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**TRIUMPH**  
SPORTS SIX  
**CLUB**

# International Family Weekend

18 & 19 August 2012  
Stafford County Showground




*Spitfire* 1962 - 2012



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Triumph Sports Six Club

The Courier 383

MAY 2012



MAY 2012



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# 0800 0130080

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TSSC-V1-0111

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# TRIUMPH



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LEICESTERSHIRE - ENGLAND

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**E-Mail** : [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk) and request a copy  
**Visit** the Club Shop and **Save Postage** at TSSC HQ  
Sunderland Court, Main St, Lubenham, Leics. LE16 9TF  
**or** order all products **Online** 24/7 at

# [www.tssc.org.uk](http://www.tssc.org.uk)

# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**

No.383 Vol 33. MAY 2012

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Bernard Robinson

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## COUNCIL MEMBERS 2012

Nigel Clark, Pip Flegel,  
Claire Hill, Nigel Hill, Derek Holman,  
Simon Oliver, Jane Rowley, David Smith,  
Frank Spencer, Victor Thompson,  
Vivien Thompson.

For a full list of TSSC officials see page 82.

## Honorary MEMBERS

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



COVER PIC  
DALES RUN VIEWS  
RICHARD BAINES



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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 2012 EVENT INFORMATION TO TRUDI AT CLUB H.Q.**  
e-mail: [trudiprettyjohns@tssc.org.uk](mailto:trudiprettyjohns@tssc.org.uk)

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### May 2012

**FRI SAT SUN MON 4/5/6/7 MAY 2012**  
**23RD ISLE OF WIGHT CAMPINGWEEKEND**  
CONTACT ANGELA  
0788 006237 OR 01983 281427

**SAT 12 MAY 2012**  
**TSSC NORTHERN IRELAND TOTALLY TRIUMPH**  
WALLACE PARK, LISBURN  
CONTACT MARK 028 2587 9189

**SUN 13 MAY 2012**  
**PLUS CAMPING ON SAT 12**  
**SOUTH OF ENGLAND MEET**  
CONTACT GUY 01672 514241

**FRI SAT SUN 18/19/20 MAY 2012**  
**DENT CAMPING WEEKEND**  
CONTACT RICHARD 07766 354449

**FRI SAT SUN 25/26/27 MAY 2012**  
**TSSC NORTHANTS AREA STANDARD & TRIUMPH RALLY**  
CONTACT DAVE 01234 740548

**FRI SAT SUN 25/26/27 MAY 2012**  
**TSSC TRIP TO SPA FRANCORCHAMPS CLASSIC**  
TEL 01858 434424  
WWW.TSSC.ORG.UK

### June 2012

**FRI SAT SUN 15/16/17 JUNE 2012**  
**THE DALES RUN**  
CONTACT RICHARD 07766 354449

**FRI SAT SUN 22/23/24 JUNE 2012**  
**DERWENT VALLEY'S PEAK RUN**  
PEAK GATEWAY CAMPSITE  
NR ASHBOURNE  
[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)

**FRI SAT SUN 22/23/24 JUNE 2012**  
**AVON AREA (CHRISTMAS) CAMPING WEEKEND**  
CONTACT JUNE 01454 327059

**FRI SAT SUN 22/23/24 JUNE 2012**  
**NEWBURY AREA NEW FOREST CAMPING WEEKEND**  
CONTACT MARY OR DAVE  
01635 868640

### July 2012

**FRI SAT SUN 6/7/8 JULY 2012**  
**TSSC TRIP TO LE MANS CLASSIC**  
TEL 01858 434424  
WWW.TSSC.ORG.UK

### August 2012

**SAT SUN 18/19 AUGUST 2012**  
**PLUS CAMPING ON FRI 17**  
**TSSC INTERNATIONAL FAMILY WEEKEND**  
SAFFORD COUNTY SHOWGROUND

### September 2012

**FRI SAT SUN 14/15/16 SEPT 2012**  
**TSSC MANCHESTER AREA'S HOLIDAY WEEKEND - MANCLINS**  
ELM COTTAGE TOURING PARK WINSFORD  
CONTACT PIP & FRANK 01524 791607

**FRI SAT SUN 21/22/23 SEPT 2012**  
**MILE OF TRIUMPHS**  
WILD DUCK HOLIDAY PARK  
GT YARMOUTH NORFOLK  
CONTACT CLAIRE 07971 017012  
NIGEL 07976 163006  
CHRIS 07843 435190  
[www.mileoftriumphs.co.uk](http://www.mileoftriumphs.co.uk)

### October 2012

**SUN 7 OCTOBER 2012**  
**TSSC HERTS & BEDS AREA PRESENT THE 19TH ALL TRIUMPH DAY AT DUXFORD**  
CONTACT PETER 01582 750943

## CLASSIC CAR SHOWS (CLUB INVITED)

### May 2012

**SUN 20TH 2012**  
**STANDARD TRIUMPH MARQUE DAY**  
PRESCOTT HILL CLIMB  
[www.tssc.org.uk](http://www.tssc.org.uk)

### July 2012

**FRI SAT SUN 20/21/22 2012**  
**SILVERSTONE CLASSIC (CODE C12143)**  
[www.silverstone.classic.com](http://www.silverstone.classic.com)

# “Comment

BY NIGEL CLARK E-MAIL: [nigel.clark@tssc.org.uk](mailto:nigel.clark@tssc.org.uk)

## Keeping your Pride & Joy Covered

**N**o, not the excellent outdoor car covers that are stocked by the Club Shop, but insurance cover.

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

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

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

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

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



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

It's easy to get an agreed value certificate. We carry out valuations by post and at many events during the year, or you can drop in at the Club Office for your car to be valued. For a postal valuation send a completed valuation form with at least four recent photos to the Club Office (you can phone us to ask for a blank form or download one from the Club website). When we receive your form, we will assess the condition of your car from the photos and set the value from tables of models and condition ratings. The completed form, signed by a Club Official, is scanned and emailed to your insurer then we post the original back to you for your records. The certificate is valid for two years and there is a charge of £12 to cover the costs of administration. It is worth noting that this charge has not been changed for nearly 5 years, and the last price movement was a reduction from £16. Remarkable value from the TSSC!

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



# NEWS REVIEW

## Your Monthly round up of all News of a Triumph Nature

### Langleybury Children's Farm Classic Car Show.

I am the trustee of a charity, Langleybury Children's Farm. Each year we have a classic car show (this is our 19th) to help raise funds. This year our advance bookings have been very disappointing and we wondered whether you would include our little show in your News page. The details of our show are as follows;

**19th Langleybury Classic Car Show  
on Sunday 20th May, 11 am to 5 pm.**

**Langleybury Children's Farm,**

Langleybury Lane,  
Hunton Bridge,  
Kings Langley  
WD4 8RW

We have on as well as the car show a live band, bar, barbecue and other food stalls, tea rooms and various other distractions for the whole family (not a do just for the boys).

It is a very relaxed and friendly show in a lovely setting and visitors always say what a pleasant day they have spent with plenty of interest for all the family.

We would greatly appreciate any help you folks at the TSSC could offer us and look forward to seeing you on the day.

Many thanks,

**Mike Clarke**

### New Parts for TR's From MOSS

**Application: Triumph TR3-6**

**Product: Alloy Hub, Stub Axle & Bearing Kit  
(Girling Brakes Only)**

Our new alloy hub kit is more than just a pair of lightweight alloy hubs... This kit also includes a pair of uprated stub axles, manufactured from improved grade steel of a



larger diameter, alloy hubs with studs, and 4 bearing/integral seal assemblies of modern design and specification which exceed the original road specs several times. The bearings feature an integral seal on both the inner and the outer bearing, replacing the traditional felt seal, are solidly spaced (by the modified hub design) to provide strength and are retained by high strength stepped collars.

Original stub axles can flex under load. This kit is designed to overcome stub axle flex and the associated problem of caliper piston movement and pad knock back causing excessive brake pedal travel, whilst providing lightweight components ideal for road and race cars. This kit fits all TR's with Girling disc brakes fitted, an essential upgrade when fitting uprated brakes and tyres. For more information please visit our website [www.moss-europe.co.uk](http://www.moss-europe.co.uk).

**Description: Alloy Hub, Stub Axle &  
Bearing Kit Part No: TT3170  
Retail Price: £397.96 (Inc VAT)**



# HQ OPENING TIMES

**MAY - OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**CLOSED MONDAY 7TH - BANK HOLIDAY**

[www.tssc.org.uk](http://www.tssc.org.uk)



[www.tssc.org.uk](http://www.tssc.org.uk)



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**JUNE - OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**CLOSED MON/TUES 4/5TH - BANK HOLIDAY**

The Club Shop will be attending the following Shows

**South of England Meet - Leatherhead**

**Sunday May 13th 2012**

**Standard Triumph Marque Day - Prescott**

**Sunday May 20th 2012**

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](http://www.tssc.org.uk)

## Council of Management Meetings

**10TH JUNE & 9TH SEPTEMBER 2012**

*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](mailto:gensec@tssc.org.uk)*

*Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting*

## TSSC INSURANCE PANEL

**Footman James**

0843 357 1790

[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**

0121 506 6040

[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**Lancaster Insurance**

0800 013 0080

[www.lancasterinsurance.co.uk/tssc](http://www.lancasterinsurance.co.uk/tssc)

### The Key Benefits on all TSSC Insurance Policies

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

# Young Member's Co-ordinator



<http://en-gb.facebook.com/people/Daniel-Chudleigh/577054122>  
e-mail. [triumph-dan@hotmail.co.uk](mailto:triumph-dan@hotmail.co.uk)

## Dan Chudleigh



## Devon - the place to be

**W**hat more could any classic car lover want than the open roads of the moors and scenic views out

over the sea. Devon really does have it all as a county. Now I don't mean to sound like I'm pitching for one of the dodgy holiday at home adverts and I'm bound to be a little biased, being born and bred in Devon. This aside it really does offer a lot for classic car lovers, without fail you can always find something car related going on.

Due to the collection of cars I have and my location within Devon,

abbreviated to SOS. It's a local group of people mainly aged 17 to 30 with no discrimination of make or model of car, just as long as it's old. Anything goes - from old Minis to not so old VW Passats.

A few weekends ago now I went on my first run with them, me and my sister (and new nephew Gabriel), it coincided well with me finishing her Dolly sprint, it was the first good run to take it on. It was a run from Exeter to Brean Sands, a beach just under Weston super



Mare. Brean Sands is one of the last beaches you can still take your car and park on. It was an event organised by retro rides and was very well attended. Being the first run we have been on with this group, I didn't really know what to expect. With the average age of 23 I was expecting it to be a very fast drive all the way up to the beach. Now this serves me right for making

I found myself being drawn towards a local group called "Southern old School" or

such a judgment, but at no point did we exceed 55mph with an Austin A35 setting the



## Young Members Co-ordinator



pace. This was just as well with a new bottom end in the sprint.

The Dolomite did well and covered all 50 miles up without missing a beat. We spent all day on the beach getting to know some other people in the group. The sprint with a new coat of paint was drawing a good amount of attention and parked next to my PI looked really nice. Being a retro rides meet there were more 80's and 90's cars but none the less our old Triumphs were still well accepted. Now on reflection this got me thinking, the reputation young drivers have on a whole is not justified. I was expecting this group of people to be nutters with old cars that race each other at every opportunity and do doughnuts on any piece of tarmac wide



people would stop making that judgment about classic car owners under 25.

### News.

We would like to put on a display in the hall at Stafford (International Family Weekend). If anyone is planning on coming or likes the sound of it, then please book a space on the display either by the form in the the Courier or on the website [www.tssc-international.co.uk](http://www.tssc-international.co.uk).



enough. It became very clear that, although their cars were not mint/concours examples, each one of them was a credit to their owner. Their time spent maintaining and/or modifying them. Just from walking down the rows of cars and talking to people you could see that every

If you will be coming along would you please let me know as well so I can keep tabs and sort out the display. There is a link on the Facebook page if you want to see who else is coming. It will be an amazing display within the hall so why not be part of it.



[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
e-mail. [herald@tssc.org.uk](mailto:herald@tssc.org.uk)



## Colin Lindsay

## Fit & Forget?

I've read posts many times about members cleaning or refurbishing old petrol tanks, and having seen at first hand the amount of rusty rubbish that can fall out of an old tank I'd agree with trying to get as much of it out of the way before the tank gets reused.

I'll cover restoring fuel tanks in a later article - once I start work on my own - but even a tank in daily use can cause problems as small flakes drop off the inside to block fuel lines and carbs. Ideally periodically swilling a tank out with clean petrol removes a lot of debris, but how feasible is this as a routine service?

And don't mention the drain plug... ..until the promised refurbishment article, that is.

The best option therefore is a fuel filter, and it can be one of the best investments for trouble-free motoring - stop the gunk before

it ever reaches the carb jets.

I fit mine between the tank and the pump, usually where the pipe exits the front outrigger so it's accessible from the engine bay. I originally opted for the cheaper plastic type, and the photo of the used one explains why the other never left the bag.

The intake pipe collapsed after a year - through



wear, incorrect clips (use proper fuel-pipe clips, not jubilee clips!), or action of some new petrol additive, I don't know - but the fuel flow was seriously restricted. My next choice was something more solid and hopefully longer lasting; a reusable chrome filter. These are designed to be washable, so long as you remember they're there. Mine did such a good job that I completely forgot its' existence until I had to remove the petrol pipe for a tank replacement. I decided it was time to give it a spring clean, and looking at the photos, it's as well I did.



I couldn't believe the amount of rusty, flaky debris that came out of the filter.



externally. If you value your carb, fit a filter, and if you have one - service it! It may prevent the occasional close inspection of the hard shoulder...

My thanks to Steve Ormerod who spent a day recently, 'dumped' as he puts it, in Cape Town, South Africa - however not an entirely wasted day, as he spotted this fine looking 1200 advertising a local paragliding company, Parapax. The owner Stef Juncker refers to the 1964 Herald as his 'beach car' and uses it to chase new launch sites for the hang gliders.

A further wash with clean petrol revealed half a sand quarry clogging the filter - I felt like I was panning for gold. Where it came from, I don't know, but that's as far as it got, and I'm grateful. This was a car in frequent use, with a tank in good condition - at least





ask'... so check out [Parapax.com](http://Parapax.com) instead, the photos are breathtaking, but I think I'll stay closer to Earth.

It's safer, especially if your carb jets clog at 1000 feet...

See you next month

*Colin*



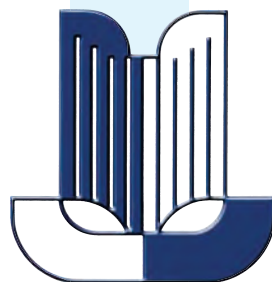
He also kite surfs and is a hypnotherapist. Having sat in various small rickety aircraft it would take more than hypnotherapy to make me jump out of one... but the Herald is an altogether different matter. I can't think of a better scenario for a convertible... sun sea sand and Stanpart.

The grille is a 12/50 version; was this an export detail? The dash has gained a couple of additional dials and I'm trying to work out if the rectangular box in the passenger footwell is a speaker or air conditioning unit. The advertising on the boot reads: "the second best thing you'll ever do." Hmm. Wonder what the best thing is? Adding electronic ignition maybe?? The small writing says 'don't



# Welcome to NEW MEMBERS

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



## THE TRIUMPH SPORTS SIX CLUB

Stephen Drew	Avon
Alex Peacock	Avon
James Anderson	Avon
Dan Oldfield	Berks
Will Flack	Berks
John Jervis	Berks
Christel Chiles	Bucks
Neil Daniell	Bucks
Gary Flynn	Cheshire
Richard Potter	Cleveland
Philip Watson	County Durham
Deryck Beadling	County Durham
Graham & Wendy Macpherson	Devon
Kenneth Taylor	Devon
Peter Shields	Devon
Steven Chudleigh	Devon
Jennifer Greenstock & Assoc	Devon
Keith Phillips	Devon
Robert Keith	Devon
Paul Langford	Dorset
John Cook	Dorset
Simon Smith	Essex
Allan Prentice	Fife
Mark Battersby	Hants
Charles Twyman	Herts
John Fieldson	Herts
Andrew Parkes	Herts
Adrian Lacey	Herts
Anna Harkness	Kent
Laurence Parsons	Kent
Joe Collett	Kent
Chris Slade	Kent
Kevin Jarrett	Kent
Roger Counter	Kent
Gillian Kitchener	Kent
Andrew Powell	Lancs
Chris Corps	Lancs
Mike Lucas	Leics
Andrew Spour	Lincs
Robert Lipfriend	London
Matthew Eaton	London
Steve Cropper	Merseyside
Len Hand	Middx
Thomas Paveley	Middx
Jack Morris	Norfolk

Andrew Ayres  
William Miller  
Brian Spurle  
Roger Bryant  
Alex Innes  
Glyn Temple  
Mike Baker & Assoc  
Paul Hilton  
Matts Fields  
David Levell  
Ian Lane  
Steve Ward  
Neville Weldon  
Peter Brownlow  
David Hames  
Daryn Brinkley  
Stephen Morris  
Julian Cox  
Pete Gardner  
Natalie Christie  
Nik Sutcliffe  
Jeremy Woods  
Kenneth Rogan  
Patrick Kinsella  
Neil Campbell  
John Howard  
John Barnett-Hunt  
Nigel Smith  
Charlotte Flynn  
Andrew Davidson  
John Osborn  
Paula Colhoun  
Simon Millington  
Frank Krause  
Henning Aagaard

Northants  
Northants  
Northern Ireland  
North Wales  
North Yorks  
North Yorks  
Notts  
Notts  
Oxon  
Pembrokeshire  
Pembrokeshire  
Rutland  
South Yorks  
South Yorks  
Staffs  
Suffolk  
Surrey  
Surrey  
Surrey  
Surrey  
Surrey  
Surrey  
Surrey  
Surrey  
Tyne & Wear  
Warks  
Warks  
Warks  
Warks  
West Mids  
West Mids  
West Mids  
West Mids  
West Mids  
West Yorks  
Germany  
Denmark

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

# Feedback from the TSSC Council of Management Meeting

Saturday 24th March 2012



## Business Planning Current Financial Position

**T**he business planning team had met again since the last COM meeting so Nigel Clark delivered a presentation giving a recap on the previous business planning activity and an update on the recent meeting and a proposal for COM to consider.

A significant part of the very lengthy COM meeting was spent discussing the Club's financial position and business planning. The Club is facing a very difficult year financially and COM has some extremely difficult decisions to make.

It was agreed we cannot make those decisions until we know which services members value most; so any decisions will wait until we get feedback from the members survey which will be sent out with a future Courier. (Your feedback is important to help determine the future direction of the Club).

## Events

There were brief updates given and discussion took place regarding the large number of major events that the Club is involved with.

