

Beer, Burger and ice-creams

Engine tuning

TSSC Club Shop

Insurance Valuations

Location:

**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**

The Hairpin Run

Are you ready for this?



Hairpins

never trouble the Spitfire owner

though he may have to sweep them out of the cockpit

Without being the slightest bit ladylike, the Triumph Spitfire Mk 2 is a lady's car. Not that the ladies go much for actually driving them, but you do see a lot of very talented passengers. Now why? What makes the Spitfire such a homage-sucker? Presumably it's the way it reaches 90 mph with a dash, treatment, poof - the event, excessive sound of power.

Presumably, even so, it's just a Spitfire's.

doesn't the girls appreciate the Spitfire's mechanical charm. (Our wheel independent suspension, the chassis, the 24-knot turning circle.

Or maybe it's the PVC-covered bucket seats which hold them so comfortably in snug embrace.

But, you know what women are, probably they just like being seen in something that looks as if it came out of 'La Dolce Vita'. Not out of bed!

Oh... well a minute. Go to the mirror. Tuck your chin, ruffle your hair. You don't think it's just anything to do with the type of man who drives a Spitfire - do you?

As mentioned in our Triumph Spitfire Mark 2 (1968-71) brochure.  

**For more information contact Guy & Suzie Singleton
AT 31, Cadley, Marlborough, Wiltshire. SN8 4NE
E-mail: suzie.singleton@virgin.net**



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, Diary 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.

Counsell

TSSC Northants

STANDARD & TRIUMPH RALLY

15th 16th & 17th July 2011



**Day
Entrance £6.00**

Camping: £15.00 per pitch per night

TSSC Northants Standard Triumph Rally is a fun packed family weekend for any Standard Triumph enthusiast. The event is held at Wicksteed Park, Kettering.

Wicksteed is Northamptonshire's premier entertainment park and events venue.

Saturday is the time to get out and drive our cars. A Tulip route is provided so you can discover the most beautiful parts of the Northamptonshire countryside. The route ends at a beauty spot where you can enjoy a lunch in a local Inn. Saturday evening is our Big Feast BBQ.

A great time to relax, catch up with some old and new friends.

The main rally is held on the Sunday at the Arena field. The concours has ten categories with awards for all ten. The most coveted award is the dirtiest wheels and is greeted with the biggest cheer.

We pride ourselves on being the friendliest and most welcoming rally and that's why people come back year after year. Do make a date to join us for 2011 rally. You'll be glad you did!

Wicksteed Park

Barton Road,
Kettering,
Northamptonshire
NN15 6NJ

Contact Adam Easton

01933 229992

Email: tsscnorthants@aol.co.uk



Event Sponsor

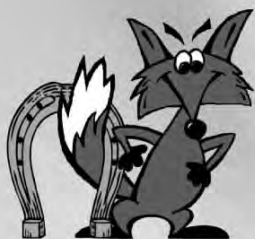
Jigsaw Triumph Specialists



Visit www.standard-triumphrally.co.uk for more Information

Leicestershire & Rutland Triumph Sports Six Club

Proudly Present



28th



Sunshine Rally

Sunday 14th August 2011

Brooksby Hall Leicestershire

Admission £4.00 per person

Children under 16 Free if accompanied by an adult

