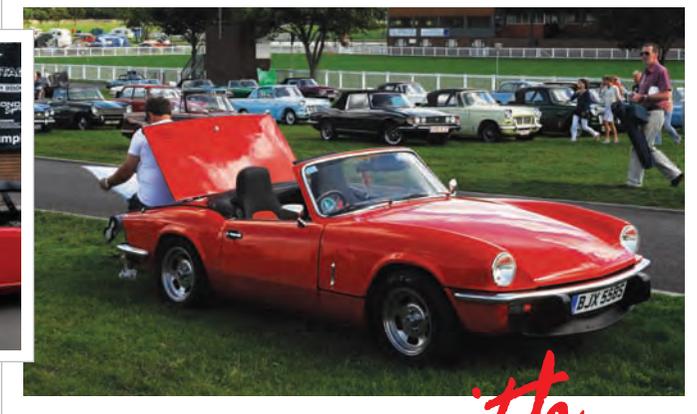
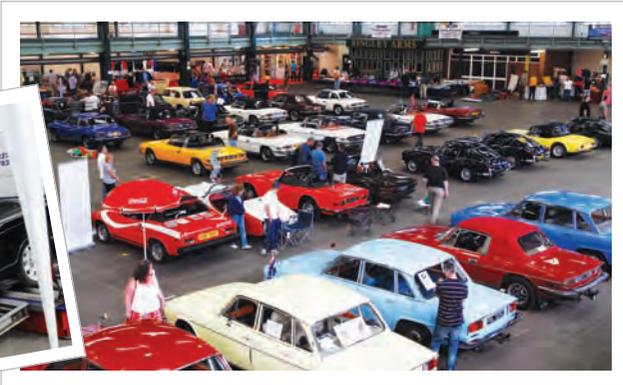
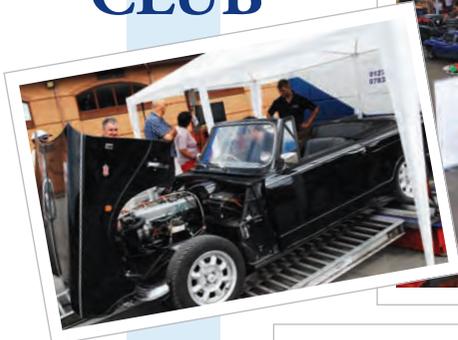


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19-20-21 August 2011
Stafford County Showground



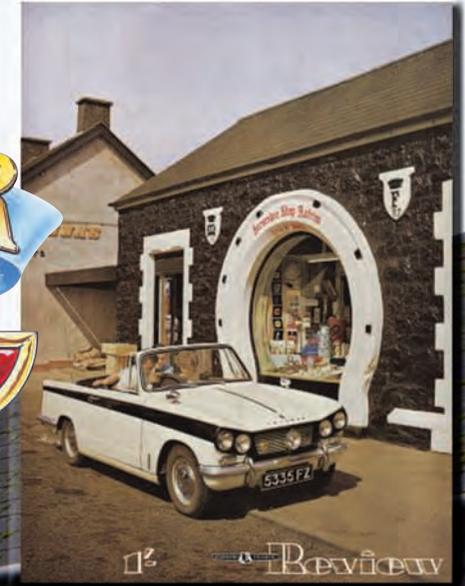
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The Courier 372

JUNE 2011



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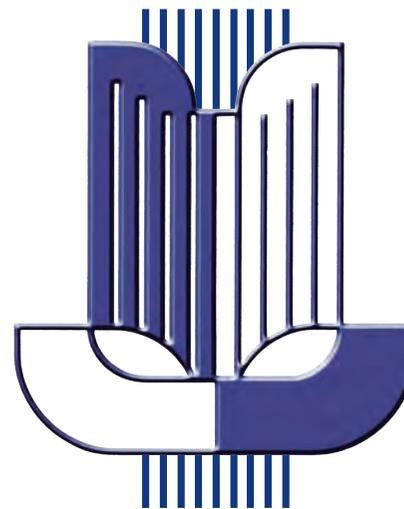
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.372 Vol 32. JUNE 2011

Price £3.50 Free to Club Members.

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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

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Peter Williams.



RE-CREATION OF
THE "ANTRIM VITESSE"
STANDARD TRIUMPH
REVIEW COVER
PIC BY
PAUL ROBINSON

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Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.
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T.S.S.C. Events Calendar

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

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

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

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 PEAK RUN
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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
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CONTACT CLAIRE 07971 017012

CLASSIC CAR SHOWS (CLUB INVITED)

June 2011

SUN 12TH

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NORMAN PARK KENT

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July 2011

SAT SUN 4/5

TR7 & TR8 WEEKEND TATTON PARK
SPECIAL FEATURE ENCLOSURE

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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

Do More with Your Triumph - Join in!

The TSSC has one of the busiest events calendars, with great events for Triumph enthusiasts up and down the country. As I write, the Isle of Wight Camping Weekend and the 2011 South of England Meet have just finished and the TSSC trip to the Spa Francorchamps Classic is a couple of weeks away, as is the Standard Triumph Marque Day at Duxford.

When you come to read this issue of the Courier in June, there will be no less than five TSSC events coming up in the month, all organised by TSSC Local Area Groups:

TSSC Cumbria Area Dales Run, 10 – 12th June

**TSSC Southern Area Midsummer Madness,
17 – 18th June**

**TSSC Nottinghamshire Area Robin Hood Rally,
17 – 19th June**

**TSSC Derwent Valley Area Peak Run,
24 – 26th June**

**TSSC Avon Area Brean Camping Weekend,
24 – 26th June**

If you haven't tried one of these events yet, please do. Wherever you live, there's something happening in June that's not too far away. Everyone is very friendly and we all share a love of Triumphs, so you're bound to feel welcome whether you come for the whole weekend or just for a day. Don't worry if your Triumph isn't in concours condition, it's good to see Triumphs on the road where they belong, even if some are "cosmetically challenged". If you want more information about these events, check the announcements towards the back of this issue of the Courier where you will find the organisers' contact details.

Looking further ahead through the summer, in July TSSC Northants Area offer their Standard and Triumph Rally at Wicksteed Park in Kettering, and in August TSSC Leicester & Rutland Area will hold their Sunshine Rally at Brooksbury Hall.

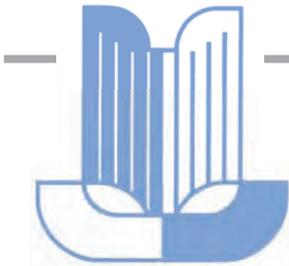
All of these events rely on the generosity of volunteer



organisers and teams of helpers, so why not join in by helping run the event, even if for just an hour's marshalling on the gate. If it wasn't for volunteers, there simply wouldn't be such a packed calendar.

While talking about the summer calendar, I must mention the TSSC International Family Weekend at Stafford County Show Ground on 20 – 21st August, which is sponsored by Lancaster Insurance. Claire and Nigel Hill (TSSC Event Organisers) having been working hard on the 2011 International for months. This year we plan to make the International a celebration of all things Triumph, with displays planned to include pre-war Triumphs, motorcycles, modified cars and much more, there's bound to be something to interest you. The trade support at Stafford continues to get stronger by the year, and with autojumble too, it's just the place to track down the parts you need for your car. There's a booking form in this issue of the Courier for discounted entry, so it's time to put the International in your diary.

I look forward to seeing you, hopefully with your Triumph, at a TSSC event soon.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC LAKES SPRING EVENT

20-21-22 APRIL 2012

Celebrating 35 years of the TSSC Club

The event will be held over the three-day period. Friday afternoon visit at the Lakeland motor museum at Back Barrow. Saturday a run through the picturesque Eden valley Sunday a tour of the south lakes along the shores of Coniston then onto Waynose pass, Langdale, Duddon valley and Valley and West Water.

Start time both days is 10.30am finishing at 4pm

Entry fee for the two days is £10 per car which will include Rally Plate and a finishers award and a donation to Help for Heroes fund. Entry will be £10 if you only take part for one day.

Accommodation can be arranged but please note, lunches for both days will be arranged at the entrants own expense.

The organisers are **Mr Roy Ross in Cumbria** and **Mr Martin Bishop** for Help for Heroes charity.

Further details will follow but to allow the organisers to see the numbers wishing to take part. etc would interested parties please contact **Mr Martin Bishop** as soon as possible. Tel 01480 210235 or Email miriam.martin@hotmail.co.uk

Martin Bishop

Changes to Club Rules

At the Annual General Meeting on the 11th April 2011, approval was given to changes to two of the Club's rules.

Rule 10 was amended to allow nominated employees to be authorised signatories as well as nominated Council of Management members.

This will make the day to day management of the Club easier.

Rule 31 was amended to specify who is eligible to become an associate member; i.e. a spouse or co-habiting partner. This was extended to allow children less than 18 years of age residing at the same address to also become associate members.

It is hoped that if children are allowed to become associate members by the time they reach 18 they will feel so much part of the TSSC that they will join as full members.

The change to Rule 31 (associate membership) will be discussed again by the Council of Management at their next meeting on 10th July. **If you have views on this rule change you would like to be considered by Council please write to me.**

If anyone would like further information regarding the changes or would like a full copy of the Club rules, please contact me by phone, letter or email: vandv@fsmail.net

Vivien Thompson
General Secretary.

Club Shop News

Brake Pads, Shoes and Brake Discs

Unfortunately Brake Engineering our new brake component supplier provided us with incorrect information and prices for these components while the new 2011 catalogue was being put together. However this did not come to light until after the catalogue was in print!

Consequently some of the items are no longer available, and some prices have had to unfortunately increase slightly.

As for the exchange calipers, the **Type 14 Spitfire and Herald ones are available from stock**, however all others can be

reconditioned using your old units assuming they are not damaged beyond salvage.

I should have a corrected page along with prices and availability of some new items next month. Unfortunately these changes are beyond our control.





HQ OPENING TIMES

JUNE- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



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THE
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JULY- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the forthcoming show

International Family Weekend

Stafford - 19/20/21 August 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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BIG SALOON Register



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Mark Blease



Clock Repair

In the two years we have owned Horatio, our 1972 Triumph 2000, the clock has never worked. We have had to rely on the clock display on the stereo, which instantly vanishes at the merest hint of sunshine. I always thought it might be nice to have a working clock, so I set up a search on a well known Internet auction site that rhymes with play, and eventually procured a "reconditioned" Kienzle clock.

Out came the dashboard fascia, in went the new clock and.... nothing. Another non-working clock for my growing collection. I checked the wiring and found that I had the requisite live and earth, so gave up and locked the garage.

However, since I now had two broken clocks, I decided it must be possible to fashion one that worked from the available parts.

How hard could it be?

The answer to that is not too difficult, but really fiddly. The clocks contain an amazing array of small and easy to damage parts, but most of them are mechanical and I would guess unlikely to cause problems. I thought it would be the electrical side of things that would be at fault, and on both clocks that proved to be the case.

The first job is to remove the chrome bezel at the front of the clock. It is held on by a rolled



edge which needs to be carefully and gradually opened out (*Photo 1*), going very steadily to prevent distorting the bezel. The rear of the bezel isn't seen when the clock is fitted, so I decided a degree of light marking was acceptable.

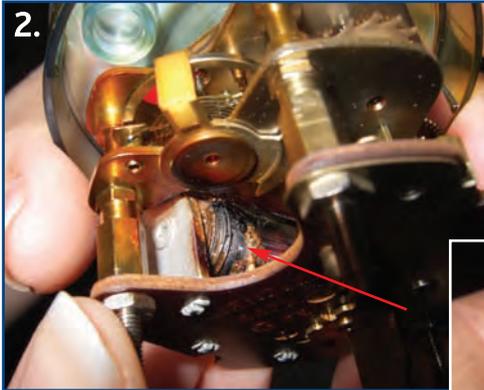
Once this is removed, the front clear plastic cover together with two retaining rings can be removed. There are then three small 5mm nuts on the rear of the clock. Two are sleeved insulating nuts which pass through plastic spacers, make sure that the brittle spacers aren't damaged. The inner workings of the clock can then be pushed through the opening at the front.

I'm no clock engineer, but what I could figure out was that a wire wound solenoid pulls a

small spring loaded flywheel that then provides power for the clock.

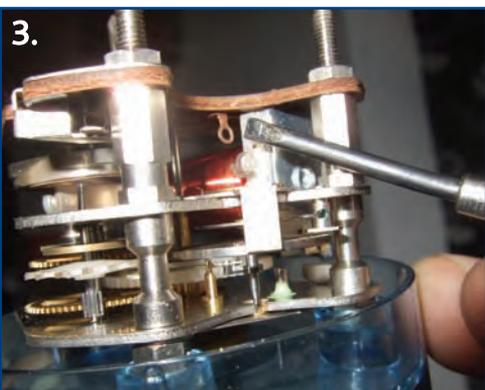
When the flywheel returns to its rest position, a contact is made which operates the solenoid, repeating the process. I moved the flywheel by hand and found that the clock starting ticking, so mechanically everything was fine.

On my original clock, the problem was immediately obvious. The solenoid that "winds" the



clock had partially burned out (Photo 2). I felt that this was beyond repair, so repeated the dis-assembly process on my Internet purchase.

Inside everything looked much more salvageable. There is a small fuse or piece of fuse wire on the top of the solenoid. I checked this for continuity with a multi-meter and found it was intact. I also checked all the soldered joints to ensure that they looked sound - had any looked dry or

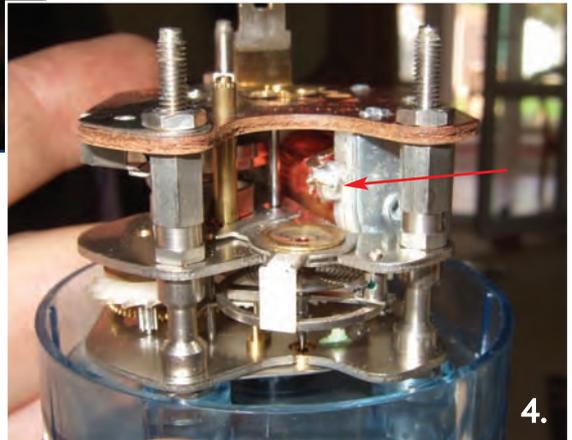


cracked a quick dab with the soldering iron would have been required.

Then I spotted what looked like a problem. A small ring connector from the solenoid was sitting in mid-air, not achieving much of anything (Photo 3).

Just below it was a small lug, with a suitably sized raised circular button and a tab designed to hold the ring connector onto it. It was obvious that the tab had failed to carry out its job properly, allowing the ring connector to escape and preventing current passing through the solenoid.

Attempts to use the tab to again secure the connector failed, partly because it was a poor design, but mainly because I was reluctant to apply much pressure to such small compo-



nents. I therefore used a blob of solder to keep things together (Photo 4).

No comments about the neatness of my soldering please - if you think that looks bad, you should see my welding!

Reassembly is, as Haynes manuals would optimistically have you believe, the reverse of removal. I tested the clock using temporary wires to a battery and, success, the clock instantly "wound" and began to tick.

At last Horatio had a working clock, and the boot mounted sundial was rendered surplus to requirements.

Although all clock faults are not the same, I would say that checking for foreign objects in

the workings, and carefully testing all connections, wiring and soldered joints, should solve most of them.

Timing Matters - again!

You may recall that back in January's Courier I detailed the procedures for replacing the timing chain and setting the valve timing on the Triumph six cylinder engines. I included information for later engines, regarding a slightly different method, where the timing is set at 2° BTDC rather than the more normal TDC. After a few worried owners of Viteses and GT6s contacted me, because they had later saloon engines fitted to their cars, I followed up in April with a more detailed explanation of this method including my reference source, which was the original Triumph Repair & Operations Manual (ROM) for the 2000/2500 range.

Dave Rumens, the Vitesse Register Secretary, has since contacted me, and it

would appear that I have re-opened a rather contentious can of worms! Dave has looked into this in the past, since he has a late model saloon engine fitted to a Vitesse, and has discovered that whilst the Triumph 2000/2500 ROM does give the different timing method, it appears to have been based around a proposed change to the camshaft profile. Dave has investigated this exhaustively and found that this proposed change does not appear to have ever been followed through into production. The Vitesse Register article in this month's Courier will cover this in depth, many thanks to Dave for his comprehensive research.

It just shows that you can't always believe everything you read! Since I used the method detailed in the ROM (and repeated in the Haynes and Autobooks manuals), I will now have to reset my valve timing. My apologies for any undue worry caused, and I hope Dave's excellent article will now lay the subject to rest. Until next month!

Mark



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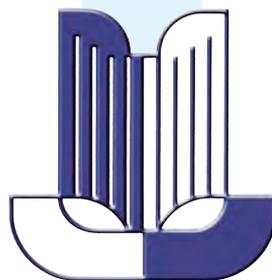
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Welcome to NEW MEMBERS

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



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Paul Anderson	Kent	
Caroline Faulkes	Norfolk	
Gillian Chowns	Hants	
Matthew Wylie	Ormskirk	
Jack Patrick	London	
Ollie Knox	Surrey	
Roger George	Swansea	
John Thomason	Surrey	returning
Wolfgang Huebsch	Austria	
Robert Murrant	Derbys	
Nigel Periam	Lincs	
Henry Adams	Dorset	
Stephen Bryne	Bristol	returning
Robin Upton	Bucks	
Paul Binns East	Sussex	returning
Graham Abbey	Cambs	
Daniel Cole	Leics	
Roger Warlow	Oxon	
Colin Miller	Ayrshire	returning
Martin Neal	Leics	
Mark Challinor	Cheshire	returning
Edward Stacey	Norfolk	
Anthony Cossey	Merseyside	
Michael Hudson	Belfast	returning
Steve Turner	Lancs	returning
Michael Smalley	Lancs	returning
Jon Butterworth	Cumbria	
Ian Brown	Northants	
Laurence Cain	Merseyside	returning
Chris Warbey	Devon	
Harry Edwards	Beds	
Fiona Guest	Scotland	returning
Mark Bateman	Glos	returning
Julian Wild	Notts	
Amy Dickens	Lincoln	
Peter Elwood	Herts	
Michael Robinson	Leics	
Martin Palmer	Devon	
Stephen Holdsworth	Bucks	returning
Matthew Mcfadden	Manchester	
Paul Mason	Stockton on Tees	
Christopher Dobrorowski	Essex	returning
Paddy Limb	South Yorks	
Mark Woods	Kent	
Brian Gill	Northern Ireland	
Graham Simmons	Cheshire	returning
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Tim Anson	Hants	returning
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Michael Baggs	West Sussex	
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*We hope you enjoy your
Triumph and everything
the Club has to offer*



www.tssc.org.uk/vitesse
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Dave Rumens

Asymmetrical Camshafts?

I can understand the concern expressed by some of our club members re the timing information given in the Triumph 2000/2500 Repair and Operation Manual Pt No. AKM3647/A, as over the years this has always led to some confusion. This area was quite rightly raised by Mark Blease our Big Saloon Register Secretary in the April 2011 edition of the Courier.

The Triumph 2000/2500 Repair and Operation Manual Part Number. AKM3647/A states that an asymmetrical camshaft was fitted at engine prefix ME 50,001, MG 75,001 (which was around 1972/3) and MM1 (which was around 1974).

Yes a bit of head scratching here. Hmm – Well just what is an **ASYMMETRICAL CAMSHAFT?**

DEFINITIONS

An **ASYMMETRICAL** camshaft has a lobe shape or profile which is different on the opening side than the closing side of the same lobe. e.g. a camshaft could feature a very rapid valve opening profile, but when the valve is closing on the same lobe, the shape could be extremely smooth and gentle.

In other words the lobe shape is not symmetrical and the valve opening and closing times are different.



Picture 1.

A **SYMMETRICAL** camshaft has the same profile or shape on the opening and closing side of a specific lobe. In other words, the opening side of an intake lobe is exactly the same on the closing side of the lobe. The lobe shape is asymmetrical and the opening and closing times should be the same. *Picture 1.* shows a symmetrical lobe, though to be fair you would have difficulty telling the difference using the eye.

All Vitesse engines are normally fitted with a

symmetrical camshaft. However, where an engine from another Triumph model has been fitted then the information given in the 2000/2500 Repair and Operation Manual could have timing implications.

HISTORY

I guess I had better explain why there is confusion and to enable me to do this it's best if I start with the camshafts in question.

So let's look at the 2000 Saloon Mk2 which was fitted with an ME prefixed engine from around 1969 to 1974. The Triumph 2000/2500 Repair and Operation Manual Pt No. AKM3647/A states a camshaft change took place at ME 50,001 which was around 1972/3. However, the Triumph parts books for up to and including 1974 does not give any change, camshaft Pt No. 306785 appears to have been used until the introduction of the 2000TC around 1974.

I have also physically checked a post ME 50,001 engine (2000 Saloon) and found that there was no camshaft change, it was fitted with the 306785 as given in the parts book. What did happen at ME 50,001 was the introduction of the common cylinder head (2000/2500) and the use of domed pistons to raise the compression back up.

This was dropped with the introduction of the 2000TC in 1975 and its engine was prefixed ML. The head and domed pistons were also applied to late (1972/3) GT6 Mk3 from engine number KE 10,001.

Now on to the 2500PI Saloon which has a prefix of MG. I can verify that up to MG 75000 camshaft Pt No. 308778 was fitted and at MG 75,001 camshaft Pt No. 311399 was fitted. This also applied to late (1972/3) GT6 Mk3 at engine KE 10,001. At around the same time the TR6PI changed from camshaft Pt No. 307689 (known as the 150 BHP cam to TR6 owners) to 311399. I have checked the Triumph parts books for the 2500PI and GT6 up to 1974, the change in camshaft is stated. I also checked the TR6 history and this verified that 311399 camshaft was fitted around the same time. It is known as the 125 BHP cam by

TR6 owners. This means the 2500PI Saloon, GT6 and TR6PI (1972/3 on) all had the same camshaft.

In 1974 the 2500TC was introduced with an engine prefix of MM which was also fitted with camshaft Pt No. 311399. In 1975 a camshaft, Pt No. 307621, change was introduced which I believe was at engine number MM 20001. In 1975 the 2500S was introduced with engine prefix of MN which had the same camshaft as the later TC. The 307621 camshaft is a very tame one and was used in a number of detoxed US spec Triumphs.

Now let's look at the camshafts –

Camshaft Pt No. 306785 – This is used in the 2000 Saloon Mk2, Vitesse 2 Litre Mk1 and GT6 Mk1. Known to GT6/Vitesse owners as the Mk1 cam.

Camshaft Pt No. 308778 - This was used in the 2500PI Mk1 Saloon & early 2500PI Mk2 Saloon up to 1973, Vitesse 2Litre Mk2, GT6 Mk2 & early Mk3 up to late 1972. Known to GT6/Vitesse owners as the Mk2 cam.

Camshaft Pt No. 311399 – This was used in the 2500PI Saloon 1973 to 1974, 2500TC 1974 to 1975, TR6PI 1973 on and GT6 Mk3 1973 on. Known to GT6/Vitesse owners as the Mk3 cam and TR6 owners as the 125 BHP cam. Interestingly this camshaft's profile and lift appears to have also been applied to the UK 1300/1500 four cylinder engines from around 1972/3.

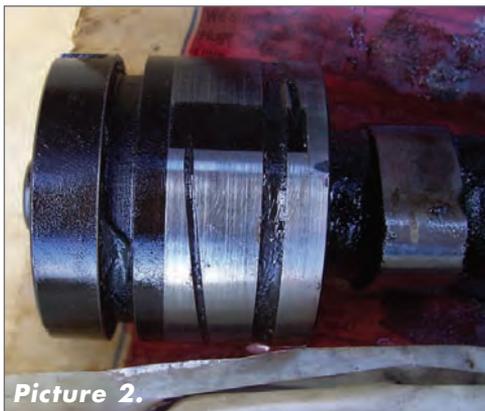
So was camshaft 311399 asymmetric? Well most people have their doubts. Over the years one or two people have mapped out this cam and it did not show any asymmetric results. But to be fair it is difficult to map out a cam accurately. However, the only reference to an asymmetric profile appears to be given in the Triumph 2000/2500 Repair and Operation Manual Pt No. AKM3647/A. But not in the GT6 manual or as far as I know in the TR6 manual. Any input from readers/members would be very helpful.

At this stage it would be helpful if you could identify which camshaft you have in your engine so I have included the information table following below.

CAMSHAFT INFORMATION					
<i>Application & Prefix</i>	<i>Stanpart no.</i>	<i>Timing in Degrees</i>	<i>Duration in Degrees</i>	<i>Cam Lift</i>	<i>Ident</i>
2000 MK1 MB	306632	18/58/58/18	256	.220"	N/K
Vitesse 1600 HB & Vitesse Mk1 HC GT6 Mk1 KC 2000 Mk2 ME	306785	18/58/58/18	256	.220"	Plain
Some US spec TR and GT6 2000TC 1975 ML 2500TC 1975 from MM 20001 2500S 1975 MN	307621	10/50/50/10	240	.215"	N/K
TR5 & Early TR6 to late 1972 CP	307689	35/65/65/35	280	.252"	2 Rings
PI Mk1 & Mk2 to MG 75,000 Vitesse Mk2 HC50,001 on GT6 Mk2 KC50,001 on & GT6 Mk3 to KE10,001,	308778	25/65/65/25	270	.232"	Groove
GT6 Mk3 from 1973 KE10,001 PI MK2 from 1973 MG 75001 2500 TC 1974 to MM 20000 TR6 from 1973 CR	311399	18/58/58/18	256	.240"	3 Rings

IDENTIFICATION

I have taken pictures of three of the above types of camshafts. *Picture 2 & 3* are of a 307689 type. You can identify most of the camshafts without having to remove them from the engine, though you will need to remove the

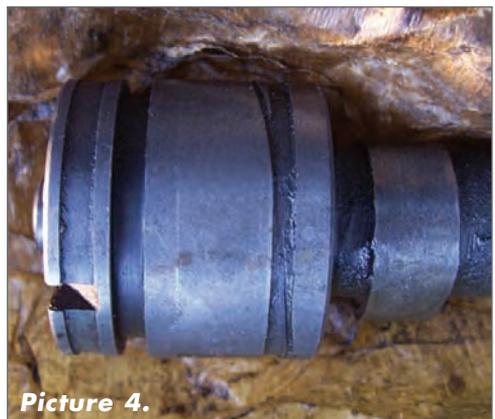


timing case cover and maybe the chainwheel. *Picture 2* shows the end of the camshaft where the chain-wheel is fixed. In all cases the deep inner groove is for the keeper plate and the outer area is used to identify the camshaft. In the case of picture 2 this outer area is plain which indicates it's a 307689 type (Mk1). I have included *Picture 3* which shows the part number stamped on the camshaft. To read this part number you would have to remove the

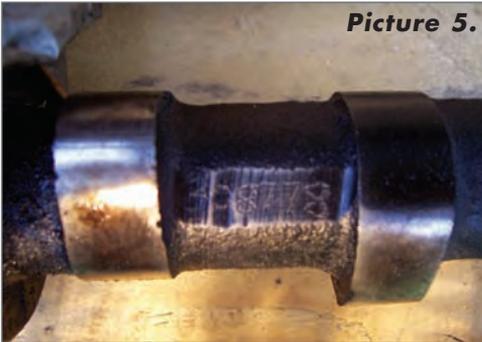


camshaft from the engine.

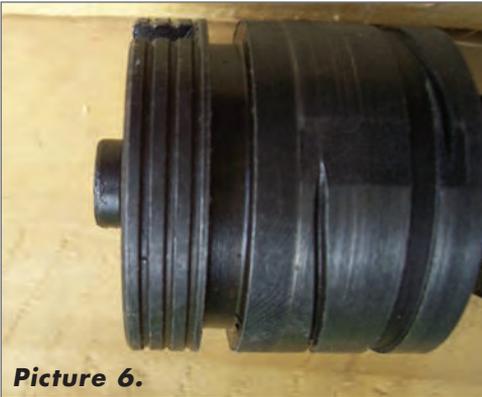
Picture 4 shows a shallow groove so this is a



30778 type (Mk2) and *Picture 5* verifies this. *Picture 6* shows three rings so this is a 311399 type (Mk3) and *Picture 7* verifies this. I couldn't



Picture 5.



Picture 6.

get my hands on any more types of camshaft hence the three, but they are the ones most



Picture 7.

used in the Vitesse and GT6.

I must admit to having always avoided using the 311399 camshaft and reckon the best camshaft (with carbs) is the 308778 (Mk2). In the past I have fitted this camshaft in both the ME and MM prefixed engines, and it woke the engines up. Much smoother and more power. But maybe that's just my perception.

Summary –

The pre ME50,001 engines are basically a Mk2 fitted with a Mk1 camshaft. As far as I can tell the ME prefixed engine did not have a camshaft change at 50,001 but what did change at that stage was the head to the common 2000/2500 type and domed pistons were fitted. Therefore ME 50,001 onwards are basically late (KE10,001 onwards) GT6 Mk3 engines fitted with a Mk 1 camshaft. So you should have a symmetrical camshaft. If in doubt just check the camshaft against the information above.

The MG prefixed engine did have a camshaft change at 75,001 and the pre MM 20001 engines were also fitted with the same, 311399, camshaft. The 311399 camshaft was also fitted to both the GT6 and TR6 (from late 1972). However, the only reference to an asymmetric profile appears to be given in The Triumph 2000/2500 Repair and Operation Manual Pt No. AKM3647/A.

But not in the GT6 manual or as far as I know in the TR6 manual. Also the profile given in the late Triumph, GT6 Mk3 Owners Handbook, shows it to be a symmetrical camshaft. So there is some conflicting evidence concerning the 311399 camshaft, and either way it does have implications on both 2000/2500 owners and GT6/TR6 owners or Vitesse owners using these engines. It's all very



Picture 8.



Picture 9.

confusing. But I will do some more digging and any reader/member feedback would be very welcome. I have included *Pictures 8 & 9* of the Inlet & Outlet lobes of the 311399 camshaft.

But as I have already said you would have difficulty telling the difference in the lobe slope using the eye.

Keep an eye on **Mark Blease's** Big Saloon column in the Courier as he is producing some

excellent articles covering the six cylinder engine which will have relevance to the Vitesse. Thanks must go to Mark for raising this issue recently.

That's my lot for this month. See you all next month and *Keep Running On All Six*

Dave

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Chris Baker

Donington Classic Weekend

At the time of writing this I can hardly remember the last time it rained. Unfortunately this does have another diverse effect. Dust all over the cars and house but never mind, it gives some nice open top weather. William and Kate seemed to agree in the DB6 which was humorously named a "little dodgem car".

First bit of news is in the form of a Job Share with **Daniel Chudleigh**. He's also going to be representing Young Members and writing in the Courier so a big welcome to him and I'll look forward to reading his articles.

I went to the recent classic racing weekend at Donington Park. Nice dry weather so perfect for a few laps of the circuit in the Spitfire. Only parade laps but still fast enough to enjoy yourself in a little car like that! My cars slightly down on power due to leaking butterflies. Which is also I think causing it to run "rich" and soot the back of the car, other cars, and all the internals of the engine! I imagine it's not getting enough air into the cylinders so the mixture is impossible to set so I went steady on the power to avoid any nasties.

Technically overtaking wasn't allowed but I

saw a couple of sneaky slips past taking place safely around me as the more powerful cars overtook. After all nobody wants to end up in the gravel pit. I would recommend it to people as long as you do take it steady, accidents are far more unlikely than on the road, it's not the same vibe as a track day but gives you the experience from the track point of view which for me really helped me appreciate the racing. Plus there's so much more room around you than you have on the road, everyone's going the same direction and were all motoring



enthusiasts who know our cars! Do remember that your insurance doesn't cover you should you have an accident on track.

Later on I saw some vintage 1920-30 Grand Prix cars going at it. There was also some brave soul in a Morgan 3 wheeler who clearly had the edge in the corners due to the lightness of the vehicle but somewhat struggled with flat out speed compared to the big Bentleys. I was

amazed at how hard these cars were being



Now here is a response to my article on First Time Triumphs from Aaron.

Hey Chris, after reading your article about first time Triumphs, I thought I'd tell you about my first time Triumph; a 1977 Spitfire 1500. I bought it last year after my GCSEs, aiming for a roadworthy car that needed work doing.