### International Weekend

With the anniversary celebrations this year this promises to be an excellent event.

## Classic Le Mans

Camping spaces are filling up nicely now, although a small number are still available and can still be booked until 25th May. A regalia order form will be in the May Courier.

## Spa Francorchamps Classic

Bookings for this event and will close on 30th April. The event will build on the success of the first trip to Spa last year.

## Standard Triumph Marque Day (STMD) 2012

This will follow the same format as the previous successful events at Prescott. Manchester area has once again agreed to marshal the campsite. Although enough people have volunteered to marshal car parking around the site a volunteer is needed to manage/co-ordinate the marshals on the day. COM members were asked to try and recruit a volunteer.

## STAR 90

This promises to be an event to rival any next year and as with the STMD is a result of collaboration of all Standard Triumph clubs. It will include something for everyone and club members will be able to dip in and out of a number of activities and social events taking place over the weekend.

## Young Driver's Classic Car Insurance

The Club continues to work closely with the three insurance panel members to make classic car

insurance more widely available and at a more reasonable cost than is currently the situation.

## Standard Triumph Forum Update

The following update was given by Victor and Vivien who represent the TSSC at the Standard Triumph Forum:

A decision was made on the recipient of the Harry Webster Award. Obviously this is confidential and you will have to wait until May to find out who the recipient is, as the presentation is made at the STMD at Prescott.

For the STMD 2014 the Forum event is possibly going to return to Brooklands. It is a few years since the event was held there and it did prove to be a popular venue for the Marque Day.

## Classic Car Ringing

A presentation was delivered to the Forum about later classics being given earlier registrations and being passed off as earlier tax exempt cars. Clubs were urged to make their members aware of this.

## Date of next meeting

The next COM meetings will be **10th June 2012 and 9th September.**

Any issues members wish to raise at COM can be sent in writing or by email to me, my contact details are at the front of the Courier.

**Vivien Thompson**

General Secretary  
Triumph Sports Six Club

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# SPITFIRE I - II - III Register



[www.tssc.org.uk/spitfire](http://www.tssc.org.uk/spitfire)  
e-mail. [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)



## Suzie Singleton

### It gets here - eventually!

**I**f you send something in for an article and don't see it appear soon after please don't worry too much as it's probably sitting in my article folders just waiting to be used. I like to keep one or two pieces ready in

case my mind goes blank when I sit down to put another one together - which happens frequently!

However, I do try to send a response to every email so if you don't hear back within a few days from something you've sent please do drop me a line or send it again just in case it has gone astray.

The following is a case in point, an email I received last November from Andrew Mengel which has been quietly sitting in my inbox waiting for its appearance in these pages.

*"I hope you don't mind me contacting you but seeing my Spitfire in the October 2011 edition of the Courier made me send you this story! I was shocked and slightly excited to see a photo of my car (MPO 883D) in your article which was very interesting. I thought I'd send you this which may be of interest. [Suzie note: I'm always interested in words and photos about YOUR Spitfires which save me writing yet again about mine...]*

*I have a longstanding interest in all things Triumph, especially the Spitfire and GT6 models. Back in 1988, when I was 17, I owned a late Mark III GT6, registration TOV 16*

*111N. I bought the GT6 from my brother who had decided to sell it. This got me interested in the 'older cars' rather than the then 'modern' day cars, Escorts, Golfs, Fiestas etc. I had learnt all my skills (mechanically) from either my Grandfather who had shown my brother and I*



*how to strip and rebuild a gearbox (from a Spitfire 1500 which my brother had owned prior to the GT6) or generally self taught. I owned the GT6 for a long time and after getting a company car, this became my weekend car.*

*Unfortunately, after time the car had deteriorated and after failing an MOT, it stood outside for a period. I could not afford to spend money I didn't have to restore it so I eventually decided to sell it and it left the family. I often wonder whether TOV111N still exists so if there are any records that show it does then I would be interested to know. [Suzie note: It does show up on the DVLA website, albeit as unlicensed, so perhaps Andy can look to see if he has*



anything about it in the GT6 Register]

Anyway, since then I have owned a number of

the solenoid was 'cut'. Great, this was fixed



GT6s, Spitfires and even a TR6! Out of all of the Triumphs I have owned, the model which I have enjoyed the most and which I always have fond memories of is the Spitfire. Back in 1998 I drove to my wedding in my then Spitfire 1500. I had owned this car for a good number of years when, in 2002, we decided to move and buy a run down cottage which drained all funds and forced me into selling the Spitfire. Fortunately, in May 2010 I had the opportunity to purchase MPO 883D a Mark II Spitfire from a gentleman in Luton, Bedfordshire. His misfortune was my gain as he lost his garage which meant him selling one of his three cars (Porsche 928S, Spitfire, American car? - with the Spitfire losing out). I do not have much history on the car other than that. [Suzie note: Unfortunately it hasn't appeared previously on the early Spitfire Register so I don't have any further information on it.]

When I bought the car the overdrive was not working (it had not worked for the previous owner either) but at that time I had decided it would be an electrical problem as there was clearly no 'click' when the overdrive switch was operated. How wrong was I to assume it would be electrical! I had driven home from Luton (to Llandybie, South Wales) which was about the only journey the car had driven in the whole of 2010 and the best part of the year leading up to Stafford 2011! I investigated the overdrive problem and found that the electrical wire from

and overdrive working? - wrong, the electrics was cured, the lever was correctly adjusted but still no sign of the overdrive working. By this time I had missed Stafford 2010 so I decided that the only thing to do was to take the overdrive out of the car and send it off to Sheffield Overdrive Services for overhaul. With me working away from home during the week all my spare time at weekends was (and still is) spent with my 8 year old son and 3 year old daughter. Therefore I did not get the unit out of the car until February 2011.



After taking the gearbox & overdrive unit out from inside the car, I packaged the unit up and sent it off to be overhauled. 8 weeks later it arrived home, and after spending a weekend struggling to get the gearbox back into the car (with the help a friend and a few cuts and bruises) it was back in ready to be tested. Great, I went for a spin around the block...did

the overdrive work?... NO, arrrghh!!!

After a few checks, still no joy so I went to the font of all knowledge (google) to shed any light on my problem. It wasn't clear but it looked as though there was no oil pump cam on the gearbox main shaft. So, out came the gearbox (this time the engine came out as well). It took me 3 hours on a Saturday morning to get the engine out and overdrive separated from the gearbox. Sure enough, no overdrive cam!. I ordered the part which arrived the following week and then set off putting the cam on the main shaft, re-mating the overdrive with the gearbox and then putting all back into the car. It is amazing, it took me 3 hours to take the engine out of the car yet it took me two full days just to mate the overdrive with the gearbox!!! Yes, there were a few words said!!

Anyhow, once installed I tested it and.....it WORKED!!! All back together the weekend before Stafford 2011, MOT booked for the Monday - just in time for Stafford. You will have guessed that it passed as I was clearly at Stafford!

In conclusion, the Mark II Spitfire for me is the best I have owned and always puts a "smile on my face" when I go for a drive... I attach a couple of photos that may be of interest (you will note the Mark I GT6 next to it which I have been restoring since 1999! - now that's another story..)" [Suzie Note: Your turn to get an article from Andrew next, Andy].

And, just to round this month off, something spotted by our very own Editor, Bernie, in the Daily Mail magazine which he sent to me recently. Chris Evans was talking about cars he used to own, including a Spitfire (wonder if that would sell for 2 million these days with his name as a previous owner as his Ferrari did - no, perhaps not) Chris said in the article: "For me it begins with the look. A round bottom in particular, but curves in



general are essential. Always have been, always will be..Give me that lot and I feel viscerally moved. And all the great cars have them: XK and E-Type Jags, Fifties and Sixties Ferraris, early Astons, Healeys and MGAs. Even my little MkIII Triumph Spitfire, the first sports car I ever bought, for £150."

When talking out what classics to buy now, he then said: "It's also the 50th anniversary of my lovely Triumph Spitfire and a nice one reflects all things British and is a cheapie. Or, for a bit more, a TR6 does the same." Not sure about the 'cheapie tag - although when compared to a Ferrari GTO, ok, I get the point. Nice to see our cars mentioned in the same context as such other classics and collectables.

PS. Ok, so I know I said it's nice to feature other people's Spitfires rather than my own,



but thought I'd sneak in some photos of my Mk3, "Baby Blue" who is mid renovation. Having had her paper-thin floors replaced she's just come back this week from a re-spray so, on the basis that Guy intends for us to take both Spitfires to Stafford this year to celebrate the 50th Anniversary, by my reckoning that gives him just about 5 months to put her totally back together.

Finally, finally - do please get those early Spitfires and Vitesses out to join us at SEM at Leatherhead, details in last month's magazine!



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Spitfire MkIV-1500  Restoration Tools

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# SPITFIRE MkIV/1500 Register

e-mail.[spitmk4and1500@tssc.org.uk](mailto:spitmk4and1500@tssc.org.uk)



## Derek Ford & Hugh Glossop



## Front Brake Upgrades

**F**irst off let's dispel a few myths about the Spitfire Mk4/1500 front disc brakes, the first is that they are perfectly adequate on a standard car for road use they are well up to modern braking requirements, and will readily lock the wheels if given a good hard "Shove", The reason most people feel they are inadequate is that they lack that initial bite that modern cars have which is due to the modern pump fed ABS systems on all modern cars.

The simple answer is to fit an aftermarket servo, which although it does not increase the basic brake efficiency or heat dissipation, it does provide a more modern feel to the braking system, which is much more in line with the modern feel and makes people feel much happier about the braking when swapping between their modern and classic car.

As a side issue the Dot 5 silicon brake fluid makes this problem worse by providing a softer pedal, I have had two cars with this stuff in them now and in both cases the brakes were stripped and I replaced the seals and used the modern Dot 5.1 fluid for a much better brake pedal, I know it's not supposed to absorb moisture, and that is correct it doesn't but what it does do is over a period of time create individual droplets of water in the lowest areas of the braking system i.e. the calipers, which is what I found when stripping

the brakes down on both cars, leading to rust inside the calipers (nasty) I know it doesn't attack paintwork but that is the only real advantage, and in my opinion not worth it against the safety factor of the superior braking feel of conventional fluid.

Based on my findings on several cars I would say if you have Dot 5 silicon fluid in your system it should be changed and the system fully flushed through every two years. To remove the water droplets!

According to the conventional brake fluid manufactures (Dot 3, 4, and 5.1 etc) should be changed every two years to maintain peak efficiency, how many of you do this?

I'd strongly suggest to add it to your next service, but do remember to squirt a little WD40 or similar over the bleed nipples front and rear for a few days beforehand as it eliminates the broken bleed nipple syndrome, together with much cursing

This problem really arises in cars with performance upgrades or engine swaps, where the faster acceleration and speed causes the brakes to rapidly overheat, if you have ever tried the standard brakes on a track day you will know what I mean as they very rapidly disappear due to excessive heat build up in the small diameter thin (232 x 9.8mm) disc

Yes I know you have a selection of high performance pads such as Mintex 1144/55 available and they help with the braking but don't fix the basic temperature problem. What's needed is a larger and vented disc to dissipate the heat

For those on a tight budget you can always upgrade to GT6/Vitesse uprights hubs and calipers with almost twice the pad area and a larger (245 x 12mm) disc, but they are scarce as everyone is now restoring GT6's and Vitesse's and very few are being scrapped!

The Club used to do an upgrade using GT6 discs on the Spitfire upright and hub using a Princess 4 pot caliper, these come up on eBay regularly but even if you spend £150 on a pair which is common, you will still have to budget on either getting them reconditioned or doing it yourself and the pistons are £10 each and £15 for a seal kit, so even a home recondition will cost around £70 a caliper on top of the purchase price and the calipers are exceedingly heavy!



**Princess Caliper Conversion**

There are also two types of Princess calipers with different bolt spacing and you need the right one (82.55mm) you can also add a spacer to the Princess 4 pot caliper to use Capri 2.8 (245 x 20mm) vented discs but the discs will need redrilling to suit the Spitfire hub bolt



**The New Hi Spec lightweight 4 Pot Caliper**

pattern of course.

These calipers were/are a popular modification with the Ford Escort/rally brigade which is why they in my opinion, fetch stupid money. And are not worth considering!

Within a week of putting our 2ltr 140-150bhp Pinto engined type 95 speed Spitfire on the road the discs had turned a lovely shade of turquoise blue with the usual horrid burning brake smell/smoke and could be made to fade within three or four miles of setting out, with a little spirited driving, so something on the front of a more serious nature was required, having looked at all the specialist offerings and either discounted them on the grounds of price or projected performance I started looking around for something better at sensible money, what we came up with is now documented for others in the same position

To cut a long search short, we found Hispec Motor Sport do two types of calipers in the correct Princess pattern, the ultralite 4 and the billet 4, both of which are available in widths to suit standard GT6 discs and Capri 2.8 discs

After lengthy discussions with all parties involved (the boys and Hispec Motor Sport) we decided to use the smaller of the two calipers, the ultralite 4 in the cheaper finish, these are aluminium calipers that are of the 4 pot variety and a direct replacement for Princess calipers, they have anodised aluminium pistons and no weather shields, this concerned us at first but we were assured that if kept clean would cause no problems and

they're right they have been fantastic, the pads used are Mk1 Lotus Elise or Alfa Romeo twin spark 2ltr.



The larger version (billet 4) uses a larger pad from a Volvo 240 and has dust seals and will also fit straight on, but on sitting down and doing the calculations we felt they would add too much front brake bias when using the standard rear drums, you could always upgrade to late GT6 non rotorefex rear drums which are a larger diameter and wider to provide more rear braking, but they are hard to get and the self adjusters are useless, and spare adjusters are no longer available, or convert to rear disc (watch this space!) Here is how to fit the Hi- Spec 4 pot light-weight brake caliper conversion to a Spitfire using Capri 2.8 245 x 20 vented discs.

First remove the old calipers and the flexible brake pipes.

Then remove the hub and disc, remove the disk shield/backplate.

Remove the old disc from the hub, here comes the only tricky bit, the Capri discs have a larger central hole than the Spitfire Disc. 68.4 against 66.8mm so the holes to fit the Spitfire will need accurately drilling in the Capri disk.

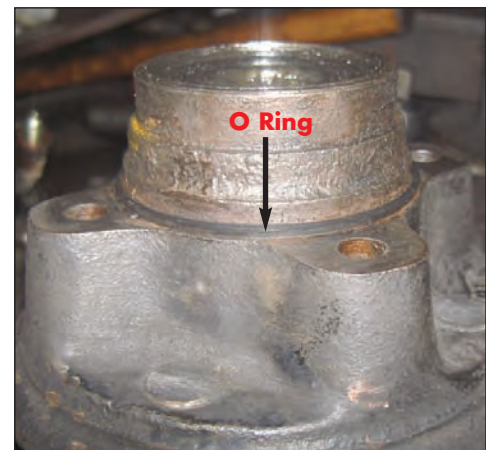
To mount them, having done this several times



now we have found the easiest way is to fit an O ring to the Spitfire hub and lower it onto the Capri disk, there is a chamfer on the Capri disk



so it centres nicely, we then found an old twist drill that was a nice sliding fit in the Spitfire



mounting holes and ground that to a point as a centre punch, a sharp tap with a hammer marks the position, remove and drill Clearance holes for the original disc bolt (we used a drill bit 0.1mm bigger than the original bolt) then bolt the disc directly to the hub, repeat for the other side.



**Accurate drilling of Capri vented disk after being accurately marked.**



**New Disk bolted to hub.**

**I use an old wheel rim as a stand**

Refit the disc/hub assembly to the stub axle and check Clearance on the steering track rod end, if they are touching, the arm can be spaced inwards using plain washers, note this varies from car to car and older track rod ends are a larger diameter than modern replacements, in all three of our cases we needed a couple of 1.2mm washers, don't forget to reset the tracking when done!



**Bare Shaft and steering arm locknut undone, ready to take hub**



**New versus Old calipers**



Fit the caliper to the Spitfire upright using the metric to imperial sleeves provided with the calipers and check for centering, in all our

cases a couple of 1.2 mm washers were required to centre the caliper on the disc, fit the pads, they may be just a little tight with new

to mess with the solid brake pipe.

Bleed the brakes up and there you have it, I should add that all the cars we have done like this have 2-1 servos fitted and the brakes are superb, as a bonus there are lots of Mintex 1144/55 or Ferodo DS2500 pads around at reasonable money should you find you need to go further.



**Caliper with 1 pad fitted**

discs so be prepared to sand 0.5mm off the pads to get a really nice fit. (Wear a mask!)

The calipers have a metric 12 x 1mm fitting not UNF like the Spitfire

So we used metric stainless brake hoses from the rear, off a TR7 which we had lying around and changed the ends on the solid pipes to a



**GT6 Disks could be used**



**New Caliper with pads fitted**

Having used the car with a little "spirited driving and checked the brake temperatures compared with the original standard brakes on the same piece of road with the same driver not only can you drive quicker, it knocks 200 degrees Celsius off the disc temperature for the same run and there is no fade at all even using cheap road pads

**The costings look like this:**

- Hispec ultralite P/nECAL-UL4-PRIN-20C
- 4 pot caliper pair (new) **£230**
- Capri 2.8i vented disc pair **£50**
- Brake pad set **£8**
- (or £18 from hispec)
- Pair Stainless braided hoses to order **£30**
- Optional new small type rack rod ends **£10**

metric fitment, an alternative would be to get the hoses made by someone like Merlin Motor Sport with a metric fitting for the caliper and a UNF fitting at the other end so you don't have



## SPITFIRE MkIV/1500 Register

### Brake fluid, washers etc

£5

All pricing includes VAT

So there you have it a 4 pot upgrade with vented discs using a lightweight alloy caliper (0.95kg) with a readily available pad set all in for less than £350 or if you want more bling they do the same caliper in different colours for an extra £20 each.

Or the larger billet 4 p/n ECAL-B4-PRIN-22D.

For a cheaper alternative a pair of GT6 discs on the Spitfire uprights can be substituted, and you probably won't need to space the steering arms. caliper p/n ECAL-UL4-PRIN-12C.

Have a look here for drawings specs and prices <http://www.hispecbrake.co.uk>

Hope this helps for those thinking of upgrading their Spitfire brakes

*Hugh*

**As always if you are not sure what you are doing please consult someone who does as Brakes are a safety critical item!**



**What the Conversion looks like through a minilite alloy**



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Track rod ends GSJ185	£16.00 pair
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Recon w/wiper motor (exchange)	£55.00
Clutch kit TR8 Q/H	£110.00

### STAG

Front suspension leg insert	£44.50
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£295.00
Recon exchange J Type overdrive	£295.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£140.00
Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
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 oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£100.00

### 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 traction 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)	£295.00
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

### SPITFIRE MK I & II & III

Spitfire Mk III bonnet	£730.00
Nearside/offside front wings	£85.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£49.50
Front inner wheel arch 706548/9	£39.50
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	£395.00
Dash top cover 714482	£35.00
Vinyl hood Mk III inc zip window	£140.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£45.00
Track rod ends	£9.50
Gearbox 4 Synro (exchange)	£285.00
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

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£15.50 pair
Front wings 909663/4.....	£49.50
Front wheel arch outer 909351/2.....	£49.50
Front wheel arch inner 909797/8.....	£39.50
Headlamp support panel assembly 818871/2.....	£40.50
Front quarter valance 815391/2.....	£80.00
Door skins.....	£58.00
Sills non original. 903097/8.....	£42.50
Sills O.E. 903097/8.....	£62.50
Stl reinforcement panel 806634/5.....	£7.50
Inner sill 806638/9.....	£24.00
Front sill end plate 706422/3.....	£8.50
Half floor (deep pressing).....	£117.50
A' post lower filler panel 706288/9.....	£19.50
Bonnet hinge pivot box RKC362/3.....	£46.50
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Bonnet hinge tube L/H-R/H 911107/8.....	£55.00
Rear wing non O.E.....	£130.00
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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.....	£425.00
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Rear outer wheel arch 909661/2.....	£79.50
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Door hinges 607824.....	£20.00
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Window regulator glazing channel.....	£75.00
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St/steel tread plate finishers.....	£27.50 pair
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Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
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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.....	£125.00
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.....	£285.00
Recon exchange D Type O/D Mk IV.....	£285.00
Recon exchange J Type O/D Mk IV.....	£285.00
Recon exchange J Type O/D 1500.....	£285.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
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
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£35.00
Seat cover set, brown houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
Hoods original I.C.I. material inc zip window.....	£170.00
Hoods vinyl inc zip window.....	£140.00
Inertia seat belts less warning light wire.....	£65.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Red.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

## GT6

Bonnet assembly Mk III 913766.....	£1,015.00
Front wings Mk II 908113/4.....	£115.00
Front wings Mk I 907154/5.....	£85.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk I/II 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£285.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£32.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rotoflex GBS750.....	£15.00
Brake shoe non rotoflex GBS746.....	£15.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

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Mk I front wing L/H-R/H 570195/6.....	£130.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk I bonnet 903477.....	£125.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
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
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615898.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701/711.....	£20.50
Boot carpet 728551.....	£22.50
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£295.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£65.00
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
Head lamp assembly 1300/1500 Dolo (square).....	£62.50
Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£17.50
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
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.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£27.00
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Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
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Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£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
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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
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Dolo 1500/18-50 brake shoes GBS746.....	£15.00
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**Dave Rumens**

## Showtime & the Dizzy



**H**i folks, it's now May and the show season really gets under way with the South of England Meet (SEM) this month on the 13th. SEM is always worth attending not only to look around the autojumble, which is always good, but to soak up the ambience of all those Triumphs in one place after the winter-imposed exclusion. So get that

normally has to test. He told me he had owned a 13/60 in the past and seeing a small chassis Triumph again brought back a few happy memories. After the lack of Vitesse driving over



**Picture 2.**



**Picture 1.**

Triumph along to SEM. *Picture 1* shows the Vitesse line up and *Picture 2* shows the two winning Vitesse at last years SEM.

Well as normal for me, my first taste of the coming year was back in March when I took my Vitesse along for its annual MOT. The result was a pass with no problems and the tester said it was good to see a classic car compared with all the modern stuff he

the winter months the few miles run to the MOT was great, just to hear the whoosh of the engine from under the bonnet and that exhaust note you can only get from a straight six.

Especially a Triumph straight six. Always a very enjoyable experience to me, but I am just a tad biased.

The second event will be the Standard Triumph Marque Day at Prescott on 20th May. The Marque Day is an annual event but only happens every other year at Prescott. The past activities in 2008 and 2010 at Prescott started as they meant to go on with wall to wall

sunshine, that classic late spring weather we get in the UK. Prescott is located in the glorious Gloucestershire countryside and normally by the

Triumphs in the stunningly surroundings just cannot be beaten.

*Picture 5* shows SUT getting ready for its first run up the Prescott hill in 2010.

I guess I had better now get on with some technical stuff, if I don't I will be in trouble with the editor. The technical side this month is 2 litre distributors or to use the more frequently used phrase dizzy.

The first thing to take into account when dealing with any dizzy is that in general terms they are not directly interchangeable from one type and tune of engine to another. In other words a Mk1 is not directly interchangeable with a Mk2 and vice-à-versa. Though it is true they will fit and the engine will run but as the timing is not correct over the working range of the engine there will be a detrimental effect on the performance. I do not intend to go in great depth on the subject as that is not the intention of this article. However, I will say it is

largely because the advance characteristics of the dizzy have to be matched to the camshaft and breathing requirements of the engine. So I guess the next question is how do I know which is which?

The first point to take into account is both models of the 2 Litre Vitesse used the Lucas type 22 dizzy and though the GT6 of the same period used the Delco type I only intend to cover the Lucas dizzy. The Lucas part number for the Mk1 is 41168 and for the Mk2 it is 41273. These are for the home market

**Picture 3.**



end of May the trees are just in full bloom, *Picture 3*. This is classic British countryside for you to

**Picture 4.**



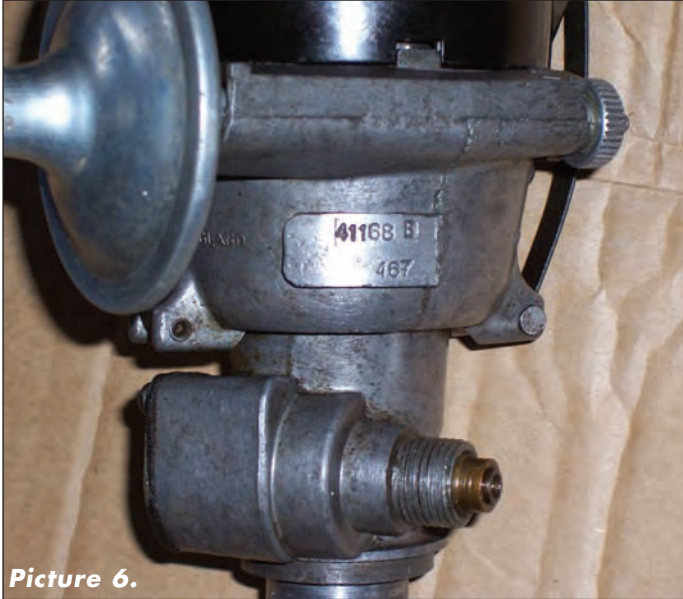
drive your classic Triumph through, *Picture 4*. Don't miss this one, the smell and noise of all those

**Picture 5.**



cars fitted with the HE suffix engine. The Lucas part number for the dizzy fitted to the low

compression Mk2 engine. Fortunately for us Lucas have stamped their part numbers on the

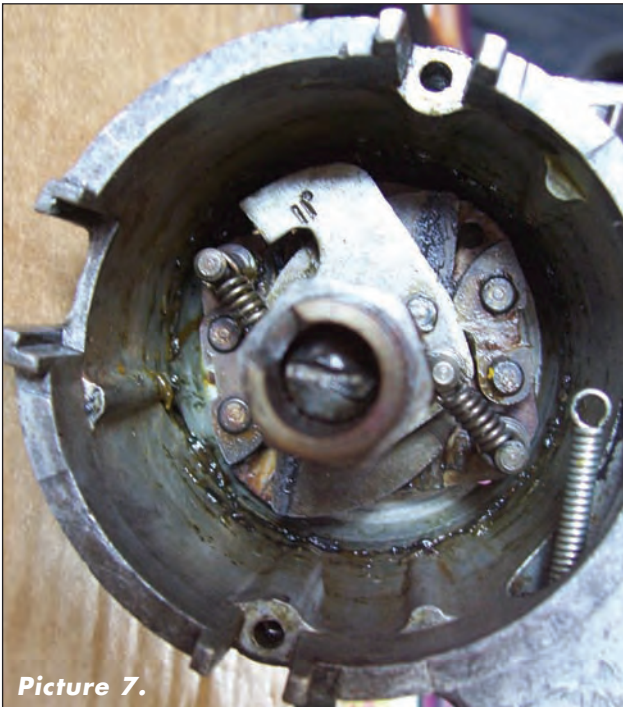


Picture 6.

side of the dizzy so we can identify which is the correct type for either the Mk1 or the Mk2. *Picture 6* shows the location of the number which is in this case is a Mk1. A further check is to look at the advance figure stamped on the advance weights. The Mk1 should be 9 degrees and the Mk2 11 degrees. You will have to remove the top plate which holds the points to view this figure. *Picture 7* shows the advance figure stamped on the weights of a MK2 dizzy. If these advance figures don't match what they should be then the dizzy is not the correct type for your

compression Mk1 engine, suffix LE, is listed as 41182. There is no listing for a low

engine. This will have an effect on the performance and could well affect your ability



Picture 7.

to set the timing correctly. I can hazard a guess and say a Mk2 dizzy on a Mk1 would cause pinking due too much advance. If you fit the Mk1 dizzy on a Mk2 engine then there would be reduced advance and therefore reduced performance at the mid to top end of the rev range.

Back to show time and on to this year's International where we will be celebrating the 50th anniversary of both the Spitfire and the Vitesse. As a result we are looking for as many Vitesse and Spits as we can get into the hall on the Saturday. So please bring your Vitesse to the International this year and put in the hall. If you are interested then please get in touch with me ASAP.

Well that's it for this month.

Safe Driving and keep them running on all six

*Dave.*

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# Standard Triumph Marque Day at Prescott

## Sunday 20 May 2012



The Standard Triumph Forum is pleased to announce that the Standard Triumph Marque Day 2012 will be held on Sunday 20th May 2012 at the Prescott Hill Climb, Gotherington, Cheltenham, Glos. GL52 9RD.

The Triumph Forum is the umbrella organisation of more than 20 clubs catering for Standard and Triumph cars and their derivatives. The Forum meets twice a year to discuss issues of common interest.

Standard Triumph Marque Day is the annual gathering of clubs and provides the opportunity for members to show their cars and to promote their individual clubs. Previous Marque Days have been held at this venue and we are returning at popular request of the membership.

Prescott Hill is the home of the Bugatti Owners Club. It is situated on the Prescott Estate on the edge of the glorious Cotswolds, five miles from Cheltenham. The famous and historic hill climb hosts a number of competitive meetings each year, as well as club and corporate events.

The 2012 event will be organised once again, by the Stag Owners Club, the TR Register and the Triumph Sports Six Club. The organisers are planning a varied programme of activities which will span both Saturday 19th May as well as Marque Day on Sunday 20th May 2012. This will include a Cotswold Run and a social gathering on Saturday evening. On Sunday, it is hoped that all the clubs will have a club display to show prime examples of their cars and to promote their individual clubs. The hill will be fully marshalled and will open for participants to make non competitive, un-timed, hill climbs. This can be either a leisurely climb just to take in the views, or for those of a sporting nature, to attack the hill. The event will provide an opportunity to see the cars of the Marque on the move as well as in static displays in a superb Cotswold setting.

There will be camping and a BBQ - look for further details, entry fees and booking arrangements on club sites and magazines early in the New Year or email [shop@tr-register.co.uk](mailto:shop@tr-register.co.uk) to register your interest.



Images courtesy of Richard Dredge; [www.richarddredge.com](http://www.richarddredge.com)



# Standard Triumph Marque Day at Prescott

## Sun 20 May 2012

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

### EVENT BOOKING FORM



Entrant's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Post Code: \_\_\_\_\_

Tel (day): \_\_\_\_\_ Evening: \_\_\_\_\_ E-mail: \_\_\_\_\_

Your Club: (TSSC etc) \_\_\_\_\_ Membership No: \_\_\_\_\_

Vehicle Details- Model: \_\_\_\_\_ Registration No: \_\_\_\_\_

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

Name of Insurer: \_\_\_\_\_ Policy No: \_\_\_\_\_

Complete table below with **BLOCK CAPITALS**, return with payment to: TR Register, 1B Hawksworth, Didcot, Oxon. OX11 7HR.

Tel: 01235 818866 Fax: 01235 818867 E-mail: office@tr-register.co.uk

Menu	No. required	Units	Cost £ Pre- booked	Cost £ on the day	Totals £
<b>Saturday 19 May – Cotswold Run</b> (limited numbers) (Route book tour of the Cotswold Country side) car		car	3.00	3.00	
<b>Saturday 19 May – Evening Barbeque</b> per person. (At Prescott – numbers will be limited)		persons	10.00	12.00	
<b>Camping</b> - (Fri/Sat/Sun) cost per unit per night (At Prescott site – limited spaces) nights		nights	10.00	10.00	
<b>Sunday 20 May - Event Entrance only</b> (one car and occupants – no hill climb or cavalcade)		per car	8.00	10.00	
<b>Sunday 20 May - Event Entrance and Cavalcade</b> (one car and occupants – slow speed cavalcade up hill climb) (This option only available by booking now)		per car	10.00	Pre booked only	
<b>Sunday 20 May - Event Entrance and Hill climb</b> (2 climbs; passengers permitted)		per car	25.00	35.00	
<b>Sunday 20 May - Exciting Rides</b> (Not including Event Entry) (One climb - as a passenger - with experienced driver)		per run	25.00	25.00	
<b>Sunday 20 May – Additional Hill Climbs</b> (subject to availability)		per run	10.00	10.00	
				<b>TOTAL £</b>	

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

I enclose cheque/postal order payable to TR Register for £ \_\_\_\_\_ OR:- \_\_\_\_\_

Please debit my Visa/Mastercard Number: \_\_\_\_\_ Expiry Date: \_\_\_\_\_

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

Entrant's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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## Mark Blease

## PI Rescue Part 2

**T**he classic car season is in full swing and Drive-it-Day has been and gone. Horatio is now running well on Stromberg carbs (thanks Les) but our first run out was blighted by a lack of power and ridiculously poor fuel economy.

I double-checked everything on the carbs but couldn't get the mixture any weaker. Then I found some information on the TSSC Messageboard, courtesy of Pete Lewis, regarding the possibility of fitting Stromberg floats upside-down, which give a high float level and over-fuelling. A quick swap over and Horatio was transformed - if overfuelling is an issue on your car, this is definitely worth checking.

Back in February Neil Spencer let us know about his rebuild of a 1972 PI, and things are certainly progressing at a pace:

*"Sorry about the delay in sending an update on the Pi renovation but several things have conspired together to slow the project down some what. The weather earlier in the year didn't help. I have a double width garage but lengthways the Pi only just fits in with an inch or two to spare which means when I work on the car I have to have the garage door at least half way up.*

*I have also been very busy at work and*

*helping my eldest son renovate a house in my spare time. Things have picked back up now so we are back in the swing of it.*

*When I last wrote the engine was out of the car and sitting on the floor underneath the car. On 14th Jan the engine was dragged out (Photo 1) and I set about dismantling it.*



Photo 1.

*All the top nuts/bolts were missing from the bell housing! The previous owner told me that he had a new clutch fitted so not a very good job done there!*

*The cam followers would not rise up above the crusty high tide mark so I employed a trick told to me by a tractor engineer. Using a rawl bolt with insulation tape wrapped around the expanding end pushed into the top of the cam follower allowed them to be pulled out after tightening the bolt (Photo 2).*

*Next came out the timing chain and sprockets, front engine plate, camshaft then*

round to the back of the block to remove the clutch, flywheel, rear engine plate & oil seal housing. Then it was a clear run at the big ends and push out the pistons, and finally the main bearings and lift out the crank itself.

I would like to say at this point that if anyone reading this would like to do a rebuild themselves but are too nervous because they haven't done it before then take heart because neither have I!

I have done several part rebuilds such as replacing bottom end shells, thrust washers or oil pump, and I have rebuilt a couple of smaller car engines in the past. This is the first time that I have fully rebuilt one of these engines though.

I have loved these engines and these cars for so long that I have read just about everything on the subject of these engines that I can lay my hands on.

I pick other people's brains all the time and I now feel confident to have a go.

What a difference digital cameras make too as I have taken literally hundreds of pictures at every stage of the strip down. I also have a big A4 pad that I write every detail down in and draw lots of little pictures of the order of bolts, brackets and spacers etc.

I have a date at the top of every new page and the date is on the digital pictures in the camera that I download to a disc regularly. When I want to put things back together I just start at the back of the book and read my notes back. I have an old PC that I will put in the garage to look at the pictures. I am still a bit nervous though and won't be rushing any stage.

The gearbox and overdrive were rebuilt by Classic Gearbox Repairs in Blackburn at a



cost of £600. Nice bunch of guys. The engine block and crank are now at Welham engineering in Leicester. These guys are old school and know their job.

Apart from the +20 rebore and +10 thou regrind they are going to line bore the camshaft journals and fit Mk4 Spitfire bushes that in turn will be line bored to suit the new camshaft. With all 6 pot engines and most 4 pot engines from Triumph the camshaft bearings run direct in the block so once a bit of wear develops the engine will lose oil pressure through the camshaft bearings. Even on the small Spitfire engines only the last of the 1250 engines had bushes and it is a fairly standard mod to fit these. I don't want to leave anything to chance on this car as it will take a lot of time, effort and money to get it how I want it. I will be using another 308778 cam (standard in my Mk2 Pi) modified with extra inlet lift. This will benefit the new head that is ported and flowed. I will finish off this with a sports exhaust manifold and semi-sports exhaust from Chris Witor.

This car will be a BMW baiter.

In early March I stripped the engine bay of all components and bulkhead insulation pad to ready the bay for painting before the engine

Photo 3.



to make up some 2000 pads using mine as a template. I will keep you posted on this.

In the meantime I will have an engine to reassemble once the block and crank are back. I am really looking forward to the engine rebuild and the wife is looking forward to me spending lots of time in the garage doing it!"

Thanks Neil. I was particularly interested in the bulkhead insulation pads - I have seen a couple of nicely restored Big Sixes where this pad is missing, presumably because the original was too degraded to reuse. It would be

goes back in (Photo 3).

I have found someone who makes Stag bulkhead insulation pads and he is going to try

great if these were available again.

Until next month!

Mark



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## Trevor Collett

# Not Only but Also

**L**ast month I wrote about a company based in New Zealand that currently markets a kit car using the Mazda MX5 as a donor and in the past produced a kit car, resembling a MG T-series car, for the Herald chassis. This month I'm going to tell you about a company based in New Zealand that currently markets a kit car using the Mazda MX5 as a donor and in the past produced a kit car, resembling a MG T-series car, for the Herald chassis.

The company is called Almac, its founder is Alex McDonald. With Alex's permission I'm going to bring you the Almac story, as written by Patrick Harlow, who, incidentally, is the author of the book *Alternative Drivestyles: New Zealand Custom-built Cars*.