I viewed three; one was too rusty, one had an unsure history, and one was, well, this one! It's got 86000 miles on it, is Flamenco Red (with a little rust), with



a big twin sports exhaust on the back and shiny K&N filters at the front. It came with a boot full of spares (which I've put to good use) and a selection of roofs – some of which fit!

So far I haven't done much work on it,

driven right to the edge of the track, being spun out and thrown into the gravel. They were properly racing. Some of the cars must be worth a fortune and with very little crash protection. Other cars that amazed me were the 80/90s Le Mans cars, Things like Jaguar XJR9s, Nissan R390s, Mazda 787s etc. They had massive teams of skilled engineers running these in their heyday and now they are accessible to experienced racing enthusiasts with a big enough wallet of course.

Overall however it is wonderful to see these classic race cars being used for what they do best. Racing.



but I swapped the tight bucket seats for Mk.IV



found the remains of a rat in the cover it came with... won't be using that again!

Last month I took it for it's MoT, which it passed with a couple of advisories (cracked tyres, also perished rubber bushes in the rear shock absorbers and front anti roll bar, plus play in the wheel bearings).

To be honest, I haven't done that much work on it – but on the 12th of May it's my driving test, so hopefully I'll soon be

Spitfire seats (which means my dad can now fit in it!), gave the engine a service – including flushing out the radiator and engine block – and set about the sills and chassis with Waxoyl. A lot of polish and elbow grease brought the paint back to a deeper, darker red, and the chrome is in pretty good nick anyway.

New overmats from the Club brightened up the faded carpets, though in a different manner to the new bulbs to light up the brake lamp! I also dissected the wiper motor to try and work out why it wouldn't turn off – still don't know what it was, but they work now.

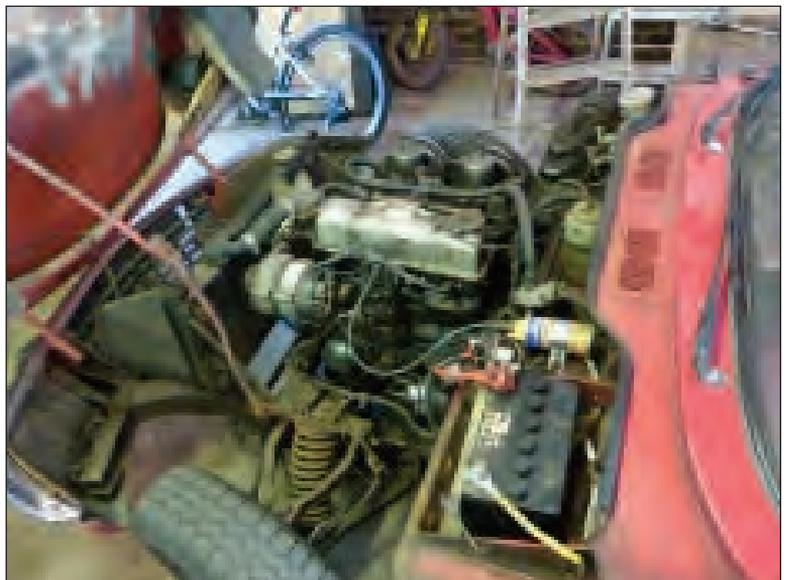
Dad and I bled the brakes, revealing a lot of gunge in the system – although they work a lot better now! I also found and stopped a petrol leak, and, on a unhappier note, I

buzzing around Surrey at low speeds with large amounts of noise – and taking it to my local TSSC meet in Petersfield!

Aaron

Thanks Aaron! Looks like you're doing good work there. The car certainly looks smart.

Chris



CONCOURS



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**Victor & Louisa
Thompson**



Aspects of Judging

The months are really counting down towards Stafford, I'm sure many of you have your preparation schedule well in hand for the International Concours.

Whilst browsing through the various car related books I came across a book published in the 80's by Ken Hill, called the "**Complete Book of Concours**" (Temple Press). This deals with history of Concours, restoration, preparation and participation in Concours.

Although this is one for Concours enthusiasts it does provide an interesting glimpse for the un-initiated.

It also looks at various aspects of judging, which is interesting to see the process from the judges perspective.

Interestingly he also comments on people embarking on judging by saying the following:

"Many novice judges worry about approaching an actual judging situation – what they should look for, and what they should do if others think that they have made the wrong choice. The last point is

the easiest to answer, if they have judged fairly, honestly to the best of their ability, and the vehicle that they have chosen is to their mind the best in the class, then their choice is the right one".

If you've not judged before, it can be extremely rewarding, and what better chance will you get to get up close and personal with some of the very best Triumphs around, if you fancy having a go, please get in touch and volunteer.

Just as a reminder I've included the Rules for the International Concours for information.

Victor & Louisa



TSSC INTERNATIONAL CONCOURS RULES 2011

GENERAL

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

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

All entrants must be current members of the Triumph Sports Six Club or an invited club.

The Concours Organisers' decision will be final and no discussions on the marks awarded will be entered into.

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

Judging of the remaining classes will commence at 10.30 a.m. on the Sunday and entries will close at 5.00 p.m. on the Saturday. No late entries will be accepted.

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

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

THE CLASSES

The following classes will be held:

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

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

Master Class: Eligibility for the Master Class comprises winners of all classes from the 2010 International Concours event.

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

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

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

Car of Show:

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



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Colin Lindsay

The Feedback arrives!

Firstly, thanks to all who have sent messages of goodwill, both from my 'old' GT6 community, and my 'new' Herald community, on the announcement of my sideways move from one to the other. I'm still very much involved in the GT6 scene, but the Herald is a natural progression for me and as I did with the GT6, the research and experimentation I'll be doing will fill a lot of blank spaces in my knowledge. I must say a personal hello to John, Herald owner of 20 years from the Nottingham area who wrote me a lovely

letter which really made my morning on Saturday. Thanks for taking the time to make me feel really welcome!

A brace of MYN's!



I've also had a few updates concerning cars mentioned in my first Register; firstly thanks to Paul Stanton for updating me on a close relative of MYN 730D, the blue and white 1200 pictured at Stafford. I believe it sold, as it reappeared in 2005 looking well cared for and sporting a new set of alloys; however Paul owns sister-car

MYN 732D which is absolutely stunning in white. White has to be one of my favourite colours for early Heralds; in fact I've been tempted more than once to respray my red convertible to match the white Estate and have an almost matching pair! This car was sold through Carrs Auto Sales, Croydon on May 6th 1966, so happy 45th birthday. It was supplied with the extras of a heater for £10 and disc brakes for £12, and Paul tells me that while the heater is great the brakes are still terrible. Paul is wondering what happened to MYN 731D, the car in between – does it still exist? I can find no details on the DVLA database, but if anyone else knows – let us know.

Martin Brown has also been in touch to tell me that Miss Blobby lives – barely – in a farm in deepest Gloucestershire. (Sounds a bit like Paddington Bear and 'darkest Peru'...). It's apparently going to be a restoration project – someday; as we say over here: '[on the long finger](#)' – but Martin says he may approach the owner with regards to buying it. It would certainly get a lot of attention on the road if kept in that colour scheme.

Andrew Bensley sent me very unexpected details on my old 948 coupe, which he bought around 2007. I loved that car and it was tremendous fun, but sadly due to the lack of seatbelts it had to go. The original colour is a bit of a curiosity – the log book states "Leaf Green" and it's certainly not Litchfield, as I found out to my cost when I bought paint for the replacement valences. Much of the car had had a touch-up respray over the outside and so I finally had it matched by computer; but there are unfaded areas behind the interior trim which show a slightly different colour of green to that which the car had when I bought it, and certainly a slightly different shade to that with which the outside eventually ended up. I've tried to find photos of the original colour, and the b-post just visible in the interior shot is as close as I could find. This was a one-owner car, being owned by the same man from new until his death in 2003, when I bought it. I sold it to what I thought was a private owner, but it ended up for sale on a dealer's forecourt very shortly after, and I was rather miffed that the information and history I supplied with the car

Coupé Colour is "Leaf Green" ?



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bell when the speedo read 80... it's now getting out and about having attended both the Goodwood Revival and Bristol Classic Car show, where it's attracting attention and the usual comments: "My dad had one of these", "My first car was one of these" and my personal favourite: "the worst thing I ever did was sell mine"... thankfully I have two at home to fall back on...

Thanks for the very welcome information – oh and one more thing, my e-mail address has not yet been changed over by the club so I believe more than a few are going astray. Rob has kindly forwarded on those he has received, but if you haven't received any reply, try again!

Colin

"could not be verified". I missed the car at Stafford in 2009, but the photo Andrew sent brings back so many memories – the joys of drum brakes, and the gearlever that rang like a



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GT6 Mk I - II - III Register



www.tssc.org.uk/gt6
e-mail. gt6@tssc.org.uk



Andy Wood

The GT6 NMS Club

Hi, I am **Andy Wood**, I first joined the TSSC back in 1983 when I bought my GT6 MK3 but for several reasons this only lasted a few years and re-joined in 87. Since then I have seen a fair few Courier Magazines somewhere in the region of 300 by my count. So at first glance it does not leave me a lot to write about that hasn't been said before; so amongst other things I shall be trolling through previous copies of the Courier to find ones which are of particular interest. I have to tell you now that my only interest is the GT6, I'll leave the other models to my fellow members.

Before I bought my GT6 I owned a Mini Clubman for a couple of years, Like a lot of people I have always loved the Jaguar E Type and I know it's been said many times before that the GT6 is the "Poor man's E type", in some ways it may be true but in so many it's not. Having had the privilege a few years ago of driving an E Type, in retrospect I prefer my GT6 for so many more reasons.

One thing for sure I probably would not have been brave enough to modify it like I have done with my GT6.

So as a twenty year old looking for a change and thinking the insurance companies would look at me more favourably as my teenage years were gone I wanted something different, I have to confess I nearly joined the GTI club but having seen my first GT6 'Purple' with a

cherry bomb exhaust (remember them) at the triangle in Sutton Park that was it, 'hooked' and have been ever since.

Having read a recent article at the time in Autosport (just by luck the issue had an article on the GT6), and after a thorough bit of research I decided on a Mimosa Yellow with a Webasto Sunroof or even Red or Blue. Just wanted one!

So I set about trying to find one for myself, after a few abortive calls I found mine in Bromsgrove. Owed by Andrew Stone, having left a £5 deposit, the car was secured, just had to sell the Mini Clubman, which I duly did for £475 and then had to find the rest of the money, a small loan helped. The following week Andrew Stone kindly drove the GT6 over from Bromsgrove for I was struggling for the insurance, surprise surprise, and had to leave the GT6 on the drive until I was 21 and until I could afford the insurance - a painful few months passed between those dates.

Since then I have owed / driven a number of cars amongst them a Ford Escort, Sierra, Mondeo, Vauxhall Vectra (even an Aston Martin Vanquish for **TWO** whole days, what a car) to name but a few my recent cars have been a Jaguar X Type and at the moment a Jaguar XF, a very stunning car, Ian Callum has done a fantastic job and it's great to see that things at Jaguar are turning round.

I have to say though that I had the least trouble with the Vectra even if Jeremy C binned it on Top Gear. Having owed the

XF for 3 years I'm moving on soon, we'll talk about that another day. This is a car I followed from the concept to reality, being privileged to visit the Jaguar factory on couple of occasions to see it being made and going on some of the first test drives. Fantastic!

So here we go for a new beginning. A new start to follow on from Colin is not going to be easy so I thought that I would not even try but instead do my own thing!

Having owned my GT6 MK3 for nearly 30 Years I have experienced many of the problems and Joys of owning a GT6. So I have a few tales to share but I would also like to hear yours. I have learned a lot and made a number of mistakes over the years. That's why now I am leaving nothing to chance. Hence this time, my excessive *Attention To Detail* (ATD), we'll meet this phrase again.

We have all heard of the term **OE** and **NOS** (Original Equipment, New Old Stock) but what about **NMS** 'New Modified Specification' this is where I'm at! I know to some people this will be sacrilege, but how many original GT6's are there out there?

Please let me know if you have one.



So what am I going to talk about for the next few years, well to start off it's going to be me, me, me, or more precisely my GT6, so to brighten things up I'm going to run the **GT6 NMS Club (New Modified Specification)** this can be an innovative idea or one from the bizarre or practical to the inspired and to those who contribute the best ones, they will receive the coveted **EFI key ring**.

The first few have already gone and there will only be 88 of these so get sending those pictures or ideas.

It's been a fantastic journey having contacted people in Europe, USA, Australia and most parts of the UK however it's not been without its fair share of Hassle.

So first things first, having had a botched refurb carried out my GT6 several years ago most of the original trim went and in also trying to keep the car on the road, a number of original parts got replaced for the best fit / nearest replacement .

Over the years one thing that had not caused too much of a problem was the engine and drive system other than replacing the diff in the mid-80s, a spare I got from John Kipping when he was on the Whitmore Park Road, (still have the receipt) but after a journey in September 2009 to Great Yarmouth for 'The Mile of Triumphs' enduring a 400 mile trip in 3rd gear plus the engine not starting when it got hot, and after having to fill the tank several times, what the MPG was in 3rd gear I don't want to think about, we got there eventually but things had got to change.

So I decided I wanted something to show that while things were different under the bonnet, it was discreet. For various reasons I decided to carry out not just a full restoration but a complete upgrade with innovative modernisation, reconstruction, rejuvenation transformation, redevelopment, enhancement, (running out of words now) enrichment; to establish what

could have been or could now be done to a 70s car, but still look like it could be driven through the factory gate.

I wanted a car that was going to be reliable and not have problems with the new additions and the original retained parts. A lot of time has been given to the detail but at the same time trying to keep to a look that could be considered with some originality. There are a few names that I will mention from time to time. **Neil** – who inspired me to get my car going after it had been off the road for a few years. **Mark** of Jules

BodyCraft (Expert Restoration and advice) **Chris Cancelli** of Performance Research Industries USA. (Brilliant engineering, innovation and expertise).

To give you a taste of what's to come have a look at

<http://www.priace.com/gt6.asp>

<http://www.julesbodycraft.co.uk/triumph-gt6-mk3.html>

<http://www.gt6efi.com>

Here are a few things that I'll be talking about.

Bespoke Badge Design

Electronic Fuel Injection

Fast Road Tuned Engine

(175BHP)

Big Front Brake Conversion

(12" Disc)

Rear disk Brakes



*Independent rear suspension
(it is possible - Fact not Fiction)*

Power Steering

16 inch Alloy wheels (not minilites) with 205/40/16 Tyres

Custom Made Exhaust.

(This is something special).

The list goes on!!!

So until next time -Toodeloo

Andy



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Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703625/6	£16.00
Stainless steel tread plate finisher	£22.00 pair
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Herald 948/Vitesse rear centre valance	£62.50
Herald 1200/13.60 rear centre valance	£65.00
Rear quarter valences	£35.50
Inner front wheel arch 903075/6	£47.50
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Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£37.50
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Boot hinges	£43.50 pair
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Caliper repair kit inc pistons type 20	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£26.00
Herald 4 Syncro (exchange gearbox)	£265.00
Vitesse (exchange gearbox)	£265.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£150.00
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13/60 HT lead set	£8.00
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TR7

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Doors FHC WKC5286/7	£285.00
Door skins YKC74/75	£48.50
Body shell FHC with sunroof	£3,015.00
Body shell convertible	£4,575.00
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Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£22.50
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Petrol tank retaining strap TKC131	£8.00
Petrol tank	£175.00
Petrol tank sender TKC3408	£27.50
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Recon TR7 (exchange) distributor	£85.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£265.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
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Service exchange oil pump 215573	£27.00
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Recon w/wiper motor (exchange)	£45.00
Clutch kit TR8 Q/H	£110.00

STAG

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Recon exchange J Type overdrive	£290.00
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Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
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Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£14.00
Service exchange water pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£94.50

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£125.00
Rear quarter bumper O.E.	£67.50
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunking 142377/8	£22.50
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£16.00
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£290.00
Recon drive shaft assy (exchange)	£150.00
Recon rear hub assy (exchange)	£99.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50
Boot spare wheel cover	£65.00

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Spitfire Mk III bonnet	£730.00
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Front outer wheel arch 903137/8	£45.00
Front inner wheel arch 706548/9	£36.50
Bonnet hinge tubes 811679/811680	£40.00 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£55.00
Door skins	£58.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£75.00
Boot lid 575787	£375.00
Dash top cover 714482	£35.00
Vinyl hood Mk III inc zip window	£140.00
Chrome bonnet catch 607663	£37.50
Rear lamp assembly 208532/217025	£45.00
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£265.00
Rear leaf spring 305894	£99.50
Recon exchange brake caliper type 12	£46.00

Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314.....	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8.....	£6.00

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Front wings 909663/4.....	£49.50
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Front wheel arch inner 909797/8.....	£36.50
Headlamp support panel assembly 818871/2.....	£35.50
Front quarter valance 815391/2.....	£72.50
Door skins.....	£58.00
Sills non original. 903097/8.....	£42.50
Sills O.E. 903097/8.....	£62.50
Sill reinforcement panel 806634/5.....	£7.00
Inner sill 806638/9.....	£24.00
Front sill end plate 706422/3.....	£6.75
Half floor (dip pressing).....	£117.50
'A' post lower filler panel 706288/9.....	£19.50
Bonnet hinge pivot box RKC362/3.....	£46.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 911107/8.....	£55.00
Rear wing non O.E.....	£110.00
Rear wing front repair panel.....	£18.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£165.00
Rear valance 908970.....	£75.00
Boot floor.....	£117.50
Boot lid 911327.....	£395.00
Rear inner wheel arch 725563/4.....	£125.00
Rear outer wheel arch 909661/2.....	£79.50
Windscreen aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£39.50
H/ top seal roof/ door glass 716183/4.....	£8.00
Front windscreen chrome insert kit.....	£36.00
Door hinges 607824.....	£20.00
Exterior door handle (black) YKC2837/8.....	£65.00
Window regulator 911271/2.....	£55.00
Window regulator glazing channel.....	£75.00
Front outriggers 209398/9.....	£35.00
S/steel tread plate finishers.....	£27.50 pair
Oil pump TKC 1974 (exchange).....	£32.50
Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
Oil filter GFE119/150.....	£4.50
Heater valve 724021.....	£18.00
Front wheel bearing kit GHK1021.....	£16.50
Front wishbone bushes 119451 (set of 8).....	£10.50
Front shock absorber GSA364.....	£20.00
Front suspension vertical link/trunnion assy.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£20.00
Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£58.00
Gearbox exchange.....	£265.00
Recon exchange D Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D 1500.....	£255.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£65.00
Recon exchange drive shaft assembly.....	£150.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£87.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
Handbrake cable end fork 104749.....	£3.00
Rear wheel brake cylinder -7 dia.....	£12.50
Rear brake lever 123135.....	£6.50
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£59.00
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
Recon starter motor (exchange).....	£32.50
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GT6

Bonnet assembly Mk III 913766.....	£1,015.00
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Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£105.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
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Rear bumper moulding (saloon) 824479.....	£27.50
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Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£270.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
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Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Dolomite Rear lamp assembly R/H TKC938.....	£52.50
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Headlamp bowl 1300/1500 Dolo (Square).....	£23.50
Rear screen rubber 913937.....	£35.00
Boot floor carpet 1300 F.W.D. 617831.....	£17.50
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£58.00
Dolo 1300/1500 recon exch distributor.....	£47.50
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£4.50
Service exch oil pump 18/50 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£270.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£265.00
Gearbox exchange 18/50 3 rail.....	£265.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£42.50
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157859.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
Toledo front shock/spring assembly.....	£48.50
Front lower ball joint GSJ135/RH.....	£52.50
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Sprint brake shoes Original.E. GBS780.....	£22.50 set
Dolo 1500/18-50 brake shoes GBS746.....	£15.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£13.50
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Nigel Clark

Calliper Confusion

With the production life of the chassis TR range spanning 25 years from 1952 to 1977, there are a number of technical issues which crop up and are very specific to a model and even to a particular year. This month we are going to look in some depth at changes made in 1972 to the Girling Type 16 brake callipers, so this is going to be of most interest to TR6 owners. If you own a GT6 Mk3 you may want to read on, as your car uses the same brake callipers as the TR so was subject to the same change.

In 1956 Triumph took a big leap forward with the introduction of front disc brakes on the TR3, which was the first production car in the world to be so-equipped. By 1972, the whole Triumph range sported front discs and simultaneously, the process of "metrification" was starting to gather pace in the British motor industry, as British suppliers looked for opportunities to export components to European car makers. At this time, Girling changed the threads for calliper brake pipe unions and bleed nipples from imperial to metric (plus other

detail design changes, of which more later). The switch over from 16P Imperial to 16P Metric callipers took place during the summer of 1972.

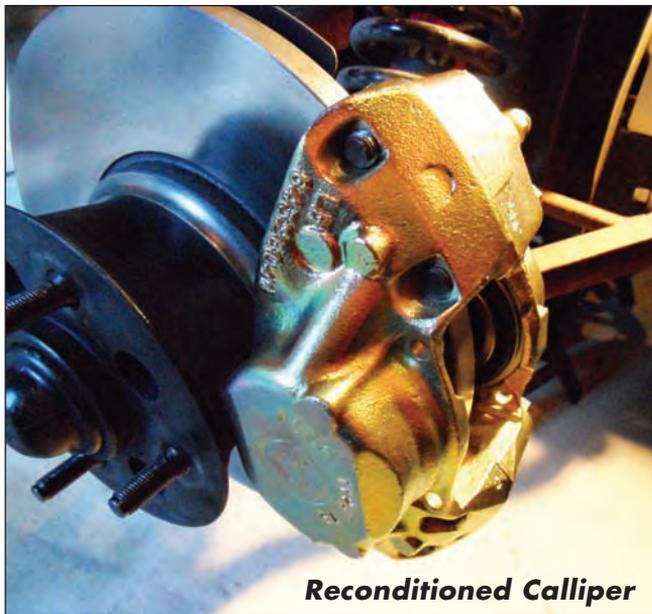
Why is this important?

There are two main reasons:

The braking system of any car is safety critical.

There is a risk of mixing imperial and metric parts, which in the worst case could lead to brake failure.

I came across the problem of mixing imperial and metric parts when overhauling the



Reconditioned Calliper

front brakes on my GT6 recently, but the experience is equally applicable and valuable for the TR6 (apologies therefore if eagle-eyed readers recognise some of this month's photos as GT6 rather than TR).

Now for the detail...

TR6's up to Commission Number CP26075 (UK specification) and CC29928 (US specification) were fitted with imperial brake callipers, and later cars with metric. For GT6 owners, the last car officially to be fitted with imperial callipers was Commission Number KE12389.

Calliper showing Bleed Nipple



Take care though because although my own GT6 was built about 2,000 after the change it turns out to have been fitted with one imperial and one metric calliper!

Factory fitted to use up remaining stock or a later bodge, who can tell after the passage of 40 years?

The point is that it is very important to correctly identify the calliper before undertaking work on the front brakes.

So what are the differences to look for?

The Differences...

The imperial callipers use a 3/8" UNF thread for the male pipe union entering the calliper and for the bleed nipple, whereas



Metric (left) and Imperial Bleed Nipples

the metric calliper uses a 10mm x 1mm thread pattern.

These thread types are sufficiently similar to cause confusion. Mix up imperial and metric, and union will either bind and strip its thread, or it will be a very loose fit and again could strip as it is tightened. Either way, the union will leak and potentially could even fail with catastrophic results.

If you need to change from imperial to metric callipers or vice versa for any reason, you must also change the brake pipes that link from the flexible brake hoses to the calliper.

Identifying the callipers by simply looking at the threads is not easy, as the difference is not obvious to the naked eye. The other detail design

change made at the point of switch over was the diameter of the brake pad retaining pins. Imperial callipers have larger 6.3mm (or 1/4") diameter pad retaining pins while metric callipers have smaller 4.6mm pins, the difference being clearly visible.

Note that it is possible accidentally to fit the metric pins to imperial callipers – this is potentially very dangerous. The smaller metric pins can slip out of the imperial calliper



Brake Pad

Detail of Brake Pad, showing Small Hole for Metric Retaining Pin

body and worst case scenario, the brake pads could fall out – resulting in immediate brake failure with little or no warning.

Make sure you get the right retaining pin set for your car.



Metric Pad Fitting Kit, Imperial Retaining Pin (left) shown for comparison

The part numbers are GBK1003 for imperial and GBK002 for metric. Theoretically it is also possible to mistakenly fit imperial pads to metric callipers.

In this case, the pads will be loose in the callipers and will rattle.

I have seen trade suppliers offering incorrect parts for Type 16 callipers. Mistakes can and do happen, so take care.

Safety first...

The moral of the story is that whenever you are working on the front brakes of your TR6, clearly identify the calliper type and make certain to get the correct parts. This applies whether you are simply changing the brake pads or completely overhauling the callipers. It's your braking system, your responsibility and everyone's safety at stake if there is over a ton of TR flying down the road about to suffer brake failure.

Nigel

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SPITFIRE I - II - III Register



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Suzie Singleton

Shedding A New Light?

No, this isn't a late April fool, I've actually got a technical article for you - or rather Ernie Knight has written one which some of you may find useful. You may remember that Ernie (a police officer in Chicago) sent me an article last year about upgrading the tachometer in his 1970 UP Spec Mk3 Spitfire. This time he writes about the rear lights.

Shedding a New Light by Ernie Knight

Ever feel like your Spitfire or GT6 is invisible? Are you concerned because your Spitfire or GT6 is so small in comparison to ALL other vehicles? Ever want to increase the visibility of your Spitfire or GT6, but didn't want to attach a fluorescent orange flag on a pole?

There is a simple and inexpensive way to increase the visibility of your Spitfire or GT6, especially from behind. You can change your reversing light into a 3rd brake light. Reversing lights are in operation for a tiny proportion of the vehicle's operation. A third brake light is an addition exactly when you need it: When you're stopping and the less than attentive driver behind you is looking through you. And if you still need light when reversing, touch the brakes.

Ok, so you're saying to yourself, "Good idea, but I don't want to spoil the look of my car."

You can convert your reversing light to a third brake light and the only time anyone will

know is when you hit the brakes. How? Using a red Light Emitting Diode light in place of the stock bulb. In addition, LEDs take very little power, last far longer than conventional bulbs and can throw a lot of light.

First, locate the brake light wiring going to your rear lights. I will not suggest wire colours, as a 20 year run in multiple models is unlikely to yield one answer for all. You can pull apart bullet connectors to narrow it down. Disconnect your reversing light from the wiring harness using the bullet connectors near the light. Connect the reversing light wiring to the wiring for the brake lights (power to power and ground to ground). Test the light to make sure it is activating with the brake lights. Procure your red LED replacement for the reversing light bulb (1156 replacement - see photo 1



Make sure you order a RED LED (they don't look red until they're lit). I bought mine from www.autolumination.com (beware, they have LOTS of LEDs and your pocketbook may not support the kind of shopping you'll want to do). They have many different styles and sizes, so MEASURE before you order. LED replacement

SPITFIRE I - II - III Register



1156 lights start at \$3.99 US on the site, they accept credit cards and Paypal and they also ship internationally.

be made to throw very different light patterns. In a reversing light you want the bulk of the light facing directly out. With instrument lights you need a very wide-angle light. With 1157 replacements (for taillights and brake lights) your prime concern is light directly to the rear, but you will likely want a wider angle light than for the reversing light since they are also seen from the side.

Personally, I run LED lighting in my instruments and the third brake light. I use conventional bulbs everywhere else. They consume more power and need replacing more often, but the look can't be exactly replicated.



Replace your reversing light bulb with the red LED light and test it. If it doesn't work, don't panic. LEDs only work in one polarity.

If you wire them backward they don't light. If it doesn't work, take out the LED light and reinstall after turning it 180 degrees.

Reinstall the unaltered back-up light lens and you're all set.

It looks bone stock until you hit the brakes. (photos 2 & 3)

LED lights can also be used to replace instrument lights. Advantages are low current draw and much greater durability (which can be handy with the limited access to the gauges). The downsides are: the light tends to be whiter than the old gauge lighting (if you are trying to match conventional bulb lighting, you'll have a hard time), and matching the intensity of the lighting for the large and small gauges can be a challenge.

When you order LED lights, consider not just the style, colour and dimensions. The lights can

Thanks again, Ernie. Look forward to your next article. And if any of you have made modifications to your cars, or have found alternate ways of doing things, and would like to share them, you know where to send your articles!

From modification to restoration - we saw this

Spitfire on ebay. It may be useful for some spares but it would need a true aficionado to attempt a restoration of this poor beast!





And now this months update from **David Embery on the Shropshire Spitfire.**

As you will recall from last month's update we have proceed with our plan to go for an MOT before we embark on the full restoration. This will make life so much easier in terms of getting the car around shows etc. We overhauled the Brake and Clutch systems with new copper pipes all round and yours truly even got the opportunity to learn about how to refurbish a Brake Master Cylinder! (See photo)

A small problem was encountered when trying to bleed the front brakes when a bleed nipple sheared off! However, the position was soon rectified with help from our friends at **TD Fitchetts** who replaced the entire calliper for us with no extra charge.

Many thanks for that guys!

The back brakes proved no problem (See photo opposite)

Our attentions have now turned to fitting a new stainless steel exhaust system obtained through



the **TSSC Club Shop**. Nigel and Garth have not only helped with some sound advice about our needs but also they have sourced the unit and given us extra discount on the total cost including fitting kit and postage.

Thanks to Nigel and Garth for that!

We have also turned our attention to sorting out the electrics in the rear of the car so that we have lights and indicators etc! By the time you read this I am hopeful that all will have been accomplished and we won't be too far away from that MOT.

I would like to take this opportunity to pay a very big thank you to **John Edwards** of **Leicester and Rutland Group**. John met up with us initially at the Weston Park Classic Car show (See Top Photo left). He was impressed with the Shropshire Spitfire and offered his help in sourcing some of the bits we need to take the project on. We now have proper Spitfire seats, lighting units for the rear of the car and the correct 'Mark 2' badge for the boot lid! John has also offered period correct wheels for the car so that when we undertake the full restoration we can keep as close to originality as far as it is reasonable for us to do so!

Many thanks John. Your generosity is very much appreciated by all of us.

Well that is about it for this month and hopefully next time I can share with you the news of how we got on with the MOT.

Fingers crossed!

David

I had another contribution to these pages from John Curtis near Le Mans in France. As an expat he was keen to watch the Royal Wedding and it seems he had a very good view from France as shown by the excellent photo of the Memorial Flight Spitfire he sent me! **

Something else from a regular contributor are



these photos from Michael Burgess. And yes, I have noticed they're nothing to do with Spitfires - or even Triumphs - but I still thought

they were worth sharing.

He told me *"The damaged tyre was presented at a local car dealership where I work by a 'lady of mature years' who wanted to know if we could fix it or whether a new tyre would be required."*

I ran away and got the service manager! and the



Sand Rover was from last year's Weston Super Mare sand sculpture exhibition.

Shame it wasn't a Triumph, but I still think it was interesting."

So finally, just to end on a Standard Triumph theme



** Ok, so John took a photo of his TV during the flypast - but a good picture, nonetheless!

SPITFIRE MkIV/1500 Register

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Derek Ford & Hugh Glossop



Basic Servicing

A normal yearly service is well within the capabilities of any driver and should not hold any fears, for those of you worried here's a step by step guide.

You will need oil filter, fuel filter (if not fitted then fit one) air filters (unless you have high performance filters) Spark Plugs (*fig 1*) and 5litres of Oil 20w/50 grade.

Fig.2



container and a spark plug socket or wrench. There are several types available *figs 2 & 2a* show a selection.

If your car hasn't been serviced for a



Fig. 1

All these parts will be available from your local motor factors if you have any problems give us a call and I'll get you part numbers.