Alex McDonald started Almac Plastics in 1971. His interest in cars goes back many years to when he was a lad in England and purchased a 90 pound kit car from Gem Marsh, before he started Marcos. This was in the early days of kit cars and the Sirocco reflected that in its poor quality and the fact that it was not complete. To complete it Alex had to learn how to fibreglass. His mother regularly complained of the smell that drifted into her kitchen from the garage that was attached to the house, and Alex occasionally had fibreglass-tasting sandwiches for his lunch. Still, this first car was eventually finished.

Later he sold the Sirocco to buy a TVR, which was later upgraded for a MG Midget. As the MG had no hard top he made one out of fibre-

glass. This time it was his new Kiwi wife Diana who was complaining about the smell of fibreglass in the kitchen, and again his sandwiches tasted funny.

Diana and Alex emigrated to New Zealand where Alex started working at the Dunlop Tyre factory in Upper Hutt as a Draughtsman Engineer. Not content with working for somebody else Alex decided to set up a fibreglass business and went back to the skills he had learnt on his Mum's kitchen table.

Now that he had the space he returned to his earlier passion of building cars. At that time most kit cars were based on VW Beetles.

It was then that Alex started to realise just how difficult it was to design and build a car from scratch. It was made a little easier using a VW chassis but a lot of work had to be done getting his body, which was a hardtop coupe, right.

Alex persevered and eventually he had a wedge-shaped body, which was the popular style at the time and shared by cars such as TVR Tasmin and the Lotus Esprit. Still he had doubts about how successful the car would be but at least it would be his own design.

His friends however were not so convinced and they eventually managed to talk him into having a go at something not so groundbreaking and to go the replica way for his first project car. They also encouraged him to have a go at the Cobra, which was a different type of car completely and moved away from the VW-based type of kits, which were, by the end of the 70s, in their twilight years. The beach buggy craze was over and although Alex did

not know it, the Cobra craze was about to start. Using a plastic kitset model and turning some photographs, with the help of George Ulyate, into scale drawings, work started on a 427 Cobra copy.

It was while the buck was taking shape that Alex met Graham Berry of Berry Race Cars. When Alex mentioned his project to him Graham said that he would like to get involved, so Alex contracted him to make the chassis. Being a patternmaker by trade Graham also made several patterns for the unique aluminium parts such as the AC pedals and a replica of the original Cobra wheel centre. Because of sensitivity about the Cobra name the car has always been called an Almac 427SC.

A rolling chassis of the Cobra, with the body and steering fitted, was first displayed at the 1984 National Hot Rod show.

Demand was such that the original VW-based car was moved out of the way to make way for all the Cobra work that was now coming in. Seventeen Cobras were sold in the first year.

Alex was never happy making a replica and wanted to build something that he himself had designed.

The Cobra was selling so well Alex decided to add another model to his marque. This time it would be more of his own design. The intention was that this car would be cheaper and easier to build than its big brother. Due to the success of the Cobra he was a little reluctant to move into uncharted territory so he stuck with the retro theme and designed a car inspired by the MG TC/TD. It was never intended to be a replica so no measurements match the original and the car was designed to

fit a Triumph Herald chassis.

The Almac TC was released to the public in 1986, and by New Zealand kit car standards could be called a success, with 25 kits being sold in two years. Although the car had spaces



to allow the fitting of Almac badges on the grill surround and the boot several buyers filled them in and fitted MG badges.

It was around about this time that Alex hired more staff to build turnkey models, such was public demand. However it was after building up a couple of these he became aware of its limitations. The Herald chassis was getting old, most were rusty and there was a limit in the size of engine that you could put into them. Thus it was that late in 1988 the TC ended production and work began on the car that would be called the TG.

A major difference between the TC and the TG was that the TG would have an Almac-designed chassis and would be based on a modern donor car, the Holden Gemini.

With this kit Alex addressed all the shortcomings of the TC and the kit could be bought in a box. In the box was everything that the builder needed to complete the car, including every nut and bolt.

The car went on sale during 1989 and was



visually the same as the TC other than the fact that the fibreglass radiator surround had now been replaced by one made from stainless steel, and the car now had bumpers. Another feature was a hardtop, which could be retrofitted to earlier models. Strangely enough this model did not sell as well as its predecessor and demand tapered off after only another 16 or so had been made.

available; check out [www.almac.co.nz](http://www.almac.co.nz) and book your container space.

In his recent email, which included these pictures of Herald-based Almac TCs, Alex confirms, *"We made the TC for four years from 1984; it was a simple car to make as the body complete with guards was a one-piece moulding and the Herald chassis was simply modified with two new outside rails. I made a mistake in not continuing with it after I had made the TG, as I am sure we could have continued to sell them. The TG was basically*



*the same body with front hinged doors and chrome grille and headlights".*

I agree Alex, 25 Herald-based cars is not at all bad, but it could have been a good number more.

Back in the northern hemisphere it's May again (OK, I know it's May all over the world), which means that the show season is properly underway – I want all you



I'm stopping the Almac story there, though it is not the end. Alex carried on designing and building distinctive cars, with the Sabre and Sabre Series 2 coming next. The company is still going strong, with a fine looking Sevenstyle car called the Clubsprint XL, using MX5 mechanicals, and the 427SC and Sabre S2 still

kit and special people out there to get clicking with your digital cameras or your mobile phones and send the resulting images to me. Share your special cars with us all.

Remember, everything happens for a reason; if you can't find a reason for something, there's a reason for that.



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**Guy Singleton**

## Restoration Deadlines



**I** recently had a message from Kerry Elwood and her partner John Nestor who are restoring a Bond 4s 1300. You can see from the photos that he is getting on very well with the bodywork. I gather that he is hoping to get it to the Tatton show in August. I hope he manages to



get it back together in time. You may have read in Suzie's Early Spitfire Article that I've got a similar deadline for getting her Mk3 Spitfire ready for the TSSC International, also in August.

During their restoration Kerry and John have amassed a number of spare parts which they would like to find good new homes for including a full bond body shell, all corresponding glass windows, and a spare engine and various other parts. If you're looking for parts for a 4s you can contact them on 07544 377842.

I have also had a query about anodising aluminium - this relates to the bumpers on a 2+2 and a 4s. Some replacement end caps have

been made from plain aluminium and now need to be anodised to match the bumpers. Does anyone know someone who can do this? It's not a process I'm familiar with. If you do please let me know and I'll pass on the information or put you in touch.

Another thing I was recently asked about was the availability of models of the Bond 2+2. I do



know of the models made by Keith Dungworth, a fellow Bond owner, who started his modelling business by making a miniature model of his own 2l convertible. I'm not sure



where they can currently be found but I have seen them on ebay occasionally. Keith has also produced a 4s and a 2 litre saloon. If anyone knows of any other suppliers of Bond models, do please let me know and I'd be happy to pass the information on.

I recently dismantled a very dead 1500 Spitfire and found an interesting brake drum - a new model - a ventilated drum!

Not sure what caused it and it was obviously in use when the car came off the road eventually. Glad I wasn't driving it!



Finally a reminder about the **South of England Meet on 13th May** - with camping available overnight on Friday 11th and Saturday 12th. Please bring your Bond along - all are welcome whether 2, 3 or 4 wheel, 1, 2, 4 or 6 cylinder!



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## Pip Flegel

# Event City Show

## TSSC Manchester Area



**E**vent City (Trafford Centre) is a fairly new Event in fact it is now the biggest indoor classic car show in Manchester organised

by Stuart Holmes who also organises Tatton Park. It was a fantastic Show well done Stuart.

There were 12 Triumphs on the stand TR 3, 6s and 7s, Spitfires, Saloons, GT6, 2.5s Estate and a Bond.

Steve showing a DVD "Bomb" (story of the Spit & GT6) The Stand looked fantastic and really busy so much so we won



Trafford Centre (for those with shopping on their minds)



**"Highly Commended Stand"**

With plenty of stalls and next door to the

ciders, beers, a pint of Gin and a few games of poker we felt we were at Butlins.

There was every Marque of Classic Car all polished and shiny (as above) but the TSSC stood out loud and proud!!

**Well Done everyone!!!**

Camping was interesting too with 8 of us in our caravans on the Trafford Centre car park (Glamping it was not) but after a few

The Fantastic Display earned us a  
"Highly Commended Stand" award



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by **Garth Jupp**

## Anniversary T Shirts

As you may have noticed in the new catalogue you received last month we have changed the range of T shirts that the Club sells. The grey and royal blue shirts are not being re-ordered and we only have a few left, so if you still want one of those, please call the Club Shop and check to see if we have your size left. There are more ash grey ones left than royal blue at the time of writing this.

We have replaced them with a pair of anniversary T shirts to tie in with the 50th



anniversary of both the Spitfire and Vitesse this year. They are a quality black screen print on a cornflower 48

blue T shirt. The design is similar to the drawings found on the original drivers handbooks to keep it in period.

They are available in medium, large, X large and XX large. They are £9.95 and weigh in at 0.1Kg for P+P per shirt.

## GT6 Drop Glasses

The number of enquires for these are building up but slowly, at present it is neck and neck between clear and tinted at 15 each. The minimum batch size we can order is 25 pairs and we can't mix them unfortunately.



Once we get to 20 of either type we can seriously think about initiating a batch.

We can't consider it sooner as the club does not want to be left with a lot of expensive slow moving stock. So come on even if you have expressed your interest, talk to anyone you know with a GT6 and ask them if they have registered interest, we are over half way, but we can only do this with your help.

## GT6 Heated Rear Screens

We now have a kind member who is close



enough to the proposed manufacturer that they can drop off a screen to act as a sample for them to quote on.

However I have a feeling that these are going to be rather expensive going on the cost I was recently quoted for a replacement for my modern car which has only just been superseded by a newer model and is a small popular car.

I was quoted over £450 for a smaller piece of glass than the GT6 rear screen. However as soon as I know the cost and batch size you will see it here in the Club Shop News.

## Convertible Rear Seat Belts

As we all know Herald and Vitesse convertibles cause quite a few problems when it comes to fitting anything other than static replacement seat belts for the front seats.

Over the years there have been a few articles in the Courier with one or two ideas to solve the problems and allow the fitting of inertia reel belts for the front seats and for fitting seat belts in the rear of the car.

There have been a lot of enquires in the shop asking if there is a solution to put inertia reel belts in the car for the front seats, and also in the back so that grandchildren can be carried safely in the back of the cars.

I have been looking into these areas and have made some progress. Currently I am waiting for some strut prototypes to be manufactured that will allow inertia reel belts to be fitted to the front seats without any obstruction to the hood frame that can occur when fitting the reels to the original mounting points.

More details and pictures will follow when the prototypes are tested. watch this space.

Now the real problem is the rear seat. We looked at mounting the belt retractors to a bar in the boot space and fixed to the chassis for strength, the problem with that, is that the belt comes up and over the top of the seat back.

In an accident the seat back would collapse as the G force would mean that the forces on the seat back due to the weight of the passenger

would be far too much.

The only place that they can be mounted is at shoulder height, now as is obvious in a convertible, there is no place at shoulder height to mount them without the belt retractor reels getting in the way of the hood frame when it is folded.

The only solution that will work is to have a roll hoop along the lines of those seen on many modern cars like the MX5 or a Vauxhall Tigra or the new Mini convertible.

The idea is twofold, it would act as a mounting point and strengthen the car. Currently a roll cage manufacturer is looking into this and will provide a quote for this type of solution.

I had hoped to have it in time for this edition of Shop news, but alas they have not finished costing it yet, so next month look out for an update with the costs of this solution to gauge the interest in this solution for rear seat belts.

Garth



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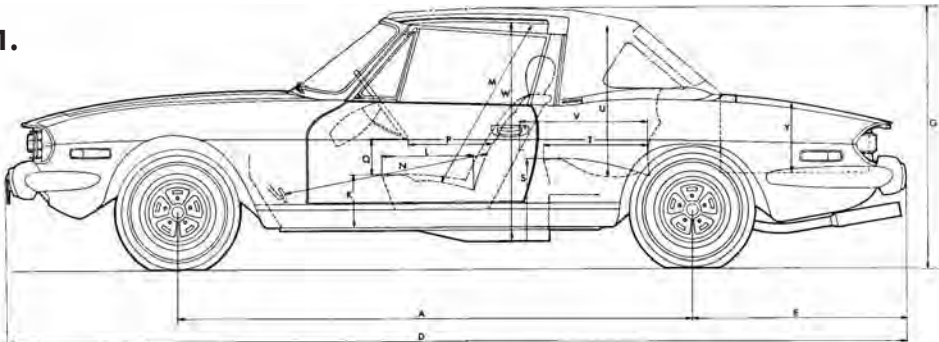
# Stag Initial Specifications

**A**domnán's journey to Ireland to promulgate his law known as the 'Lex Innocentium', is recorded in the Annals of Ulster for 697 CE. 'Lex Innocentium' being the Latin name for the Cáin Adomnáin. In 697 CE at the Synod of Birr, County Offaly in Ireland.....  
 .... ops sorry, I'm still in my medieval history

A number of members have asked for the specifications that were published in the brochure, so here are those details.

These fact and figures can be found on the back pages of the brochure and provide the very basic technical details about the Stag. It starts with a drawing showing all the dimensions of car, shown here in picture 1. I'm not happy with the lettering of the dimensions so I've included in picture 2 the drawing from the

1.



A Wheelbase .. ..	8' 4"	2540 mm.	Front Seat Width .. ..	22"	558 mm.	T Rear Seat Depth .. ..	16"	407 mm.
C Rear Track .. ..	4' 4 1/2"	1342 mm.	M Front Headroom .. ..	34 1/2"	876 mm.	U Rear Seat Width .. ..	40"	1015 mm.
CI Front Track .. ..	4' 4 1/2"	1330 mm.	N Squab to .. ..	Max. 39 1/2"	1002 mm.	V Rear Headroom .. ..	32 1/2"	818 mm.
D Overall length .. ..	14' 5 1/2"	4420 mm.	Clutch Pedal .. ..	Min. 33 1/2"	850 mm.	Squab to Back .. ..	Max. 28"	712 mm.
F Overall width .. ..	5' 3 1/2"	1612 mm.	P Steering Wheel .. ..	Max. 18 1/2"	470 mm.	of Front Seat .. ..	Min. 22"	560 mm.
G Height (hood erect) .. ..	4' 1 1/4"	1258 mm.	to Squab .. ..	Min. 9 1/2"	242 mm.	Y Maximum Boot Height .. ..	13"	330 mm.
K Front Seat Height .. ..	8 1/2"	216 mm.	Q Steering to .. ..	Max. 8"	204 mm.	Maximum Boot Width .. ..	54"	1370 mm.
L Front Seat Depth .. ..	19"	483 mm.	Seat Cushion .. ..	Min. 6"	153 mm.	Maximum Boot Depth .. ..	29"	736 mm.
			S Rear Seat Height .. ..	11"	279 mm.	Boot Capacity .. ..	9 cu. ft.	26 cu. m.

research mode. I missed last month Courier as I had a big deadline for my main work!

Anyway, Hello, again, I hope you are all out and about at the shows and on club runs? Back in February's Courier I looked at the 'First Publicity Brochure' that covered the launch of the Stag with LD1 being used in a picture shoot from across France.

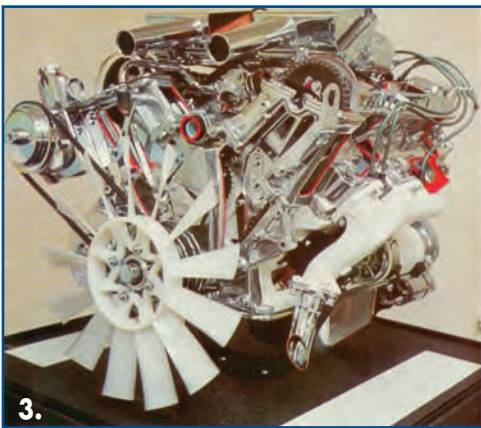
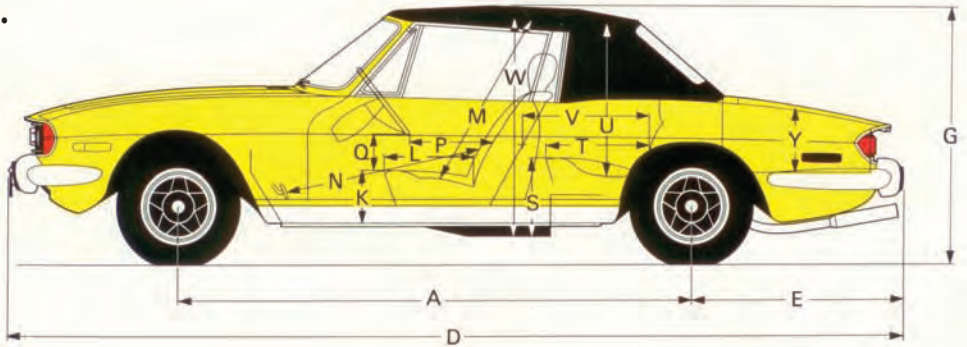
1977 brochure, that suggests that Triumph must have had the same dislike of the first drawing.

## The Specification

The brochure then provides a comprehensive list of the numeric specifications for the car.

On the later models some of the measurements change, I will highlight this a future article.

2.



3.

**Engine**

No. of cylinders 8, in V configuration  
 Bore of cylinders 86 mm (3.385 in.)  
 Stroke of crank 64.5 mm (2.539 in.)  
 Capacity 2997 cc (182.9 cu. in.)  
 Maximum power 145 bhp. Net @ 5,500 rpm.  
 Maximum torque 2,040 lb. in. @ 3,500 rpm  
 (equivalent to 140 lb./sq. in. b.m.e.p.)

**Dimensions**

**Wheelbase** 8 ft. 4 in. (2540 mm.)  
 Track (4-up condition)  
     Front 4 ft. 4½ in. (1330 mm.)  
     Rear 4 ft. 4⅞ in. (1342 mm.)  
 Ground clearance  
 (4-up condition) 4 in. (102 mm)  
 Turning circle (between kerbs)  
     34 ft. 6 in. (10.4 m.)

**Overall dimensions:**

Length 14 ft. 5¼ in. (4420 mm.)

Width 5 ft. 3½ in. (1612 mm.)  
 Height (unladen)  
 Soft Top - hood up  
     4 ft. 1½ in. (1258 mm.)  
 Top of screen 4 ft. 0 in. (1220)  
**Weights (approx.)**  
 Dry (excluding extra equipment)  
     2,640 lb. (1200 kg.)  
 Basic kerb (including tools, fuel, oil and  
 also water)  
     2,807 lb. (1275 kg.)  
 Kerb (including optional extras)  
     3,020 lb. (1375 kg.)  
 Gross vehicle weight - maximum  
     3,750 lb. (1700 kg.)

**Capacities**

Petrol tank 14 gal. (63.5 l.)  
 Lubrication system:  
 Engine sump 8 pints (4.5 l.)  
 Engine oil filter 1 pint (0.56 l.)  
 Engine sump  
 (drain and refill) 8 pints (4.5 l.)  
 (with filter change) 9 pints (5.1 l.)  
 Gearbox from dry  
     2¼ pints (1.3 l.)  
 Rear axle from dry  
     2 pints (1.1 l.)  
 Power Steering reservoir  
     1¼ pints (0.7 l.)  
 Cooling system with heater  
     18½ pints (10.5 l.)

**Tyre Size**

Michelin 185 HR 14 Radial Ply XAS Tubeless

**Rear Axle**

Ratio 3.7:1

## Acceleration

	Speed Range (mph.)	Time (secs.)	Speed Range (kph.)	Time (secs.)
<i>Through gears</i>	0-50	7.0	0-80	7.0
	0-60	9.0	0-100	9.5
	0-70	12.0	0-120	13.5
<i>Top gear</i>	40-60	7.5	70-100	7.5
	60-80	8.5	100-140	9.5

Maximum speed: 118 mph. (190 kph.) depending on conditions  
The specification continues with the following explanations.

### Suspension:

(Front) Independent strut-type suspension with coil springs and telescopic hydraulic damper units. Single lower transverse links with fore and aft location by leading radius rods. Coil springs seat on noise insulating washers. Rubber bushed pivots and special wear-resistant ball joint swivels. Anti-roll bar.

(Rear) Semi-trailing arm independent suspension mounted on rubber-insulated steel sub-frame. Coil springs and telescopic direct-acting hydraulic dampers.

Coil springs seat on noise-insulating washers.

### Wheels:

Steel disc type with 5J flat hump safety ledge rims. Stainless steel wheel trims.

### Steering:

Power-assisted rack and pinion type. Three-spoke alloy steering-wheel with padded rim and centre boss, 16 in. (407 mm.) dia., four turns lock to lock. Column adjustable from driving position by means of a readily accessible clamping device - adjustment range approximately 4 in. (102 mm.) axially and 2 in. (51 mm.) vertically. Steering-column incorporates an anti-theft locking device.

### Brakes:

Caliper disc brakes on front wheels, disc dia. 10<sup>5</sup>/<sub>8</sub> in. (270 mm.). Self-adjusting drum brakes, 9 in. dia. x 2<sup>1</sup>/<sub>4</sub> in. wide (228 mm. x 57 mm.), of leading and trailing shoe type on rear wheels. Direct-acting servo giving boost ratio of 3:1 nominal. Operation: Divided braking system with foot pedal operating front and rear brakes independently through a tandem master cylinder. Pressure differential valve and warning light fitted. Centrally mounted hand-lever operates rear brakes mechanically.

**Jacking:** Four-point side jacking with portable scissor-type jack.

### Heating and Ventilation:

A powerful heater / demister unit provides fresh air of required temperature to the interior of the car and to the wind-screen for demisting and defrosting. The unit controls permit indepen-



dent selection of air temperatures and distribution. Air flow can be increased by the use of a two-speed booster fan which can also be used to boost the flow through face-level, variable direction, fresh air ducts in the centre and at each end of the fascia panel. (see picture 4)

### Instruments:

The instruments are set in a



non-glare fascia panel in a compact area in front of driver's position and (Picture 5.) comprise:

A speedometer, graduated in m.p.h. and k.p.h. which contains total and trip odometers.

A combination dial containing separate warning lamps for main beam, direction indicators, ignition, choke, hand-brake, low oil pressure, low fuel level and water temperature. (see picture 4, again)

A tachometer.

A fuel level gauge.

A water temperature gauge.

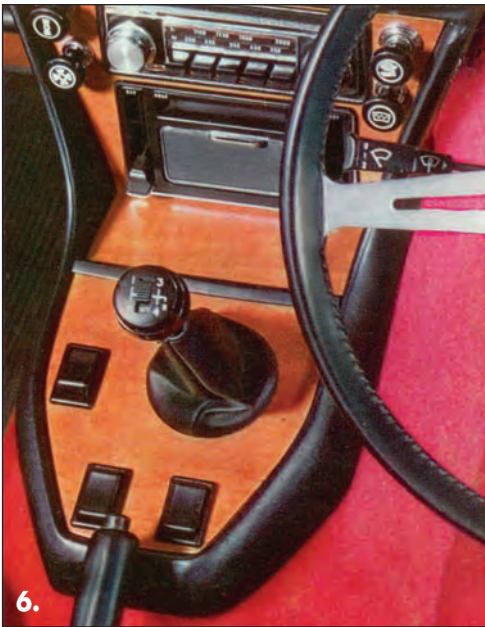
A battery condition indicator.

A brake failure warning lamp, and on L.H. Steer

vehicles ONLY a hazard warning lamp is fitted.

### Controls:

(R.H. Steer Vehicles) Controls are specially designed and



grouped for ease of operation. A rotary master switch on R.H. side of steering nacelle controls parking, side instrument illumination, headlamps, and fog-lamps when fitted. When the switch is in the 'Park' position R.H side-front and rear parking lamps ONLY are lit. A combined switch for accessories, ignition, starter control and steering-column lock on L.H side of steering nacelle is operated by the ignition key. The ignition key can only be removed from the combined switch with the steering-column locking device in the locked condition. Two fingertip levers on nacelle; L.H. lever controls twin, two-speed, self-parking, electric windscreen wipers and electric windscreen washers; R.H. lever controls self-cancelling direction indicators, headlamp flasher, dip-switch and horn. A rheostat control switch for instrument illumination is fitted in the fascia panel. (see picture 4, yet again)

Mounted on the console panel are three rocker-type switches controlling the electrically operated side windows and interior courtesy lamps, control for choke, two speed heater booster motor and a cigar-lighter.

There is also a control knob and a warning light for use with the electrically heated back-light,

when hard top fitted. (see picture 6 )

**Locks:**

Both doors are fitted with anti-burst locks and lock eternally by means of the ignition key which is also used to operate the steering-column locking device and petrol filler cap. Both door also lock internally. Luggage compartment and glove compartment are locked with a separate key. Bonnet pull-type lock release mechanism is operated by a knob beneath the fascia.

**Luggage Accommodation:**

Spacious separate luggage compartment at rear with interior lamp and torsionally balanced lockable lid. Lockable glove com-



partment in fascia panel on passenger side with padded parcel shelf beneath.

Stretch pockets in each door panel (see picture 7) and on the back of each front seat squab. Recessed compartment in the rear seat side-panels.

**Petrol Tank:**

Mounted under the floor panel in the luggage compartment.

**General Equipment:**

(Interior) Day-night dipping interior driving mirror with break-away support. Padded sun visors, adjustable vertically and laterally with vanity mirror on passenger side. Non-reflective veneered fascia panel with padded surround. Electric clock in fascia panel. Soft top rear Window has a zip fastener on three sides accessible from inside, allowing panel

to be partially removed.



8.

(Exterior) Wrap-around bumpers front and rear with rubber faced over-riders. (see picture 8) Forward-hinged bonnet. Electrically operated twin, two-speed self-parking windscreen wipers and electrically operated twin windscreen washers. Polished metal capping on door pillars and stainless steel tread-plates on sills. Stainless steel body mouldings and windscreen surround. Tool roll, wheel brace and jack.

**Lamps:**

(Front) Four quartz-halogen headlamps set in grille. Parking and direction indicator lamps in combined cluster. When on 'Main Beam' all four headlamps are 'on', when switch is set to 'dip' outer lamps are dipped and inner lamps are extinguished. Side direction indicator repeater lamps fitted to wing panels.

(Rear) Direction indicator lamps, tail and stop lamps, reflectors and reversing lamps in a combined cluster. (see picture 8, again) Dual intensity stop and direction indicator lamps. Lower level applies when side-lamps are switched on.

**Optional extras:**

Overdrive, automatic transmission.

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accept any liability for any errors or omissions.

**SPECIAL NOTE:** The specification in this publication apply to cars produced for the UK market. Export models may differ in detail to suit local conditions or regulations – please check with your dealer.

These specifications do not apply in North America, particularly the Continental USA or to US overseas states or territories.

Well all in all, the brochure promotes a car that is very well equipped for it day. But then again Triumph in the 70's to me meant you got a little but extra. (and I don't mean overheating and cam chains breaking). In a future article I highlight the changes to the specification in the later brochures. The comments above concerning changes to specification without notification certainly happened to later Mk1 cars, much to the confusion of myself amongst many others when buying spares.

Once again, I would like to ask you the Stag owners of the club, to write in with your articles about your adventures or your technical exploits you have with your Stags. Anyway, hope the season is bringing its rewards for maintaining your Stags.

Keep those V8's purring!

*Ben*

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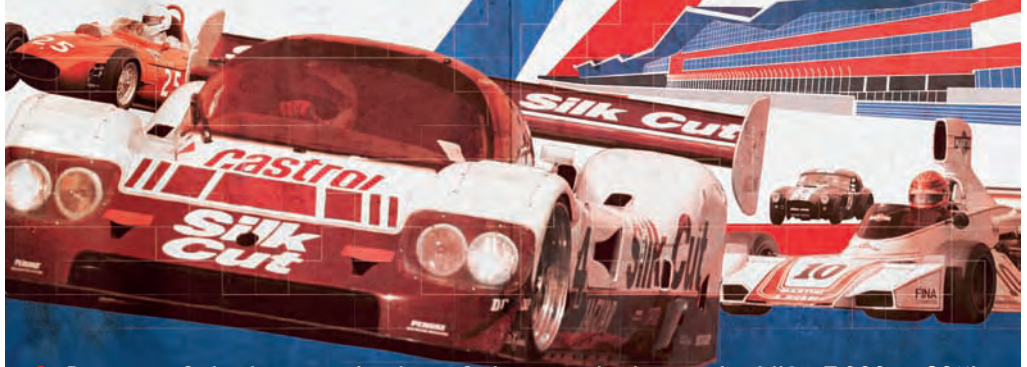


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# TRIUMPH MEMORIES

## LIFE WITH A GT6 MKII - 'CYRIL'

by Simon Adamson

**I really wanted an MGB GT.**

**It would have been a late-sixties model with wire-wheels and overdrive; not the hideous latter examples with rubber bumpers**

**T**his schoolboy dream of mine suddenly changed in the summer of 1985...

cylinder engine. So when I discovered the GT6, I knew it was the right choice for me and I was itching to get my hands on one.

I left college in 1987 and entered gainful

My school-friend Rupert had a 1967 signal red Triumph Spitfire. One day, he called on me to help him with a problem. He'd embarked on a rebuild of the front suspension, but wanted to attend a show in Birmingham. The car was in pieces and he realised he'd taken on rather too much in the time available. Could I help? Nothing could have stopped me! I had a practical inclination, a curiosity for things mechanical and had even changed the thermostat bypass hose on a Mini. After a couple of long days, we finished the job just in time and I'd been converted to Triumphs!

To my way of thinking, open-top cars are great, but only when the top's down and it's not raining. Or too cold. Or too sunny. Or when you want to park somewhere less secure. If I owned one, I'm sure I'd have a hard-top fitted permanently. I prefer the aesthetics, comfort and practicality afforded by a coupe and I love the sound of a six-



**Rupert's Spitfire. 1992 London to Brighton Run**

employment just before the great storm in October of that year. The following month, I joined the TSSC and began attending the West Kent area meetings rather shamefully in my old Mini. I fully intended to do my research thoroughly so that when I'd earned enough money, I'd know exactly what to look for when buying a GT6. By this point, I'd narrowed my search down to either a late MK2, or an early Mk3. I'd been swayed by the pros of the 'Rotoflex' rear suspension and was yet to experience the cons.



### CYrIL under re-constuction

Back in the late eighties, there seemed to be few GT6s available in genuinely good condition. No way did I fancy taking on a restoration project, but I was caught in a tussle between my youthful impatience and



### CYrIL in the wilds of Gloucestershire

my financial limitations. Clearly, it was better to pay a bit more for a sound example than to buy something average and spend loads more on repairs later. I knew that much.

After a few wasted trips to view what turned out to be obviously poor examples, I came across a hopeful looking MK2 that was described as being in 'excellent condition'. It

was with a dealer under a railway arch in Waterloo. I remember travelling up there with a wad of cash in my pocket and feeling conspicuous. Heavy doors were swung open, fluorescent lights flickered on and pigeons blinked... The GT6 was among a considerable number of interesting vehicles. Its Valencia blue paintwork gleamed as I walked over to peer in through the open folding sunroof. I noticed the extra stalk on the steering column; it had overdrive. I also noticed that one of the resident pigeons had scored a direct hit through the roof on to the driver's seat!

Superficially, the car looked pretty good and there was an envelope stuffed full of old bills for work that had been carried out; mostly many years earlier as it turned out. I was taken for a hair-raising sprint around the local streets. The gearbox screeched rather like the supercharger on a 'blower' Bentley. I didn't realise it was completely shot at the time. On our return, I lifted the bonnet and saw petrol dripping from one of the carburettors. In a moment of feigned coolness, I suggested knocking £50 off the asking price of £1,950, which was immediately accepted. I found myself saying 'I'll have it' and then wondered if I'd made the right decision...

Although the GT6 was a 'runner', it had no road tax and I had no insurance. So I arranged for collection via trailer. It was on a filthy wet evening in January 1988 that CYrIL (CYL882H) arrived home. Safely parked in the garage, I remember sitting in the car and imagining all the exciting adventures I was going to have in it. There was that classic old car smell of engine oil,

vinyl and rotting carpets.

The following days and weeks were full of discoveries; not all of them welcome. I was quoted over £1,000 for insurance, because I worked in the media and was only 21. Fortunately, I obtained affordable cover through the TSSC scheme. I began removing carpets, and gradually worked my way around inside and out. There were lots of issues and frankly, the thing was unroadworthy, even though there was a valid MOT certificate. I'd simply not been thorough enough with my initial inspection.

Looking into the past history of CYril, it seemed that I was the tenth owner and that one of the previous owners was Steve Willis; a former TSSC membership secretary. I tracked him down and had a long chat on the 'phone. I was shocked to discover that my car had won the TSSC National Concours 'Working Class' in 1981!

Soon, my life was taken over by the GT6 and it became a bottomless pit that just went on sucking time and money. It took three months to get the car back on the road (with much of this time spent doing battle with the seized rear suspension) and it still needed a gearbox rebuild and welding repairs to keep it there for any length of time.

My first TSSC International was the last one to be held at Peterborough (1988). I remember a wonderful early morning run up the M11 with the sun shining and the roof open. I'd finally arrived in my boyhood dream! For the next couple of years or so, I carried out a part-rolling rebuild, with the non-rolling bits confined to the winter months.

The highlight of my first stage of GT6 ownership was taking part in the RAC Classic run in 1990, with my old friend Rupert. We finished up at Donington Park and in those days, we were allowed unlimited laps of the circuit without a pace-car and there was plenty of dicing.

Quite a lot has changed over the last twenty years. Back in the late eighties and well into the nineties, the GT6 and other small Triumphs weren't taken very seriously by the wider classic car fraternity. There was a sort of 'class hierarchy', which is still apparent to a degree.

Interestingly, it was quite acceptable to have a TR2-TR6 (definitely not a TR7!). It was as though TRs were a different marque altogether. You'd never get a wave of acknowledgement from a TR driver while out on the road in a GT6, so I made a point of waving at them! It was interesting to see the TSSC successfully open the doors to all (Standard) Triumph models a few years ago; a little like the Berlin wall coming down. Now, TR drivers do wave back and so do Aston Martin drivers, just occasionally.

By the end of 1990, my GT6 was as good as I could get it without a full restoration, but I could see problems in the longer term. I either had to replace it with a better example, or do the unthinkable and set about bodywork repairs; something I'd only ever done previously with Isopton. Deciding that it was better to stick with the 'Devil I knew', I bought all the kit and began chopping away. Nothing had prepared me for the amount of time, frustration, noise, mess, discomfort, expense and sheer hard work that was involved in such a project, or for the amount of space that was required to store everything. I was frequently at the point of despair. Sometimes I worried that I'd never see the project through and that I'd destroyed my car!

Realising that I no longer had a classic (or any car) to enjoy during the summer and that I was going to be in for a long slog to complete the GT6 (my estimate was three years), I began looking for something else. I rather fancied a Vitesse and ended up buying a MK2. It required a fair bit of mechanical work and this took me away from the GT6 project for a while. However, the Vitesse turned out to be a lot of fun once sorted, even if I felt that I ought to be wearing a trilby while driving it.

I often wonder what became of the Vitesse (XUL239H). I sold it towards the end of 1992 and the new owner nearly reversed it into his brother's car while leaving my drive and departing for Aylesbury.

The Vitesse had to go because I bought another GT6. This was an original late MK3 with only 27,000 miles on the clock and one previous owner, but again, it needed work. The overdrive had apparently failed while still

## Triumph Memories

under warranty, but the dealer had never fixed it (the fault was very simple, but hard to trace). The chap who'd bought the car new for his

with the trickier tasks and the paint job. For this, I was fortunate to meet Pat Curran of

Curran Autos, who was happy for me to reassemble the car in his spacious workshop, which was such a luxury after the confines of a domestic garage. I met Pat through defecting to the TSSC Surrey area, which used to meet near his premises.

It's difficult to know where to stop with a



**Vitesse XUL 239H Still Around?**

retirement hadn't been too bothered. He told me he'd rarely left his local area and the 30mph limit!

From the MK3, I learnt that the 'swing spring' rear suspension was actually rather good on the road and delightfully easy to maintain. Also

restoration and perhaps the task never really ends. I hadn't aimed for concours standard, but CYRIL has been regarded as such by many and for a time, I was strongly encouraged to enter competitions. While I admire the dedication of people who participate in such events, I've

never been tempted to attend a show and spend my time there cleaning the car! Nevertheless, at events like the TSSC SEM, where all cars are judged, it's been gratifying to receive some awards over the years; including 'Best GT6' and 'Car of Show'.

Restoring the GT6 was a totally absorbing



**My GT6 MkIII on 1994 RAC Classic Run**

that Mimosa yellow paint is really attractive to insects! I reluctantly parted with this car after five years of ownership and still see it occasionally.

On May Day 1997, CYRIL returned to the road once more after a six and a half year restoration. I'd started out intending to change a few panels and have the car repainted, but inevitably, it ended up being a 'nut and bolt' job, which required professional assistance

exercise and once through the thick of it, I was left with the feeling that something was missing in life. Attending shows had been so much more exciting when searching for elusive spares, looking for original cars to check fine details and chewing over intricate matters with other enthusiasts.

However, I was absolutely certain that I never wanted to restore another car!