To fit said items you will need. An oil filter wrench (not strictly necessary but very useful) screwdrivers spanners or sockets, an adjustable wrench, a suitable waste oil

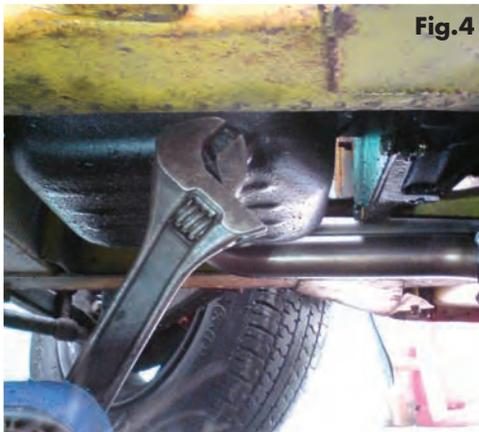


Fig.2a

while or you are unsure of its history, a good oil flush is a good idea too I do not use this unless necessary, but if your oil is very sludgy it will help remove the thick deposits. **Fig 3**



Follow the instructions on the can, normally add flush to hot engine oil through oil filler cap and leave to run normally for about 15 mins. While this is flushing away lift the nearside



front of the car with a jack and place a stand under the chassis. Looking under the car at the sump you should see the oil drain plug. **Fig 4** It should be square but years of abuse may have rounded it. With the engine switched off, fit your adjustable wrench tightly to the sump plug take your time and position it well as you don't want to round it off (if its already rounded off, grip it with a mole grip to remove and replace with a new plug.) Assuming your plug is now loose remove com-

pletely from the sump by hand **CAUTION OIL WILL BE HOT** place your drainer bowl under the sump and remove the plug with a gloved hand, (burning by hot oil hurts, trust me I know). If you drop the plug into the oil leave it till all the oil has drained and fish it out with a magnet.

I like to leave the oil draining while I change the plugs, nice and straightforward this, pull one ignition lead off at a time and remove each plug and replace it **fig 5** there's not really any need to gap the plugs



as they come ready gapped. When tightening the plugs don't go mad, there's a crush ring on the bottom of each plug and you just need to nip it gently. I have seen plugs put in so tight that they partially strip apart and effectively open or close the gap don't use copper ease on the threads either. The plug behind the alternator can be a bit awkward to get at dependant on the length of your alternator belt. If necessary remove the belt and pull the alternator out of the way (I will cover this in a later article if you're not sure).

When all 4 plugs are replaced put the sump plug back in, it's a tapered thread so every time you take it out it goes back in a bit further than before so again common sense don't go mad just nice and tight you can always give it another quarter of a turn if it drips but retapping a sump due to over tightening is another thing.

You can now remove the stand and jack from under the car, now move the drainer bowl

underneath the oil filter. Fix your wrench



around the filter and spin off, *fig 6* dead easy, you will loose oil out of the filter so be ready with a cloth. The new filter should be oiled on the rubber seal with fresh engine oil to ensure that next time you can get the filter off easily. Spin the filter on **HAND TIGHT ONLY** do not use a wrench it is unnecessary.

Now it's time to pour in that nice fresh clean oil, place a rag around the rocker cover to catch any drips as oil does not pour nicely. If you're a bit wobbly a funnel is a good idea. The engine will take about 4.5 litres. I like to put in about 4 (and there's an indicator on the side of most oil containers) start the engine until the oil light goes out (about 5-10 secs) and switch off, this will fill the filter and circulate the oil. Check the dipstick now and fill a little at a time until the level reaches the top mark.

If you have a fuel filter fitted, replacing it just



means removing the jubilee clips and replacing with the new filter. Biggest problem might be

finding it, some are located on the tank behind the trim board in the boot, or it could be underneath at the back where the fuel supply pipe runs along the chassis, even more commonly on the front of the fuel pipe just before it enters the fuel pump. If you don't have a filter fitted I recommend the front position *fig 7*. as it's easier to access for future replacement and it's also a good indicator of whether you have run out of fuel (Yes I've been there too thanks).

Simply cut a small length of hose out and replace with the new filter, you will obviously have to buy suitable jubilee clips at this point. Most filters have a direction of flow arrow on them, point them towards the carburettors.

If you need to replace the air filters you have to remove the fuel pipe from across the back of the filter box followed by the four 1/2 in bolts holding the filter box to the carbs and pull off the air hoses (if you have them) turning the filter box over remove the central bolts and the box will come apart remove the filter elements clean the air box if necessary and refit the four 1/2" bolts to the outer case, slide the new filters on to the bolts to ensure correct positioning and refit the rear casing and bolt together.

Refit to carbs using new gaskets supplied with the filters making sure they are the right way up; some have a breather hole just to the side of the bolt holes and the jobs a good un. Performance filters normally come with cleaning instructions and can require special fluid but a wash in petrol and a long drip dry should have the desired effect, check with your supplier.

I'll cover more complicated servicing items later but don't forget check your sump plug before you start and order if necessary and same for the fuel filter in case you need jubilee clips. I always keep aerosol brake cleaner in the garage as its great for cleaning just about anything from dirty carbs to an oily garage floor and its cheap to buy, give it a go you might just love it.

Derek

PS don't chuck out the empty oil container, put the waste oil in it when it's empty and take it to your local tip.

SPECIALS Register

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Trevor Collett

Gentry in the Spotlight

The turnout of kits and specials at this year's South of England Meet at Leatherhead was a little disappointing, maxing at six cars. As it was the time of the month for me to write a piece I decided to pick one to do an in-depth examination. The lucky man to get the grilling was Terry Johnson. His wonderful Gentry has appeared in this register before but here you're going to get to know all of its intimate details:

BUILDER'S NAME	<i>Terry Johnson</i>
OCCUPATION	<i>Retired Accountant</i>
MAKE & MODEL	<i>TM Gentry</i>
PERIOD OF BUILD	<i>1989 to 1998</i>
NO. OF HOURS TAKEN	<i>Lots!</i>
TOTAL COST	Record not kept, guess about £5,000



Terry Johnson and his Gentry at this years SEM

Why build a kit car?

I've always like messing about with cars. I had re-engined cars before, once building a Mini Cooper to 1275S spec. I was looking for a new project to get me out of the house.

Why choose a Gentry?

My first car was an MGTD and I'd always wanted an MGTF but they were always too expensive. One day a Triumph Herald stopped outside my house and I asked the driver if he wanted to sell it. He said he had just sold it to a chap up the road, who was going to turn it into a Gentry. It turned out that this guy's first car was an MGTD as well, and he was building the Gentry for his wife.

What was the donor vehicle and how acquired?

I saw an advert for a part-built Vitesse Gentry in a kit car mag. It was in Hayes, Middlesex and was really a collection of bits in boxes. I took some time to make sure the boxes contained everything to make up a complete car, which was just as well as, thanks to my attention to detail, I discovered that there was one small piece missing, an engine. Actually, an engine was included, it just happened to be at another location. The seller had two sons, both with Vitesse. He had re-conditioned a 2-litre engine for the Gentry but this had ended up in one of his son's cars. The engine that came with the kit I had bought was a smoky old 2-litre job.

Chassis alteration and preparation

The chassis was from a Mark 1, 2-litre and had been well prepared.

Gearbox, propshaft, differential alteration and preparation

Transmission is all pretty standard Vitesse. I fabricated additions to the front turrets that move the engine back about three inches. The propshaft was modified to suit by a spe-

cialist company. The non-overdrive gearbox is as standard.

Suspension, steering, brakes alteration and preparation

The rear spring needed replacing, with a Spitfire one. Front springs were Mark 3 Spitfire (green stripe), which I was told would give the right ride height for a 6-cylinder Gentry. Spax adjustable shocks all round.

The brakes are standard Vitesse but with a servo from an MGB.

Engine type and preparation, carbs, air filters and exhaust.

I had the engine professionally re-conditioned by a company in Poole. When I first tested it water leaked from the block – the block was cracked. Eventually, after much hassle with the company, it was nickel welded to repair it but even then the crack needed sealing with metal filler.



Carbs are 150CD Stromberg.
Exhaust is Vitesse 2-litre, modified.
Rear box is made up in stainless steel.

New body collection and assembly

The body had been part-assembled, but not very well. I re-built and strengthened the doors. The bonnet had to be re-made; I shaped a new aluminium bonnet myself. The bonnet sides had to be re-shaped to fit the TF-type grille, which had been bought from SP Motors. Louvres were cut in the side as well.

Assembly of major components and body onto chassis

I decided that the scuttle area needed more strengthening. This involved a piece of angle mounted behind the dashboard, which also allowed me to build an extra mounting for the steering column. The dash itself I made from aluminium and then covered it in formica.



I wanted air-cleaners and an alternator on the Vitesse engine, which gave me a width problem with the narrow Gentry engine bay. My solution for this was to widen the chrome grille by cutting it in half and mounting the two halves with an inch and a half gap.

The gap was covered by the dummy filler cap and all the struts were then repositioned to equalize the gaps. The front filter still needed a blister to get in.

The octagon "TM" badge is the model name by which the Gentry was known at the time it was being marketed by SP Motors. SP Motors was owned by two guys called Mick Sinclair and Terry Phillips; they used the initials of their surnames for the company name and

their first names for the model name.

The radiator is a Maxi shell with a Dolomite Sprint core.

Fitting out

The pedals are standard, mounted to a strengthened bulk-head.

The battery is in the floor behind the driver's seat and on the other side I have built a box for tools.

The steering column had to be lengthened and is actually two Vitesse columns joined with a link.

I prepared the body for painting myself. It was sprayed by a friend while dismantled. I'm often asked what the colour is; it's Ice Blue, as used on MG Midgets in the early 1960s.

The seats are Mark 4 Spitfire, which I recovered using a complete seat recovering kit from Newton Commercial.

The seatbelts are Willans four-point harness,



mounted through to the body mounts.

I did all the trimming myself using paper templates to cut marine quality ply.

They are covered in vinyl from Newton's to match the seats.

I built the wiring loom from scratch, starting with a paper plan. I incorporated a six fuse box and relays and I have added an electronic rev counter and ammeter.

The heater is Spitfire, but turned on its side. Wiper motor is a Marina two speed. Instruments are a mixture. Heater control is



from a GT6 in a console, (built by myself), which also adds to the stiffness.

I made a new gearbox tunnel in fibreglass to get maximum width in the foot-wells.

Headlights are halogen with sidelights incorporated. The torpedo lights on top of the wings are the indicators, with orange bulbs.

Chrome work is all TF replica and came with the kit.

The hood and side-screens are from RMB, the original producer of the Gentry kit. I modified them to make them look more like TF items, incorporating bits of the trim from the side of a Vitesse.



Wheels are 14-inch bolt-ons, as used on the Naylor TF. Wheel studs are from a Marina. I had to machine the hubs a little to get the wheels to fit.

Paperwork (SVA, registration, insurance and MOT).

The registration document says Triumph Gentry, with original registration number and VIN. It was finished before SVA came in.

On the road

Petrol tank is Spitfire. I made up the brackets to hold the spare wheel.

When it was on the road for the first trip it overheated. To cure that I fitted a header tank

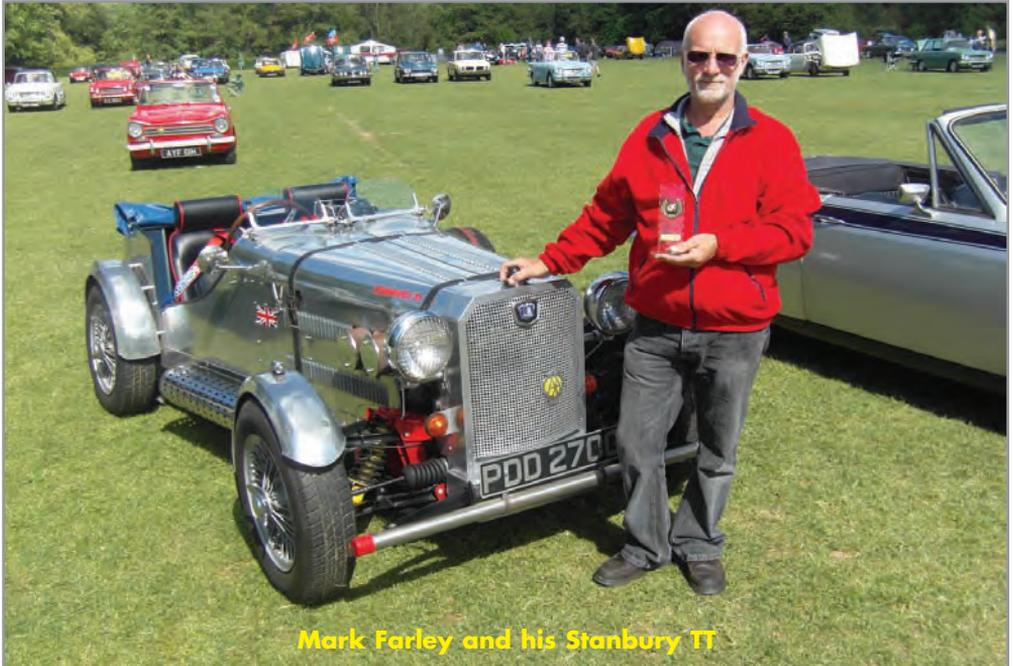
from a Maxi and an after-market electric fan.

In 13 years it's done about 19,000 miles. I love driving the car and have no plans to sell it. The build process was a good challenge, and ultimately rewarding, but I would not build another car as complicated as a Gentry.

Much thanks must go to Terry for showing

great patience as I went through my list of questions. His car has won Best Special at SEM in the past, more than one I recall, but the judge this year put it in the runners-up spot.

Best Special SEM 2011 was another past winner – **Mark Farley's eye catching Stanbury TT.**



Mark Farley and his Stanbury TT

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Talking of kit cars and specials at Triumph shows – at this year's main Club show at Stafford in August we want to put on a special show of vehicles that are associated with Triumph but are not one of the usual mainstream models.

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Contact me for more details.

Trevor



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



Ben Broadbent

Show Season Preparation

In response to my requests for articles of interest concerning your Stags, Bill Philpott from the Manchester Area has responded with an interesting account of preparing his Stag for the Show Season.

So, it's over to Bill!

I decided to get my Stag out of the garage and re-commission it in anticipation of getting it back on the road for the upcoming show season. I want to try and win a few trophies with this car this year so I've spent 3 days in mid March cleaning and servicing the car.

First up is a picture of it lurking in my garage under it's winter duvet. (Pic 1) Fortunately,



when I built my garage, I put a damp proof course in the concrete base to keep the damp down, then I insulated the concrete panels before panelling them up with some sheets of plywood. It was originally made to keep my Mk1 GT6 cosy but, seeing as I sold it 2 yrs ago, it's now for the exclusive use of my Stag.



Once rolled out onto my drive I got my wing covers on (Pic 2) and started to do a full engine service on it. I've replaced all the plugs, air, fuel

and oil filters and changed the engine oil. (Pic 3) Whilst I was on the job so to speak



and because we want to go to Laon in this car in May I also renewed the Power. Assisted. Steering. drive belt, distributor cap and leads

(Pic 4) The leads were changed merely because they were the wrong colour and



routed incorrectly!!

I then decided to jack up the car onto axle stands and I took the opportunity to clean up the wheel arches, I was amazed at all the dirt that came out of just the o/s front arch (Pic 5)



as this is one of the cleaner cars you'll find. I used a soft plastic scraper so as to not damage



or scratch the inside of the arches, then brushed off any excess dirt before blowing them all out with compressed air. This was to ensure I wasn't merely waxoyling over dirt. I then treated them to a liberal quantity of waxoyl brushed in with a soft detailing brush (Pic 6)

Whilst the wheels were off I cleaned them up inside and out Pics 7 and 8, show the "before & after" shots. I had bought a set



of black wheel centres with a polished stainless backing of the Stag motif from an





10.

at an auction site, so I thought now would be the ideal time to fit them, along with some polished alloy valve stem covers. After removing the plain alloy



11.

centres and cleaning out the spring retaining clip grooves, the new centres were fitted straightforwardly. *Pics 9, 10, 11.*

Next on the agenda was to repeat the process with the rear arches, check the brakes and



12.

cleaning up the trailing suspension arms. I removed the rear wheels and cleaned up the arches using the same method for the fronts

before applying liberal amounts of waxoyl to them. Whilst they were off, I decided to clean the worst of the dirt off my trailing arms, (*Pics 12 and 13*)



13.

check all the brake pipes were in good shape and finally clean all the wheels up inside and out. As shown in *Picture 7 and 8.*

The next job that I carried out on my Stag was to change the coolant along with all the hoses. Seeing as the Achilles Heel of the Stag is cooling issues I didn't want the stress of worrying about any possibility of my car over-



14.

heating this summer, and as we intend to take the car to Laon at the end of May. I thought it would make sense to check all the coolant hoses and change the coolant. When you see the pictures of the hoses you'll see I was glad I did. *Picture 14* is of one of the heater hoses and it was quite possibly one of the original hoses the car was built with as it was of the old



15.

fashioned reinforced type. I took [picture 15](#) of the top half of the bottom hose and once I had it in my hand ([pic 16](#)) and bent it slightly I



16.

could see it was an accident just waiting to happen. The same theme ran out with all the hoses, so if you're ever in doubt about them



17.

replace them a.s.a.p. I got a complete set and placed my old set on the floor before matching them all up ([pic 17](#)) this also helped to prevent

me from getting confused (easily done these days) as a couple of them are very similar to each other.

After fitting all the hoses, along with new



18.

[jubilee clips](#), ([pic 18](#)) I refilled the cooling system with the recommended coolant (50/50%) set the heater controls to hot & allowed the car to idle whilst constantly monitoring the coolant level via the filler plug on the top of the radiator and the engines temperature gauge. This was done with the radiator pressure cap fitted on the expansion tank. Once the heater had blown hot for several minutes and the temperature gauge was at the normal position I ensured the radiator was full and put the filler plug back in. I topped up the expansion bottle half full with the same 50/50 mix of coolant & water before leaving the car overnight to thoroughly cool down. The next morning I checked the level of the tank to find it had consumed nearly all the contents, so I re topped up half way up again. After refitting the pressure cap I undid the brass filler plug on the radiator and topped up the coolant there too.

Now this might not be the correct set procedure as stated in the manual but it worked fine for me although, one thing to remember is never take the filler plug out of the radiator with the engine hot - you will get scalded. Other notes are - if you do take the plug out (engine



19.



20.

stone cold) always keep the pressure cap on the header tank otherwise while you top up the radiator, it just runs into the header tank by gravity seeing as it's positioned below coolant level?? Always use new securing clips and recheck them after a few heat cycles have been endured by them.

Remember that old heater hose, well here's a pic of the new one installed (pic 19) along with the thermostat by-pass and heater return hoses at the front of the engine (pic 20).

After a brief road test all appeared to be fine with the car so I can now tick this job off on my "to-do" checklist. There are still a number of jobs to do but, here is a picture of my Stag, ready for the Show Season.

Well, thanks Bill that was an interesting article with plenty of pictures. I wish you success for the Show Season.

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

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

On a final note the descriptions above are of Bill's experiences and not intended as a guide to undertaking the servicing and overhauling of the Stag. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist.

Keep those V8's purring! Take care

Ben



IN THE NEXT ISSUE OF

BUYING | RESTORING | REPAIRING

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Guy Singleton

Bonds on Parade

On May Day bank holiday Suzie and I took two Bonds to the show at Popham Airfield [Suzie note: I would probably have taken a Spitfire to this show but Guy cunningly arranged for me to take his 2+2 as my Mk3 Spitfire is still in Wales having its floors

replaced and our Spitfire4 is having more fuel problems and is waiting for Guy to replace the fuel tank!]

We were joined by Andy Belcher with his 4s so nice to be able to show off all three models of the car.

We also had a good weekend at the South of England Meet at Leatherhead Leisure Centre as ever, a bit quiet on Saturday for the Hairpin



Run and a slow start on Sunday but good to



see the field covered with cars and autojumpers later in the day.

With heavy downpours both Friday and Saturday nights we were a little wary of the weather turning against us on Sunday, Working on the Singleton version of 'Murphy's Law' I left the hood up the whole day to keep the rain away – possibly the first time I've ever done so at a show – or at least since the last time it rained! It must have worked as we have a (mostly) dry day but, during the journey home, with the roof down 'a la Singleton' we drove through quite a heavy rain shower!

Not a large turnout of Bonds this year but

good to see Andy again with his 4s taking the Best Bond trophy and Bob Buckby in his convertible as runner-up.



Chris Gunby Presents Andy Belcher with the Best Bond Trophy



Chris Gunby Presents Bob Buckby with the Runner Up Trophy

We had a minor incident on our way to SEM when the engine in the 2l convertible just stopped. A brief investigation led me to the "usual" culprit – the rotor arm. This was duly swapped out with the spare carried in the glove box and we completed the journey uneventful-

ly. I finally did as I've advised others to do – bought a new red one from the Club Shop. As ever, I haven't yet fitted it – in fact it's still in my trouser pocket – but will shortly at least be transferred to the glove box for the next time I have a problem with the rotor arm. Mind you, as it's been about 3 years since I last had a problem it may be there some time before I can try the new one out and give you a status report – or maybe I will be sensible and fit the new one and put the spare back in the glove box!

I would like to be able to persuade more of you out to a Bond gathering. Suzie and I are organising **"Midsummer Madness"** at Cheriton near Winchester on behalf of Southern and Andover Areas over the weekend of **17th to 19th**

June. This is a camping weekend based at The Flowerpots Inn, a country pub with its own Brewery!! There is a Road Run on Saturday followed by a BBQ in the evening (bring your own food, barbie supplied) and a quiet morning on Sunday before either going to another pub for lunch or meandering home. All are welcome and we would love to see more Bonds there so please contact me for more details.

And finally, I had an email from Frank Bosmans in Belgium at Easter send holiday greetings and



showing off his new toy.

He wrote:

"Today Anja & I took delivery of our bright red Ferrari. We thought a lot about it and finally decided to go for it and placed an order. Today we finally rook delivery, what better day than the warmest Easter for years! We have 27°C here today."

"If ever you are on the continent, please come and have a taste of our homemade pizza on our bright G3 Ferrari pizza oven! "



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Toledo/Dolomite 1300/1500 Register



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Andrew Burford

Dolomite Drought

Hi and welcome to the small saloon register. I'm sorry for the lack of articles although I have still been answering your enquiries and trying to help in the background. It's been a busy start to the year but the weather has been very good in the last month.

I still have a few of the special models made to celebrate the 40th Anniversary of the first year of production of the Toledo.

They are designed to be used for scaletrix models racing but could be used as a static model with a suitable chassis. They include the body and interior complete with the body

the website and see how good a model it is when its built up.

Look at www.onethirtysecond.co.uk, but you will find these are listed as not obtainable as the mould only is good for a small quantity.

Well I hope you have all got those cars out of the winter hibernation and back into life. This winter was a particularly harsh one and so I noticed that as our local group had the first run out the little gremlins had been busy. Without embarrassing the members involved one fault on an early 1850 that had replacement electronic ignition died after 30 miles. It transpired after some head scratching that this meant the plate covered the area where you normally pour oil on the end of the shaft and this caused the shaft to snap and this meant no rotation or spark to the plugs. However after a few hours of transplant surgery this was sorted with bits from a spare unit. So 2 morals there...always carry spares..and oil the little pad on the shaft inside the distributor.

The next event was at Crich and again we had a few small gremlins.

First a small build up of corrosion to the small fuses in the Lucas holder on the bulkhead. This caused an "interesting lack of panel gauges".

Another one was the windscreen washer motor wasn't working. This turned out to be the small contact on the end of the control stalk. This just pops off and you find a pair or copper contacts and on the button is a small cone. When the button is pressed this makes contact with the 2 contacts and then the wiper



glazing kit and have a special note that they are made for the 40th Anniversary, see picture above.

These are available for £18 each excluding postage so grab yours quick. You can look at

Toledo Dolomite 1300/1500 Register

washer motor works.

These 2 small little things only took less than an hour to fix but might prove useful to others.

The great thing was that it didn't cost anything other than a small bit of sandpaper and it didn't stop either car getting there. Having had the "pleasure" of working on newer cars its always good to be working on something with easy access although I know not all are so lucky to have the tools or know how but travelling in a group means someone usually can fix it.

It was nice to see many Dolomites, a 1300FWD and hear someone was paying to have his Toledo restored. I think there was around 15 in all, I can't say that I counted

that may affect our older cars. I've heard a bit about this and know that different supermarkets put different aromatics in. Yes that's why some diesels smell peculiar! Who knows what the long term effect is and in Europe they have higher levels than we do and of course we are going to be going the same way. I haven't heard of any members with problems yet, but keep us advised.

Now a small piece from David Hall who I see Dave Rumens has also included the Vitesse photo previously.

Hi Andrew,

Me and my now wife got married earlier this year using two Triumphs as wedding cars, quite eventful day and as car nuts, very interesting. We were wondering if you could use the pictures of the Triumph Wedding cars and day, as I have been into Triumphs for 17yrs or so, the cars you might well know and have been to many TSSC do's, as a member.

Triumph Dolomite and Triumph Vitesse MKII Saloon.

There were lots of Triumph related items in the venue.

David



them but there was one rather special Dolomite attending.

This was a 1939 D.H.C with the "waterfall" radiator, wonder what the valuation on that would be? If I remember correctly it was one of only eight known survivors so a very rare car indeed. Even with the Leicester group we now have 4 small saloons within our number.

Just at the time of writing I'm packing the car to go to the South of England Meet so hopefully we might see a few of you there. I don't know why but we don't seem to be able to get the small saloons to come. It's a long way to travel and I also know that this year fuel prices are a big consideration.

There has been talk about the changes in fuel again, this time its addition of more additives



As always please keep sending me your articles and pictures.

Until next time, see you at the shows.

Safe Summer Motoring.

Regards

Andrew

FBHVC Members Queries to the DVLA

by Del Holman



“...to uphold the freedom...”

At the end of March, I represented the Triumph Sports Six Club at a meeting between the DVLA (led by John Vale) and the Federation of British Historic Vehicle Clubs (FBHVC) to thrash out some of the problems that have occurred recently, that affect members' organisations.

The overall outcome was that the DVLA is in some cases in a very difficult position between the devil and the deep blue sea, but does try very hard to be fair to the classic vehicle movement as a whole.

One of the biggest problems seemed to be centred on the retention or recovery of old style registration numbers. The key point seems to be for all of us, that the car's registration number is given to the chassis, where the vehicle has one, and that statement threw up a whole range of problems, which effectively pushed the DVLA man into a corner. In steam traction engines and road rollers, the boiler is the chassis. The boiler has to be pressure tested periodically, and eventually replaced. But no steam powered vehicles has been given a new registration number when it has had a new boiler / chassis.

But if a TR has a new chassis, or an MGB has a new shell, (and if the owner is honest enough to tell the DVLA), a new registration number (or even a dreaded Q plate) ought to be given.

We are lucky - we change GT6 hatchbacks into convertibles, Vitesse saloons into estates, and create kit cars, and they appear to be legitimate changes. In these cases, the body is

not an accountable part of the car as indicated by the DVLA's own points system.

A car that has been exported, and then re-imported can usually have the original pre-export number reinstated, provided the car's original authenticity can be certified. The DVLA wisely puts a lot of trust in the FBHVC and its clubs where authentication is needed.

One FBHVC member was concerned about the moves by members of his Register to convert low value saloon cars to high value convertibles, while retaining, and possibly modifying the original chassis, and having a purpose made bespoke rear body. DVLA's response was initially that this was a radically altered vehicle and would need to go through a whole bureaucratic rigmarole.

There was much discussion, the outcome of which was that common sense and safety should prevail.

Garry Stretton from Classics Monthly is organising a campaign to try to get the authorities to agree that all classic cars that are re-bodied by swapping a whole body for a better one, should retain their original identity and number. I personally would like to see this move taken further so that a rebuild using a Heritage body shell would not affect the original number. A note could be added to the V5C to that effect - just as is done when an imported vehicle is re-registered in the UK several years after its manufacture. (My Vitesse is H registered - 1969/70 - but was first registered in the UK in 1975).

The question of not informing the DVLA raised the question of more fraudulent changes,

whereupon the BSA rep identified that (some years ago) when classic BSA motor-bikes needed a new chassis, (of which there were still quite a lot around, apparently), BSA instructed that the number of the destroyed chassis should be re-stamped onto the new chassis !

When barn finds need to be reunited with their original registration number, or imported but complete vehicles need an age-related number, it is always best to start negotiations with the DVLA before dis-assembling the find. Photographs of the complete vehicle (even if it is a rusty heap) are more likely to lead to success than photographs of a garage full of its separated bits.

Sad would be the owner who restores such a car and then has problems with the DVLA's rules - despite their desire to be fair.

There have been letters around that say that the car has to be restored to claim these re-registrations. This information is incorrect. Sian Thomas at DVLA is the person to contact for factual info.

Finally, some good news. It appears that the DVLA has relaxed its requirement that an independent report should prove the source, cost and fitter when an engine in an historic car is changed, so we can still borrow engines from friends, upgrade to 1500's or 2.5PI's as the case may be, and shouldn't run into problems.

Many other problems were raised, such as

- Inconsistencies between the various regional DVLA offices.
- Vehicles for which an old original V5 document is held by the owner, but the record at DVLA has disappeared into its black hole, can probably now be resurrected.
- Vehicles requiring a 2 letter + 4 digit number that relates to the age of the vehicle.
- "Grandfather rights" to drive a mini-bus with a B licence category, while younger drivers need a D1 on their driving licence
- Many, many other problems unique to the clubs raising them.

The whole day was a success and identified the respect shown by the DVLA for the support that clubs give their members keeping Britain's motoring heritage alive.

So, if you run into problems at the DVLA, contact Sian Thomas, and use the TSSC's good name to try to sort it out

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Area Showtime



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Pip Flegel



Drive It Day - Devon Style

Devon Area decided to meet jointly with Cornwall Area for this year's Drive It Day. We met up at Ivybridge Park n'

Ride and greeted more and more cars. We had invited the Devon Area of the Stag Owners Club too and they led us off over the prepared route over Dartmoor, a drive of about an hour. At Morwellham Quay, on the River Tamar, the boundary between Devon and Cornwall, we eventually had 43 Triumphs and a Marcos on show. The Cornwall Area had met at



Obligatory Devon AO Head gear!

of the restored buildings at Morwellham Quay, where we gathered at the end of the day for a group photo.

Fantastic turnout makes it all worth while



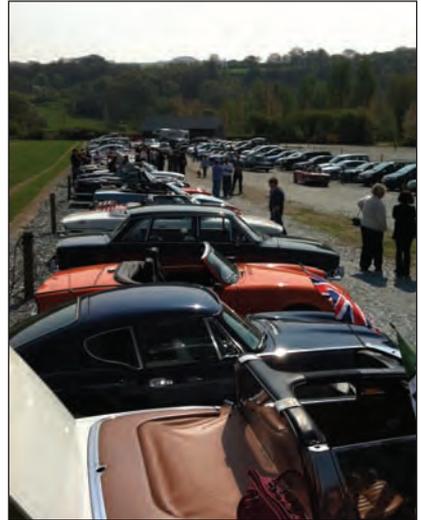
Zelah and driven up from there, getting there just after us, and the Cornwall group of Stag Owners Club supported us as well, in all there were 17 Stags.

We had a lovely day there in brilliant sunshine – all our tops off (Triumphs of course) We took pictures in front of some

Morwellham Quay's buildings date from 1780 – 1860 when West Devon and Cornwall dominated world copper production.

Most of us took advantage of the reduced entry fee negotiated by Mike Crewes, and we took a 45 minute railway journey into the George & Charlotte Copper Mine.

Area Showtime



I can safely say it's not for the faint hearted!

There were other attractions apart from the pub! Including trying on Victorian costumes and exploring the restored Tamar ketch, Assayer's laboratory and also the rope making areas.

John & Sue Franklin
Devon Area Organisers



THE PEAK RUN

2010 & 2011

by Colin Wright



Sitting here today I thought I would have a challenge in remembering what had happened at last years Peak Run, but as soon as I put pen to paper the memories came flooding back. So much so that I had to keep stopping to have a chuckle to myself.

In 2010 we moved to a new campsite with a large function room, bar, café and more showers etc. on site which we hoped would make both the organisation easier and the enjoyment greater. We had no idea exactly by how much the new campsite would be improve things but it was beyond our expectations.

Friday morning dawned. It was beautiful, blue skies, baking sun and the temperature soon began to rise. The morning was quiet so we took the opportunity to pick up a few last

arrived and our exclusive area of the camping field was filling up fast. Panic started to set in as we had over 30 campers plus 8 caravans pre-booked and more were turning up on the day. It was a very tight squeeze but we made it (It's a good job we are all friends).

Boy was it HOT!!!

Friday night is the official start of the weekend with our welcome night activities. This year we chose to follow the format of the Derwent Valley Bowl and TSSC areas battled against each other playing traditional pub games such as shove penny and bar skittles.

Saturday morning arrived and the sun was burning through the canvas, roasting the occupants. When other Peak runners who were staying in local hotels joined us at the campsite

(in the shade of the marquee) Ian and Richard M gathered everyone together to start the day's activities. We had several on offer, the main event was a Scatter Rally fiendishly planned by Ian.