Inevitably, there's a 'shakedown' period after a



### **CYril at a Sunny South Of England Meet**

restoration and since my annual mileage was rather modest (with summer use only), this took a while. The low point was travelling back home to Kent from the TSSC International at Stafford on an RAC recovery truck in 1998.

From 2000, I began to develop arthritis, particularly in my fingers, making mechanical work very awkward. However, I continued to enjoy doing the round of summer events with CYril and going away for short breaks and tours. Strangers would often come over for a chat wherever I stopped and on one occasion, I returned to find that someone had left a written note of appreciation under the windscreen wiper!

As you might have guessed, I remained single for most of my years of Triumph ownership. By way of contrast, during this same period, my old school-friend Rupert got married, changed career, raised a daughter, and moved house several times. Despite everything, he kept hold of his Spitfire, although it's seldom been on the road. Several years ago, turning forty and having promised himself a new toy with which to compensate for middle-age, he bought a Stag (a true masochist!). While the Stag has inevitably received a great deal of his attention ever since, he's now poised to begin restoring the Spitfire (good luck!).

For me, life seems to be running in reverse order, which must surely mean that I'm getting younger! When I turned forty, I started getting noticed by women; maybe because I was occasionally spending time outside the garage... I'd enjoyed my single life of 'boy's toys' and had never wanted kids, but circumstances were giving me a new perspective on life and I was ready to try something different.

In recent years, I've met my partner Debbie, been made redundant (again) and become self-employed. While I now seem to have less free time and certainly less money, there's rarely a dull moment! However, spending much of my time in central London is not so conducive to the continued enjoyment of classic motoring. So inevitably, the time has come for me to hang up the genuine kangaroo skin driving gloves and take up cycling.

I'm very thankful to have had the opportunity to indulge my interest in old cars at a time when circumstances enabled me to have a good crack at it.

I'm also very grateful for having met so many people over the years who have provided all kinds of assistance, advice, spares, encouragement and friendship.

I have since sold CYril but at least...

**...I'll be keeping my Triumph memories.**

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# FEEDBACK

## VITESSE REGISTER MARCH 2012

by John Macartney



**A**bsolutely no disrespect implied or intended to Dave Rumens article on 6 cylinder engine heads in the March 2012 edition - but some extra snippets of info that might be helpful to Dave and others?

To set the scene, one of the problems for many enthusiasts when writing articles on any make of car, is that they rarely have access to a full set of information about 'what happened' to 'who said what' and 'why?' Those are just three queries and there will doubtless be many more. Simply, from the outside looking in, can often turn up a story that doesn't actually read the same as another story on the same subject written by someone from the inside looking out. What I'm driving at here - and in no way

being critical of Dave's contribution, is that he's written his article from a Home Market perspective. The useful table he provided is also largely Home Market biased and doesn't really tell the full story.

One of the things that many enthusiasts often overlook is that what we made at Standard (I refuse EVER to refer to the Canley, Tile Hill and Fletch factories as Triumph) is that there were an incredibly complex set of specifications for car build and engine build for a vast diversity of markets. It would not be untrue to say that several cylinder heads were actively in production for the in-line 6 at the same time and the reason for this is largely because of a mixture of legislation allied to import duties. In the latter case, while we haven't quite entered the realms of pollution legislation, a number of

Application	Part # bare	Head # stamped	Casting # raised	Nominal height (inches)	Piston type	Exhaust Valve dia. (mm)	Pushrod length (inches)	EGR Hump	Water slot
Mk2 2000 to ME50000. Mk2 Vitesse/GT6	517610	517528	308351	3.300	Flat	32.0	8	No	Yes
Ditto above	517610	517610	308351	3.300	Flat	32.0	8	Not all	Yes
TR5 and Mk1 2.5PI	516799	516798	308351	3.400	Flat	32.0	8 1/8	No	Yes
M1 PI & Mk2 PI to MGS0000. Also 2000 low comp @ 7:1 cr. and TR6 to CR2845.	516799	516816	308351	3.400	Flat	32.0	8 1/8	No	Yes
Mk2 2000 from ME50001 to ME86355-86508. Mk2 GT6	520819	218225	312388	3.400	Dome	32.0	8 1/8	Yes	No
Mk2 2000 from ME50001 and all UK Police spec vehicles	520821	?	312388	3.400	Dome	32.0	8 1/8	Yes	No
Mk2 PI MGS0001 to MGS2077	520873	218225	312388	3.400	Flat	32.0	8 1/8	Yes	No
2500TC (Innsbruck) Australia 1973	520879	218226	312538	3.475	Flat	32.0	8 5/16	No?	No
2500TC (Innsbruck) Australia 1974	?	218226	312388	3.475	Flat	32.0	8 5/16	Yes	No
TR6 carb. General Africa @ 7.5:1 cr.	520870?	218227	313247	3.535	Flat	32.0	8 5/16	Yes (squared)	No
Mk2 2000 from ME86355-86508 and continuously from ME91075	?	219015	313248	3.400	Dome	30.3	8 1/8	Yes	No
Mk2 PI from MGS2077					all 2000 and GT6				
TR6PI from CR2936					Flat				
Mk3 GT6					all 2500				
2500TC and S - MM1 onwards	520879	219016	313248	3.475	Flat	30.3	8 5/16	Yes	No
2500TC and S	RTC2225	219021	313248	3.475	Flat	30.3 (Some inserted)	8 5/16	Yes (used)	No
Last factory replacement spec for USA spec sports cars?	?	219019	313248?	3.560	Flat	30.3	8 5/16	Yes (used)	No
TR250	516323?	516323	?	3.535	Flat	32.0	8 5/16	Yes	?



countries set their import duties against a car's measured power under certain conditions. In it's own way, this wasn't too dis-similar to the system for vehicle licensing in France and a few other European countries where the Annual Road Tax payable, is based on a Fiscal horsepower rather than a testbed horsepower or torque level.

In fact, much the same applies today on fuel consumption figures in brochures. From where do they dream up those numbers? These countries used various complex formulae to arrive at the answers they required. This in turn behoved the manufacturer to ensure a degree of de-tuning or 'adjustment in equipment, to enable the car to limbo-dance into a lower taxation group than one it might fall into if fitted with a different head, dizzy or gear ratio. Don't forget, Standard was exporting Triumphs to over 100 export markets and it had twelve overseas assembly plants to cater for as well. So, one way and another, it was rather like saying to someone, "how d'you like your eggs? Boiled? Poached? Scrambled? Fried? Sunny side up or Over Easy?" to be met with the reply, "none of those thanks. We need our eggs done in fried rice with noodles."

"Ah, right. So we've got to come up with another variation to suit this market, then." So basically, what we have was a variety of heads being used in production at the same time, and in many cases, simply because they had an effect on actual or generated power at specific rpm or under a certain load. That's one side of the story.

Another side is that Engineering did do a great deal of development work on breathing and inlet/exhaust port design - but here again, for certain markets this impacted adversely on pollution matters - and the USA / Canada markets were key in eventually creating almost two entirely separate engine ranges - with "a few variations on a theme" in between.

Many, many moons ago when I was Editor of the Triumph 2000 2500 2.5 Register magazine, that widely-respected guru on the 2000 range in the form of Chris Witor,

provided a fascinating series of articles on cylinder head development over the years and he pronounced the 219015 and 219016 heads as probably the best that were ever made. What's more, he backed up his claims with test bench data. One of the features of both the 015 and 016 heads is that even though they had smaller exhaust valves at 30.3mm diameter, their gas flow and combustion chamber burn/quench properties were greatly improved over heads with 32.0mm exhaust valves. Sadly, these heads came rather late on in the life of the Big Six - but you won't find one in the United States on a TR250/TR6 or a GT6. Mention those head numbers in the States or Canada and they look at you and say the company never made a head with a 30.3mm exhaust valve.

But this is par for the course. I wrote an article similar to this a few years back, using the attached table - and for my trouble, received one or two emails that suggested I didn't know what I was talking about "because what you've said isn't in my parts book."

Probably not. It depends which parts book you're looking at! And that's another thing that lots of people don't realise.

Standard, in common with many other manufacturers, didn't have just one parts book per car. Mostly, they were market or geographic area specific and in other languages apart from English, French or German - but the same goes for Service Bulletins, Parts Bulletins and Engineering Change Notices. That's why Tech. Pubs employed such a raft of people who were employed writing and updating technical data and manuals for different parts of the world that never made an appearance on the UK market.

We then come to Dave's comment which suggests that 104bhp in the Mk2 Vitesse was about the limit for the engine. Yes - in terms of normal production trim, but No in terms of its tuning capability. At the 'go bananas' end of things, Roy Fidler's Stage 4 2000 of 1965 or 66 (FHP993C if my memory serves?) was churning out 145bhp, though I'd be the first to agree that such an engine wouldn't have been ideal to 'pop down to Arkwright's shop.' That said, it must not be forgotten that many police forces

used the 2000 before the 2.5PI became available. I'm indebted to the late Ray Henderson who told me once and at some length, that police spec cars were putting out about 115bhp at the flywheel. This isn't a massive improvement in sheer power, but the torque those engines created was amazing. I drove several of the police demo cars the factory made available to forces across the country and they really were a very different animal. They used the pre-cursor of the 219015 head but ported and gas-flowed, they had a different camshaft and dizzy, one of Sid Hurrells 6-3-1 tubular manifolds and a 3.80 diff instead of 4.11. Zero to one hundred didn't take long and the car would stay in the low hundreds all day if required. That's one of the reasons the police liked them so much and the fact they were heavy and very solid in the event of a high speed crash, was another point in their favour.

I have much pleasure in attaching a table of heads that Chris Witor provided to me for his article as I feel this extends the data that Dave Rumens provided. When I worked at Gaydon, I did spend some time in the Archive over two or three weekends trying to extend that list - and made a lot more progress. Sadly, there were no ways of checking data by triangulation and because of that, I couldn't be certain of my facts, so I stopped at that point. I note Dave's concern in his article that the Standard Big Six finally breathed its last with the arrival of the Rover SD1. True, but he failed to mention the in-line 2300 and 2600 engines used in the SD1 were the fruit of the Engineering Department at Fletch North and covered many thousands of miles in specially modified Innsbruck bodies. What's more, the late Spen King commented to me that he felt both those power units were outstandingly good and well capable of significant further development. It was only the lack of cash in trouble-torn BL - or whatever it called itself in the 1980's - that stopped that development going ahead.

Hope this helps and perhaps it's always wise to remember that sometimes, things are not always quite what they seem - and there can often be a raft of additional material that gets

passed over because people no longer have access to it. Hopefully I've made that picture a little more clear because the UK Home Market spec was by no means the only spec for the Standard in-line six pot.

**John**

## Postscript From Dave Rumens

I have no problems with John's technical comments, all of which I already know and agree with.

John is correct the article was directed at Vitesse owners and not a general article concerning heads as a whole. It links back to a number of emails I have had regarding 2000 saloon engines being fitted in place of the original engine. Areas that did not directly relate were generalised to keep the article in line with its purpose and context.

The number/combo of heads cams and dizzies used was too large to be covered in depth and was out of context for the Vitesse Register column.

John is correct about the later S head, 219016, being the best 2500 heads that is providing you skimmed it as its original CR was 8.5 to 1, not 9.5 to 1 as on 219015 head. Both are 2500 heads but could be used on the later domed piston 2000/GT6 engine. As for John's comment regarding more power from the 2 litre engine, I quote from my article - "Though more output was available from the Mark 2 engine this was at the expense of both flexibility and reliability" Ford did a similar thing with the Lotus engine in the Cortina. It keeps the warranty claims down!

As interest one email I received asked why the owner couldn't stop the engine from pinking and or running very hot. It turned out a late Triumph 2000 saloon engine, domed piston, had replaced the original but a Vitesse 2 Litre Mk2 head had been fitted to this engine. I hate to think what the CR was.

As I have said before when we have received similar comment regarding my articles.

The article has to be read throughly and in the context it is intended.

Regards

**Dave**



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**Paul Richardson**©



# Herald Bar TSSC Installation

"All's not lost if the iron's struck  
when it's still hot."

**W**hen I last visited Bern, editor of Courier, earlier this year, I walked into quite a surprise. My usual routine after entering the Sports Six club is to walk down to the reception area to meet Bern, for a cup of coffee, and to my surprise the area had gone through a considerable and very eye catching makeover.

The first thing that took my eye was the tiled frontage of the serving counter, where coffee and tea is served, and the proportions of the serving counter itself looked different. I noticed a set of beer pump handles on top of the counter, and Herald memorabilia was on display all over the place on the walls and shelves behind it!

Bern explained with a wry smile on his face "*It's our new Herald Bar!*"

Apparently through a press cutting sent to Bern by **Dave Glead** in April last year he found out that the 'Herald Pub' in Coventry, a haunt of staff and workers at Standard Triumph in days of yore, was programmed to be demolished. Bern decided, typically, that a plan must be put in place for the rescue of any memorabilia contained within the pub. He subsequently traced the owners of the pub and finally made contact with the necessary officialdom to obtain access to the Pub via the owners, Admiral

Taverns, to see if anything was worth rescuing for posterity.

After making contact with **Neal Barnes** of Admiral Taverns he found out that the Pub had been sold with only two days left before contracts were signed whereupon no access would be possible. Neal Barnes graciously organised access to the site for Bern the following day and he shot over to Coventry with his camera to inspect the building and take some exterior and interior photos because it's demolition was now imminent.



**The TSSC Team Prepare to move the heavy Herald Bar to its new location**

When he arrived he noticed the 'Herald' pub sign on a post beside the building, which depicts the front grill of a Herald 13/60 – now on display behind the Herald Bar - and the words THE HERALD in large lettering high on the wall above the pub's entrance. Bern wondered, fingers crossed, if there'd be more Herald memorabilia on the inside of the building and awaited the arrival of a member

## Herald Bar Installed

of the security company in charge to allow access into the building.

Bern related. *"Part of the nostalgia of the trip*

*place immediately for all the outside signage and any fixtures and fittings inside the building worth saving".*



**Left to Right: John Edwards, Bern, Dave Richardson, and Nigel Hill reacting to Photographer Fairey's comment " Move it a half inch to the left"!**

*for me was the realisation that, as the pub was at the Canley end of the Triumph works, it might have been the regular haunt of experi-*

After the arrival of the security guard, Bern walked inside the building through the front door and at this late stage all the electricity and water supplies had been cut off prior to demolition. Bern took several flash photos in the dimly lit building and after returning to the Sports Six Club he scrutinised his photos,



**Bern & Nigel Getting Cosy Under the Sink!**



**Dave Richardson recreates the 'Herald' Light box**

*mental/ competition department staff as well as other staff and assembly workers, and I decided that a rescue plan must be put in*

including one of the original bar counter and lounge area. He extolled.

*"When I got back to the club and took a good look at all my photos I was now convinced how great it would be if we could go over to Coventry with our van and trailer and bring some of the memorabilia in the photos back to the club, and I also realised that it would have to be done as soon as possible before everything ends up in the tip. I showed the photos to Nigel Clark and he was particularly enthused with my photo of the bar and counter, and the prospect of rescuing it, bringing it back to the club, and re assembling it as a feature in*

*the clubs coffee bar. This was a big ask but a super idea of Nigel's so the bar counter was put on the rescue list for a main feature of Triumph nostalgia for the club."*

Bern explained that by the time the late May Bank Holiday week end had arrived he'd

*and lights so we could see what we were doing and when we arrived the demolition contractors were all geared up with bulldozers and dumper trucks to start demolition after we'd removed all the Herald memorabilia from the building. They'd already pulled out all the electrical wiring, but were told not to touch anything in the lounge bar area including a stained class panel depicting a Herald figure and all the lounge bar fittings and tables and chairs were still there."*

After Bern and John Fairey had carefully stripped the lounge bar counter as the 'piece de resistance' – and with great care not to damage the tiles on it's front face, it was duly dragged out of the building and loaded carefully on the trailer, with the help of LNT demolition staff, who also

pulled out the Herald Pub sign (which was mounted on top of a post) with a crane hoist so that was not lost to the skip. The next job was



## **BANG!** It's an Electrician Thing!

contacted the demolition contractors, **The LNT group**, who informed him that the building was due for demolition immediately after the holiday. After finding out that the demolition of the building would only take a day Bern put his skates on and organised his rescue plan he said.

*"I found out that The LNT Group also included, to my surprise, **Ginetta Sports Cars**, and both LNT Group and Ginetta were thoroughly supportive and enthusiastic in helping us with the retrieval and preservation of the Herald Pub memorabilia, and graciously donated everything we rescued with no charge in their support of the classic car movement in general. Everything went into top gear then, so I immediately packed our van and along with the Club maintenance man **John Fairey**, we shot over to Coventry with a set of tools including electrical generators*



## **The New HERALD bar virtually finished installation**

removing the large lettering of the pubs sign "THE HERALD" above the front entrance and with everything packed on the trailer and in the van Bern and John Fairey made their way back

## Herald Bar Installed

to Lubenham after a days hard work.

At this stage of my chat with Bern I asked him how he managed to reassemble the bar counter so efficiently and neatly in the Sports Six Club .

*"Well one of our worries was not to damage any of the tiled decoration and glazing on its front face when we removed it from the pub*

***John Edwards** from Leicester also helped us and John is a joiner who's worked for a joinery company for thirty or forty years and he runs a TR6. So we had a team of craftsmen involved with the assembly and mounting of the bar counter and all the other display woodwork we've incorporated behind the bar area."*

I asked Bern how long the 'Herald Bar' took to install.

*"Well we programmed the work to be finished for the Christmas open week end on 3rd and 4th December so we started the job to meet that date commitment when we had all the team together and actually started on a Thursday and worked right through the week end and finished the job on the Sunday, with all the back drops matched and the only thing we had to do then was the bar staining. John Fairey and I did that staining the following week, and John Edwards from Leicester, came over very kindly to help because he was between jobs. I must say all the professionals like John Edwards were fabulous helpers and*



**John Fairey Starts the Staining Painting & Varnishing Process**

*building and the same thing applied when we assembled it, but we'd asked for help from club members on reassembly so everything was done properly and put together professionally. We had some valuable expert assistance from volunteers who were skilled Joiners as well as club members including **Dave Richardson**, the club's Northants area organiser, who owns his own joinery company and he was also able to match from all the photos the mouldings on the shelves we mounted behind the bar. **Nigel Hill**,*

*a club director, is also very good at carpentry and wood work, because he's also a self employed carpenter and also does kitchen fitting. Another TSSC club member called*



**John Edwards Completing the Staining**

*the job would have been nigh on impossible to complete to such a high standard without all of them".*

Bern then informed me that he spent several



**The Original outdoor HERALD sign is positioned in pride of place**

evenings thereafter finishing the decorative detail by bringing Herald memorabilia from the club building and displaying it in the new 'Herald Bar' area which also includes an original beer pump and handle Bern also retrieved from the Herald Pub in Canley, Coventry.