If you did not fancy that Kim and Paul had planned a Treasure Hunt which explored the historic Derbyshire town of Ashbourne. This too was very popular and gave the younger members to do their own thing.

Once everyone had left the campsite Ian, Roger both Richards and myself rehearsed the silly games we had planned for Saturday

night...more on that later.

Things on the campsite were not quiet as we 'shoehorned' in the late arrivals and repaired



Brake repairs for Christopher

minute items whilst the campers either explored Derbyshire or just walked across the fields to the pub. After lunch more campers



Germany V England - A Fix?

cars. Then without warning a mass water fight broke out – every man for themselves. Weapons included super soakers, squeeze bottles and of course the daddy of them all – **THE BUCKET**.

One of the mechanical casualties was Christopher Hartley's yellow Spitfire which after six 'Triumph experts' gave advice and two set about jacking the car up discovered that the rear brake linings had separated from the shoes.

Then our saviour appeared in the form of Nigel Hill who drove over an hour each way to fetch a spare pair of brake shoes he had at home as well as several other much needed parts for other cars. *Nigel you are a true Gentleman – Thank you.*

It was Saturday night and the function room started fill. Warm up games such as Heads and Tails were played whilst we selected the victims for the main event (sorry did I say victims I meant competitors). These were then split into two teams representing each side of the room. Jonathan from Northants and Pete from Manchester were appointed team captains and their first duty was to decide the team names by the toss of a coin. Jonathan's team was England and Pete's team was Germany. Instantly upon this announcement flags and team T shirts appeared and distributed to the teams.

Despite claims to the contrary we did not fix it that Manchester was Germany...honest. It would have been pure brilliance on our part if we had because Pete was gutted to be German as he is a true Englishman and proud of it. He insisted on singing the National Anthem every time it was played

whilst wearing his German T shirt.

England could not face Germany without team mangers and with great ceremony these were introduced to the teams.

For England we had Flight Lt. Roger-Roger Over-Handout dressed in his RAF uniform (Roger Buck). For Germany we had...Heir Flick from 'Hello Hello' complete with long leather coat, hat and walking stick (Ian Stevens).

The teams went head to head for six challenges using a different member of the team for each challenge. Basically they had to race down the room with an English or German flag, place it on the sun bed, and race back. The twist was that the first one back had to answer a question. If they got it right a GOAL was awarded to them, if they got it wrong a GOAL was awarded to the other team.

Surprise, surprise it ended in a draw and had to go to penalties. The teams including the team mangers went head to head by blowing up balloons until they burst. England was the eventual winner.

Fixed I hear you say – of course it was!

At the end of the game shirts were exchanged – no sorry, weren't exchanged, no one wanted a German shirt but it was great to see the England shirts made by Janine worn on the Sunday.

The Peak Run

Sunday morning, the day of the 22nd Peak Run. Half the campers were focused on another England v Germany match. Fortunately we were ahead of the game and had organised the option of returning back to the campsite to watch 22 men kick a leather object around for 90 minutes on the big screen.

The sun shone, it looked as it was going to be another scorching hot day. Cars arrived thick and fast at Belper Market Place and Richard W

was rushed off his feet with additional entries on the day. The breakfast cobs and coffee were popular and the local car spares shop, Romac, had opened early for those odd items such as wiper blades to be purchased.

At 9:45 Ian gathered everyone around for the drivers briefing, the cars were arranged for a quick photo shoot, the Town Mayor dropped the flag and we were off to the sound of the Town Criers Bell.

I have been actively involved in the organisation of the peak Run for 7 years but had never actually completed the run itself.

I managed to hold the lead for about 10 miles or so before missing a turning and the role of lead was passed to Jonathan. In fact over the next 15 miles the lead changed 4 times. The route took us west towards Carsington, we travelled through some of Derbyshire's most beautiful countryside which was back dropped by blue skies and white fluffy clouds.

Skirting around the back of Matlock we dropped down onto the A6 at Cromford and entered Matlock Bath where we were greeted by the sight of the marshals who directed us into the Derwent Gardens right along side the River Derwent.

In true tradition we awarded our silly prizes. These included the most impressive drive on three wheels; the best alternative route (got lost); and the car with the most potential. We also recognise great achievements on the Run and this year was no exception. Derwent Valley's own Steve "Bond" Brent actually completed the run on a Townend 12 speed touring bicycle – yes, a pedal bike – **BRILLIANT.**

The Concours Winners 2010

Peoples Choice - Spitfire



Peoples Choice - Spitfire



People's choice winners were –
Triumph GT6 owned by Dave Wood,
Triumph Spitfire owned by
Des Jackson and Triumph Spitfire
owned by Mark Cliff
People's choice non-Triumph –
Morgan F2 owned by Pat Salisbury

Dave Wood - GT6



Morgan F2 - Pat Salisbury



Car of the Show



Car of the show – TR3 owned by Andrew Heywood

In 2010 the weekend did not finish after the presentation and bumper raffle as we had arranged for the campsite to remain open on the Sunday night at no extra charge.

Thanks must go to Ian, the campsite manager, and all his team for making the weekend special, so much so that we are returning there again in 2011.

Peak Run 2011

What can you expect in 2011?

Due to the high demand for the campsite we have negotiated the exclusive use of the large 'Rally Field'. This is located on the left-hand side just before you entered the campsite.

This means we can make a little more noise and do not have to go through the security barrier. Toilets and showers are still conveniently located.

Pitches will be available from noon on **Thursday 23rd June** until noon on **Monday 27th June**. Currently no hook-up facilities are available in the rally field.

If you require electric hook-up we suggest you book directly with the campsite.

Thursday night will be the noggin and natter in the event marquee.

On **Friday** the day is yours to do as you please, whether it be sightseeing, shopping, relaxing or embarking on previous Peak Runs (old run sheets will be available).

The Peak Run weekend officially starts on Friday night with the welcome get together in the large function room. We are planning a race night but with all things that Derwent Valley do it will be different. We promise no videos of old nags racing.

During the day on Saturday we are returning to the Derwent Gardens in Matlock Bath so you can explore the famous spa town and all its attractions. These include Abrahams Heights with its Roman mines and cable cars, Gulliver's Kingdom with its fairground rides for the younger ones, lovers' walks for the romantic, petrifying wells and of course, fish and chips.

Saturday night, it's back to the function room and the entertainment will be slightly different but as daft as ever.

Sunday is the day of the actual **PEAK RUN**. This year we are celebrating the 23rd anniversary of this run and concours. Classic cars of all makes and models are welcome. It starts in the Market Place in Belper where breakfast cobs and coffee will be available.

In 2011 the run will be slightly shorter due to the rising cost of fuel and will finish at Carsington Water, another one of Derbyshire's beauty spots where you can relax, take a walk or for the athletes amongst you hire a bike.

You can join us for the whole or part of the weekend.

If you prefer you can stay at local hotels and join each day for the activities. If you just wish to do the Peak Run on the Sunday that's fine you will be made most welcome whatever you decide. It is a great help to us if you could pre-book so we have an idea of numbers but entries are welcome on the day.

Look out for the booking form in the Courier or on our website and send it to Kim and Paul Dal. at www.derwentvalleytssc.org.uk/newpeakrunhome.html



Paul Richardson©



The Competition Department Staff

During several chats with John Murrel the company's Manager of the Allesley Service Department, he had some interesting memories of the staff in my father's competition team and it's transition from Banner Lane to a section of the Allesley service department in 1956.

"You know it's a strange thing reminiscing about Kens' team, and I don't know if Ken planned it in any way, or if it was just coincidence, because he included several people in his team who'd been in the RAF as engineers or pilots for their national service, and I remember Ken's number two Kit Heathcote was a pilot in the Fleet Air Arm before he joined the company. Kit was one of Lewis Dawtrey's staff in the technical department before Ken invited him to join his competition department and I think Lewis took a bit of persuading to let Kit go really from what Kit told me. I remember Ken spelling that out because when he started his rally team he'd never driven in any rallies before, so he wanted an experienced navigator, and Kit had

competed in several rallies with pals who were rally enthusiasts, and I think he'd done the Monte Carlo in either a Triumph Renown or a Vanguard, I can't remember which, but that was with a private entrant and Kit had built up



Ken Richardson discussing the preparation of five rally TR's with Ben Warwick when Ken's department was based within the Allesley Service department.

Competition Department Staff

a reputation as a first class navigator.. Anyway, Ken found out about Kit's rallying experience soon after he'd joined the company to develop the TR2, and Kit, I remember, had also set up all the timed speed testing facilities for Ken when he was putting the prototype TR2 through it's paces before the record speed runs in Belgium, and that was in 1953 before the TR2 had gone into production. Kit was one of those analytical types, you see, and having been a fighter pilot he knew how far the elastic could be stretched when the chips were down, because rallying in the European internationals in those days had to be taken very seriously because the mountain sections were always known to be treacherous. In fact Kit had no end of exceptionally detailed notebooks he'd put together on all the difficult sections of all the rallies he and Ken competed in."

As John moved on through highlighting things he remembered about my father's rally team he repeatedly focussed on staff in Ken's team who had been involved with the RAF either as fighter pilots or engine technicians. He related about Ken's first rally.

"I remember Ken and I had got to know each other quite well when he was putting his team together for his first Alpine rally and he chose Lyndon Mills (the company sales manager) as one of his drivers because, Lyndon had done well in several rallies in TR's with his wife Beryl as navigator, before Ken's works team was formed. Lyndon, like Kit, had also been a fighter pilot on Spitfires so, with Lyndon as well as Kit, Ken had a bit more of the fighter pilot mentality in his team, and Ken always said how lucky he was to have found Kit especially with Kit working in the company as well and they formed a very accomplished duo with all their team wins. By the way, this all took place at Banner first of all of course where Ken first set up his competition department, because Ken's department didn't move to Allesley until about 1956 if I've got the year right.."

"Before Ken made the move to Allesley he phoned me to ask about the credentials of all the mechanics I had in the service department



Tom McCulloch competition mechanic at Allesley who also went on the TR3 endurance record attempt at Monza in 1958, and was a member of the twin cam Le Mans teams - a super guy.

which led to a meeting between us both at the Burnt Post pub on Kempas Highway. What your dad wanted of course were the best men I'd got to build his competition cars and all the mechanics in my service department, which Ken obviously appreciated, were fully experienced because we'd been dealing with TR's right from the first day they went into production."

"When I told Ken about my workshop foreman, Ben Warwick, Ken was very keen to have Ben as foreman of his competition department because Ben had worked as an engine technician in the RAF during the war on Rolls Royce Merlin engines used in Spitfires and Lancasters. So Ben became Ken's foreman and he was meticulous Ben was. When Ken moved to Allesley, he had several engine technicians come over regularly from the experimental department at Banner Lane with competition engines that had been on the test brakes either



Ken had a number of lady rally drivers in his team including the charming Annie Soisbault pictured here beside a works TR at the Zandvoort circuit during a Tulip Rally.

because he liked racing and rallying, and he was also put on looking after important customer's cars including a Standard Ten owned by Stirling Moss and Peter was one of the mechanics who joined Ken's team."

N.B John's mention of our own iconic racing driver Sir Stirling Moss owning a Standard Ten reminded me that I have a report in my research notes that Sir Stirling was asked to recommend modifications to improve the Oulton Park race circuit in the early

for power curve tests or mod proving. Anyway Ray Henderson came over on these trips with a guy called Doug West who built the engines. Ray'd also been on the first rallies with Ken and Kit and I suppose Ray was Ken's main link man at Banner Lane and Ray'd worked on aircraft engines because I remember Ray, Kit and Ben Warwick regularly chatting about RAF fighter planes and bombers."

Interestingly, John's service department at Allesley had prepared TR2's for private owners who decided to rally or race their cars before Ken's works competition department had been started. He recalled.

"Whilst we are on about competition staff, we'd prepared TR's for rallying and racing at Allesley for TR owners who wanted to race and rally their TR's before Ken's department started at Banner Lane. In fact after the TR went into production no end of TR owners took to racing and rallying, including several American servicemen based in England who raced their cars and we prepared a number of these TR's in the service department at Allesley. One of our mechanics, Peter Cox was very keen to get involved with preparing these cars,

fifties - and he used a TR2 to test and evaluate the circuit.

I asked John what it was like running the company's service department at Allesley when Ken's competition department was also based there.

"The thing I remember most about that was the regular visits of Ken's rally drivers, and all the press people who turned up with either Ivor Penrice or Jack Croft (public relations manager and press officer respectively P.R.) after all Ken's team wins. And there were the usual celebrations of course, but remembering those days and understanding how dangerous the European rallies were then we all tended to have our fingers crossed on the day the rallies started, and it always amazed me that Ken and Kit, and all Ken's driver teams for that matter, never had any serious accidents where anyone was badly injured that I remember. Even at Le Mans, when the twin cams were raced, there was not a single accident in Ken's team which speaks very highly of Ken's drivers and one of those I remember well was Ninian Sanderson, who was always playing tricks or joking about everything. I remember George Hylands (com-

Competition Department Staff

petition mechanic) telling me a tale about Ninian coming to see Ken about something or other about a week before a Le Mans race and, whilst they were in the shop talking about the cars, Ninian casually asked Ken if the drivers seat in his car could be stripped and repacked in the middle with a soft feather cushion. Ken said what the bloody hell for and Ninian replied that he'd got a bad attack of piles coming on."

N.B.Ninian Sanderson was indeed a renowned practical joker as well as a top notch racing driver (He won Le Mans in an Ecurie Ecosse D Type Jaguar in 1956 with Ron Flockhart). The aforementioned competition mechanic Peter Cox told me that on one

"After the rallies there were the usual celebrations when Ken's team arrived back. It was such fun for all of us and Ken's lady rally drivers were regular party guests. I remember Cherry Osborne particularly well, and her husband Dick, because they were a most sociable happy couple, and like the rest of us they smoked like troopers surprisingly enough (N.B Dick was a Doctor and Cherry was trained as a hospital physiotherapist).

I do wish dear Joan was still with us Paul, she would have loved reminiscing things over about the lady drivers in Ken's team (Joan was John's wife, a dear lady, who passed away many years before I interviewed John).

Joan often made a talking point of some of the escapades we got up to at all the house parties we all enjoyed, and we often spoke about Dick and Cherry, Annie Bousquet and Annie Soisbault.."

I asked John if he remembered Ken's mechanics at Allesley and unfortunately he couldn't remember all of them so I've put the following list together from records provided by one of the mechanics George Hylands.

Ben Warwick
Department Foreman.

Mechanics: Peter Cox, Peter Clarke, Moss Cleaver, Peter Griffin, Brian Deakin (from

Girling), **Bob Jones, Dave Gleed** and **Tom Mc Culloch** and the list maker, dear old **George Hylands.**

George also told me that several men from the coachwork section were involved with the team including **Bill Hancox, Len Aston** and **Edward Bird** - great men all who played a vital roll in TR rally and Le Mans successes.



Ken reminiscing the good old days at Allesley with Peter Cox during a competition department reunion at a pub in Coventry in the nineties. The lady (who I unfortunately didn't get fully pictured) was Ken's secretary Lilla Fisher.

occasion in the twin cam Le Mans era Ninian had noticed that the trout in the restaurant fish tank at the team's hotel looked a little over crowded – the next morning several trout were seen darting about in the hotel swimming pool! John often related memories of the party celebrations that took place after TR team wins and said of these experiences.

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SHOW CAR REGISTER e-mail: info@tssc.org.uk

TSSC HQ, Sunderland Court

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,

Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

Derek Giles 10 Canterbury Close, Worle, Weston-S-Mare. BS22 7TS.

Tel: 01934 515376 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01672 514241 e-mail: spitfires.tssc@virgin.net

SPITFIRE Mk IV/1500

Derek Ford. 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.

Tel: 01495 240884

Hugh Glossop. 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells,

Powys. LD4 4DR. Tel: 01591 610433

e-mail: spitmk4and1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA

Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

Andy Wood, 12 Bishops Meadow, Sutton Coldfield,
West Midlands. B75 5PQ.

Tel: 01934 515376 e-mail: gt6@tssc.org.uk

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

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Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.

Tel: 01372 452292 e-mail: specials@tssc.org.uk

STAG

Ben Broadbent, 26/28 Forshaws Lane, Burtonwood, Warrington
Cheshire. WA5 4ES.

Tel: 08775 94541 e-mail: benbroadbent@btinternet.com

BIG SALOONS

Mark Blease. 43 Charlotte St, Buersil, Rochdale, Lancashire. OL16 4TJ

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TOLEDO/DOLMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.

Tel: 0116 267 1688 (Eves/Weekends)

e-mail: TriumphToledo@aol.com

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

Nigel Clark, TSSC, Main Street, Lubenham, Leics. LE16 9TF.

Tel: 01858 434424 e-mail: nigel.clark@tssc.org.uk

TR7/TR8

Hugh Glossop. 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells,
Powys. LD4 4DR

Tel: 01591 610433 e-mail: tsstr7@hrgserv.plus.com

TRIUMPH ACCLAIM

Technical Advice. Hugh Glossop. Tel: 01591 610433

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David Chapman, e-mail: amphicar@tssc.org.uk

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INTERNATIONAL LIAISON SECRETARY

Gary Russell, 87 Cemetery Road, Kearsley, Lancashire. BL4 7SE.

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TRIUMPH ARCHIVE

TBA

YOUNG MEMBERS CO-ORDINATOR

Chris Baker e-mail: chrisbaker_7@hotmail.com

INTERNATIONAL WEEKEND EVENT MANAGERS

Claire & Nigel Hill, 32 Holly Hill Road, Selston, Nottinghamshire. NG16 6EF.

Tel: 07971 017012 e-mail: international@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISERS

Vivien and Victor Thompson, Ivy Cottage, 5 Rectory Mews,

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AREA LIAISON OFFICERS

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Dolphinholme, Lancaster. LA2 9DD. Tel: 01524 791607

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COMPETITION SECRETARY

TBA

TSSC PUBLIC RELATIONS OFFICER

Adam Easton, 9, Fourth Avenue, Wellingborough, Northants.

NN8 3NE Tel: 01933 229992

e-mail: tsscnorthants@aol.co.uk

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

June 2011



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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.

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.



AREA DIRECTORY

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

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

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news or www.brmmbrmm.com/grampiantr.bb	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 Flegel: 01524 791607	BARTON Aerodrome ECCLES. M30 75A. Just off A57	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691) - Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm.
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- Servicemens 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 Embery: 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 The Park Golf Club, COEDKERNEW - NEWPORT	3rd Wed 8pm. 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 Wroughton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details The Star Inn - LIVERTON	1st Sun. Lun 3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 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	Ring AO for Details	3rd Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	Royal Forest Inn - COLEFORD GL16 7DA	2nd Tues. 8pm.

OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.
FRANCE	Ray Lomas: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GREECE	Nassos Sarris: 00 30 6937095200. Soulis Papatathanasiou 00 30 6977280215 Shyam.K.Chary(91) 40 7171173	ATHENS ATHENS
INDIA		Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@fiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org
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SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46 Philip Bellamy: 0041 79 347 1221	Switzerland Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.



ALO REPORT . . . ANDOVER AVON . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Attention to all Members from all Areas!!!

WyeDean Area is up and running again with a brand new Area Organiser and a Brand New Venue.

Alastair Johnson is the New Area Organiser.

Meetings will be **2nd Tuesday of the month from 8pm Royal Forest Inn, Edge End Rd Coleford**

GL16 7DA. Full details are in the Area Directory & TSSC Website! Please get along and give your support and just enjoy yourselves.

We are still looking for an Area Organiser for Stafford Area, we will give you our support and as much help as you need.

Articles are coming in thick and fast for the Area Showtime which is brilliant!!! Obviously we cannot print them all at once but I will use your articles throughout the year, so please don't think your Area won't get into the Area Showtime, I already have 2 new members in our own Area that have seen our articles and read our area news and have come to a meeting to see what they are missing out on??

Our Courier is full to the brim of events and shows that various Area Organisers and their members are working hard organising for your pleasure, please go along, show off your Triumph and just enjoy yourselves!!!!

Congratulations to the following Areas that were drawn out of the hat at the A/O Seminar for Club Shop Vouchers, **Northern Ireland £50, Worcester £25, Wirral £10**

Please call Angie Hill at Club H/Q to claim your prize. Have a fantastic Season we hope to see you somewhere.

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

A good meeting - with a strange start. Suzie and Molly had got a lift with Burbage Bob as I was late leaving work and had to come in the Triu-volvlo!

I got to the White Lion to find that the pub was full of runners finishing a run and having a meal and I found the enlarged TSSC crowd in the function room. John had brought his wife, Sue, her sister, Vicki, now almost recovered from breaking her arm in the snow before Christmas, and her daughter Naomi.

Brendan and Fran Rose had made a return visit to our group despite being absent for a few years. They have been enjoying life travelling and boating - Wherwell or Hawaii - which would you choose?

It was good to meet Robin who was about to put a recon engine and gearbox into his MkIV Spitfire - I hope it went ok and the car is now up and running again.

Southampton Bob brought along his new Toy - a very nice TR6

which he recently acquired. He is trying to get used to having a posh car! But is enjoying its 6 cylinders!!

Ed came along in his son's TR6 so we had a pair of sixes as well as the four (Spitfire IV!).

Next month's meetings:

5th June - SHVPS Show at Queen Elizabeth Park

9th June - Regular meet at The White Lion, Wherwell, SP11 7JF

18th - 19th June - Midsummer Madness at The Flowerpots Inn, Cheriton, SO24 0QQ

Guy & Suzie

AVON

Tel. 01454 327059

Bristol classic car show was a big success and a lot of interest in both cars - Vitesse and TR. Thank you to Mark and Jerry for their cars and Derek and Angie for their support. We are already planning a big event next year to celebrate the 50th of Vitesse, Spitfire and Courier. The only car we do not have yet is the Courier, so let me know if you have one for display. Coleford was an excellent day out with 7 cars in total from Avon and Somerset- even though someone's sat nav went wrong.

Looking ahead, there is the action day at Castle Combe on **11th June**. Hope to have the passes for the meeting and first come, first served. We are also looking at camping/car show at Attwell Wilson museum in **July** and Hay on Wye show/camping in **August**.

Further details at the next meeting on **Monday 6 June**.

See you there

June

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm

e-mail: mark@serapeum.co.uk

There was another good turnout of cars this month at the Shire Horse, on the A4 to Maidenhead (meetings are on the 2nd Tuesday of every month from about 8pm). We had Colin's Magenta Spit 1500, Peter's Wedgewood Blue (I think) Mk1 2litre Vitesse convertible, Mickey and Julie in their Red Vitesse MkII convertible, David in his Maroon Herald convertible, and me in Dog the Spit 2500. Also making an appearance was Peter H in his Jag XK8 (which made a great noise as he roared off down the road after the meeting! He's removed 2 of the silencers so we got treated to some V8 magnificence!)

I had planned a pub quiz for the night, but we all felt like chatting and looking at engines with bonnets up instead, so why not! On show was Colin's tidy looking Spitfire, and Dog's shiny new engine. Blimey it's quick! Only up to the speed limit of course. (actually, I'm not kidding - it's still running in, and the propshaft desperately needs balancing, but it doesn't half reach 60 quickly!)

Just after the last meeting, we had our "drive it day" event, starting at the Five Horseshoes pub near Henley. Brian, Mark Bren, Peter and I were there for the road run (Mark Bren in his Austin 7!) and Peter H joined us in his Jag later. Brian was there in his orange Spit 1500, joined by his wife and kids in a posh new Mini, Peter was in his Vitesse convertible and I was there in Bob the brown Spit 1500. The weather was great so those of us who were able had the roof off (although Brian had the hardtop on if I remember correctly!). We drove around a bit and found Mark B who had dropped in on some fellow vin-

**TSSC AREA NEWS**

tage car enthusiasts at another pub down the road. There were some lovely machines there, including a huge pre-war Bentley and some weird boat-shaped thing with an air-cooled, open valve-geared V-twin. Then back to the Five Horseshoes for a very late lunch (we were all ravenous by then!).

I have to say though that the food was really excellent and well worth the wait.

Then, a couple of weekends ago, it was the TSSC Isle of Wight camping weekend. I was there, along with Mickey and Julie, and about 60 other Triumphs all in one campsite. You really have to see it to believe it when they all line up for a convoy around the island! Anyway, after an 18 month lay-up while I built a new 2500 engine and installed it, Dog finally passed his MOT the weekend beforehand, so it was a toss-up as to whether or not I would risk taking him to the island. I decided yes. So anyway, I got the ferry over on the Friday after a bit of last-minute tweaking of the propshaft with a jubilee clip (to make the vibration at least "bearable"), and I arrived at the campsite with a leaking water pump. Thankfully nothing too serious, but it had laid a liberal coating of dried, powdered antifreeze all over the engine bay, underneath, and even out the back of the car on the rear valve! Not impressed, but another member had a spare just in case it let go completely (which it didn't, thankfully). No overheating though! Got the tent up and headed to the bar.

Next day there was a trip to Carisbrooke castle - a very nice run out there and a glorious day. They've improved the museum since I was last there in Dog back in 2000 when he was still an inca yellow 1500. The car park was full of Triumphs - Andy's Stag, various lovely TRs including a gorgeous white TR3, Cookie's nappy-cack Yellow GT6, Craig Gingell in his VW camper(!), Rob's Red MkII spit. In the end, about half the car park was full of Triumphs.

Sunday was a trip to Calbourne water mill. We got in free cos we were part of the exhibits, along with numerous stationary engines, peacocks and ducks, etc. Again, the weather did us proud. Then back to the campsite for the pub quiz (I think Cookie's team won) and bed. Monday was the usual trip to the Wight Mouse Inn for lunch and goodbyes before heading to the ferry. All in all, another excellent weekend - those of you who haven't been are missing out big time so make a note for next year (and contact me for ferry discount codes - I can usually find one).

The week after that was Leatherhead - unfortunately I couldn't go, owing to it being the day after my best mate's 40th birthday (so I was too hung over!), but I hear it was a great show and that Trevor's Herald has recovered from its drink of diesel and made it to the show (with Trevor!). The autojumble seems to be suffering a bit from eBay, and Mickey was saying that perhaps more could be made of the Saturday, but I still wish I could have gone.

So then, next weekend (as I write) is the Aston Clinton show on 15 May. It's always a good show, with loads of cars of all makes. I'm pre-booked to arrive in George the GT6, which I plan to get MOT'd on the Saturday before, so fingers crossed!

After that, there are of course lots more events, and we will be coordinating with Mickey and Julie on these - I should at least be at the ones marked with an asterisk * (and possible some of the others too) and Mickey and Julie should be at most of the others:

- *Duxford Standard-Triumph Marque day - Duxford Imperial War Museum - **Sun 29 May**
- Woking Hospice classic car show and fayre - Woking - **Sun 5 June**

- *Ace Cafe Triumph day - London north circular - **Sat 11 June**
- Iver Heath parade - Slough - **Sun 12 June**
- Midsummer Madness camping weekend - Cheriton - **Fri-Sun 17-19 June**

Aldershot classic car show and jumble - Aldershot - **Sun 19 June**

Heathrow Classic car show - Cranford - **Sun 3 July**

Ash fun day and classic car gathering - Ash (near Farnham) - **Sat 16 July**

- *Uxbridge Auto show - Middlesex showground - **Sun 17 July**
- Silverstone Classic - Silverstone circuit - **Fri-Sun 22-24 July** (advance booking required)

Ripley event (rotary club) - Ripley - **Sat 23 July**

I'm also planning a rolling road session, pencilled in for **Sat 9 July** - please EMAIL ME if that sounds appealing. It'll be along the lines of a quick and cheap power run so that everyone can find out (and be embarrassed by) how much (or little) power their car is making! Tweaking will be kept to a minimum, and we'll ask them to be as gentle as you want. Also, if anybody needs entry forms for the Ripley, Aldershot, Bracknell or Midsummer Madness events just email me and I'll send you a scanned copy.

Hopefully that's enough to be getting on with - please email me on mark@serapeum.co.uk or phone on 07989 104324 if you're interested in anything, or even just to make contact. See you all at the next meeting I hope!
Cheers,

Mark

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

Hi all. Yet again at the time of writing, you could be forgiven it's been another summers day! Time will tell if the weather is settled and we have a great summer, or when you read this, we have had many rainy days and you are wondering what on earth I'm going on about!

Tues 12th April saw Dan and I at the Ace Cafe in his lovely new Jag! Dan is a Jag fan and has been since selling his old Jag and one of his Land Rovers, the search was on for something else and the 1972 XJ 4.2 met the wants of Dan and a superb car it is too! A great collection of cars at the Ace, a nice day with a good evening proved too much to resist for many other classic car fans. Nice to see Andy with his very clean Dolomite too.

The monthly meet at the Squirrel saw a superb collection of Triumphs in the car park as it was a very nice evening. Dan's Stag is now back from serious surgery and he is enjoying the sun with the roof down (must be hot if Dan has the roof down!). Robin in his Spit, the newlyweds Aaron and Pauline in their Mk4 Spit and myself in my 2000. Paul and Liz with the sheep were also there so too where Rob and Phil. It coincided with one of my son's birthday so all of my family came long for a meal at the Squirrel. It has a great beer garden which is where we all stayed until it became just a little too cold and we couldn't see each other anymore! A thoroughly enjoyable evening.

I understand from several people that the IOW was a great success with fine weather and well attended. I haven't met anyone yet that went to the Beaconsfield car show as yet, but the weather was fine and that's a big improvement over last



SOUTH BUCKS . . . CANTERBURY CHESHIRE

TSSC AREA NEWS

South Bucks Continues

year! I unfortunately was stuck in France on a beer, sorry, I mean rugby tour with one of my sons so couldn't attend this either. I was particularly miffed when I was sure we were coming back on Sunday night so made plans to go the evening event only to find we weren't coming back until Monday night. D'oh!

Saturday 7th, I went along to the SEM to find just a few people, but those there were good to see gain after the winter break. It gave the 2000 a good run too. I couldn't go on the Sunday as one of my sons had his birthday party in the morning and it was the first of the Croxley green shows in the afternoon. I imagine most other Triumphs were at the SEM as it was slim pickings from the hundreds of cars that turned up to spot the Triumphs which do generally make up the most represented Marque.

Dates for your diary. **Sat 11th June** is the Triumph day at the Ace cafe. **12th June** is the Luton transport festival which is a huge show. Check the Beds area news for details as they usually have an impressive display. On the same weekend is the classic car display at Beale Park boat show which is a great venue if you enjoy a mix of boats, cars and animals! **Tues 14th** is the Ace classic car night and **Wednesday 15th** is the monthly meet at the Squirrel in Penn Street. I've heard of a classic car show at West Wycombe on **Sunday 19th**. Check the national trust website for details. **Sunday 26th** classic car show at Leighton Buzzard so worth checking Beds area news as I don't have any more details at time of writing.

Hope to see you soon and as always, please do get in contact if you are unsure of what the event involves.

Take care,

Carl.

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The first meet of the year where we could actually have at least some of the meeting outside around the cars. Kat and Andy arrived in Kat's Midget, but we'll let that pass! Andy's 2000 is off the road having Megasquirt injection fitted and he confidently thinks it will be ready soon.

This meet was the first time I had seen Del's TR7 and I can report that it looks very smart indeed. We had a visit from some TSSC members from Ramsgate in a Spitfire, a GT6 and a Cobra. Sorry, I've forgotten your names lads, but good luck for your Le Mans trip.

Tim J's Spitfire has been receiving intensive care from Tim W and should have an MOT by the time you read this. It was nice to meet the family, Tim.

On the other hand, Peter's tasty TR4a has developed an oil leak from the dipstick tube and is currently undergoing investigation. Many and various were the suggestions as to what could be the cause. No doubt we shall find out in due course.

Mike has the new manifold on the "Spitfire" but now has radiator woes as the replacement he bought was split! Meanwhile, Ray's moody black Stag proceeds and should break cover shortly. Can't wait.

So with the usual display of Stags, Vitesse, Landrovers,

Gentrys and "moderns" we had a good turn out.

And so to events: Del and four others are going to the SEM this weekend. Have a nice time. Too late if you are reading this in The Courier, but we have been invited to show cars in the Archbishops garden in the precincts of Canterbury Cathedral on the 28th. and 29th. of May. This is part of the National Open Garden scheme and it is a rare and unusual event. 12 of us have opted in for this one over the two days, and if you're reading this online and you'd like to join in just let me know.

Unfortunately, The Triumph Marque day at Duxford is the same weekend. Decisions, decisions!

In June we have the Hamstreet Country Show on the **4th** and **5th**. This one is always popular, not least because of the lawnmower racing, so book up quick if you're interested.

The **10th**. -**12th**. June is the Classic sandwich event, while the **19th** is the club Treasure Hunt and Barbeque, chez mois (at my place).

The week beginning the **20th. June** is the Triumph 2000 Register National event at Martin Mill. Charles would love people to attend "on the day" as it were. Application forms available online in the events section for June, from me or from Charles. If you do go along, don't do the Treasure Hunt because you will have done it the week before!!

I'm still encouraging members to lead / organise an event or a run to somewhere or something. Reg, Steve and Mark have been heroes in this regard (see the reviews section), so if you fancy going somewhere just let us know and we can sort something out.

Congratulations Tim W, for not disturbing the neighbours!

All for now.

Phil R

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The weather has been quite good and the Vectra has been parked on a corner of the drive to allow Heap the Vitesse to travel between Macclesfield and Gatley and let his owner have the pleasures of open top motoring. These include getting rather cold in the morning, as Heap's heater has little effect with the roof down. On our meeting day, we reverted to the much needed rain, which meant we only had 3 Triumphs in the car park. Jon explained that the cover over the Spitfire was wet and this prevented it being used (this does not compute). The camera was out and took some interesting photos. Is that a bulge over the nearside wheel arch of a white Herald convertible?

Hark the Herald has progressed a little more, but it's all Roger's fault. He asked what state the suspension bushes were in, and I thought it would be a good idea to try these new fangled polybushes in place of the old fashioned rubber ones. It turns out the rubber ones were not in the best condition, and the gaiters on the track rod ends and balljoints were also shot. At the same time the chassis (at the front) has turned bright red and looks more presentable. The springs. Ah, the springs. Richard and I have exchanged several emails on the subject and I seem to have GT6 springs on the front of Hark, but even allowing for that the front is higher than it should be.

Then there's a spring bought for 99p on eBay, claiming to be from a Herald. Free length 12 ¼ inches doesn't match any of the specifications!

Andy and Jackie appeared and showed piccies of the Spitfire renovation process. Looking at these, I was reminded of what



TSSC AREA NEWS

it is to be faced with a lot of air (and the occasional piece of iron oxide) where steel should be. The surgery to replace the windscreen frame on the later Spit (I think) was just amazing! After looking at this lot, I conclude that Hark the Herald is actually in rather excellent condition. Jackie confessed that she now has a 2.5 V6 Jaguar in place of previous transport.

The full tale is a little hazy, but it went something like going somewhere for a piece of Triumph and coming back with a complete Jaguar?

In the March report, I used the John Kipping quote about putting six cylinder engines in little cars in relation to a V8 Spitfire that Adrian had come across. Well, Steve from Buxton is in fact the owner of said V8 Spitfire, and I think he's forgiven me for the quote. 180bhp in a Spitfire is only a little bit more than the standard power plant churns out, and as the car looks more or less unmodified until the bonnet is lifted, it could provide a little entertainment at the traffic lights. Paul has moved the Vitesse and is performing an assessment of the state of the car. More on this next month. Adrian now has the GT6 functional with the bunch of bananas, which look very nice indeed. There have been conversations with the local exhaust empirium about trying to make the exhaust quieter. I think their response to the proposed change (another silencer half way down to try and make it quieter) was not encouraging. And, Chateau Adrian is now actually devoid of old dead Peugeot's, the last of the line has gone to the local scrap dealers (who gave a surprisingly good sum in exchange).

Next month we have the first run out of the season, and I have mailed the weather elves with a good sized bribe for that evening. They all seemed to be a little laid back but were complaining about the difficulty of providing dry weather for Triumph outings and at the same time some rain for the farmers. As noted last month, the route takes us via Pott Shrigley, Kettlethulme, Saltersford and Teggs Nose with the customary halt at the Church House in Langley. A week or so back all the roads were passable but the road-mending elves were busy outside the Church House. And then we have the first Tatton Show of the year on the **4th and 5th of June**. For those who read the other bits of the Courier (I do manage it occasionally), the gathering of Liverpool, Wirral, North Wales and Cheshire will take place at the Wirral meeting place (Cottage Loaf in Thurston) on **Tuesday 7th June**. It's a mere 51 miles from Chateau Jones. Adrian and I plan to go (in one car or in convoy), and Richard may join us at the Cottage Loaf.

Our next meeting is on **Thursday 2nd June** at the Cock and Pheasant. It's a run out so 7:30 for 8 please.

Henry

CORNWALL

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Phew, what a scorcher! What a turn out! Drive It Day I mean. Our run to Morwellham Quay was so popular that the Cornish and Devon Groups of the Stag Owners Club joined in as did some members from the Cornish TR Register. Morwellham Quay were overwhelmed and admitted that they hadn't expected so many people, neither did we, but we didn't tell them that. All in all 43 cars from all over Cornwall and Devon turned up. The weather was fantastic, all the roofs were down and we had a good run up. Arriving just in time for lunch, some picnicked and others headed for the pub. Then there was the look around, the ride on the mine train and a visit to the Edwardian Farm. There just wasn't time to see it all, before we had our mass photo and the trip home. If you haven't been,

it's a great place to visit with lots to see. Our discount made a huge difference and everybody seemed to enjoy the day. We have already started planning next year; some of the other Clubs have already said they want to join in, it's great to see so many Triumphs and gives a real buzz to anywhere we visit. April's meeting was lively and gave us a chance to meet Neil, the new Landlord. He seems very friendly and welcoming and is trying to get all the clubs that have left to come back. When we met up for Drive It Day he came out to welcome us and apologised that he couldn't sell us a beer, but he did have the coffee machine on – now there's a change!

Easter weekend was dry and fantastic weather again, just what you need for the Lands End Trial. Jane & John, Simon and I put our trusty TR7s to the test again and many members came out to watch. Brian has some photos on our Area website – some even have cars in! We all did well and are claiming Class 0 Awards, but we'll have to see if the marshals agree. We all had a go at climbing the infamous Blue Hills and I was elected to go first. Apparently, an onlooker saw me arrive at the section start and said, "A TR7, that'll never get up here!" but I did and apparently made it look easy. There is now a ramp to enter the restart box and I thought I entered it with my front wheels in the air. A friend later confirmed this with surprise at how high they were, Jane, following, thought that I landed rear wheels first. Anyway it was great fun and very dusty – we all got up. Mike Warnes (TR7) is Claiming a Silver Award after losing his clutch on Bishops Wood 2 and Ian Lee was on for a Silver in his Sixpence until disaster struck at Blue hills and he broke the car very badly. Badly enough that the section was then closed and it took 1 ½ hours to get him out – all because a crucial pin broke! We kept bumping into Phil Tucker (TR3A) all day and he seemed to be going well too.

Details for the camping weekend are confirmed. Polmanter Campsite, Hales town, St Ives (our usual site) weekend of **25th/26th June**. Please let Tony, or Sally-Ann know if you want to come; £20 per night per unit. The Saturday run is likely to be on one of 'Britain's Best Drives'. If you saw the series, it was the one with the VW Campervan! As usual, local members will be there from Friday evening.

Don't forget the Triumph Meet and Greet at Route 38, Terulefoot on May 8th, lunchtime.

June Dates;

Thurs 9th Meet at the Hawkins Arms, Zelah from 8 pm, bring your Triumph.

Fri/Sun 24th/26th Cornwall Camping Weekend, Polmanter, St Ives

After a busy month I need a holiday! See you all soon.

Mike

COVENTRY

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What a glorious April we have had?. The sun was shining at all the events, even if the wind was cold towards the end of April. Our first event was the Heart of England meet at the Griff at Bedworth on Sunday 10th April which saw about 70 classic vehicles turn up, with a good showing of Triumphs, a nice pint and good company for a couple of hours. Next was the Stilton Run on 17th April. The first time we had taken part. It was a great day out and very well organised. We travelled to Quenby Hall in a convoy led by Phil's brother and



Coventry Continues

his wife (Maurice & Ann) in their 1935 Armstrong Siddley Long Twenty, followed by the Spitfires of Paul & Joan and our "Smiffy Spitty". We then met up with Pete & Ann at Quenby in their TR7 and later with Kevin & Mary in their Dolomite. The run from Quenby was well planned but directions a little vague, although this added to the fun of the run because we were not always certain we were on the right track at times and yes we did manage a few detours. A stop part way round at a local hostillery went down a treat with a debate of who was going to now take the lead for the rest of the way, Ann and Maurice having had enough of trying to decipher the directions and a few choice words. The next stop was at Newlodge Farm for the hog roast. A crackling good pork batch and this being the main stop off for all the cars gave a great display of most of the vehicles taking part. Then it was off to the last stop of the day The Bell at Stilton to complete the run and another welcome drink. A great day was had by all and we certainly recommend it for next year.

Then before our next event taking place at Western Park on Easter Sunday, we had a bit of bad news, Paul Cheshire (our Lord Snowdon with the camera) took a tumble down his stairs on Good Friday and was thought to have broken both ankles, however it only turned out to be his left ankle (still bad enough). Unfortunately it was broken in three places which lead to him having to have it pinned, so he will be out of the running for a few weeks with our ever patient Joan looking after him. So Paul from all of us we wish you a speedy recovery and hope to see you back with us soon. We therefore attended Western Park on our own but we met up with other TSSC members from other areas. The show was very well attended and although slightly overclouded it was just right (not to hot) for lazing around and having a browse at all the exhibits.

Sunday 1st of May saw us at Catton Hall as part of a group with the Heart of England stand. Again very sunny, but a cold wind, still a lovely drive there and back and a good day out finishing with pub grub close to home.

Tuesday 3rd May our meeting at The Bull & Butcher at Corley Moor. A beautiful sunny evening to start with and WOW!! what a turn out with 14 cars arriving, a great turn out. There were 5 Spitfires, 2 Vitesse convertibles, a Herald convertible, a GT6, a Dolomite, TR7, XJS and a MGB soft top. They looked great all lined up in the paddocks.

A special welcome to Mark Hutchenson, Roland Allan, Mick Thomas, Anthony Walton, John & Helena Ingham, Tony & Fran Ball and Mike Papworth who joined us, if not for the first time, for the first time for a while. Great to see you all and hopefully will see much more of you in the future. We took photographs of all the group with a "Get Well Soon" message to Paul Cheshire. Hey Paul we are missing you and of course our lovely Joan. The evening turned cold around 8.30pm so some of us headed for the snug bar while others headed home. A very pleasant evening.

Thanks once again everybody for the turnout, lets hope it's only the start of things to come.

Forth Coming Events:-

Tuesday 14th June The Griff

Saturday 18th & Sunday 19th June Ashby Magna Midsummer Vintage Festival. We will be camping overnight at the show, as we will be celebrating our Ruby Wedding

Anniversary so why not come and join us. There is an Irish band playing on the Saturday evening. Contact number for this event 01455633277 or 07780616050 or email shirleymarlow@aol.com

Sunday 26th June Princethorpe College. A lovely small event which includes a scenic drive (optional) for further information www.princethorpe.co.uk/main/Our_Schools/Princethorpe_College/News

Sorry won't be attending as we will be in Cardiff for the Speedway Grand Prix.

Also on **Sunday 26th June** Supercar Sunday at Gaydon where West Midlands TSSC should be having a display www.heritage-motor-centre.co.uk/event/supercar-sunday-and-superbike-show/

Saturday 9th July & Sunday 10th July Birdingbury Country Show. We will be attending as part of the Heart of England stand. Anyone wanting to join us, send us you details or see you at the Griff

Sunday 17th July Beaumanor Hall Leicestershire. A Transtar Promotions event.

A provisional date **Saturday 23rd July** An evening run out to The Rose Tavern at Baxterley. Starting from The Bull & Butcher at Corley Moor. Kevin Murray organising the route. Anyone interested let us know.

Sunday 31st July 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.

That's about all for this month, don't forget you don't have to attend our monthly meetings to join us at the events.

Next meeting Bull & Butcher **7th June** from 7.00pm hope to see more of you there or join us at the Griffin Inn on the Heart of England meet on the second **Tues & Fourth Tuesday** of the month from 6.30pm

Once again great to see new faces and cars. Keep enjoying your classic motoring.

Phil & Lynn

CUMBRIA

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We had a good turn out for the Vintage show at Carlisle airport, Sunday 1st May.

As usual the near gale wind played its part, I don't think that in all the years that we have attended it has not been windy. The new tent stood up to its task with the help of a spare wheel holding one corner down. New member Matthew Holliday and his family brought along their Mk5 Spitfire, which they have been restoring. Their Spitfire was one of the last ones to be made. It was interesting to see some of the additions added to these late cars. Phil and Sue came in their newly acquired Bond Equipe and Trevor and Barbara in their new purchase a TR7 3.9. I have tried to find an alternative event to this one but unfortunately there is nothing close to Cumbria during May. As each year passes the event is getting smaller and next year we will probably find something different to do.

On a recent trip to Club HQ I was awarded member of the year. For once I was lost for words and speechless. I would like to thank all those members in our area who have helped me over the past few years and without their help the area would not be as prominent as it is. It is only with their continued support and encouragement that I have been able to gain this award for us



TSSC AREA NEWS

all. Special thanks to Nigel for organising the Northern venues, Trevor and Barbara for the website and Helen and Roger the tent crew. Des and Carol for getting us to Le Mans.

Forthcoming events: 28/29/30th May Border City Steam Fair, Rickerby Park Carlisle. **4/5th June**, Thirlestane Castle, Scotland. **18/19th** Silloth Car show. **3rd July** Distington Show at Hayes Castle Farm, there is no entry fee for this show and you can just turn up on the day.

We should be in our normal place in the left hand corner of the show field. At all these events we will have a club stand but you don't need a show car to enter.

I have been approached by members in the south of the county to organise a local run out around the Ulverston/Barrow area as some cars are not up to high speed motorway driving. I will try and do this next month and will probably email those in the south with further details. You will see in the front of the Courier that there is now a list of new members each month. New members for our area this year are Matthew Holliday, Carlisle. Brian Jones, Workington. David Miln, Barrow-in-Furness. Welcome to you all and please contact me if you have any questions.

Safe motoring

Roy

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We have certainly got off to a flying start this April adding a few miles on the old clock. First we had our own Drive It Day on Sunday the 17th April.

Whilst a lot of locals attended the Triumph day at the Crich Tramway Museum, some Derwent Valley members opted for a drive through the beautiful Derbyshire Peak District instead of a static display. The run was a short 60 miles, finally stopping off for Sunday dinner at a lovely Derbyshire pub. It was baking in the sun while we waited for dinner (not too long this time). It was not just Triumph's on our DID run as we were joined by an E-type Jaguar, a Naylor, a MGC GT, a MGB GT and a Spartan. We certainly turned a few heads as we travelled along splashing through a ford and stopping off for a quick coffee in Tissington. The cars looked fantastic parked around the village green.

The next trip out was on Easter Monday with all the Notts lot travelling in convoy to Rutland water. Fun was had by all including men vs. women rounders. I still don't know the score and I do suspect that there might have been some cheating on somebody's part but I will not mention names. The day included a lovely BBQ and a few glasses of beer before heading home.

The last event of the month was the very first Donington Historic Festival and this two day was well attended. It was great to see TSSC members from Norfolk, Hallamshire and Notts at this event and we all parked together making a great display of Triumphs. Both on the Saturday and Sunday 100 classic cars were allowed to drive a few laps on the circuit of the race course. After some skillful negotiation by Adrian from Norfolk everyone who wished to drive on the circuit did so. A video of the Saturday lap has appeared on Youtube and you can find a link on the Derwent Valley website. The weather was fantastic so the BBQ made an appearance on both days. Bacon cobs for breakfast and Roger serving up steak, minted lamb and spare ribs for lunch - yummy. Julie managed to fit in some plane spotting as they flew very low over our heads on their approach to land at East Midlands Airport.

The next day, Monday the 2nd May, several DV members drove their classics to the Thoresby Classic Car show which this year turned out to be one of the biggest I have attended, well over 1200 cars of all types and sizes.

It felt as if we just could just not get enough of a good thing and we just had to have another Classic car gathering on Tuesday 3rd May (That's 4 days on the trot). We marked the occasion by driving our Triumph's in convoy for an hour before returning to the Ex-Serviceman's club. It was great to see Bob who we met for the first time at Donington and we hope that he will join us again in the future. We finished the evening with a round up of future events by Stuart followed by a chocolate and beer raffle as well as a good catch up.

Dates for your diary:

5th June – Austin 7 Autokarna at Wollaton Park, Nottingham.

7th June – Annual fish and chip run. Meeting at the Ex-Serviceman's club at 7:30pm for a 7:45pm start.

17th to 19th June – The Robin Hood Run camping weekend.

24th to 26th June – Derwent Valley's PEAK RUN.

5th July – Classic Car Open Meeting and BBQ at the Ex-Serviceman's Club from 7:30pm.

All makes of classic car welcome.

9th July – Carvery Run to Barborough. Entry £3 per car.

See website for final details.

Hope to many of you at the Peak Run later this month - cheers

Roger.

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Waiting in the Park & Ride at Ivybridge on Drive It Day, Triumph after Triumph arrived – a total of 24, plus a Healey 3000. We picked up two more en route, and enjoyed a tops down drive over Dartmoor to Morwellham Quay on the River Tamar. Darren was already there with his beautifully restored 13/60, along with some Cornish cars. Shortly after we arrived, along came Cornwall Area, and the final total at Morwellham (we think) was a massive 43 Triumphs on show. We were joined both at Ivybridge and at Morwellham by Stag Owners Club members, and there were in total 17 Stags out – even Shaun came out with his modified Stag and the V8s sounded wonderful in the narrow lanes. Phil from Plymouth made part of the trip with us in his immaculate 1965 TR4A, the first time we have seen him since he introduced himself at Powderham last year, and we hope he will come along again soon. Julie was out with her TR7, and eventually managed to open the passenger door so Paul could go home with her. It was a glorious spring day – we could not have asked for better. Thanks to Mike Crewes for making the arrangements at Morwellham. We are already thinking about a similar joint effort for Drive It Day 2012, when we are hoping to involve the Stag Owners Clubs of Devon and Cornwall, together with the Dolomite Club and maybe even the TR Register. Nothing definite yet but with the wonderful display we had this year, we want to improve on that.

North Devon sub group's April's meeting at the Tarka Inn was attended by John & Joan, Glenn & Trish, Dave & Kay and Steve's K & T. Drive It Day was a run to the Bristol Classic Car Show at Shepton Mallet where John & Joan, Dave & Kay, Glenn & Trish and Ray & Wendy met up with the Somerset crew and had a great time looking around all the cars. Contact Steve



TSSC AREA NEWS

Devon Continues

Wilkinson (07968 702611) for details of the next meeting.

There were several Triumphs at the Star for Club Night, but did Steve D HAVE to park his Midget next to them? I won't moan too much though, as Lisa took away Wighty our mascot to dress him properly in Devon flags. Bill B brought along his Spitfire which he has just sold to Mark P, or is it really for Jane? Bill now has another Spitfire to do a lot of work on and it was good to see him at a meeting. Colin brought along his near neighbour Richard, currently looking for a 2000, and Simon B told us that he used to have a TR7 but now has a GT6 which he has had for many years. For a change, we thought up a 20 question 'Road Safety' Quiz. Maybe we should have had a copy of the Highway Code for a prize, but the winners were Marc & Tracey - well done! It was interesting that not many of us knew that, in a genuine emergency, you are allowed to use a mobile phone whilst driving.

Our biggest ever visit to the Isle of Wight weekend saw 8 Triumphs and 2 moderns make the journey. Triumphs went two by two - 2 Stags, 2 Vitesses, 2 Heralds and 2 big 6's. Colin and family made the long journey from St Austell, with daughter Terri doing her longest drive so far just to get to Exeter. Congratulations to her for making it all the way to the island and back. Altogether there were 20 of us there, resplendent in bright blue polos with our now traditional logo.

The Sunday night quiz proved us to be quite competitive - with each other's teams, but not troubling the winners. At least I had the satisfaction of 'Blinded by Blue' beating 'Heaven in Devon' (John's team) by 1.5 marks! Glen's Stag decided not to play for the weekend, and was recovered home via the AA, but it did not spoil the enjoyment, with various other cars taking Glen, his Mum and dog Enzo along for the ride. We inadvertently caught up with them on the transporter at Yarmouth ferry, but we only went there for the ice cream - honest! Once again, Graham & Angela and the Isle of Wight team arranged a superb weekend for us all, even managing to send the cyclists in the opposite direction this year, and ordering wonderful weather.

THINGS TO COME TO

On Sunday 5th June, David Fitzgerald (Fitz) from BBC Radio Devon, is organising a car show on The Hoe, Plymouth. This is in aid of their appeal for the Devon Air Ambulance. We aim to meet up at Sainsbury's car park at Marsh Mills Plymouth by 11am to drive to the Hoe where the rally opens from 12. North Devon meet on Thursday 9 June. Sunday 12 June is our 3rd Annual Trains & Triumphs Day at the South Devon Railway, Buckfastleigh. No entry fee, just turn up with your Triumph from 10am and we will try to raise some funds for the new Devon Air Ambulance. We run this jointly with Jane & Peter Christie from the Devon TR Register and last year we had over 40 cars there. June Club Night at the Star is Wednesday 15th.

At the end of June a group of us are camping at Martock in Somerset, and travelling to Beaulieu Motor Museum - organised by Colin, if you would like to join us please contact us asap. On the same weekend, 25th - 26th, Cornwall Area have their camping weekend and if you fancy a weekend abroad in Cornwall contact Tony Spicer for details.

We have a massive entry for Powderham Show on 9th/10th July, so if you have not already entered, you are now too late - sorry.

DEVON DIARY DATES

Sunday 5 June Devon Air Ambulance Appeal Rally - Plymouth Hoe

Thursday 9 June North Devon Meet

Sunday 12 June 3rd Annual Trains & Triumphs Day at South Devon Railway

Wednesday 15 June Club Night at the Star Inn

Sue and John

ESSEX

Tel. 01375 672072

www.freewebs.com/essexssc

The warm weather is here at last, or at least it was, there have been some lovely days but fate has conspired to keep me from shows. I have now conspired with fate to get the cars out. I will pay for it later, the weather will change and I will get wet but who cares, at the moment it is great to be driving the cars with the roof down and the sun out but I still have a list as long as the queues on the M25 to do on the cars.

My Office - More body work on Theodore but at least he is all Green now, but not the same green, I need to speak to some one about that, they have changed their supplier and the Green does not match now, the old British Racing Green 75 matched almost perfectly but the new paint company have a different idea what BRG75 is. I even compounded it all back, it looks lovely but the nose is a different green to the rest of the car.

I could not believe the difference rubbing compound makes to the finish you can get, it almost looks like I knew what I was doing, well I did say almost. As I did not make some of the club runs out this month I have borrowed some of this report from the Essex web site www.freewebs.com/essexssc

Out and about - Colne valley the first trip out this year we met at our usual A12 lay-by for car this trip, little Allan, Rosie, Freddy, and John and Donna's red Herald, he refuses to give it a name. (a debate for another day, do you name your cars or don't you? I DO.) oops just at the last minute car 5, Pete and Di in their Vitese. Once at the show it was straight back into the old routine of setting up camp and kettles on. John has definitely lost his title of King Polisher. Ian had his cloths out even before he had the kettle on. Today was Pete and Di's first time out with the intrepid Essex TSSC adventurers (what have they let themselves in for) happily Pete's Vitese is running "as sweet as a nut" after the tinkering day a couple of weeks ago. We had better watch out, people will start thinking we know what we're doing. On the day Fiona's car needed some fettering to stop the wing mirrors from wobbling. On the Sunday, as John was in the process of setting up camp when the photographer from a local paper asked him to do a photo shoot with the car. He wanted them in a more photogenic position, dismantle camp, move car. The things John will do for 5 minutes of fame or out do Sir Gary on the photo stakes. In the end he had John sitting in the front with Donna and Lucy sitting in the back, up on the rear deck, it's ok, John's checked for scratches

Club day and Drive it day, this was a slightly different club day as it was national Drive it day as well, we had the normal club meeting lunch and a few coffees, a bit of a natter and then it was time for the run out. John had spent months planning the route, writing it down and checking it and re checking before printing off the tulip route maps for every one, he even managed to order up good weather for the day. We had 23 cars on the run, nearly all Triumphs, but we did have an E type and an Austin Healey, the number of cars was swelled by our mates from Club Triumph Eastern.

TSSC AREA NEWS

All the cars made it to the garden centre at the end of the route, there was a voting slip in each pack for the best car on the day which went to Paul's very nice TR6 on its first run out after a rebuild. Well done John, great run out. You can start planning for next year now as every one wants another one



All the intrepid drivers at the finish after coffee and cream cakes

Brentwood to Audley end road run. 24th April. Another sunny day, yahoo !! 6 cars met in Brentwood before heading off to the start at The Bull Pub. It was then a 50 odd mile run through the Essex countryside, following the usual tulip style route book. Everyone eventually got back on track and after a couple of wee stops for some of the ladies we were at Audley End, the lawn in front of the house was fast filling up with classics in the sunshine. As soon as we were parked, the table was out and the rest of the gang were on their way over with all their gear. Excellent, we then took over a vast area with chairs and tables. By now the lawn was full of cars. Apart from our cars, of course, there was lots of very nice machinery. A few Bentleys, Ferraris and a Lamborghini Diablo, which did sound very nice.

Chatham Docks . The Dart Tags were out for the first time this year but John's wouldn't work, no matter how much he



waved it about. Then, all of a sudden the barrier was going up. "That's funny" he remarked to Donna, "I never heard the tag beep". Looking behind as he drove off, Steve was having trouble as well. The man in the booth eventually opened the barrier manually for them. It was only when he arrived at the Dockyard that Steve told him that his Tag had opened the barrier for him. This year the normal area for the classic cars was being used for a stunt driving display and so all the classic cars were parked on the helipad area. This was much more to our liking. More central to all the attractions plus much warmer as there was no big building to cast a shadow. As is the norm here there was plenty going on throughout the day. We enjoyed the 'Titan the Robot' show. He did look a bit evil but when he started speaking like Bruce Forsyth and Prince Charles, he was quite funny. In the afternoon we had a pre booked guided tour on HMS Ocelot, an ex Royal Navy submarine. It was very interesting, much better with a guide telling you all the stuff. It was then time for an ice cream, our first '99' of the year, lovely.

Swale vehicle enthusiasts show. 1st may There were 5 cars for today's excursion over the water into Kent. Graeme and Pauline in the Vitesse, John, Donna and Lucy in the Herald, Keith and Caroline in the Spitfire, Janet and Joe in the TR7



and me in the Spitfire. Graeme was sporting a nice plaster on his chin where he had been shaving with a spanner, Pauline has said that in future he isn't allowed to use big boys tools unless he is being supervised. A pleasant run down to the show although it was a bit windy, especially over the new Sheppey Bridge. We were allocated a pleasant spot on the show field, all together. It was lovely and sunny but very windy, which made it quite chilly. The kettles were on straight away and then it was polishing time. Even Keith has a go now, got to keep that new paintwork shiny. There was a good selection of cars, a lot of them we don't normally get to see back home in Essex. We did like the Triumph Dolomite complete with V8 engine. Right at the other end of the scale was an original 1938 Triumph Dolomite. It did look lovely in dark red and even had the dickie seat. Graeme did manage to get some goodies though, a couple of model cars and a china tea set. We packed up a bit earlier than usual as some of the other cars had gone and the wind was getting a bit too chilly, poor Keith had goosebumps, aahhh !! After negotiating the scary bridge again we had a nice run home.

James Oglethorpe school show. 2nd may The following day we were all off to James Oglethorpe school show. A local show



in Upminster and we had 10 cars, 2 Heralds, 2 Vitesse, 2 Spitfires, 1TR7, 1 Dolomite, 1 guest MG and a Jago Jeep, turned out for this one, due to I think the fact it took us only 10 minutes to get there. But it was still so cold. The show was great as it was in a school field and the school had proper toilets inside with loo paper, yippee said the girls. We had only taken the TR7 on this trip as no Joe, There was lots of the usual banter, tea and cakes, we took a walk round the cars, not a big turnout but some different ones. The old school Fords were there, and some noticeable faces from other shows. We stayed till about 4pm when the weather started to look grim, and again it was very cold. Emma had her blanket on all day. It was the wind that did it on the old school field, remember that from sports day! Special mention to Alex who came along to entertain us with the band, great to see you Alex and it was nice to be entertained, good job you had the ice cream afterwards though.

Up and coming

4th June Ambridge Motor Fest

5th June Hatfield Heritage

11th/12th June Weald park Camping weekend &BBQ (Bring your own)

15th June (Wednesday) Classics at Porkys Diner

18th June St Peter's Church Car Show Harold Wood

19th June Meeting at the Halfway House (WE ARE ON HOLIDAY SO WON'T BE THERE as it is Janet's birthday weekend on Isle of Wight



TSSC AREA NEWS

ESSEX . . . GATWICK GLOUCESTER

Essex Continues

26th June A&J fundraisers car show and auto jumble, Purlleigh

1st/2nd/3rd July (Show is on the Sunday)
CAMPING WEEKEND Walton show

We have already booked 3 pitches at the Strangers Arms pub in Bradfield Manningtree. We have stayed there before and it is an excellent camp site.

Birthdays, Paul (father of Alice of the nice cakes) on the 9th June. Janet on 20th June. Pam Bullman on 21st June. Maggs Todd (TR drivers) on 22nd June

Guess who's birthday it is at the beginning of next month, answers on a postcard please.

No Was it you? this month.

Allan

GATWICK

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Well hello everyone in the Gatwick area, I hope this note finds you all well, apologies for the lack of a write ups on the months activities life seems to be rushing by! Since my last note we have been busy with activities, in March we had a skittles evening at the only pub left that has a traditional 9 pin skittles alley in the south east. We had over 30 people vying it out for the championship title, it was great to see Elaine (and Vic) there and although the crutches had to come along too, Elaine still managed to knock the 9 pins down very effectively. We are glad to hear Elaine is now on the mend and much better. Thanks to Linda and David P for being the adjudicators for the evening and especially to Thomas who almost single handed managed to dodge the balls and re stack the skittles each time for everyone. Everyone had a good time.

Other news we have is that James is now fully in charge of the Herald and has officially taken it over from his Dad (David P) who has spent a very long time restoring the Herald to it's now concours condition, well done James we are really pleased for you and looking forward to seeing David's next restoration. At last month's meet it was great to see Clint and Steph and hear news of their cars, if you are around we meet at the White Hart at Ardingly on the second Thursday each month

On Easter Sunday we went on a walk all around the Bluebell railway, we started from Lindfield and walked over to The Sloop Inn for lunch and then back to Lindfield. There were 30 of us in total with 5 dogs all was going well until Woodruff the Old English Sheep dog lost sight of Natasha and Richard and started to run back to Lindfield, some frantic calling later and Woodruff tore back along the path looking relieved to have found them! Millie (Phil and Sheila's dog) helped find all the balls she could and even better found the river which she was delighted to jump in and out of getting very muddy and then trying to share the mud with the rest of us! As the weather was quite hot I think a few of us thought that actually the river sounded like a nice place to paddle, however we all pressed on as lunch was calling by this time. Thomas did sterling work ensuring that Millie stayed on track and did not get lost and caught us up. Paul took a bit of a tumble on an uneven road surface, a few plasters later and we pressed onto lunch. The weather was glorious and dare I say it a little too hot (hope I have not

jinxed the rest of the year now) and we all got to the pub looking forward to a nice cool drink and some food. The Pub had reserved their big marquee so we could sit out in the garden in the shade whilst we ate lunch. It was good to see David and Lynn G back from the wilds of Hampshire for the day as well as Gordon and Margaret who both ensured the group walked at a great pace, the walk back to Lindfield was a less uneventful that the first part but still very enjoyable with some great views of the countryside. Thank you David and Linda for organising us on the walk, everyone enjoyed themselves.

By the time you read this we will have seen the world Final of 'Nudge and Spin' racing at Amering Raceway and already looking forward to the Sunday Lunch Run on the **19 June**, please call or e-mail for details. And then in July we are at Ardingly for the Horsham Historic Vehicle weekend and also going to the Silverstone classic Racing. August is also busy with the Cranleigh Show so looking forward to catching up with you over the next few months.