He recalled with a smile on his face...

*"We used this same beer pump over the Christmas week end celebrations for Club members. We have a club member called Andy Muschialli from the Leicester area who's hobby is running a micro brewery and Andy took the trouble to brew two special celebration ales for our week end which were pulled from the pump I'd rescued, which Andy inspected thoroughly and cleaned up before we used it, and it worked perfectly".*

I must say The sports Six Club has collected a superb range of Triumph memorabilia over the years and all the Club staff involved are to be congratulated. Like Bern, coming into

contact with memorabilia from the original Herald Pub in Coventry prompted me with thoughts of company staff like Ray Henderson, who lived only a mile or two from the pub, enjoying a pint there after a days work preparing competition cars. Arthur Ballard Chief Body engineer also lived in the same area of Coventry.

To conclude, I decided to phone my old pal, Ray Hay, in Coventry because Ray's enjoyed a pint in most pubs from London's West End through to Coventry!! (Ray was service engineer for the London area throughout the sixties based at the company's service department on Western Avenue, Nr Acton. I also worked at Standard Triumph London - in the Export Showroom in Berkeley Square).

Ray wasn't aware that the Herald Pub had been demolished last year and remembered it



**Editor Bern enjoys the Very First Pint  
To all involved he says  
"CHEERS!"**

well. He told me. *"I used that Herald Pub regularly after I'd returned from London to work in the company's Purchasing Department at Canley as Spares Liaison Engineer."*





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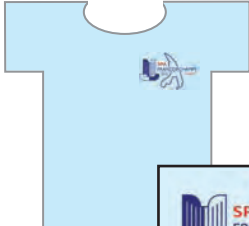
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**MKIV 1971.** Tax exempt. Damson. Overdrive.. Good runner. Sound Bodywork. MOT October. Garaged. Current owner 20+ years. Electronic Ignition. TSSC Valuation £3,000. Offers. Mike (Gloucester) 01452 616092.



**MKIV 1972.** 12 Months MOT, including Mohair Soft top, Stainless Sports exhaust, Stage Two Head, Tonneau cover, many extras. Dave (Yeovil) 01935 427387.

**1500 1978** (T Reg) Good looking car and great summer fun. MOT til April 2013, Tax til February 2013. Pageant Blue. Please phone / text / e-mail Neil to arrange a

viewing or for more info. £2,200. eMail: nez-zoshark-spitty@yahoo.co.uk Neil (Hampshire) 07544 506855.



**1500 1979.** Vermillion. Unrestored. 37k miles. 3 owners. Garaged. O/Drive. Hard/Soft tops. Stainless exhaust. TSSC valuation £7,000. MOT May13. Email for pics s.meek1@sky.com. £4,950. Steve (Peterborough) 01733 266794.

**1500 1977,** tax Sept 2012, current MOT, overdrive, good condition inside, outside and mechanically, s/s sports exhaust, please ring for full details and photos. £2,900. Neil (Worcester) 07946 855483.



**1500 1978.** Yellow, tax April, MOT May, Hard/Soft tops, full S/S sports exhaust, K&N air filters, minilite alloys, GAZ shocks, roll bar, garaged, Good condition. £2,000. Gareth (Glasgow) 07712 896890.

**1500 1979.** No welding, no rot, very good condition, 16500 miles with history, c an email picture with history. £3,800 John eMail: jonnybeemer@hotmail.co.uk



**1500 1978** with overdrive, hardtop, new soft top and new interior, 61,000 miles, new front brakes has MOT and taxed, ready to drive away. £1,950. Young Mervyn (St Neots) 07860 644684.



**1500 1982** Inca Yellow, MOT July, 77k miles, 4 owners, rebuilt unleaded

engine, full S/S sports exhaust, K&N filters, Garaged, History. Excellent condition. £2700. (TSSC value £3200) Keith (Woking) 01483 835416.



**MKIV 1300** 1973 Tax exempt, unleaded engine, recent respray, regular use, garaged, walnut dash. MOT-Sept 2012, Good looking car! £1,600. Alistair (Nottingham) 07976 212888.

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## Herald



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*Vitesse*



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**MKII SALOON** 1970. Damson with Black interior, 50,000 miles, H Reg. Very good condition, many new parts fitted including stainless steel exhaust, clutch, brakes etc. MOT Dec 2012, Tax Feb 2013. £2,250. David (Essex) 07870 275714.

## MX5



**MK1 MAZDA MX5.** 98,000M. 1.8S. 17" Alloys. New cam sensor. Roll bars. SS grille. B.R.G. Boot spoiler. Excellent Hood. E. Windows E. Mirrors. CD Player. Good body. MOT 12m. £2,000. Dave (Kent) 07737 062992.

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**MKIII 1971.** Tax free. TSSC valuation A1 £8,500. 96K miles. MOT Nov 12. S/S Exhaust. Overdrive. Lots done. Interior needs attention. £4,500. Gary (S.E. London) 020 8856 1382.



**UNIQUE GT6** Convertible 2.5 Litre. Complete chassis rebuild in 2000, highly modified and uprated. Over £20,000 spent. Baby on the way forces sale. Great Car for the Summer! £3,350. James (Exeter) 07786 221627



**GT6 MKII.** Late model, the car has been restored to a very high standard. Tax free, MOT till Sept. For further details of restoration and more photos please email or ring. £6,150. Robert (Cardiff) 07786 328857.



**GT6 CONVERTIBLE** 1967. Very good condition. O/D gearbox. New tyres. MOT. Used CT events. Red. Black leather seats. Walnut dashboard. Alloy wheels. Hard and soft tops. Some history £3,750. Andy (Sheffield) 01142 876587.

**GT6 1974.** I have decided to sell my GT6 as have the chance to buy another car. It requires restoration completing. Lot of money spent. No welding required. See ebay item 280846207502 offers IRO £2750. Michael (Wrexham) 07599 134449.

**MkIII CONVERTIBLE** Cherished 1972. Full restoration by Paul Cull in 2001 and maintained to high standard since. TSSC value £8750. More details at [http://pistonheads.com/clasfieds/37892\\_43.htm](http://pistonheads.com/clasfieds/37892_43.htm) £7,750. Karl (Oxford) 07771 995338.

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**ACCLAIM** In Good condition Taxed until May 2012, MOT's until October 2012. 44,500 miles. 2 previous owners. Excellent runner. Body work good. Slight buckle in rear bumper. Wheel hubs are a bit rusty but could be replaced for £50. Charles (West London) 07591 474055.

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**SPITFIRE MK3** parts. Overdrive, hard top etc. Many original, some new parts. D-type overdrive, bell housing and prop, original hard top, powder coated steel wheels. Many, many more. Scott (Southport) 07920 263857.

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**GT6MKIII** Manual Needed. Weathershields Sunroof installation Manual required. Will purchase or can copy and return and pay postage. Gary (Bournemouth) 01425 479697.

**WANTED FOR PROJECT:** Herald 1200 fuel gauge; condition of face or needle immaterial as long as it works. Colin Lindsay. eMail: paudman@btinternet.com

**WANTED.** A pair of Stromberg CD 150 carbs suitable for MK2 Vitesse. Please email with price and particulars. Thanks. Nev eMail: glimmertwins64@aol.com

**I NEED** a windscreen assembly and glass complete, a boot lid and chrome trim O/S/R wing for a mk3 spit. many thanks Chris, (E. Devon) 07971 662449.

**WANTED** Vertical drop glass channel Pass side rear for GT6 Mk3. Can anybody help? Tony (Leicester) 01162 709183.

**SPITFIRE** 1500 Starter Motor, mines just packed, only a poor student so please be kind Dominic (Iver) 07918 023731.

**WANTED** Mk3 Spitfire repairable body tub, if poss with doors, boot lid and wiring loom log book also if available Notts area. Thanks. Paul. eMail: lot1@ntlworld.com

**TR6 HARDTOP** fitting kit wanted. I have a hardtop for 1972 Pl already but none of the fixtures. Would welcome parts or loan to get them fabricated. John Jervis eMail: BBJERV@AOL.COM

**SPITFIRE** 1500 Steering Column Retaining Plate Pt. No. 601597 wanted. Willing to pay up to £20 for a good one. Contact: David (Kirriemuir) 01575 574982.

**VITESSE** Looking for an accelerator pedal for solid linkage throttle (not cable) hopefully in good condition, with the attachment bit on back. Jason (Winchester) 07980 311420.

**HERALD** 3 Rail overdrive Prop Shaft wanted (46.5" long). Condition not a priority. Robert (Glasgow) 07799 756789.

**VITESSE** Good bonnet needed following minor accident. Vitesse MK1 2.0ltr preferred. Obviously colour not important! Peter (Hitchin, Herts) eMail: peter.saunders@sky.com

**SPARE 1500 CYLINDER HEAD** Could do with a useable head to keep the car on the road whilst I'm having my own worked on. Willing to come collect! Richard (Bradford) 07821 695790.

**SAH** cylinder head and camshaft wanted for 2 litre Mk 1 Vitesse, and a 6-3-1 exhaust manifold (early GT6 ok too) many thanks, Alex. 01330 825601.

**WANTED** recon or good condition J type overdrive. Thanks. Shaf (London) eMail: livewire00@hotmail.co.uk

**GT6 MK2** Doors. Drivers and passenger doors wanted for my gt6 Mk2, in good condition please mine are falling apart. Kevan (Morpeth) 07891 486195.

**VITESSE MK 2** Cylinder head stamped either 517528 or 517610. Please email with price and particulars. Cheers. Nev Spragg eMail: glimmertwins64@aol.com

**SET OF MK3** Wheels Wanted. Hoping to find some bolt on Wire Wheels ideally, But otherwise some good looking second hand Minilites ideally with tyres. Henry (Oxford) 01865 349020.

**VITESSE MK2 ENGINE** wanted, preferably including distributor. Trevor (Leeds) 07767 701772.

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May 2012



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**Area News**  
**Review**

**Contents**

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- AREA NEWS
- EVENT ADS

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Please note that TSSC Area Organisers are volunteers and avoid calling after 9pm.

Area	Area Organiser/s	Meet at	On the
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## SCOTTISH AREAS

<b>CENTRAL &amp; WEST</b>	<b>Gregor Graham: 0141 952 4624</b>	<b>Lochinch Sports Club - GLASGOW</b>	<b>See reports 1st Wed. 7.30pm</b>
<b>NORTH EAST</b>	<b>Danny Stroud: 01224 742315</b>	<b>Various see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a></b>	<b>Last Thurs. Eves.</b>
<b>LOTHIAN &amp; FIFE</b>	<b>Russell Macfarlane: 01383 822340</b>	<b>Elgin Hotel, Charlestown DUNFERMLINE KY11 3EE</b>	<b>2nd Wed. 7.30pm</b>

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones: 01625 425845</b>	<b>The Cock &amp; Pheasant - BOLLINGTON CROSS</b>	<b>1st Thurs. 8.45pm</b>
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	<b>Advertised in Cumbria News &amp; Website</b>	<b>Last Sun. 12 midday</b>
<b>HALLAMSHIRE</b>	<b>Julie &amp; Adrian Hadfield 07837 110325</b>	<b>Dinnington Rugby Club - DINNINGTON S25 2PB</b>	<b>3rd Mon. 7.30pm</b>
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607 Pip Flegel: 01524 791607</b>	<b>Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA</b>	<b>1st Tues. 8pm.</b>
<b>NORTH EAST</b>	<b>Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188</b>	<b>Travellers Rest (A691)- WITTON GILBERT off A691 Durham to Consett Rd</b>	<b>1st Sun. 8.30pm.</b>
<b>LIVERPOOL</b>	<b>Alex Cain: 0151 222 2366</b>	<b>Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL</b>	<b>3rd Tues. 8pm.</b>
<b>LANCASHIRE</b>	<b>Kevin Makin: 01282 698167</b>	<b>New Hall Tavern, Salmesbury - Preston. PR5 OXA</b>	<b>Last Tues. 8pm.</b>
<b>WIRRAL</b>	<b>Andy Todd: 0151 339 4150</b>	<b>Cottage Loaf - THURSTASTON</b>	<b>1st Tues. Eves.</b>
<b>NORTH YORKS</b>	<b>Richard Briscoe: 0776 6354449</b>	<b>The White Swan - DEIGHTON</b>	<b>2nd Mon. 7.45pm.</b>
<b>SOUTH YORKS</b>	<b>Ian Blair: 01302 820119</b>	<b>The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ</b>	<b>1st &amp; 3rd Tues. 8pm</b>
<b>WEST YORKS</b>	<b>Martin Appleby: 01535 634239</b>	<b>The Black Bull - KIRKGATE, BIRSTALL</b>	<b>2nd Tues. 8pm.</b>

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	<b>The Bull &amp; Butcher - CORLEY MOOR</b>	<b>1st Tues. 7.30pm.</b>
<b>DERWENT VALLEY</b>	<b>Roger Buck: 01623 487323 Colin Wright: 01773 531580</b>	<b>Smalley Common Ex- Servicemens Club - ILKESTON</b>	<b>1st Tues. 7.30pm.</b>
<b>LEICESTER &amp; RUTLAND</b>	<b>David Smith: 07774 276564</b>	<b>The Red Lion - HUNCOTE - LE9 3AU</b>	<b>1st Tues 8.30pm</b>
<b>LINCOLNSHIRE</b>	<b>Garth Jupp: 01529 307302 Simon Oliver: 07841 450715</b>	<b>The Centurion - Newark Rd NORTH HYKENHAM</b>	<b>1st Wed. 8.30pm.</b>
<b>SOUTH LINCOLNSHIRE</b>	<b>Calvin Andrew: 07811 461207</b>	<b>Langrick Station Cafe - LANGRICK. PE22 7AH</b>	<b>3rd Sun. 10am.</b>
<b>NOTTINGHAM</b>	<b>Claire &amp; Nigel Hill 07971 017012</b>	<b>The Brick &amp; Tile - Palmerstone St - UNDERWOOD</b>	<b>Last MON. 7pm.</b>
<b>NORTHANTS</b>	<b>Dave Richardson: 01234 740548</b>	<b>The Elwes Arms - GREAT BILLING NN3 DT</b>	<b>2nd Weds. 8.30pm.</b>
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358</b>	<b>Bertie Arms Uffington - STAMFORD PE9 4SZ</b>	<b>2nd Mon. 8pm.</b>
<b>SHROPSHIRE</b>	<b>David Embery: 0121 552 0550 William Bate: 01952 581391</b>	<b>The Red Lion - WELLINGTON, TELFORD TF1 2TU</b>	<b>3rd Thurs Eves.</b>
<b>NORTH STAFFS</b>	<b>David Woodward: 07939 603061</b>	<b>George &amp; Dragon - MEAFORD Nr STONE</b>	<b>Last Wed 8pm.</b>
<b>WEST MIDLANDS</b>	<b>Roger Haywood: 07969 024999 May to Sept West Midlands Police Social Club</b>	<b>Drakes Drum PH - GREAT BARR BIRMINGHAM</b>	<b>1st Tues. 7.30pm.</b>
<b>WORCESTER</b>	<b>Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973</b>	<b>EDGBASTON Oct to April NAUTICAL CLUB BIRMINGHAM The Berkley Arms - SPETCHLEY. WR7 4QL</b>	<b>3rd Tues 7.30pm 1st Mon. 8pm</b>

## WELSH AREAS

<b>NORTH WALES</b>	<b>Derrick Binning: 07930 210071 Bob Whiting: 01492 516479</b>	<b>Hollybush, Cefn-y-bedd - LL12 9UD</b>	<b>1st Tues. 8pm.</b>
<b>SOUTH WALES</b>	<b>Bernard Littlewood: 02920 315260</b>	<b>Plough Inn at Aston Hill (1st FRI 8.30pm) The Park Golf Club, COEDKERNEW - NEWPORT</b>	<b>Plough at St Asaph 3rd Wed 8pm. Last WEDS.7.30pm</b>

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Kevin Rochfort: 07764 324345</b>	<b>The Plough - Fen Ditton, CAMBRIDGE CB5 8SX</b>	<b>1st Mon. 8pm.</b>
<b>ESSEX</b>	<b>Allan Jannaway: 01375 672072</b>	<b>The Halfway House - (A127) BRENTWOOD CM13 3LL</b>	<b>3rd Sun. 12 Noon</b>
<b>NORFOLK</b>	<b>Mark Talbot: 07825 994927</b>	<b>The Bird in Hand WRENNINGHAM</b>	<b>1st Mon. 7.30pm.</b>
<b>SUFFOLK</b>	<b>Colin Wake: 01206 250360</b>	<b>Sorrel Horse - Barham IPSWICH. IP6 0PG</b>	<b>1st Tues. 8pm.</b>

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Mark Raine: 028 2587 9189</b>	<b>Nortel Social &amp; Athletic Club - NEWTOWNABBEY</b>	<b>1st Wed. 8pm.</b>
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Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
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	Alan Fulbrook: 07795 996394	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 PO33 4RQ	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 Gooding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 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.

<b>SOUTH WESTERN AREAS</b>			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHERWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon.8pm
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
DORSET	Mark Bland: 01747 838066	The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET SOUTH	Robin Nicholls: 07920 549474	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SALISBURY	John Moore: 01722 710429	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Phil Kinsella: 01275 340336 Steve Hopkins: 07729 565059	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
WESSEX	Trevor Carlyle: 01425 475376	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WYDEAN	Alastair Johnson: 01594 811076	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
		Royal Forest Inn - COLEFORD GL16 7DA	2nd Tues. 8pm.

<b>OVERSEAS Contacts</b>			
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 2LO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 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.	ATHENS	
INDIA	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	MILAN.	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	lucabellinello@fiscalinet.it	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Emmastraat 206862 GT - OOSTERBEEK.	
PORTUGAL	Carlos Camacho: 00 351 962721862	A Archibald Rd.,Kelston - AUCKLAND.	
SWEDEN	Odd Hedberg: 00 46 173 17131	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	president@tssc-norway.org www.tssc-norway.org	
TASMANIA	Philip Bellamy: 0041 79 347 1221	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
U.S.A. - NW	Alan Donohue: 00 61 004 35 77 70198	Pomonagatan 4S - 742 36 OSTHAMMAR.	
	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



# ALO REPORT ANDOVER . . AVON . . CAMBRIDGE

## TSSC AREA NEWS

**AREA LIAISON OFFICERS**  
Tel. 01524 791607  
e-mail: pip1272frank@homecall.co.uk



There is definitely a North South Divide or is there an ink shortage in the South? as there are still 5 Areas STILL NOT REGISTERED!!! The Northern A/Os are leading the way Thanks Guys!!! So come on Guys get your registrations in as you are not insured at events without it. If you have forgotten you will see those areas not registered in light grey in the Area Directory in the Courier. (I don't enjoy nagging you know!!)