Look forward to seeing you all throughout the summer.

Sue & Paul

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/glooucester

Well as usual I'm left to get on with the area news and so we'll see what comes out.

David turner volunteered to do a tour for us to enjoy on drive it day and as always he did us proud.

We joined forces with some of the Worcester group and enjoyed a lovely sunny run through picturesque villages to our first rest stop for ice creams. Moving on to a lunch stop at the Wykham Arms in Sibford Gower for a very satisfying lunch. It was here that Malcolm and Dale caught up with us having suffered some problems earlier in the day on route to the starting point. Somehow they managed to make it just in time to eat.

With lunch and photo's done it was off again to enjoy the remainder of the route and finish at the Toddington steam railway for another round of refreshment. Unfortunately Jim Childs was also experiencing some running problems so after lunch he broke away to nurse his car back home.

All in all a really good day out and our thanks go to David for his effort in making it such an enjoyable day out.

There were another couple of events that slipped through the net, the pageant of transport on the beach lawns at Weston and the Coleford festival of transport, neither of which we went to. If you do go to an event and don't bump into any familiar faces I'm always glad to get feedback for the area news. Don't be shy you might enjoy having your viewpoint in print.

Instead of going to Coleford I took a run out to Pershore to collect our ferry tickets for the Isle of Wight weekend from Vicky and then went on to watch the Red Marley "freak" hill climb. Although it was an all bike event it was quite a spectacle to see and a lovely way to enjoy a drive in my classic and watch a bunch of nutters blast up a very bumpy and very steep hill.

On the way back to visit friends my dynamo decided to shred it's plastic pulley and glancing in the rear view mirror I saw my fan belt whiz across the road behind me. I stopped and collected both the pulley and the fan belt and limped on to sanctuary in Martley.

A phone call to Paul very promptly saw him en-route with a replacement part, even Peter James would struggle to compete with service that quick So next time you break down try giving Paul a ring first. You never know!



TSSC AREA NEWS

The Isle of Wight camping weekend brought Gary, Martin and Karen from Manchester to Jane's for the night and then on to the Air balloon pub to meet Paul and I for the trip to Portsmouth. Gary had some injector problems but managed to plod on to get the ferry.

The weekend weather was lovely and the only rain we had was at night. All the usual suspects turned up and our thanks go to Pauline and Barbie for the Friday evening fodder, it was very well received even though by the time we had eaten we'd managed to consume a large amount of the weekends wine supply. This was quickly remedied with a trip to Morrisons (other supermarkets were available) to replenish stocks. I did apologise in advance to the northerners for any of our behaviour and that there is tendency for Paul and myself to snore. Apparently the warning didn't prepare them for what they experienced and for some unknown reason they left a night early.

Strange that.

With two caravans full the bacon and egg breakfast were very much enjoyed as was the picnic on Sunday courtesy of the very very organised Dredge/Kitchen caravan. Thanks to everyone for making the weekend the fun event it was.

Oh yes one last point, Jane don't challenge the young ones to a game of pool whilst "severely" intoxicated. You probably wouldn't win if you could only see one set of balls on the table. Alex we can only apologise.

As I'm writing this Paul is at the SEM in Leatherhead so hopefully we'll get some feedback on that one for you next month.

The Laon trip is now closing in fast so those of you that are going get all your cars ready and the goodies required for European motoring.

The rest of you keep an eye on the events calendar for something to get out and about to.

We look forward to seeing you soon.

Andy

EVENTS

Sat & Sun 4th-5th June The Tatton Park Classic car show, a "big" Tr 7/8 Gathering.

Tues 7th June Pub meet at The Tunnel house Inn.

HALLAMSHIRE Tel 07837 110325
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Summers Here - Well Aprils been and gone and the season finally seems to be here and with the current weather we have been enjoying looks like it could be a great one.

Starting off at Crich on Drive it Day saw Carl & Lisa join us on a leisurely drive down (two other Hallamshire members went straight there) on arriving we quickly got parked only to shortly realise that far more Triumphs were arriving than the organisers had imagined. Donning reflective vest's Julie, Jordan, Ayrton & myself quickly joined Claire & Nigel on traffic control/parking duties, once the surge had passed we quickly managed to mingle with the huge Triumph presence (163 cars) there, seeing all the clubs socialising together was most satisfying and certainly gave us all plenty to see.

A trip round the Tram museum and a jaunt on a tram and a woodland walk followed by looking round the cars saw us to dinner time where the cool boxes and chairs were opened, the next few hours saw us chatting and a chilling at our cars before the concours awards.

The day was rounded off with six triumphs heading into Matlock for the "Chippy" and walk at 6:30 goodbyes were exchanged

and a car full off very tired people headed home via Chatsworth top still down .

The next day saw our second area meeting, another well attended meeting, seeing good support from the other local area's (S.Yorks. Notts. Derwent Valley & Lincolnshire) and also some members from Club Triumph and the 2000 register. This equated to 19 Triumphs in the car park including one Triumph Trident. The lighter night saw us struggling to get people inside but the food helped (chip butties went down well) afterwards saw Julies Quiz which was well received.

Next saw Bank Holiday Monday and a Fabulous collaboration with Notts. Leicestershire. Northants. Derwent and Lincolnshire areas have a scenic run to Rutland Waters we were blessed with lovely weather, barbecues, picnics and a massive game of rounders (Boys v Girls) obviously the adults couldn't stop trying to cheat each other but Matt Hill stepped in and refereed the last hour. 5:30 came and a spirited drive back to Sandhills rounded off the day with the Nottingham Area meeting.

On the way back from Rutland the Vitesse started making some terrible noise's from the clutch/gearbox so much so after the MOT the next day I decided to order a clutch kit and proceed to change this on the royal wedding day, Next day - oh shame AA recovery from Woodhall services, seems gearbox was not too happy any more causing massive vibration thru all the car, totally scuppering plans for the day to go to Donnington Classic.

Next day driving our modern we joined the other attending areas to the classic, the day was warm though windy and as well as watching some good classic racing also saw the offer of a parade lap - not much good when your cars broke - then a voice said " Take my car Adrian, enjoy yourself " (is our club not just the best) this being the most generous Colin Wright from Derwent valley area. So Ayrton, DV & myself took to the track in his Dolomite. Jordan not to be outdone secured a seat in Roger's TR4A and two steady laps later saw us emerge with smiles on our face ---- thanks again Colin & Roger.

Next day the next event saw a glorious sunny day at Thorsby Hall and again saw joint efforts from Hallamshire & Notts and support from Derwent valley and the 2000 Register members. Twelve hundred classic cars attended this event and one of our members Mark won a runners up trophy in the 70's section - well done Mark I know you have put in some hard work on your car.

As you can see the season is upon us please get the most out of your Triumph/Club/Area - enjoy and make friends come along join in .

Upcoming Events

June 7th S.Yorkshire area meeting
June 17th to 19th Notts Area Robin Hood
Family camping wknd Walesby

June 20th Our area meeting

June 21st S. Yorkshire area meeting.

June 23rd to 27th Derwent valley Area Peak Run.Family camping wknd one not to miss a very enjoyable wknd with a great run, good campsite, concourse event & games night, (Often silly sometimes very silly)

27th June Notts area meeting

Future Events. (book early)

July 15th to 17th Northants Area camping Wicksteed park, family camping wknd with Games, runs concours event and games night.



HALLAMSHIRE HANTS & BERKS . . . HERTS & BEDS

TSSC AREA NEWS

Hallamshire Continues

July 21st to 25th Silverstone Classic

Great weekend for any classic car/ racing enthusiast. (see May's Courier) Tickets are for **Friday Saturday and Sunday**, many camp from **Thursday to Monday** and have **Sunday** night to relax and reflect on the weekend.

Julie & Adrian

HANTS & BERKS

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May was a good month from a Triumph perspective.

Started off with the Isle of Wight Camping weekend which in my opinion was one of the best ever this year, helped by the weather and also the extra day off on the Friday making it a four day weekend. Bodders nearly didn't make it having filled up his Spitfire with Diesel before setting off doh!, an expensive mistake as not only was it over 40 quid's worth of diesel but also the AA charge for sorting it out!

Anyway eventually the Hants and Berks crew plus some honorary H&B members from further afield were all there, Mark with Jennifer, Bodders with Karen and his daughters Rebecca and Samantha, Jason with daughter Poppy and friend Kelly, Alan and Claire, Keith and Olessea with Melissa, Anne-Marie and Glyn, Me with my boy James.

It was also good to catch up with old Triumph mate Bill Goodwin who was over from the US for the event, now that's dedication. It was also nice to see Mark Smith's (South Buck's AO) Purple Spitfire (affectionately known as Dog!) on the road for the 1st time with it's 2.5L 6 pot transplant.

Friday night was the usual meet and greet session in the bar with the local fuggle-de-dum brew going down nicely. Saturday was the run out to Carisbrooke Castle with a treasure hunt around the castle. The area did well in the Treasure Hunt with Jason and Poppy coming 3rd and Anne-Marie and Glyn coming 2nd. Saturday night was 80s disco in the bar and more fuggle-de-dums.

Sunday we had a trip out to Colborne Mill which is a nice setting for a classic car gathering. Had fun out on the rowing boat with James being splashed by Mark's daughter Jenifer and Jenny from the Surrey area Then it was back to the site for a Hog roast. The piggy had been roasted on a spit over a log fire since 7 that morning and it was delicious. There was also a demonstration of lead loading from one of the TR guys which attracted quite a crowd. Sunday evening was the quiz and raffle and prize giving, again the area did pretty well! WE won the quiz, Jason won the star prize in the raffle a tablet PC, and I was extremely surprised to be presented the Appuldurcombe choice trophy for my GT6. This award is presented by the owners of the campsite for their favourite car of the event.

On Monday we all went off the on site Café for a hearty Full English Breakfast subsidised by what was left over from the drinks kitty pot from the previous evening. Then it was off to the traditional lunchtime meal at the Wight Mouse pub before heading home.

The following weekend I went off to SEM, I think I was the only one there from our TSSC area but I met up with friends

from the Surrey Club Triumph Area that I also attend and also many other TSSC friends from other areas. It poured with Rain overnight on Saturday so I was glad that James Cooper had come along with a gazebo to provide some shelter. Sunday was however a lovely day which dried my tent and also brought out a good selection of cars for the main event. Just one small problem with the GT6 when I arrived at the event, a split emission valve hose. Bodedged it up with Insulating tape to get me home and bought a new set of emission hoses from the Club Shop in double walled silicon, hopefully this should be a bit more durable than the original rubber ones which don't seem to last more than 2 or 3 years.

Check out my Blog for some pictures of both the above events <http://cook1e.blogspot.com/>

Now onto June, I'm intending to go along to Southern Area's "Midsummer Madness" camping weekend between **Friday 17th June and Sunday 19th** down at the Flowerpots in Cheriton which is not too far away at all from our area. The Flowerpots is a nice country pub with it's own brewery and the weekend includes a run out to the Army Museum of Flying a Middle Wallop which should be good. If you feel like coming along contact Suzie Singleton (Andover AO) on 01672 514241, camping needs to be booked by **13th June**, sounds a bargain at £5 per adult, £3 per kid for the two nights!

Hope to see you there.

Andy

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

Many thanks to Iain and Alan for arranging our day out to RAF Hendon, makes a change to be following and enjoying the ride rather than having one eye glued to the rear view mirror to see who's missing. This was really good day out and much thanks to Iain and his tour of the Graeme White factory, final role call was, Andy/ Mark Hedley – 71 LHD Stag Pete/Stuart Shaun Saunders – Mk1 Vitesse Pete Lewis, Jill + G kids – Vitesse6 Malcolm Phillpot – Red Vitesse convertible Matthew Wright plus partner – Spitfire Paul Baker – Spitfire Barry Huffer – Spitfire Andy Mackenzie & Max Spitfire Jim and Christine Harry – and for bringing Charles (Rover) Triumph! Ray Peat – Valerie Burlington Tony Jones – Porsche Ian McConchie and Wife – Herald 13/60 Convertible Phil – Glynis TR7 Alan Gower – Red 1500 Spitfire.

A nice route with plenty of trees sporting the spring greenery, that's a pleasant change, chuck in a scattering of speed humps and a few potholes, spring lambs and Uncle Tom Cobley and all. Some of us made it back to the Pub and with the Carvery at 2 for £ 9.95 made a nice end to a nice day.

The Pub meet at The Three Moorhens is still very busy with 17 Guys and 7 Girls and 15 Triumphs parked up. Pete S did a quiz of various offending car silhouettes and observational diversions, Think Geoff won a bucket but I was so entrenched I didn't really take note and a quick count up of who's been in their car the most had Pete Fern as a winner. With a wind up torch. Wow! Ray and Valerie C donated some really nice home made cakes to the raffle so some happy eaters are out thereno it didn't get shared around. Sob sob! Valerie and Christine donated some of her late James books so the raffle has helped the piggy bank quite nicely and after sorting out some choke problems, James (Jims) car made it to the pub sporting a new MOT...brilliant he would have been proud of them.

Mick and I have rebuilt and fitted a overdrive gearbox to Pete

ISLE OF WIGHT . . . WEST KENT



TSSC AREA NEWS

S Vitesse 2ltr and now he can hear the radio...

Luton festival of transport is on **June 12th**, free passes are available from me and also passes for the Kimbolton Charity Classic **10th July**, these passes get a careful in for £8, and you pay on the day. Again passes from me.

The LFT is a big event with 1500 cars and traders, the Kimbolton is Good country fayre with crafts, plants, beer tent, pim's jugs, and arena displays.

That's it folks, regards

Peter

ISLE OF WIGHT

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Thank you all for coming to the 22nd Camping Weekend, it was great to see so many enthusiasts from so many Triumph clubs enjoying themselves. Thanks go to Angela and Graham for yet another brilliant weekend. It is a chance for us to drive our cars and see the Island and the weather was the usual sunshine too, with only a couple of showers overnight. Carisbrooke Castle was great and the treasure hunt fiendish, this was won by Thames Area Groupies, followed by Glynn Davis and Ann-Marie and third Jason, Poppy and Kelly. The hog roast was a roaring success, thanks go to Julian and his helpers. The quiz was very popular and the team winners were, in first place, "Fuggled If We Know", in second place "We've Got Three Missing" and third place went to "Sposton Green." The Appuldurcombe choice trophy went to Andy Cook with his GT6 Mark III, he was very surprised and chuffed and has published pictures on numerous websites! The Android tablet star raffle prize was won by Jason Chinn. All in all a great success and we are all looking forward to next year already.

The event was covered by two local newspaper this year and if anyone is interested in any photographs of the weekend, these can be seen and purchased on this website <http://www.brightwightimages.com/gallery3/index.php/>.

Dates for **June**:

Fri 3 – Sun 5 Jun Old Gaffers Festival, Yarmouth
www.yarmoutholdgaffersfestival.co.uk please contact Angela

if you want to display your car on the stand

Sun 12 Jun Bromley Pageant of Motoring -
www.bromleypageant.co.uk

Sat 18 Jun Newchurch Parish Community Event -
Garlic Festival Field, 10am-4pm

Sun 19 Jun VHVC Classic and Vintage Show -
Arreton Barns

Mon 20 Jun Area Meeting at the Woodman Arms,
Wootton from 8pm

Sun 26 Jun St Helens Village Fair on the green

Tracy

WEST KENT

Tel. 01732 743747

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

Our run to Brooklands on Drive it Day at first seemed it should have been renamed 'The Spitfire Run', as the time approached for our departure from Hildenborough (9.30am) only 3 of us had turned up in our Spitfires, David in his blue MkIV and Alan in his Red 1500 and me in my Yellow one. Poor Colin phoned me to let me know he couldn't make it as he was 'Tom and Dick!' which was a great shame as his white Spitfire would have given



us the Red, White and Blue! Is there a flag that has Red, White and Yellow? - answers on a postcard please!!!!

We set off across country in fine weather at 9.35 and arrived safely at Brooklands about an hour later initially parking in the general parking area, we soon moved to the Classics area where we were joined by Chris in his Vitesse and Keith in his 13/60 convertible, apparently Chris thought we were leaving at 10.00 and arrived 5 minutes or so after we had left from the start. I am reliably informed his Vitesse performed very well along the M25!!



As I had been to Brooklands a number of times before I popped around to Mercedes World next door (a short walk) and took in the displays there which have to be said are very impressive. In addition to the modern cars there are some very nice classics and Formula 1 hardware on show. They also do very nice coffee in their cafe!

Our meet this month at The Cock Horse was well attended, 2 Spits, 2 Vitesse, 1 13/60 and 1 Toledo 1300. I came up with Andy in his Toledo which is now running a great deal better since he retimed it and reverted to a single SU carb setup. He is now well prepared for the 10 Countries Run in September.

Our run to the Dereham Arms last month was the subject of much discussion with some people that couldn't do it last time wanting to do it again, we have therefore agreed to do it again on Sunday 14th August leaving the pub car park at 10.00am. This does clash with the Faversham Classics show which some members are going to (Malcolm, Chris and Keith) but there is another opportunity to go to the Dereham Arms on 11th September for those that cannot make the August date. I should be somewhere in the Alps on that date as will Andy as that is when the 10CR is running.

As I write this I am currently debating which car to take to the SEM, I am leaning towards the Spitfire as it is still for sale and I may well put a notice in its window whilst there, I have been using the Stag a fair bit recently in the good weather and it is running like a dream following its recent service and MOT at Faversham Classics, so need to get back to a decent MPG for a while in the Spitfire as well!

I will miss the May meeting as my wife and I are cruising the Med for a few days and co-incidentally the ship moors in Monaco on the morning of the Grand Prix and leaves at Midnight, so you can guess what we'll be doing on that day!

Don't forget, the Classic Sandwich on **June 10/11/12th** www.juandsue.net/page2.html and the Darling Buds of May Classic on **July 17th** www.darlingbudsclassicarshow.co.uk - see their web pages for details and application forms

Steve



LANCASHIRE . . . LEICESTER & RUTLAND LINCOLNSHIRE

TSSC AREA NEWS

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Well the classic car season is starting to pick up pace and the weekend weather for the whole of April was perfect, indeed for the drive it day weekend we couldn't have wished for anything better. For the day, seven of us decided to join our west Yorkshire neighbours gathering over at the National rail museum in York, which entailed a very pleasant drive along the A59 across country.

A momentous occasion in many ways, First, Simon turned up in a Stag when we were all expecting to see him in his usual Dolly apparently he'd had it for months without announcing it!!!!. Secondly Kev O brimming with confidence arrived in his other car (that most people had forgotten about) ...the GT6. And lastly Chris had his first outing for over 12 months in the revamped Mk1 2000 saloon which now is actually a 2.5 but has also had a V8 in there for a short time (before he regained his senses, bless him!!!!).

So, with three of the seven cars on 'trial outings' we ventured on to York without dramas. York however was amusing, trying to find the NRM car park that the West Yorks cars were on had us going in all sorts of directions and not all at the same time, but eventually with Kev O knowing where we had to go (amazing) we found them.

Wandering around the NRM for a while I've got to say 'Aren't trains big'. And to think that they were at the cutting edge of engineering of their day is very impressive.

Anyway a walk across town for lunch and back to the car park before our return trip back to Lancashire. But no...300 yards out of the car park and Stuart and Lisa's Spit just stopped, nothing/nada/zip. Quite quickly we decided that there wasn't a feed to the ignition switch and then we discovered a wire to nowhere, by putting it to the positive terminal we had the power, the Spit fired up, and we all proceeded home back along the A59. All in all a good day out apart from my Vitesse developing a vibration and strange noise which I have since put down to a failing prop UJ.

It's now been mended with new one and no more vibrations.

April's meeting (**last Tuesday of the month**) saw a couple of members we hadn't seen for a while (Sid and Mark), as well as John Davis who came in his race Vitesse, it's good to see what other people do with their vehicles. In fact John has given us a couple of dates for the Barbon Hill Climb near Long Preston, one that could fit in for a run out is **18th June**, and also Oulton park on **June 25th** but that clashes with the peak run, as usual I will inform you all via email.

That's all for now....

Kev

LEICS & RUTLAND Tel. 07774 276564

With the glorious weather continuing for the month of April, the area had several trips out at the week-ends. Sunday 17th April was National Drive a Classic Day and we had agreed to support the Standard Triumph day at the Crich Tramway village. A dozen club cars arrived at the car park in Ripley by 9.00 am and from there we were led by Mike Mayfield to the Tramway village. The Ford Anglia club had also chosen to visit the village so between the various car clubs, well over two hundred classic cars were parked around the site for people to admire.

Angie and Bernard had arrived before us and set up the club stand so we were able to park our dozen or so club cars around them to make a nice display for the TSSC. Tram rides operated throughout the event and the village was very busy with visitors all day, all enjoying the warm dry weather. David Parrott had organised the TSSC involvement and a peoples choice competition amongst club cars. From our area, Andrew Burford received a trophy for best Toledo/Dolomite and Chris Edmonds for best GT6.

Sunday 24th saw the area support the Shropshire area at the 24th Weston Park Transport Show with seven club cars. Large show with many attractions and once again good, warm sunshine.

A similar number of cars visited another Transtar promotion show on Sunday 1st May at Catton Hall Classic Car & Transport Show. Smaller show but again enjoyed by those members attending.

We discussed at our May meeting whether we should once again participate at the Transtar shows as a club stand but we all agreed that we could not compete with the potted plants and electrified fences that some clubs surround their cars with. We will therefore continue to support their local shows but not as a club.

We will be attending Shakerstone Family Festival in **September** and if you have not received an entry form, contact me.

In May we have the Snibston Transport Festival on Sunday 15th, and I hope to organise a picnic run for Sunday 22nd.

We have now settled in well at the Red Lion Huncote for our monthly meetings, and members are arriving very early to take advantage of the excellent meals on offer. Maybe I will need to organise a run out later in the year, no cars allowed, to keep waitlines in trim.

Dave

LINCOLNSHIRE Tel. 01529 307302
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Firstly sorry to all the Lincolnshire members who must think we have gone into hiding. The problem has been that Simon has thought I was writing a report and I thought he was, consequently the last few months neither of us have done one.

Well firstly we would like to welcome Amy and Scotty who has a nice 1963 Herald 1200 and hope to see you at the meetings regularly as well as the events we attend. I have been either busy at work or the weather has been too cold until recently to make much headway with either Ellie's PI or my Herald. However the PI engine has been machined and balanced by Ivor Searle and all I have to do is put it back together! As my Herald was always spitting out water it never had any antifreeze in it and consequently succumbed to the icy weather at Christmas and popped a core plug.

For ages Phil has been offering his spare 13/60 engine to me which was over at his mum's house. My problem was I had no trailer to pick it up with. A few weeks ago I managed to get a small trailer and the weekend before Easter we went over to Stalybridge to get it, it would have been a bit quicker if we had not managed to spill most of the contents of the sump on the garage floor! Two bags of Co op cat litter and hot water and washing powder we cleared up! So I now have an engine swap to do as well!

We are just literally on the ferry home from the IOW weekend as I write this and we want to thank Angela and Graham and

SOUTH LINCOLNSHIRE LIVERPOOL . . . MANCHESTER



TSSC AREA NEWS

the IOW area for a fabulous weekend as ever and look forward to next year.

We would like to be joined by more people next year as it is an excellent event and great fun. Check our area website for details of upcoming events.

Garth

SOUTH LINCOLNSHIRE

Tel. 07811 461207

Just to remind people that the South Lincs meets take place every **third Sunday of the month** and we get a fantastic turn out at the Cafe because the Boston classic car club always turn out in force, upwards of twenty cars is frequently attained.

However, due to racing commitments I do find it hard to attend these events and indeed I am unable to make the May or the June event. I will be able to make the July event however. Despite me not being there (it's not all about me!!: laugh:) there is a really convivial atmosphere and loads of mooching around the car park looking at the various cars from the 1930s right through to modern classics.

There is also the Cafe itself which does a mean fry up, a perfect pick me up at ten in the morning. I like to think it's a bit of an "Ace cafe classic breakfast" style of meet, but you can be the judge of that if you come down yourselves.

There is plenty of Triumph interest, TR6 and 5 as well as Dollys and 2000s.

Just a chance here to big up the Lincs area too who are very active, please see the Courier for details of their meets.

Cheers all,

Calvin.

LIVERPOOL

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Hello again, we're back! After a fantastic meeting last time out, we'll be hoping for more good weather and even more Triumphs in the car park. We've had a few new members since our last Courier News, with more to come over the summer, so welcome to you all. It looks like we're all getting our cars back on the road, although as I speak my Spitfire is refusing to mate with it's gearbox, such is life.

Regarding this summer's shows, sorry to labour the point, but Nick will need numbers for most of the shows we have pencilled in for the Summer. I realise some of us have not finalised our holidays yet, but if you could have a look now and see which shows you'd like to attend? On the subject of shows, there is NO KNOWSLEY SHOW this year, apparently last years attendance was disappointing, perhaps a little publicity may have helped? When very local groups like ourselves are unaware of the show, what chance do the general public have?

Anyway, on **Tuesday 7th June**, we will be driving over to the Wirral TSSC Area and meeting up with North Wales and Cheshire Areas, promises to be a great night with the opportunity for a good drive out and catch up with our friends across the river. Last years event at our meeting was a great success, sure to be repeated!

A few more events to tell you about, one we will be attending is a fundraising day at Ford's Halewood plant, yes, how bizarre! Promises to be a good day with plenty of attractions for everyone, ranging from a climbing wall to crazy golf. Should be interesting to see what people make of a line-up of Triumphs with-

in Halewood!

We have also been invited to attend the North Cheshire Classic Car Club show on **Sunday 14th August**, at Ledsham, South Wirral. Other local TSSC Areas will be in attendance, so it should be another chance to have a get-together.

That's all for now, any more news I'll be posting on our Blog on the TSSC website. Cheers.

Alex

MANCHESTER

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Manchester Area CHANGE OF VENUE The Antrobus Arms Warrington Road Antrobus CW9 6JD

Well let's have the Very Important News First!!!!

Barton Aerodrome pavilion where we have our meetings has closed. We have had to find somewhere to hold our meetings pretty quickly so we will meet **Tuesday 7th June 8pm (usual 1st Tues) The Antrobus Arms Antrobus CW9 6JD 2miles from junction 10 on M56.**

If anyone knows of a good meeting place in the Manchester Area that can offer a room for approximately 40 members to meet every month we would appreciate it. (Cricket Club, Rugby Club, British Legion or a pub with a separate room)

Manchester Area had a good day out at Crich for National Drive it Day as we weren't there (a little trip to Wembley) we have been told by everyone that went that they had a good time and really enjoyed it especially Kes who finds anything trams, trains, and busses related absolutely fascinating.

(tee hee!!!)

The weather was glorious which probably accounted for a very large turn out and it took a while to get enthusiasts parked up, so much so that Les had to abandon Rosie (Vitesse) in search of the little boy's room it always happens as soon as you move the queue moves and it was left to Pete to come to Rosie's rescue!! jumping into Rosie and guiding her up the hill he promptly stalled her and just like her stubborn partner Les she refused to move until he returned!! Ok!! Ok!! It sounds like something out of Mills & Boon but I wasn't there so give a writer a chance. Moving on!!!!

The Area meeting was very well attended with 38 members present a warm welcome to 3 new members Steve & Sarah Hart with a Triumph Spitfire and Stag and Mike Ford MK3 Spitfire, it was good to see you we hope you enjoyed the meeting, and more important you come back again although a small worry Steve and Sarah won one of fantastic?? raffle prizes and past history suggests we won't ever see them again!!!

Other items on the agenda were bookings for the Xmas Dinner Dance at the Hinckley Hotel nr H/Q on **3rd December**. I have taken bookings for Hotel rooms and any member that was unable to attend the May meeting please let me know as soon as you can if you would like to attend. (Double rooms £65 Meal £32)

We also are taking bookings for B/B for the Lincoln



MANCHESTER NEWBURY . . . NORTH EAST

TSSC AREA NEWS

Manchester Continues

weekend 3/4th September.

Jeze and Debs have kindly offered their barn to us to hold the Area BBQ on 2/3rd July there is camping available and also B/B in the local village of "Kettlethulme" Les will be planning a run around the beautiful Goyt Valley on Saturday and fun and games will be the entertainment on Saturday night. Any Manchester Area Member who would like details please get in touch in the usual way.

Don't forget all those who are doing Mancs in France (Cider Press) we must have your pennies by the meeting in June and the same for ferry payment.

Dates to remember in June

4/5TH June Tatton Park.

7th June Area Meeting Antrobus Arms Antrobus CW9 6JD.

11/12TH June Dales Weekend.

18/19th June Robin Hood Weekend.

25/26th June Peak Weekend.

2/3rd JULY Area BBQ.

Bring on the Summer & Triumph Events

Pip n Frank

NEWBURY

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Had some good meetings last month with the cars being got out of hibernation after the long cold winter. It was good to see Roger from the old Hants and Berks days of the 1990's.

Nearly all our area members were able to join Andover Area on their stand at Wyke Down which is always the first big show of the season in this area. The weather was good – so dry that the cars were covered in thick dust. There was a good turnout and loads of stalls to suit all interests.

The next weekend was Lambourn Country Show on the Sunday. The weather was a bit chilly with hazy sunshine but there was lots to see: sheep/goats/poultry/shire horses, craft stalls, lots of tractors and car booters. This was in addition to the classic cars and bikes. If you haven't been before it is well worth a visit. Andy in Bond, Roy in Midge, Malcolm and Josie in Giffire, Patrick and Jean in Spitfire, Malcolm and Raye in Vitesse, and Dave and I in TR7 were there. We also saw Guy and Suzie and members of the TR Register

The following day the same group (with Colin and Sandy in Stag instead of Malcolm and Josie) went to Popham. It was extremely windy as airfields always are, and quite cold to start with. The sun got to work and we were able to take off a couple of layers of clothing by midday. Unfortunately the wind did limit the flying, but there was an excellent turn-out of cars. Both here and at Wyke Down, Colin was seen with a dusting mop on various cars, think he's taking up valeting as a side-line!

To complete the rush of events at the beginning of May there was SEM at Leatherhead. We went for the Sunday Show Day and so missed all the rain of the day and night before. Some lovely examples of Triumphs. We had a good natter with the new owner of Alistair's old Vitesse. Thought we recognised the distinctive number plate, but didn't remember a sunroof. That's because it didn't have one when Alistair had it! Also it has been resprayed and fitted with new wheels. Great to see it again as the last time I remember it was going up Prescott Hill Climb.

In case the message hasn't got to you the 11th June Family Day at Brize Norton will **not now take place**. At the time of writing this we haven't arranged a meeting place to gather for the Henwick Field Show on 26th June, will let you know by e-mail if you are not at the meeting before.

Hope you will all be able to bring your cars up to Cars in the Car Park on 22nd June. The theme is "The Car I Would like to Take Home". Remember that you should have been to at least 3 meetings during the previous 12 months to qualify for an award.

Next Meetings

8th and 22nd June Starting about 7.30 at the Spotted Dog, Cold Ash Events

Club Night 22nd June Cars in the Car Park

Saturday 26th June Henwick Field Fun Day

Keep 'em flying

Mary and Dave R.

NORTH EAST

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Hi all. Given that we had the meeting in the middle of the second of the recent bank holiday bonanza there was still quite a decent turnout at the pub, also quite a few cars parked up outside given the run of really warm weather, though it wasn't probably the best idea to wear cutoffs as it was a bit chilly on the run home. And the lower section of my legs is probably not my best feature!

Many thanks go to Team Brian (Armstrong & Harrison) for their recent Treasure Hunt event. In a change to previous years, the 'winner' was decided by raffle at the end, congratulations go to Ken Falcus who'll be organising next years event. This year, Brian also added in a small entry fee (with option to add more). This resulted in a total of £63 which has been passed on to Diabetes UK. Well done to the 14 teams who entered. Proving what a kind hearted bunch you are, another £53 was pledged to my two daughters who both completed the NE Childrens Cancer Run round Gosforth Park as part of their school team. This was 5 miles, on which I accompanied them, mostly in nice weather, with the last quarter mile done in a torrential downpour.

On the car front, nothing to report on mine. Aaron has just got a MOT pass after his car has been off the road for a year. Graeme Howarth has his GT6 rebuild progressing nicely and ahead of schedule. The engine is in and running, but was awaiting a new fuel pump. I recently had a phone call from someone, whose name I can't recall, who was looking at a GT6 MkIII needing rebuild to buy. As an experienced restorer they seemed quite keen but I haven't heard from them since, hopefully their plans come to fruition and we get to meet up soon. I have also had brief contact with someone local who is building one of the Sammio Spyder cars. Be nice to see that as well.

Morpeth Show is June 12th, quite a few locals going to take part in that, either in the parade or direct to the exhibition field.

The camping weekend is nearly all sorted, a number of the reserved pitches have already been booked by locals. The date is the last weekend in June, location is a site in Allensford on the A68. Firm bookings and deposits are required by Ken at the meeting in June. A gentle run out for the weekend is being done by Mark Ramsey. Thanks go to all involved.

I have block booked everyone who wanted to take part into the Corbridge show. All passes will come direct to me for distribution. We'll sort out a meeting point and time (early) at the June

NORTHANTS . . . NORTHERN IRELAND



TSSC AREA NEWS

meeting, anyone that doesn't make that, I will advise via email or phone.

There is one calendar left for anyone interested, £5-00. Give me a call if you want it.

The old area website has evaporated into the ether. To overcome this Aaron has collected some stray electrons together and we now have a new site, incorporating a blog and gallery facilities. It's in its infancy at the moment so will be added to and modified as time goes on. Should you like a look it's here, <http://tsscnortheast.blogspot.com/>

That's all I've got for you at the moment, see you out and about. All the best

Mark.

Late Breaking News – a local member was caught practising for MG ownership recently. Fancy being spied driving round with your convertible roof up on a sunny May day with no rain around!

NORTHANTS Tel.01933 229992
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Drive it Day arrives at last, Dave has polished the car to perfection as usual, and it is a lovely clear sunny day, as we set off early for the 2 hour drive to get to Crich Tramway museum.

The journey up was a good one, we had a good laugh and wove at the various people overtaking us on the motorway and turning to see the car, and we arrived at about 9.30am to park up with some more early arrivals. Soon more and more Triumphs arrived, including the rest of our Area who came, who travelled up the night before and stayed over.

The day was a lovely one, meeting up again and chatting to friends. Looking around the tram museum was awesome, the youngest tram there looked some what like the old double Decker buses that we used to have, there was so many your legs got tired walking around. There was a good turn out of Triumphs which we had a look at, and dare I say including the Ford Anglia's which where lined up outside the museum.

There was a little café on site in which cake and hot chocolate was soon purchased and went down a treat. And goodies brought from the old fashioned sweet shop.

A lunch time picnic was followed by a mid afternoon ride on one of the trams, which cost all of one old penny each, a memory from childhood, and one to make you consider, do I keep the penny or ride the tram, in the end the top deck of the tram won, taking the journey from the middle of the village to the end of the line, and then walking back through the woods and down the hill, in time for the end of day presentations.

To round off a perfect day, a group of us went into Matlock Bath, and enjoyed fish and chips along the prom(river), so no having to cook when I got home, which was a result.

A good day was enjoyed by all, thanks to all who organised the event.

Coming up soon, Wicksteed Weekend 15th , 16th and 17th July, look forward to seeing you all there.

Dave & Angie

Well, had a good run down with Norman and Pat as ballast! Sneaked a look at the Burger Bar and remembered its location for later!

Parked up under the trees and erected trestles for goodies. Not a great deal of activity but steady flow of customers wanting what you hadn't brought but never mind. A good days trading saw a profit for myself and also some to the Club Funds.

My friends all sat on the Henry's roof and were admired by all and sundry!

A giant hot dog later, no beer tent (WHY NOT?) and a measure up of Spitfire 1500 heights and it was 3.30pm. Prize-giving over and many toys out of prams (again!), and time to pack away. There were some very nice cars there especially a MK1 White 2000 with only 38k on it. Really nice.

Might camp next year down near the river where it's peaceful and the only sound is the planes every 2 minutes!

CG

The Northants Area would like to thank Claire, Nigel, Charlotte and Victoria for coming down to our meeting and adding to the raffle! Much appreciated.

NORTHERN IRELAND

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Well folks, we are now well into show season and May has seen a flurry of activity, including The Argory (April!), Shanes Castle Steam Fair and the Wicklow Run.

We also had our Totally Triumph Show on 9th April in Wallace Park, Lisburn. Fortunately a beautiful blue sunny day dawned and we were blessed with wall to wall sunshine all day. Once the usual organised chaos that is involved in putting up the marquee had been completed it was time to get on with the usual chat, peering under bonnets and general tinkering that goes on every year! We saw some new cars to the club as well as the usual ones and it was great to see Niall and the guys from Dublin (even if they did have to make a detour to get into the area that had been set aside for the show).

As always we held our "concours" event and this year we had some worthy winners in the various categories, they were:



Car of the Show 2011 – Les Dyer, TR5 Best Modified Car - Gary Morrison, fuel injected Spitfire. Cruised & Abused – Phil Boulton, Vitesse Mk2. Best Family Saloon – Gavin Martin, Stag, Best Sports car – Peter Mann, Mk2 Spitfire.

Congratulations to everyone who won an award and we hope to see you all back next year to defend those titles!!

A huge thanks for Chic and Ian for making the trip over – I think that they had a good day and the show would not be complete without them, also thanks to Paul and Jackie for putting them up for the Friday night.

As usual Jackie and her mum provided the refreshments from their tray bakes and coffee/tea stand and I would like to thank them for the hard work that they put into this – the tray bakes are hard to resist!

Finally to everyone who took the time to wash, clean and bring their cars out to Lisburn – there would really be no show with-

Northern Ireland Continues

out you, hope to see you there next year and at some events throughout 2011.



On 30th April some members attended The Argory and apart from being surrounded by Mini's for the day, I think everyone enjoyed themselves!!

On Monday 2nd May, we also had some cars at Shanes Castle Steam Fair. Again another beautiful day, albeit a cold breeze set the scene for the day. This is always a very busy show and well worth a visit. With the usual abundance of tractors, steam engines, classic cars, stationary engines, fairground and general stalls selling everything from tractor seats to VVW2 weaponry, there is always something to please everybody.

We will have also been on our Wicklow run on the weekend of 28th – 31st May – full report to follow. Hopefully it will have been a stress free experience!

As usual we had a lively club meeting on the 4th May – Richard has obviously gone into the oil supply business and came stocked with several 5litre containers of 20w/50 oil at a hard to resist price and as a result did a brisk trade from the boot of his car!!

Douglas brought up the subject of his errant TR6 not running properly, and after some discussion it was agreed that the possible cause was a defective dizzy cap, Alan F promptly disappeared and returned brandishing not only a cap but 7 leads duly attached to said cap – Douglas was dispatched with instructions on what to look for and which lead to connect to which spark plug!! Hopefully this will get him running right for the drive to Wicklow.

We also firmed up dates for up and coming events through 2011, these are:

- 18th June** – Kilbroney Classic Car Show. Kilbroney Forest Park, Rostrevor. Co Down
- 19th June** – Father's Day Special. Mount Stewart House, Ards Peninsular, Co Down.
- 25th June** – AOVV Show, Ballymena Showgrounds, Ballymena, Co Antrim.
- 16th July** – Tulip Rally. Organiser: Alan French, details to be confirmed.
- 6th August** – Sperrins Run. Organiser: Douglas Hogg, details to be confirmed.
- 19th/20th/21st August** – Stafford International Weekend.
- 10th Sept** – Antrim Glens Run. Organisers: Stephen Kernohan & Douglas Hogg, details to be confirmed.
- 8th October** – Mourne Glimpse! Run. Organiser: Alan French. Details to be confirmed.
- 9th November** – Film Night. Organiser: Richard Rutledge. Details to be confirmed.
- 7th December** – AGM.

Well, that's all for this month. Look forward to seeing you all at the up and coming events and at the next club meeting on **8th June** at Nortel Social and Athletic Club, 8:00pm start – be there!!

Mark

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

I would just like to say a huge thank you to Andy for relieving me of some pressure by writing the area news for me. I seem to be always in the midst of organising some event or other and forget Bern's deadline.

Great to have such a supportive area.

Claire

Rather a long update this month, so lets crack on. Well, the good weather is with us and it has been great to have already met up with friends from near and far already. Lee Godfrey from the Triumph 2000 club organised yet another excellent day at the National Tramway Museum at Crich in Derbyshire



on drive it day with TSSC members from Bedford, Northants, Leics and Rutland, Hallamshire, Manchester and Notts joined by the sales stand from Club HQ. The weather was fantastic and made for some superb photos with the memorial, Crich Stand, as a backdrop. Apparently we had 163 Triumphs through the gates which made for a very wide selection of cars to see. One award came to Notts for the Herald of Emma Baker, much to the surprise of our compere who was not expecting a female owner. Well done Emma.



Nigel and Claire excelled yet again with a fabulous run on Easter Monday to Rutland Waters with some warm sunshine. After being joined on the way by a TR7 from the Lincolnshire area it was nice to meet Chris Gunby, Andrew Turner and Dave Richardson and families where we had a great picnic for lunch and wine followed then by a rather dubious game of boys V girls at rounders and I'm still not sure who won?. A BBQ completed the day around half 4 by Nigel with burgers and steaks and sausages on offer. Mmmmm. It was just a shame about the very dusty car park that is provided as it became breezy, leaving most of our cars a dull shade of beige inside and out. I hope Adi got rid of the footprints of his seats? We all made



TSSC AREA NEWS

our own way home not long after, only to meet again about 2 hours later for the monthly club night at the Sandhills Tavern, which, contrary to the large 'pub for lease' sign outside is not closing etc, so we're not looking for a new meeting place yet!!!

Well done to Lisa, Julie and Lisa who between the three of them demolished a huge box of Maltesers as the prize after winning the chocolate quiz. Sure you will have put on what you ran off during the earlier rounders game in Rutland.!

Claire and Nigel shot off to Donington on the Bank Holiday Sunday along with the Derwent Valley and Hallamshire areas. I was unable to attend due to work commitments, but from the

has also been some touching up of the rear nearside wing as rust was appearing under the bumper. I have also completed the refurbishment of the soft top frame and hope to fit the new hood soon.

Hopefully there will also be news on the father in laws TR7 now a friend has completed the welding. By the time you read this, Claire and Nigel will be unpacking after what we hope will have been a great weekend away at the first Spa-Francorchamps meetings... Expect rain if the Formula 1 races are anything to go by? The climate in the Ardennes area of Belgium has it's own climate.

Dated for the Diaries:

2nd June TR Registers Trent Group open evening at the Severn Oaks Inn.

5th June Nottingham AutoKarna, Wollaton Park, Nottingham.

17th-19th June NOTTS AREA - ROBIN HOOD RALLY, Walsby Scout Camp, Ollerton, Notts.

24th-26th June DERWENT VALLEY AREA - PEAK RUN

Thanks must also go to Hallamshire members who have been supporting us at recent events and we hope we also can continue to return the favour.

Andy



photos, it looks like it was a really great day! I'm soo jealous that Nigel took the GT6 round the track. I have only done that in a



Lotus and would love the chance to do it in Sybil. Maybe next year? The racing events looked great fun too. Bank Holiday Monday saw the Triumphs meet for the

second time in two days this time a early start for the short trip to Thoresby Hall near Ollerton for a huge car gathering of various makes and models. It was also very nice to see some familiar faces that we have not come across for one reason or another for a while, even if you do now drive TVR's or SAAB's (Jonny and Phil - you know who you are!!) and also Ian who we have not seen for a few months. Thankfully, the gathering was not spoilt by the unfortunate event of Sue & Ron's Herald losing a wheel on the way down from Worksop. Some of Notts finest are thought to be at fault for loosening a few nuts causing the wheel to sheer the bolts at speed. Thanks to Nigel & Adrian, they made it to the event sporting a nice groove in the alloy wheel rim and a large dent to the wheel arch. main point, they all arrived unharmed if not needing a change of undies !

For those following the story of Sybil, early April saw me dogged by a problem that occurred when she was at the garage for the accident repair. Upon collecting, the drivers seat frame had snapped above the locking lever, allowing the top of the frame to tip back. A strip down and weld held it for a few days, but it broke again about two weeks later which was where I left you last month. Quick dash up to my grandmothers to rescue the original frame (the current seats were refurbished from my other car) and take to our garage to strip and repaint only to find the long thick bar across the bottom was also snapped on the donor frame. Quick weld, wire brush, repaint and voila - new car seat back in the car by 10pm! There

PETERBOROUGH

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The May evening weather helped bring out a nice selection of 13 club cars to our meeting and 23 members and friends. It was good to sit out on the benches and enjoy some good chitchat amongst some nice people in some nice weather.

Robin arrived in his blue 2 litre Roadster. What style, with Lyn and Pat in the rear dickie seats and Mike navigating! Mervyn brought along the Mustang for a few of us to ogle, and David arrived in his MGC.

It was good to meet up with a new member, Roger Hancock, who arrived in his daily use Herald 13/60 Convertible. Good to see you Roger and we hope you felt at home amongst your new extended family, and we look forward to seeing you again soon.

Gary sends his apologies for the June meeting as he is on holiday in Shropshire. For anybody in Shropshire who is reading this Courier report, Gary is intending to bring his father to your June meeting.

Many thanks are also due to Gary for getting the new Peterborough Area Website up and running with many excellent features, so please take a look and show your support and thanks for his efforts by using the services on offer (Upload pics of your car, Etc. Etc.) The website address is <http://www.tssc-peterborough.webs.com> please check it out and get involved.

Paul rushed in and out as he is in preparation for an early start to meet up with a business colleague in the morning as he hopefully gets his life back on course. He has just 4 of our unique calendars left for sale, so for those of you who haven't got your wall adorned accordingly yet, please let us know. Please remember to garner as many photo's of your cars through the year for next years calendar so that we don't have too many ear bendings from Paul..

Brian Lawson arrived in the eurobox, as the Spitfire is playing up and is flooding carbs with sticking float chamber needles. More on this at the meeting next month.



TSSC AREA NEWS

Peterborough Continues

We had a Chris Jones of 'dream-clean' drop in at the meeting and introduced himself to me as he drove by on his way home from a job. I will try to have more information on his business of car valeting and detailing for the **June** meet.

He is willing to come and give us a demonstration at one of our club nights.

Local events for **June** – BMRC Classic Car and Bike Show at Bourne, Lincs on Sunday the **12th of June**. Lots of other events going on. Please see the Courier

Local events for **July** – Baston Car and Bike Show – **Sunday the 3rd** – with a lot of interesting cars promised. I would like to have a real push for the Club at this Show if at all possible please. Angie is bringing the Club Courier van and show stand and she will need a hand to set up, please. Chris Gunby is also coming to give club car valuations on the day. **Sunday July the 10th** – Kimbolton Sporting Bears Charity Classic and Country Fayre. Please contact Paul for these tickets a.s.a.p..

Our next Club night meeting is on **Monday June the 13th** at the Bertie Arms hostelry at Uffington, Stamford, PE9 4SZ. We meet around 8.00pm for a noggin, a natter, a bite and the infamous raffle. Come and join in the fun and for those of you who have never been, please come and give us a look, the only thing we bite is the food.

The **September** meeting will be a slightly different format and will be a Ladies Evening. This is lacking printable detail at present, but more information will be available for you at the **June** meeting.

Let's hope we get some serious rain before next month's meeting and that it always comes at night when our cars are tucked up in bed.

In the mean time, enjoy your car with this glorious weather and we look forward to seeing you on the **13th**.

Doug

SCOTLAND CENTRAL WEST

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The May meeting was well attended with a good variety of cars. We had the following; Vitesse (Ian), Herald (Bob), Spitfires (me, Colin S, Colin M, and Gareth) and one Moto Guzzi (Andy) plus moderns. Good to see some returning members. The meeting once again did not go inside as the weather was good and surprise Lochinch was closed for some reason. Gareth now has his Spitfire springs fitted and suspension noises sorted. Others were comparing cars and it was their first meeting together since the Le Mans trip. I suffered a pothole puncture and had a fast pit stop to get it fixed before the meeting (National Tyre Services can deal with inner tubes, Kirkintilloch branch is excellent). Ian was distributing free magazines, well boxes of them really.

Report on Drive It Day. It was glorious sunshine all day, no rain or snow this year. Three cars (Ronnie and son, Gareth and father, and me) started from Lochinch and met up with another five (Chris and Zoe, Max, Colin, Dave and Karen, and David at Harthill Services for the drive to Myreton on the East coast. So a total of seven cars all following yours truly who of course had no navigator, but a map. The three early Spitfires

sounded good, pity there were no tunnels. The verge was a little close on some occasions but after a few detours we finally arrived at the museum, to find the car park full of cars. We had a vintage Lancaster with a very clever hood which wound up and down via a mechanism with a cranking handle on the rear body tub and dare I say 2 MG roadsters. The owner of the Lancaster sent his son to get their White TR2 rally car. The museum owner Alex Dale brought out a newly donated Triumph 2000 especially for our visit. He was unsure of the engine so a quick inspection and reference to the Triumph notes I had revealed a genuine 2000 engine replacement, not a Vitesse as thought. It sounded a bit more sporty than normal when Alex started it up. We were joined also by Kevin in his Spitfire who lives in the east. So nine members' cars present. We were then informed that the Jaguar Club were also out for a run and they duly arrived in force to find the car park filling up rapidly. A beautiful E-type turned up along with other varied Jaguars. Alex and his wife did us proud and we were all like kids with toys to play with. We had a great time but I forgot to say there was no food on site, sorry. Max knew the area and most departed for a local hostelry. I was still looking round the museum; I would like to just have stayed there in amongst all the exhibits, my kind of place (and no I'm not that old). The two cars last to leave had obviously to try to find the others, with me leading again, oops. Having driven through the town we turned back and found everyone sitting out having food and lemonade. We spent a good time out in the sunshine and were joined in the car park by a Morgan and a MG rally car, so it was really a good Drive It Day; we saw lots of classics on the way home too all waving as they went. The really good weather made all the difference. Thanks to all who turned out, hope you enjoyed the visit.

Reports on Dean Castle next month, entries for Hamilton and Leven are just closing, see me at meeting.

Show Dates

SATURDAY 18th June Hamilton Classic Car Show, Town Centre, Hamilton.

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. I am also waiting for the opening of the new Transport Museum in Glasgow. (**Tuesday 21st June** at 10am, look at local papers or website). I have had no response, so public car park for those going.

The rest of the info from the SVVF is at www.svfv.org.uk

Next Meeting is **Wednesday 1st June** at Lochinch.

The cars were most admired while we were on the run and we are welcome at all the events listed so let's get the cars out. Remember Next Meeting is **Wednesday 1st June** at Lochinch.

It would be good to see more members, I know a lot of you work or have other commitments, even if it is just in passing at the shows, all Triumphs welcome. Remember all the meetings are for you; we use our cars and know how they go together and all their problems so please come and see us.

See you soon

Gregor G

IMPORTANT NOTE

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



SHROPSHIRE Tel. 07701 049881
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TSSC AREA NEWS

Well what a start to the year April has been. Long may this weather continue. The more sunshine like this the more we will get from our Triumphs and that can only be a good thing. Here in Shropshire the month started with our 'Drive It Day!' As you will know we chose to go to Barmouth for the day. Things started well with everyone getting to the initial starting point ok and the sun was out.

Our day of adventure started when after less than half a mile from the pub we had our first amusing episode with the lead car going in the wrong direction and he had a Sat Nav! Meeting with others along the route we then stopped off for lunch at Lake Vyrnwy. All going great until we decided to move on. At that moment one of our Group's Stag decided to breakdown in the car park. Luckily we had plenty of help on hand but no matter what we did we just could not get it started. Then I learnt the value of 'If in doubt, hit it with a spanner'. The needles in the carbs had obviously stuck and hitting the float chambers seemed to release them and we were once again on our way.

This however meant that our group got cut in half and so some of us did not arrive back in Barmouth until well after an hour behind the others. Even on that leg of the journey we had incidents of brakes burning, brakes fading and brakes just about going altogether! Thankfully Barmouth has a great Chip Shop on the front and that made all the trials and tribulations worthwhile. A fantastic day was had by all and so much so in fact that members are planning not only the next group outing but also the possibility of a trip to foreign shores in 2013!

Our monthly meeting at the Red Lion was our best attended yet in terms of not only members but also with over 20 cars on display in the car park. The month ended with our group being at Weston Park for the Classic Car show another great day for the weather and great entertainment for all with many different varieties of cars to look at. Combining forces with the TR Register made a big difference in that one main area for Triumphs looked really good. We also had the Shropshire Spitfire on hand for people to see and that, as usual, went down really well. (See update within Suzie's section!)

May has got a lot to live up to so as to match April and our hope is that it will.

See you next month!

David

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Hi everyone and my apologies for the articles not being regular. This is due to a change in my employment - I am due to leave my current job after nearly 11yrs and setting up a new business which has taken up a lot of my time and effort as one would expect. I am leaving as a Police Officer and will be a sole trader working on classic cars for customers and buying and selling cars as well. I will of course be specialising in Triumphs and labour rates are very reasonable. Excuse the obvious plug for Kinsella's Classic Cars, but if you want to know more, then my details as always are in the Courier!!

As for the Somerset Area, we have been active, with the best event so far definitely being Drive it day, where 17 Triumphs, 1 mini and an Austin A35 all met in Glastonbury for a drive to the Bath and West for the Bristol Classic Show where the Avon

area put on a display inside, with Derek also there on the Sunday helping. A very busy day with huge numbers of cars in the classic car park outside.

Coleford saw an early start with me being slightly late to meet them all at Aust services - this was luckily overshadowed by a 'unique' mystery tour to get there when we had all met up. Those at the front claimed Sat Nav was at fault!!

Beach Lawns saw several cars on the Saturday, including Andy Slater in his newly painted Stag. Weather was excellent and we saw plenty of bright red / burnt people on the beach! Some of us also went on the Sunday, so the two days were covered.

Pecorama will have been and gone, by the time this is read so I hope this will be an excellent day as always.

The meeting in April saw 20 members including two new faces, Nick and Denise, so welcome to you and I hope we haven't put you off yet!! Please come along and have a look if you have not been along before, and before I go, two stories to tell you....

1) A member in Porlock has had his Spitfire restored, but had serious problems getting it to run at all / run properly. After various ideas and parts replaced, including a couple sets of jets and needles, still had no luck. It seemed to suggest fuel starvation / evaporation, and several parts were replaced all to no avail. In the end, after a couple of months of head scratching, it was found to be the two tiny little rubber sealing washers below the float chamber where the needle feed attaches. These had aged and swollen up, restricting fuel flow!! About £1.50 saw the offending items and all issues disappear!!

2) A Somerset member had a 'clicking' noise from the back of his car which tends to suggest UJ issues. Also there was a clonk on initial acceleration or slowing down, suggestive of backlash worries. After the last meeting the trip home was worrying as it sounded like the Diff and prop were going to come through the floor - despite the noise the car seemed to drive and behave normally..... Discussions of UJ's or diff issues meant a reasonable amount of lying on the driveway - deep joy! However, once the car was jacked up, the problem revealed itself - the wheel nuts on one wheel had loosened just enough to allow the wheel to move slightly on the studs, but not show as a handling problem. Once he had tightened his nuts, the car returned to its normal quiet driving manner.....

The moral of these stories? check your flow rate and the tightness of your nuts!!

That's it for this month - I am off to Kinsella's Classic Cars.....

Phil

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Hi All, and first let us congratulate David and Becky Moore on the birth of their daughter Yasmine on the 25th of April, weighing in at 9lb 8oz.

And going back to April 17th, we were to have had lunch at the Hinton Arms but that was cancelled due to the number of us going on the Wessex area New Forest run. Vanessa and Neil F both won gongs for best in class for the 2.5s and the GT6 Mk 1 respectively. I think Mike only came in second for his Stag (slipping there Mike, must have had a spec of dust on it). I was due to go on the run but as the Vitesse was poor-



TSSC AREA NEWS

Southern Continues

ly and still not running right I felt it better not to risk it. The following Tuesday I had it tuned by Tom Airey at Cherriton and he has ironed out all the faults, It's like a different car and well worth the small fortune I had to part with.

Our next run out was the Wyke Down Show at Andover, Suzie and Guy had already got the gazebo up by the time I arrived at 8am (just in time for a bacon butty and mug of tea, many thanks).

The show ground soon filled up with exhibits but as always at this show the country road leading to the showground was also chocka with exhibits, people wanting to see the show and carbooters.

We had an excellent display cars from across the Triumph range and an Austin Healey (except no big saloons Vanessa) a total of 15 cars I think, from Southern, Andover and Newbury areas. A super show with a huge variety of cars, bikes, statics, steam, lorries, buses and dumpers on a lovely sunny day.

Our next big showing was at Popham Fly Drive Show at Popham Airfield on the May Bank Holiday Monday, which again was well attended by the Andover, Southern and Newbury areas including the big saloons and a Portaford.

Unfortunately George and Marion did not make it, due to a major fuel leak in the boot of their Spitfire (that's the last time we arrange to go in convoy together, your jinxed)

The only drawback we had was not being able to fly the Southern Area flag as it was too windy and one of our carbon fibre spikes broke. Peter had said he had an idea to get round this and it was left in his hands.

Again, an excellent show with vehicles from all marques, plus a smattering of military on a sunny but very windy day.

Our regular meet at the Seven Stars was very well attended again with 11 cars outside which included Mike and Val's MG Midget and 24 of us crammed into the pub.

Peter has surpassed himself with the latest addition to our regalia equipment by producing a flag stand made from metal deck plate with a tube welded to it so the flag pole can sit in the tube. A car can be parked on the deck plate to steady the flagpole. Excellent on windy days or for us in car parks.

Well done Peter.

And talking of Peter, please could we have as many cars as possible for the Clanfield Junior School Summer Fayre, at Little Hyden Lane, Clanfield. PO8 0RE (turn left at the Rising Sun Pub and it's 200 yards on the right)

Our next big show for the Southern Area will be at Queen Elizabeth country park. As per normal we will have a club stand, but don't forget the cut off time for entry is 9.30am after that you will have to park in the public car park.

The Midsummer Madness camping weekend on the 17, 18 19th of June is definite so all those wishing to camp please let Suzie and Guy know as soon as possible.

Up and coming events for June and July

June 5th Goodwood Breakfast Club ... Sporting Legends

June 5th Classic Vehicle Show, Queen Elizabeth Country Park (club stand using Peter's new flag pole stand)

June 7th Regular meet, Seven Stars GU32 3PG

June 12th Clanfield junior School Summer Fayre

June 11th, 12th Beale park Boat and classic car Show

June 16th roaming meet ...Hampshire Hog Pub.

(used to be the Hogs Lodge) PO8 0QD

June 17th,18th,19th Midsummer Madness, Southern Area Camping Weekend(at the Flower Pots Pub Cherriton SO24 0QQ

June 24th—26th Cornwall Camping weekend (see Mark S for details)

July 3rd Herald Motor Show at the Alton show

July 9th,10th Ardingly Show, Haywards Heath RH17 6TH

July 17th Durrington Village show and Vehicle Meet July 17th Clandon Classic car show, West Clandon GU14 7RQ

July 21st Roaming meet, Pub with no Name, Froxfield, GU31 1DA

July 23rd (Saturday) The Ripley Event, Ripley Green GU 23 1.30pm—5pm

That's all for now folks Take care

Mark

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Seems there were a couple of errors in last months notes; I am getting older so must be poor hearing, poor brain... However I blame the editor (Colin), well it feels better to blame someone else and Colin seems to be the best candidate for that.

Rodney's resprayed Spitfire was looking resplendent in the Sorrel Horse car park: shiny red with black trim and bumpers - very smart.

The Ipswich to Felixstowe car run was a great success this year, lots of cars, vans, military vehicles, buses, coaches, motorbikes and even a few steam powered vehicles, and for good measure it was dry and sunny but with a cool wind. Quite a few Triumphs attended, Stags galore, TRs including a TR5, Spitfires, and Heralds etc. Four of us from Felixstowe were entered and went in convoy. If you have never been to the event on Felixstowe promenade (or where the vehicles meet up in Christchurch Park, Ipswich) you are missing a splendid display of vehicles from the start of motoring up until more recent times.

It seems several members closely follow classic car auctions, at least the cars that are coming up for sale in them. Apparently there are quite a few auctions in East Anglia.

On the car front, Russell is rationalising the wiring in his Stag (Rover V8 engine). Several surplus wires and strange earthing points and wires. Lindsay was a bit concerned that the crankshaft pulley on his Spitfire had a bit of rotational movement presumably due to a "loose" woodruff key.

He cannot do up, or undo, the pulley nut. Nobody thought it was a great problem other than the TDC mark not being accurate when checking the timing.

Chris is looking for another gearbox for his Stag, as it is quite noisy; and needs to look at the diff too. Several of us will give him a hand to swap old for new when the time comes. His recent TR6 restoration car has a worn engine and has probably lost a thrush washer as the crank moves between 1/16th and 1/8th inch, so he is also looking for an engine.

Colin's toughened windscreen on his 2.5 saloon shattered during a night rally in Holland. The only available new screens in Europe do not actually fit, as they are too wide. Some people have been waiting months for a new batch to be made. Someone who wants one is trying to arrange a batch of 40 plus to be made. For those that have never had a toughened windscreen shatter, when it goes one cannot see through it at all. Apparently toughened windcreens have been banned in Holland for about 25 years. Colin was fortunate to be given a



TSSC AREA NEWS

second-hand toughened one by a Dutch Triumph guy, but it cost a lot to have it fitted.

The next meeting is **7th June** followed by the 5th July and **2nd August**. So, see you at the Sorrel Horse, Barham on **7th June** at 8pm, hopefully in your Triumph.

Peter

SUSSEX

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What a busy month April was, what with all the holiday stuff, watching THE wedding (yawn) and all the good weather. Didn't make as much progress on my Spitfire as hoped, but the Toledo passed the MoT with just one job (ball joint) needing doing.

The May meeting was well attended again, no new people but several "recent additions" have returned, so we can't be too scary! Plenty of Triumphs in the car part too, and people spending some time looking over the cars now the lighter evenings are here.

And then the first show of the season, Leatherhead and the SEM. What a brilliant day, a convoy of 1 special, 1 Herald estate, 1 Spitfire, 1 GT6, 2 Gifires and a Toledo with trailer full of stuff ambled our way up, and enjoyed the best event for a few years, undoubtedly helped by the good weather but more importantly Sussex has its first concours winner in Ian's GT6. Excellent news indeed, and entirely justified as the attention to detail, but above all the quality of his work (this was no cheque-book resto) shone through. Well done that man! (and Chris, for encouraging him along)

Onto **June**. The monthly meeting, **Tuesday 7th June**, will start early (6.30 onwards, not fixed so turn up when you like) so we can eat together should people so wish. This has proved very popular over the past few years, and I am expecting a good turnout, and have warned the pub. The food is always good, and Doug/Vic can certainly vouch for the puddings. I think they have sampled them all several times in the last year. We will also start discussing the annual Stafford pilgrimage, and possibility of an area BBQ in late **June or July** as well.

That's all this month

Clive

THAMES

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Hello all. What a wonderful April we had and lovely weather to match. The Season has started with our first show at Farnham and camping at the IoW.

Social Evenings at the Fox & Castle

14th April It's a Clear & mild evening as we make our way to the Fox & Castle. We are in Julie's Euro box as we are a little late and couldn't face moving a drive full of other cars, on the way we collect Nina J. At the pub we are welcomed by Chris C, Tony & Penny, George B, John C, Rob W, Dave L, Andy & Paul, David H, George N, Peter R, Mike H, Ollie & Nikki. Triumphs in the car park this evening were :-

Andy's Stag, George's Herald 12/50 saloon, Peter's GT6 Mk3. Work on our Triumph's has been :- Tony's having his new Holley carburettor fitted to his TR8, Rob's Mk1 2000 has a fresh MoT, then the headlight switch packed up. David's Spitfire Mk4 also has a fresh MoT. Julie's Easter raffle winners were Nina who won a Maltesers egg, John won a Kit Kat egg, Penny won a Smarties egg, Paul won a bottle of Champers, George won a packet of Insulation Tape. A very enjoyable night.

28th April Julie and I are in the Vitesse with the Rapido caravan in tow as we are off to the Isle of Wight this evening after the meeting. At the Fox & Castle we are joined by Dave L, John C, Mike H & Peter R. There are two Triumph's in the car park Peter's GT6 Mk3 & our Vitesse. No work to report on this month, but John and Dave went to the Andover show in John's Mk1 2000 saloon and report a good time there. A quiet night with good company. No raffle this evening.

Show & Events Reports

3rd April - Farnham Classic & Vintage Car Show was held in the usual central car park. Julie and I met up with Nina J, John C, Trevor T, Peter & Sally G at Legoland before heading off to the show. At the show we were greeted by Mark G and David H who had reserved plenty of spaces for us all. We soon had the gazebo, TSSC banners, bunting and flags out and up before enjoying tea's and coffee's. Julie had made some lovely choc chip and banana muffin's and some of Mum's carrot cake to nibble on. On our stand we had John C in his Mk1 2000 saloon, Peter & Sally G in their Spitfire Mk3 coupe, Trevor in his Herald 13/60 saloon, Peter R in his GT6 Mk3, David H in his Spitfire Mk4, George and Chris in George's Mk1 Vitesse convertible, Nina in her Spitfire Mk2, Mark G in his Mk2 2.5 Pi saloon, Vanessa G in her Mk2 2.5S saloon and our Vitesse Mk2 convertible. Mike G in his Stag turned up later after a visit to Goodwoods breakfast club. Also amongst the 120 vehicles on show there were four TR3's, Three Stag's and a Spitfire 1500. There was a small amount of auto-jumble. The weather was still on the chilly side but nice & bright.

A great start to the season.

29th April - After our Thursday night meeting Julie and I start off for Southampton to catch our ferry at 23.45. We get there in good time and have a good voyage to the IoW. Soon we are at the campsite and park up along side George's tent (having got there that morning). We erect our folding caravan enough to sleep in for the rest of the night. Come the morning our new airbed had deflated, We head off the supermarket for a cooked breakfast and then shopping for the weekends supplies. Fortified and weighed down with shopping we return to finish off putting up the awning and blowing up the airbed, setting up our weekend home in the lovely sunshine. Thames Area groupies there were Tony & Penny, Andy & Paul, Chris and his niece Emma, George & Chris, John & Anthea, Mark S from E.Berks, my Sis Karry and Michael her partner. Late Friday afternoon Karry, Michael, Julie and I jumped into the Vitesse and hit the penny arcade's in Ventnor and strolled along the sandy beach (the sea was blooming freezing though) before returning to the campsite via the chip shop to enjoy our supper. That night we had a great time in the campsite bar chatting to friends old and new.

Saturday morning and airbed depleted once again and the sunshine warming the caravan we get up and start cooking breakfast. Karry & Michael opted for the campsite café breakfast and recommended it. We join the line of Triumph's ready to convoy to Carisbrooke Castle and follow them through the lovely lanes of the island to the castle. We team up with Andy, Paul, Tony & Penny and the eight of us tackle the yearly pedestrian treasure hunt, and enjoy exploring the castle. Afterwards we go our separate ways to enjoy the afternoon, the four of us track down a pub to enjoy a light lunch and book up a table for our evening meal. From the pub we head in to Shanklin for a game of crazy jungle golf which I came last in, Julie managed to get two hole-in-one but did not beat my little sis who walked it as usual. Back



THAMES . . . NORTH WALES

TSSC AREA NEWS

Thames Continues

at the campsite we meet up with Tony, Penny, Andy , Paul , Mark, Chris, Emma., Karry & Michael to make our way to the Fighting Cocks for our evening meal. The service and food was nice but we have had better, but everyone enjoyed them selves and that's what counts. We return to the campsite bar for a nightcap but sleep is calling and we don't last long before retiring exhausted.

Sunday morning and yes the poxy airbed is flat again (GRRRR). Cooking and eating breakfast puts me in a better mood . Karry & Michael shoot off to Osborne House for the day. George & Chris also disappear from the campsite and we join Andy, Paul, Tony & Penny and make our own way to Calbourne Mill. Once at the mill we meet up with George & Chris and some others that had opted out of this morning convoy. We are just finishing our cream tea's as the main group arrives. We have a quick look around the Mill and a trip on a paddle boat with Andy & Paul. The six of us head off to the Pointer Inn Julie and I opted for a sandwich as we plan to have a BBQ later. The others tuck into roast dinners. Julie and I leave them to enjoy their dinners as we headed off the supermarket for BBQ stuff and a new airbed. With the newer airbed inflated and BBQ's lit, we sample the complimentary Hog Roast (tasty) before preparing our own meal with Karry, Michael & Mark. A big thank you to George for helping the instant BBQ light with his flame thrower. We even managed to toast some marshmallows! In the club house/bar we gathered for the Quiz We were in two teams Thames Cheaters were Tony, Penny, Andy, Paul, Michael, Karry, Julie and Myself. Tin Worms were Chris Mark Emma & Phil. Needless to say we didn't win with the Tin Worms in 9th and Thames Cheaters in 6th I think we did very well (but down on last years). We did get first place of the Treasure hunt with 31points (2nd 28, & 3rd 27 points)Team work! We won a great little book called "The Grumpy Drivers Handbook". This will be raffled at the first meeting of the month and returned each month so we all get to enjoy it (after I finish reading it). In the raffle Karry won a Haynes Restoration Manuel, Tony won a fridge recorder ?, Andy won a GT6 baseball cap (but I own a Stag), George won a car valet set. What a great night.

Monday morning and the airbed is still up, bliss, but we shoot off to join Tony & Penny at Oasis gift shop as they have a early ferry to catch. Karry & Michael join us there for tea's and farewells. We return to the campsite and cook breakfast. Then pack up our weekend home ready for later when we are due to head home. We walk up to Appuldurcombe House and birds of prey sanctuary where find Karry & Michael looking around the shell of this once stunning house. They leave us next to catch their ferry and we catch the Owls in the forest show before heading to the Pointer Inn for lunch and then collecting the Rapido folding caravan. At the ferry terminal we meet up with George & Chris and head off home in tandem. What a fantastic weekend many thanks to all those that organised it see you next year.

Our next meetings at the FOX & CASTLE are from 8 pm in June on the 9th & 23rd and in July on the 7th & 21st. Please come and join us for a warm welcome or call me on 07773 623807.

Up coming events are:-

June

5th Woking Hospice Classic Car Show & Fayre Woking

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- 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

July

- 3rd** Heathrow Classic Car Show Cranford
- 7th** Social Evening at the FOX & CASTLE Old Windsor
- 9th** Ardingley Vintage & Classic Car Show Haywards Heath
- 16th** Ash Fun Day & Classic Car Gathering Ash
- 17th** McMillan Cancer support Classic Car Show West Clandon (New)
- 17th** Uxbridge Auto show 2011 Middlesex Showground
- 17th** Darling Buds Classic Car Show Ashford Kent
- 21st** Social Evening at the FOX & CASTLE Old Windsor
- 23rd** Ripley Event Ripley
- 23rd** Bracknell Classic Motors Show Bracknell
- 24th** Ash summer fair & Car show Mytchett
- 24th** Amberley Classic Car Summer Picnic Amberley West Sussex

Mickey & Julie

NORTH WALES Tel. 01492 516479

Having just set one club record, we're now intent on creating another. Our turnout of 29 cars for the Tweedmill Show was the biggest the group has ever mustered - now we're hoping that the four-area gathering at the Wirral Group's Cottage Loaf HQ on **June 7th** will be the biggest gathering of Triumph cars ever seen in the North West.

The annual event started a couple of years ago, when Derrick, Brin and I took three Triumphs over to join Dave Evenett's Triumph Appreciation group for a night out at Thurstonston. Friendships were forged and a few weeks later Dave's lovely TR5 led a group of Triumphs over to North Wales - the infamous night of the pub with no beer.... We survived that and last year we paid a joint visit, with Dave's crew, to West Derby, to greet the newly-formed Liverpool TSSC Area.

We were joined by Henry and Adrian from Cheshire on a night that produced a show of 25 cars at the Derby Arms. For this year's event Derrick and I have issued a 'no excuses' order of the day to our mob and expect a decent turnout. We'll be meeting at the Dobshill rendezvous for a 7.30pm departure for Wirral. So, be there, or else!

The Tweedmill event, on April 17th, was our big success. Derrick, sporting his new, Club Boss-boy jacket, lined us all up to form the centrepiece of the show. A fine body- the cars, not Derrick... Main attraction, however, was the Ecoure Ecosse C-type Jaguar, ex Le Mans, wearing a Mille Miglia ticket and FIA accreditation. Commission plate revealed chassis number zero-four-six. So it was real, then. Sam wiped me down and accused me of drooling. Pot calling kettle black!

We finished the day with a dozen cars following my Drive-it Day route along the coast to Llandudno. I'd organised an extravagant rural route to avoid roadwork's that had plagued the Abergele area for weeks. We wound our way around and over the A55. It was chaos on the Saturday night, but the whole works had been cleared away overnight.

Still, the route went down well with everyone - and I even found a road that was new territory to Richard, a native of the area.



TSSC AREA NEWS

Clever B... For once haze didn't obliterate the scenery and even rally junkies like Ken and Phil said they enjoyed the run. It was my delight to lead the parade, with Julia hanging on my tail (at least I can keep up with you, she said). We were pretty orderly, although there were reports of misbehaviour regarding a silver Spitfire and roundabouts... enough said.

The run finished (as they always should) with a couple of dinner parties. One was for Karen's birthday celebrations at Glanwydden and another, overspill, at my local, where Derrick and I were joined by Chris and Christine (no Stag but BMW mounted), Dave from St Helens, with his TR8 and young Richard, custodian of my old GT6, but now driving his TVR.

A good night was enjoyed by all – and we're assured that neither the dinner, nor the run, had anything to do with Julia finishing up in hospital a couple of days later. All rather dramatic. She had her appendix removed – and after a couple of shakey days is now fully recovered and rejoicing in son Owen's high placing in the World ice skating championships.

Well done, both.

Roger and Helena have had a few problems causing them to miss a few events. To add to the annual lambing, down on their Ceiriog valley farm, Helena's mother had a bad fall, resulting in Roger having to miss out on his own Offal run. He came along for the start and earned our thanks, anyway, for a super route through the dramatic scenery around Glyn Ceiriog and the Berwyns. Some of the roads would have done credit to an alpine rally – my sort of country. Thanks Roger.

In between it all Derrick and I managed to get away for a few days, birdwatching in the Rheidol Valley. Despite all the wise-cracks about the sort of birds we would be watching, we clocked up 79 different varieties, including nesting Osprey and a real rarity, a woodchat shrike (the thornbird), that should have been in Spain, but for some reason, fancied a few holes at Ynyslas golfcourse. It was the first time one of these had been seen in Cerridigion since 1950. He thought Degs was pretty rare, too.

The season is hotting up. Despite efforts to get entries in early, there was a late flurry of interest in the Prestatyn run and show on May29/30th. Let's hope it didn't overload the organisers.

On **June 5th** we plan a repeat of the Stiperston run, planned by Stewart, which finishes with the dramatic descent of the Longmynd into Church Stretton.

On **June 10th** comes the annual Chippy run, finishing with fish and chips on the front at Parkgate. On **June 12th** there's the Welshpool Air Show, then on **June 18th** Aldford fete, another of those lovely Cheshire village events.

That's followed by the hectic mid-July period, with three big events in three days. **July 15th**, family day at RAF Shawbury, **July 15th 16th 17th** the Pageant of Power at Cholmondeley, and Caerwys Practical Classics, also on **July 17th**, an event for which Richard and I have conspired to scramble 22 cars.

Did I say things are getting hectic? There's now uncertainty about the future of our Llay HQ and we may have to be on the move again. Alternatives are being cascaded.... Watch this space!

Bob

SOUTH WALES Tel. 01656 861709
www.triumphwales.moonfruit.com

The end of March meeting at the Park Golf Club saw a large increase in the number of members attending; there were 18 adults, 2 teenagers and 2 children which made for a busy night of introductions of new and lapsed members. Main item of discussion were the proposed "Meet and Greet" weekend which

hopefully will see representatives from HQ and A.O. Liaison Officers in attendance. This will be a good opportunity for members to meet and share their interest in everything "Triumph". There will be Raffle's and social activity on the day with the purpose of making the S.Wales area more interesting and interactive for its members in the future. Our A.O. has been instrumental in organising this event and it is hoped that the area membership will give it their full support. Full details will be advised to you directly and posted on our new website.

The April Sunday run on the 10th organised by Howard & Carol saw a disappointing turnout despite the weather being absolutely fabulous. Our A.O. had planned to be there however he had bad day with his Spitfire who's starting motor refused to work (we've all been there!). Howard's honorary "Triumph" MX 5. Mike's MK3 Spitfire and my Dolomite made their way up the Rhondda Valley to the famous beauty spot on top of the "Bwlch" which gave us great views in the clear sunshine. On to the Coffee stop at the Old Station refreshment rooms in Cymer, a very interesting stop and well worth a visit. On through Port Talbot, and out towards the Gower via the M4 junction 47. This route took us through the North of Swansea and then Westward past the Airport following the coast road to Port Eynon, which we reached at 1:30 where we were booked in for Sunday lunch at the "Ship Inn". Suitably refreshed we had a short walk along the beach and after a long chat and ice cream in the very warm sunshine we returned home after another great day out with TSSC S.Wales.

On drive it day the 17th of April Howard & Carol, Barbara, Tim and I joined up with the "Whitland Classic Car Club" for their run from Llandovery, Llyn Brianne to Tregaron. The great spring weather continued as 17 top down sports cars and one hard top Dolomite (yes there's got to be one) were parked up at the lunch time stop. The W.C.C.C are a friendly club who welcomed us and we must thank Bernard and Jake for organising the meet.

Perhaps next year the S.Wales TSSC can arrange our own "Drive It" day? Cheers

Gwyn

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

At the risk of being accused of "Blowing our own Trumpet" our annual New Forest Run which was held on Sunday 17th April was another resounding success. This year we had 115 cars turn up at Avon Heath Country Park for the start out of a total of 128 entries which is our highest number of entries since we resurrected the event 5 years ago. We were also lucky with the weather again which no doubt helped to achieve another fantastic "turn out of Triumph cars with examples ranging from the TR's, Heralds & Vitesses, Spitfires & GT6's, Stags, Dolomites, 2000/2500, a Bond Equipe plus some other "Honorary Triumph's for the day. This latter category including a P6 Rover 3500 and the by now customary MX5. All in all, I think everyone who came along had a good day and enjoyed the Run, the scenery and of course the wonderful weather. This is certainly the impression I have received through the various e-mails I have since received in appreciation. I will include a full report in due course for inclusion within the new Area Showtime section of the courier.

Looking forward, to suggested events for **June:**

4th – 5th Beaulieu Steam Revival



TSSC AREA NEWS

Wessex Continues

- 5th Hardy Country Classic Tour
- 12th Bromley Pageant of Motoring
- 16th Monthly Meet at The Avon Causeway Hotel
- 18th – 19th BPPC Steam & Vehi Show Canford Park Area
- 26th Transport of Yesteryear Classic Car Show at Chickerell near Weymouth

It has also been suggested that we drop in on our neighbours Dorset South at their monthly meet at The Red Lion at Winfrith.

On the subject of monthly meetings, we have decided to go "On Tour" for the summer months so for the foreseeable future we will be meeting at the normal time of 8.00 pm onwards at the following venues:

- Thursday 16th June – Avon Causeway Hotel
- Thursday 21st July – Pure Drop at Ferdown
- Thursday 18th August – Alice Lisle at Rockford
- Thursday 15th September – Fox and Hounds at Canford Bottom.

If anyone is interested in attending any of the above events or if you have any suggestions as to events you would like to attend please do not hesitate to let me know – or come along to the monthly meeting – you know where we will be!

Trevor

WEST MIDLANDS Tel. 07969 024999

In preparing this report I thought I should give some thought to the type of persons who read the West Midlands Area news. There is obviously the keen devoted band of enthusiasts who gather together the first Tuesday of each month, but there is also members of the TSSC who have never been to visit the Drakes Drum in Aldridge Road, Perry Barr, who wonder, what goes on and are undecided as to whether they should pay us a visit. The first part of my report is therefore directed to them. You made a decision to join the TSSC, not because it seemed a good thing to do but because you either own a Triumph motor car, or would love to own a Triumph motor car. Now you took the first step by joining the TSSC and each month receive the 'Courier' magazine, and no doubt get a great deal of pleasure from reading the articles. You may even wonder what it is like to visit one of the venues discussed in the magazine, and perhaps visit the TSSC headquarters. Well, I think you will find the answer in the second part of my report when I describe the activities of the West Midlands group who meet at both the Drakes Drum pub and the West Midlands Police Social Club. Don't hesitate. Come and meet with us, better still bring your family with you in your Triumph car and have a delightful evening with people such as yourself, who enjoy their classic cars, and who would make you very welcome. Don't take my word for it, try it yourself.

Now on with the West Midlands Area report.

A very successful evening was held at the Nautical Club on Tuesday 19th April 2011. Its always a pleasure to have the use of the premises for the evening. There is ample parking and the steward Rick and his wife Helen always make us very welcome. We will be back during the winter period.

On Tuesday 3rd May we held our normal monthly meeting at the Drakes Drum. I have said it before but I am afraid I must 110

say it again. You folks make me so proud to see so many different people, bonding together for the evening, circulating, and enjoying each others company and of course spending a great deal of time either admiring the cars or solving someone's problem. This month would you believe it we had 42 people in attendance and on display on the forecourt 23 beautiful classic cars.

There was 1 Mark 3 Spitfire, 3 Spitfire 1500's, 1 Mark 4 Spitfire, 1 Herald saloon, 3 Herald convertibles, 2 Vitesse Saloons, 5 Vitesse convertibles, 2 Herald 1200's 1 - 2000, 1 Stag and 3 GT6's, you have got to admit a fantastic collection.

It was nice to see Liz back with us after her recent illness, and she did the group proud selling the raffle tickets, the profits helping to pay for the event at the weekend.

Thanks Liz once again.

On Sunday 8th May, the Historic Vehicle Show was held at Dartmouth Park in West Bromwich with over 800 vehicles booked to appear. The different Triumph Clubs should be really proud of the West Midlands area regardless of being either TSSC or Club Triumph, 31 Triumph cars from the West Midlands area were on display for the general public, and club members and guests numbered over 60. As soon as the tents were up, and the barbecue lit, Trish assisted by the other ladies of our group went to town producing the most delicious sausage and bacon butties to start the day off with a hot cup of tea or coffee. The food was produced for the rest of the day. Pork and stuffing rolls, Burgers, Hot Dogs, and I must not forget the efforts of Mrs Okey Dokey and Charlie in producing the vegetable samosas and the aloo burgers. They did not last long, a sure sign of their success. We had a couple of showers during the day, but I am sure that if it had rained all day as it did one year, there was no way the spirits of the West Midlands area would have been dampened. Our thanks go to Trish, Katie, Ann, Carol, Jayne, Judy, Liz, Jill and everyone who contributed in making it should a memorable day.

Roll on 2012.

We meet at the West Midlands Police Social Club on the 17th May 2011, but look forward to seeing the regulars at the Drakes Drum on **Tuesday 7th June 2011**, and don't forget all those reading this item who haven't come to see us yet, you are missing the chance to met with and have fun with a fantastic group of people. Cheers

Roger the Dodger.

WIRRAL

Tel. 0151 339 4150

Apologies everyone! Andy did send in this piece for the May mag but I managed to overlook it on Deadline, sorry again Andy!
- Bernard, Editor.

Hi everyone,

I've still not got much to tell you, I attended my first monthly meeting of the year in April which was well attended. It was good to see Ian there with his very nice looking GT6 Mk2, I'm hoping to get a good look at the car sometime soon in daylight. It's been unfortunate this year that the first three meetings of the year coincided with me working nights.

I do have a few events which we may attend with Wirral Triumph Appreciation on the calendar for May. The first is Gawsorth Hall on May 2nd, next on the list is Wirral Classic Car Show at Thurston field on May 8th, a drive to Chirk Castle on May 15th, an evening run into Cheshire on May 20th departing the Tudor Rose at 7:30pm, Smallwood Vintage Rally in Cheshire on May 29th and Prestatyn Classic Car Show on May



TSSC AREA NEWS

30th. I have also pencilled in the monthly meeting on **June 7th**, for the get together of the local TSSC area's, this year being held at the Cottage Loaf in Thurstaton. That's about it for this month, take care.

Andy

Our April and May meetings at the "Cottage Loaf" were both well attended twenty bodies at both meetings. I suspect the plates of chips and sandwiches provided free and gratis by Mine Host have a certain attraction. We have produced a full events list for 2011 which shows we have quite a full programme so let us hope that these events are well supported.

To date we have had a run to North Wales, which attracted 10 cars and fifteen members. None Triumphs and one Porsche took part. Albert resurfaced from Formby and Stan Olivieri came along with his "Dummy" passenger, quite amusing, especially to the bystanders at the pub in Halkyn where an excellent lunch was enjoyed at a very modest cost. Fourteen bodies in nine cars joined in the "Drive it Day" event. We did a twenty five mile drive around the Wirral Peninsular taking in Port Sunlight village and Birkenhead Park. We ended up at "Sheldrakes Restaurant" which, being situated on Heswall beach has magnificent views out over the Dee Estuary to the Welsh mountains. On the Bank Holiday Monday, 25th April, Bettine and I went to the "Midlands Festival of Transport" at Weston Park in South Staffordshire, this was an excellent show helped along by a super sunny and warm day. Andy Postlethwaite went to the Classic car show at Gasworth Hall, near Macclesfield on Monday 2nd May and enjoyed a fine and interesting day along with Christine in their Triumph 2000 Saloon.

By the time you read this we will have dusted various local events which include:-

Wirral Classic Car Club, show at Thurstaton Visitors Centre. A full day out drive to Chirk and a visit to the Castle. An evening run out through the leafy lanes of rural Cheshire. Smallwood Village Vintage Rally, Cheshire. Prestatyn Classic Car Show (North Wales) May 30th, Bank Holiday.

For our **June** meeting at the "Cottage Loaf" we are being joined by the members of the North Wales Area and also the Liverpool Area who we visited last year. This is a return invitation which we hope will be well attended. I am lending my "Spitfire" to our eldest Son for a camping weekend at the Tatton Park Show over the weekend **4/5th June**. He will be taking his young Son with him to share the delights of camping, I hope it stays fine. We have quite a full programme for **June** which will be reported upon at a later date.

Dave was tiring of the modern machinery (his T R 5) and hankered after something ancient (like me). He has acquired a Jensen Morris (Yes you read correctly) it is virtually a Morris 8 lookalike, circa 1935. There were only 120 produced (No wonder) and Dave thinks his is the only one still on the road. Just in case he still has the TR!

That's all for June folks, stay soaking up the Summer sunshine, I'll be back in August. Cheers

Ray

NORTH YORKS Tel. 07766 354449

Hi everybody. By the time you read this we will have had our first resurrected camping weekend! This has taught me a lot on how not to organise a camping weekend! Things not to do - 1) Pick an area then a site; 2) Pick the weekend so it doesn't clash with a big event and somehow manage to clash with it anyway!

No idea how that happened! Perhaps 3) should be never volunteer for anything??????????

Anyway I'm assuming we've had good weather and enjoyed it! If not volunteers 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 30th May (Bank Holiday) Sherburn Vintage and Veterans day

Monday 13th June - Club night at the White Swan Deighton, South of York on the A19

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 LEVISHAM after the April meeting.

Monday 11th July - Club night at the White Swan Deighton, South of York on the A19

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

Rick

SOUTH YORKS Tel. 07980 010741
www.southyorkshire-tssc.org.uk

Half way through the year already and events in South Yorkshire are in full swing. Ian & Alice, John & Maggie and Dave & Sheila had a great time at the West Yorkshire Drive it Day to York National Railway Museum and the 2nd Hallamshire meet gave us a very enjoyable midweek break. The SY TSSC Kidz Klub was a resounding success with 8 kids, Mya, Rhianna, Tilly, Beth, Charlotte, James, Lewis, and Tia enjoying the Easter-themed activities, egg hunt and just chilling out together. Look out for another SY TSSC Kidz Klub in the summer holidays. An impromptu run out to the The Angel at Misson saw 11 of us enjoy a sunny afternoon chilling with friends amongst some fine classics.

May's meeting saw 20 of us in 11 Triumphs. In the evening sun, the car park was a splendid sight indeed. It was great to welcome back Lisa and Carl from the Hallamshire area, Andy & Dawn and Colin & Amanda. The music quiz went down well, with an intros round and questions ranging from the 1950s to present day. Congratulations to John and Maggie who won the bottle of wine and thanks to Kate and Spike for their help.

By the time you read this we'll have enjoyed Runswick Bay North Yorkshire Triumph Weekend and the Hallamshire Run to



TSSC AREA NEWS

South Yorks Continues

East Yorkshire Thoroughbred Classic Car Show at Sewerby Park nr Bridlington. I'll let you know how we get on next time.

So what else have we got to look forward to? Well there's the Club meeting and Maggie's quiz on **Tues 7th June**, Brodsworth Hall Classic Cars for Father's Day on **Sun 19th June**, the Hallamshire Meet on **Mon 20th June** and our Noggin and Natter on **Tues 21st June**.

In **July** we've the Club meeting on **Tues 5th July**, Rescue Day on **Sat 9th July**, the Hallamshire Meet on **Mon 18th July**, Noggin n Natter on **Tues 19th July** and Julie n Steve's Anniversary Party on **Sat 23rd July**.

Finally there's the Doncaster Classic Car & Bike Show held by the Traditional Car Club of Doncaster and the Rotary Club, on **Sun 24th July** at Doncaster School for the Deaf, Leger Way (opposite the Racecourse) DN2 6AY. This event is well worth a trip out, with a wide range of classic cars, bikes and commercials and lots of family entertainment, including live Jazz music, autojumble, children's rides and a BBMF Lancaster fly-past. Please see www.doncasterclassiccarshow.co.uk for more details.

Remember, if you can't make it along to the meetings for whatever reason, you'll always be made welcome at any of the events we attend. Why not come along and join in the fun!

Love

Paula x

WEST YORKS Tel. 01274 781814
www.tssc.org.uk/westyorks

Hi all April meeting was very well attended with 27 members but still only a hand full of Triumphs in the car park some still awaiting MOTs, Thanks to Janet for running the quiz with a difference. And now for a sad story of (HETTY) the 13/60 convertible of Bob & Brenda Waddington the car went away for some body work and a re-spray over winter. The day came for them to go and pick it up, but on their way home it developed a smell of petrol, having stopped to investigate it was found to be coming from the petrol tank pipe. So back to the garage to have it sorted out. With that niggle sorted out it they were on their way again, but on coming up to some traffic lights Bob stopped but the car at the back ran up Bobs back end with a lot of damage done! So one more trip back to the garage to have the estimate done for some more work to be carried out. Bob was not a happy bunny when he & Brenda arrived for the club night all this just before Drive it day to be continued next report. Hopefully with the Triumph back on the road.

Drive it day was a very enjoyable day out at the National Railway Museum at York in good sunny weather where we were able to sit out and chat in the car park surrounded by the 48 classic cars. This was a great time. First of all I must apologise to all that started off at the Old Red Lion at Leeds for the lack of support from the land lord with not opening up as we arranged in January; and on Tuesday the week before drive it day I was in person told that all will be ok for coffee and toilets, he had no problems with that for 8.00 am. But the night before we were to arrive I got a text to say this was off as no staff were available to open up, but we could still have the car park. This should not have happened. Any way back to the

Museum myself and Jenny were the first to arrive with the convoy from Leeds starting point followed by Jeff & Janet with the Askham Bar York convoy. Then by Martin & Helen and the convoy from Steeton Hall Keighley. Then the last to arrive were the Lancashire area with Kevin Makin, the new A/O and the convoy this was a long run out for them. A VERY BIG THANKS TO YOU ALL. If you have not been to the railway museum this is a very good day out.

Dalesrun weekend is all going to plan for a good weekend out, bookings are still coming in so book if you have not done so as we are filling up. I must apologise as it looks as I will have to be absent for the first day as this coincides with the last day of my Radiotherapy treatment, so I will have to leave you all in the very capable hands of Richard and Martin to greet you all.

Keep your Triumph wheels turning

Alan

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ON 01454 327059 or e-mail

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7th Annual
Robin Hood Rally
 17th to 19th June
Booking Form

Your details

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Address _____

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Number of people attending _____

Cheques payable to "TSSC - Notts Area".

*Weekend Price £12.50 pre booked
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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 its traditional format of a drive through the beautiful Derbyshire Countryside before finally arriving at a 'premier' destination in Derbyshire for the presentation of the **"Car of the Peak Run"** and **"Peoples Choice"** awards plus the bumper raffle.

For more information visit our website - www.derwentvalley-tssc.org.uk

Booking form for Peak Run 2011.

Name.....

Address.....

..... Post Code.....

Phone Nos..... E-mail

Car Make..... Model..... Registration No.....

Package	Rates	Please Tick
Peak Run Weekend Entertainment pack including camping for up to 4 nights	Only £37.50 (Sorry no electric hook up available)	<input type="checkbox"/>
Peak Run Weekend Entertainment pack including one nights camping.	Only £27.50	<input type="checkbox"/>
Peak Run Weekend Pack Entertainment excluding camping	Only £15.00 (For those who do not camp but wish to enjoy all the weekend fun)	<input type="checkbox"/>
Peak Run - Sunday Run Only	£9.00	<input type="checkbox"/>

Please send application form together with your cheque made payable to **Derwent Valley Area TSSC** to:

Peak Run 2011, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone enquiries:

Kim and Paul Dale 01335 345784 or Roger Buck 07970 619149 or Colin Wright 01773 531580.

You may photocopy this form.

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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 an 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 Tullip 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: tssenorthants@aol.co.uk



Event Sponsor
Jigsaw Triumph Specialists

Visit www.standard-triumphrally.co.uk for more information

CAMPING WEEKEND
Lincolnshire



**JUBILEE PARK
 WOODHALL SPA**
 September 2nd ~ 4th
 2011

Join us for a relaxing weekend away, and take part in as much or as little as you want.
 Conyov on Saturday
 Phil's Finnish Quiz
 Raffle
 BBQ
 Conyov on Sunday to nearby pub for lunch and goodbyes

	Price	No Req'd	Total
Weekend Ticket per unit* (2 nights)	£24		
BBQ per person	£4		
Electric Hookup	Free		
Grand Total			

*A "unit" is a tent, caravan, yurt, or whatever you sleep in (any number of people per unit)

Please make cheques payable to "LINCOLNSHIRE AREA TSSC" and send them with an SAE to
 Garth Jupp
 16 Hermes Way
 Sheaford
 Lincs
 NG34 7WH
 Tel: 01529 307302 or email garth@juppy.org.uk

**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



**NOTTINGHAMSHIRE TSSC &
 CHURNET VALLEY RAILWAY
 TRIUMPHS AND TRAINS DAY**



Sunday 2nd October 2011

Nottinghamshire TSSC & the Churnet Valley Railway present their 4th Triumphs and Trains Day at Froghall Station, Froghall, Staffordshire.

Join us for a 10 1/2 mile round trip through the Churnet Valley, known locally as "Little Switzerland" behind a heritage railway train for the day, enjoying the sites of restored railway stations, working canals or towpath walks. The CVR will this year be running a special service over the recently reopened Moorland & City Railway branch line to **Caudon Lowe** on the day. This service is optional and departs Froghall at 10:30am (an additional fee of £5 per person is charged on the day) offering a further 15 miles of railway on a very busy climb. Please note this will be a 2 1/2 hour round trip and on this date is timetabled to be the Diesel Multiple Unit. Normal services are expected to be steam hauled on the CVR Service on this day.

Our car display will be situated in the car park at Froghall station, which will only be open for access to TSSC cars. Services will run from 10:30am to 4:30pm.

Booking form for Triumphs and Trains Day 2011

Name
 Address
 Post code
 Phone No E-Mail
 Registration No
 Vehicle Number attending

Cost £5.00 per car for driver and £5.00 for the first passenger, offering "Day Rover" ticket on the CVR. (A saving of £12 for two seater car, eg Spitfire, TR6 etc.)
(Further passengers will be charged the full rate of £11 Adult, £5 Senior Citizen and £3 child)

Please send application form together with cash or cheque made payable to

Churnet Valley Railway (1992) plc to:
 TSSC T&D, c/o Andy Sollis, 39 Whitton Close,
 Sutton-in-Ashfield, Notts, NG17 3BF

Telephone enquiries: Andy Sollis (TSSC) 01823 354212 or Ken Lupton (CVR) 01298 28992
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