Now the AGM has been and gone and we have some new plans in place to improve our Club's finances it is time to enjoy our Triumphs and encourage others to do the same.

This includes supporting other area events and inviting other areas to your events.

We are looking forward to Spa Francorchamps and Le Man and if you haven't got your tickets there is still time to check with H/Q.

Due to the date of the Seminar/AGM (29TH April), we have missed the May deadline therefore a report will appear in the June issue.

CONGRATULATIONS to **South Wales £50 Club Shop Voucher Dorset £25 Club Shop Voucher and Suffolk £10 Club Shop Voucher** please get in touch with Angie Hill at Club H/Q to claim your award

Area Showtime!!!! Don't forget as the New Season begins in 2012 you will be enjoying several events throughout the year and indeed organising a few. Please send me your pictures with a few words describing where and when your event took place and the fun you got up to!! The Area Show time article is a good opportunity to advertise your Area. Show off your pictures in glorious colour and (not squashed up in the back of the Courier) Encourage other Areas to join in your fun and games. Show new members what is going on in their Areas and best of all a chance to show off their Triumphs.

*Pip & Frank*

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

Not much to say this time as the previous Area News included the last meeting, Hopefully Mike had a great Birthday Bash - we were sorry to miss it.

Unfortunately, when we were on the canals recently we also missed the new Bruce Arms (SN9 5LR) meet but I understand it was very quiet with just Burbage Bob and John from Andover there. It may be that a meeting in northern Wiltshire isn't something many of you want to attend - or it may just be the time of year etc. We will persevere for another couple of months and if you would like to join us on the third Wednesday of the month (next meeting there on **16th May**) do please just show up or

contact us for further details.

We have received tickets for the **Popham Aero/Auto Show** to be held on **Monday 7th May (May Day Bank Holiday)** so if you would like a free ticket for this event please contact me asap. We hope to have a club stand as good as - or better than last year.

As I'm writing this we're getting ready to head off to France with my 3 brothers and their families for a week. Probably rather odd timing as it happens - leaving this glorious British heatwave to go in search of snow and ice!

The next meeting at **The White Lion in Wherwell (SP11 7JF)** will be on **Thursday 10th May** - just before **South of England Meet** which will be on **Sunday 13th May** (with camping available on the **Friday and Saturday** beforehand - see last month's Courier for further details.

*Guy & Suzie*

**AVON** Tel. 01454 327059

A really good turnout in April for the club meeting - so busy that I didn't get round to speaking to everyone. Welcome to a new member - Joe. I hope the mot went well and we will see your Spitfire soon. An important note about meeting dates for **May and June** - due to bank holidays and Badminton horse trials these will now be held on **Monday 14 May and Monday 11 June**. We will then revert to normal **first Monday** of the month.

By the time you read this we will have had two events - **Coleford and Bristol car show**. I have had some feedback on attending other events and these are listed below. Hopefully somewhere in the magazine there is an advert for **Brean**. We will have a trip out on the **Saturday** for those that want it but awaiting feedback from a couple of places so may decide in the pub on the **Friday** - usually works!! **Saturday** morning will see Santa's grotto in full swing and his usual tour around the campsite.

On a personal note, I start a new full time job mid April and we were successful in selling the police van at auction. It has gone to Italy and we have already had contact from the buyer with an invite out to see him when the van is finished.

He intends to keep it as a police van which should cause a bit of a stir in Rome!!

Meetings dates and events listed below- those in bold are confirmed, other provisional. More may be added as we go.

- 14 May - Club meeting**
- 20 May Prescott Standard Triumph day**
- 3 June Stroud Classic car show**
- 11 June Club meeting**
- 22- 24 June Brean Christmas camping**
- 30 June Classic Combe action day**

*June*

**CAMBRIDGE** Tel. 07764 324345  
e-mail: kevin.rochfort@btinternet.com

The April meeting was a quite meeting, due mainly to the fact that it was at the start of the Easter holiday week, and several members were either on holiday, or in the middle of moving house. A big welcome to Marcus, who came along in his recently acquired Blue 1500 Spitfire - looking at it in the car park after the meeting, it looks to be a very tidy car, and apparently a bargain. After much deliberation, we have decided to move the meeting to a new pub - more central to where all the members

## CANTERBURY . . . CHESHIRE



## TSSC AREA NEWS

live. The pub we have chosen is **The Plough, Green End, Fen Ditton, Cambridge, CB5 8SX**. It too has a good food and beer menu, and the beer garden backs onto the river Cam. Due to the May bank holiday, and the Queen's Jubilee holiday long weekend, both the **May and June meetings will be one week later, i.e. the 2nd Monday, not the 1st.**

Date of next meeting - **Monday 14th May, at The Plough, Fen Ditton, CB5 8SX**

Dates for 2012 . **Normally the 1st Monday of the month, if it's a bank Holiday, then its the 2nd Monday !** 8pm onwards, **The Plough, Green End, Fen Ditton, Cambridge, CB5 8SX**

Future meetings - **14th May, 11th June, 2nd July, 6th August, 3rd September, 1st October, 5th November and 3rd December.**

the roof now actually stays attached to the car. This is positive as it's a saloon. Thanks Ray for a beautiful job.

Mark is having work done on his Stag after a rear chassis issue presented itself. Apparently, the initial symptom was that one rear wheel had positive camber while the other one showed negative. Ray's been busy sorting that one which definitely was not in the original spec.

Finally, Ian's Cobra is now running and engages gears. It now just needs 'fettling' and a fuel tanker to accompany him on long(ish) runs.

That's about all for this month. If you would like more information on anything mentioned, please contact me.

Regards

*Phil R*

**CANTERBURY** Tel. 07810 438074  
e-mail: [Progers01@onetel.net](mailto:Progers01@onetel.net)  
[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

A very busy meet for me and apologies to all those people I did not get round to having a chat with. This was because I was busy obtaining approximate numbers for the suggested club runs and events for this season. This kicks off with "Drive it Day" on the 22nd which will have come and gone by the time you read this in "The Courier": thanks to Steve and Mark for stirring work. The 22nd April is also the day on which Ian is running the London Marathon in aid of Hemihelp and as I write this I wish him well for the sub 4 hours (4 hours!) time he is hoping for.

**The Swale show** on the Isle of Sheppey is on for the **6th. May** and I have 10 places booked for a club stand. There is a fee of £2 payable on entrance, which may be less as we are block booking, as it were. Paul and Diane will be leading the convoy for this one and joining instructions will follow shortly.

The following day, the **7th. May**, we have the **Merton show** for which you will have to book independently, although we shall arrive together.

The **13th. May** is of course the **SEM at Leatherhead** and at the moment it looks as though 7 or 8 members will be attending. If you'd like to tag along to any or all of these, let me know and I'll furnish you with details and contacts.

The following weekend is the **Faversham Festival of Transport**. There is an entrance fee of £5 pre-booked or £7.50 on the day. Again you'll need to book independently although we shall arrive together so that we can show as a club.

Finally, to wind up a busy May, there is the display in the precincts of **Canterbury Cathedral for their Open Garden weekend on the 26th. and 27th.** There is no fee. You get to show your car, wander round beautiful gardens and experience the magnificent cathedral. Plus they do cake!

If I haven't got your name down already and you feel you might be interested in any or all of these, just let me know.

Changing the subject, we were pleased to welcome Roger, a prospective new member who has a "project" Mk III GT6. Nice to meet you Roger.

Tim SJ brought his Mk IV Spitfire along: the first time many of us had seen it. Well done Tim! Meanwhile, Andy B has been amusing himself fitting a BMW engine into his 2000.

Very Interesting.

Personally, the bodywork on the 948 Herald has been seen to and it now sports new wheel arches, door repair panels and

**CHESHIRE** Tel. 01625 425845  
[www.tssc.org.uk/cheshire](http://www.tssc.org.uk/cheshire)  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

Summer's been and gone. It's changed from perfect ragtop weather one week to snow the next. The Vectra even complained about 'slippery road' last Wednesday, when it was too cold and windy to put a car with no roof and no hood outside for the day.

John has taken his Spitfire to our 'local' MOT station and obviously picked a bad day as he got failed on a couple of trivial items and 13 advisories! Quite impressive to cure the failures by removal of a lot of stickers (no comment) and the addition of 50p's worth of rubber.

Hark the Herald has been gently turning red, and now the only major bits left to aim red paint at are the sills, valances and quarter lights. The biggest problem here (apart from the lack of skill on the part of the person pointing the spray gun) has been the pink dust, which seems to have the capability of passing through plastic sheeting as if it wasn't there. Richard advised that the best way to avoid the pink dust issue is to paint them a different colour, like Valencia Blue. Hmm. Not much news about our other rebuilds this month.

Dave Woodward from Stafford Area braved the Cheshire roads and visited us at our April meeting. Like the George and Dragon at Meaford, the Cock and Pheasant has become somewhat crowded on Thursday evenings, forcing us into the main part of the pub to get enough space. Last time I tried to move the meeting to a different pub (they shut the C&P for a month or two), we ran into all sorts of problems with the alternative pub. So, if anyone has any ideas on this score? I won't mention that Dave thought my Vitesse was a different colour. I'm trying to get everyone's email addresses, as it does seem most if not all of us have an address, even if it belongs to the better half! Then I can mail out urgent things, if I ever have any such things. A hint to one or two of the regulars.

A reminder that our **June** meeting will see our first run out of the year, which is scheduled to pass through Adlington, Alderley and Lower Withington, stopping for refreshment at the **Red Lion in Lower Withington**. As ever, I have conversed with the weather elves (the same ones that gave us the freezing cold day at Stoneleigh) and requested a nice warm dry evening. They don't seem to have responded to that request. Drive it Day will have been and gone by the time you get this. Adrian and I are hoping that between us, we can manage at



# CHESHIRE . . . CORNWALL COVENTRY

## TSSC AREA NEWS

### Cheshire Continues

least one car that doesn't overheat, stop when it overheats, or leak on the floor (some only leak a bit of gearbox oil, others add engine oil, coolant and petrol to the droppings) so we can go down to Gaydon for the Triumph bash there.

Our next meeting is on **Thursday 3rd May at the Cock and Pheasant**. Usual start time of around 8:45. See you there.

*Henry*

**CORNWALL** Tel. 01872 573763  
[www./autos.groups.yahoo.com/group/cornwalltriumphs/](http://www./autos.groups.yahoo.com/group/cornwalltriumphs/)  
e-mail: [cornwall@tssc.org.uk](mailto:cornwall@tssc.org.uk)

Our last Sunday Lunch clashed with Mothering Sunday, but it didn't stop a good crowd driving out in the lovely sunshine to the Rashleigh Inn at Polkerris (a small harbour near Fowey). The small car park was soon filled with our Triumphs. We sat around a big 'kitchen' table in the bar and had a lovely meal with lots of friendly banter. Graham's Mum declared that Graham and Karen had recently celebrated their 36th wedding anniversary, despite Graham declaring that he had been 'Happily married for 10 years' and going on to name them! Karen sat back with her usual resigned look!!! It was a lovely lunch and we all agreed that we should do more.

Meetings are still quite quiet, even though the weather has been nice, but it has still been getting dark early. Now that the clocks have gone back, hopefully we shall see more of you again. At the last meeting Adrian Booth turned up with his trialing TR7. We have seen Adrian about on trials, but had never met him before. His views on Class 0 created a lot of discussion! Adrian used to trial a TR2, but I think he got fed up braking it, so he has moved to a TR7.

As I write this report Easter and The Lands End Trial, almost a religion in Cornwall, are at the end of the week. Your intrepid team of TR7s 'Forever 21' will be competing, so I'll report back next month. Just in front of us (3 cars) is the Fifth Gear team in Phil Tucker's TR3A, led through by Phil in a TR7 V8. We'll be keeping an eye on them and trying to get on the TV, so watch out for their report. The weather recently has been kind, with very little rain and none forecast, so, let's hope it's an enjoyable trial - last year it was baking hot.

Also by the time you read this we will have had our Drive It Day run to Dingles Fairground Museum and the Club AGM, more next month.

So here's what's going on over the next couple of months;

#### MAY

**Fri 4th – Mon 7th Isle of Wight Camping Weekend - TSSC IoW Area**

**Thursday 10th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 13th Route 38, Trerulefoot 12 noon onwards - SOC**

**Sat 19th – Sun 20th Triumph Marque Day, Prescott Hillclimb – Mike & Claudia Crewes**

#### JUNE

**Sunday 3rd Go Karting, Menheniot – TSSC Devon Area**  
**Sunday 10th 4th Trains & Triumphs Day, Buckfastleigh**

Railway Station - TSSC Devon Area  
**Thursday 14th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Fri 29th – Sun 1st Cornwall Camping Weekend, Penmarlan Park, Boddinick – Mike Crewes & Sally-Ann Quick**

There is a small group going to the **Isle of Wight Camping Weekend and to the Triumph Marque Day**. Both are good events, but in completely different ways. The camping weekend is a friendly 'see the island' weekend, whilst the Marque Day is a show with an opportunity to have some runs up the hillclimb. I recommend prebooking your runs, they usually sell out. You drive at your own (!) speed, there is no competition involved. A small group is going up. Please feel free to join us.

**Route 38** is organised by the Stag Owners Club and is a friendly meet at the Route 38 American Diner on the A38 at Trerulefoot, just north of Liskeard. It happens twice a year and is usually a nice chance to do some catching up with old friends, or making new friends, from various clubs.

**The Go Karting in June** may turn into a tournament, whilst the **Trains and Triumphs day** involves steam trains on the **South Devon Railway** (one of the most picturesque in the country) and lots of Triumphs. Again, groups will be going to both events. **Our own camping weekend** is usually a leisurely and friendly affair with everyone mucking in together. We shall probably have another of our famous drives out and, of course, our **Saturday Big Barbecue** (just bring food and drink). You don't have to camp to join in, but it's more fun if you do.

If you want any more information on any of these events, or want to know what we get up to in more detail, please feel free to contact me, phone number in the Area Directory, or email me. Now that we're into summer I shall be looking out for more Triumphs on the road, so if you get a flash, or a wave, please wave back! All the best

*Mike*

**COVENTRY** Tel. 02476 457487  
e-mail: [phillyncovtssc@mail.com](mailto:phillyncovtssc@mail.com)

The "Smiffy Spitty" is back on the road now and doing the rounds, looking a bit cleaner and brakes working better. Our first and only outing in March was the Heart of England meet at the Griff on Sunday the 11th, a beautiful sunny day with an excellent turnout of over 50 vehicles with Triumph well represented by 9 cars plus a Scimitar and a Bond Equipe.



April the 1st was our next outing when 18 of us turned out for our "Dalos Day" (Drive and lunch on Sunday) run in 9 cars, which included 3 Spitfires, 2 Herald convertibles, a TR7, a MGB



## TSSC AREA NEWS

convertible and a MX5, the best supported one yet. The cars looked great travelling in convoy through the North



Warwickshire country side, in the bright sunshine, congratulations must go to Paul and Joan Cheshire for an excellent route, of which many of the lanes were a first for us, we had lunch at the Cottage Inn in Fillongley and very good it was too. Although we have said it before, we have to say it again, great day out in great cars and great company.

It was nice to see Steve back out and about after his heart attack even if Sharon had to do the driving and an excellent job she did too.

The next **Dalos Day run** is on **Sunday April the 15th** and Steve and Sharon will now be able to organise the run, we meet at the **Griffin Inn, Bedworth**, ready to leave for 12.30, the lunch will be at **The Weavers Arms in Fillongley**,

Our Monthly meeting at **The Bull and Butcher, Corley Moor on Tuesday the 3rd of April** was attended by 12 members, none in classic cars as the weather was awful. A meeting with a difference, Paul Cheshire provided us with an excellent film show of the 1958 and 1959 Alpine Rally, in which we saw TR3's, a Standard Ten and two Herald coupe's taking part as well as cars such as Austin A35 and A40, series 3a Rapier and mark 2 Zephyr's to mention just a few. Thanks Paul for a good show.

From **May the the Heart of England meets at the Griff** will be on the **2nd and 4th Tuesdays** of the month from 7.00pm.

Weather permitting at our **May meeting at The Bull & Butcher**, we will be able to have the use of the Paddocks to display our cars, so let's see a few more of you in your classic cars, all makes welcome, bring your friends along.

That's all we have to say this month apart from get those Triumphs out and dusted down and come and join us.

*Paul & Lyn.*

Forth coming events : \_

**Sunday April the 29th TSSC AGM Lubbenham.**

**Tuesday May the 8th Heart of England meet at The Griff.**  
7.00 pm

**Saturday May 12th and Sunday 13th Bidford on Avon Vintage Gathering**, a change of plan, we will now be attending on the **Saturday only**, due to Sandwell being on the Sunday. A most enjoyable show on the banks of the Avon. Entry forms contact either Mark on 07747741393 or Matt on 01789778693.

**Sunday May 13th Sandwell Historic Vehicle Show.** We will again join up with the West Midlands TSSC on their stand, let us know the details of your car so they can be included with the stand entry, or individual entries contact 01215698276 email events@sandwell.gov.uk

**Sunday May the 20th. Standard Triumph Marque Day Prescott Hill Climb.** We do the weekend arriving on Friday pm and camping till Monday morning, a great weekend, come and join us.

**Tuesday May 22nd Heart of England Meet at the Griff,**  
7.00pm

**Saturday 2nd June The Kenilworth Show.** In conjunction with Heart of England, see Roger Perkins at the Griff Meeting, limited places.

**Saturday June the 16th Sunday 17th Ashby Magna Midsummer Vintage Festival**, again we camp for the weekend, great fun come and join us. Contact 01455 633277 or 07780616059 email shirleymarlow@aol.com

**June the 22nd - 24th Peak Run Weekend**, Still deciding.

**Saturday and Sunday 14th and 15th July. Birdingbury Country Show.** In conjunction with HoE. or Tel 01380 727110 E-mail: petermichaeltaylor@talktalk.net

**Sunday 5th August. Mary Ann Evans Hospice Run**

**Saturday 11th August ASDA Day at Bruntingthorpe** in conjunction with Heart of England a great day out, not to be missed. Contact Roger Perkins HoE

**Sunday 12th August. Fillongley Show** our local show where we have a stand, just let us know if you will be attending.

**Sunday 26th August. The Coventry Run** starting this year at **Stoneleigh NAC Centre.** www.festival-of-motoring.co.uk

**Saturday 1st Sunday 2nd September. Shackerstone Festival.** Another great show involving air displays, narrow boats and railways as well as cars. Again we camp the weekend, come and join in the fun.info@shackerstonefestival.co.uk

**Sunday 23rd September. Kettering Vintage Rally** at Cranford, a big event, lots of steam engines etc. www.ketteringvintagerally.co.uk

## CUMBRIA

Tel. 01229 474077

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

www.tsscumbria.co.uk

Apologies for news last month, I was otherwise engaged.

Although the fuel situation and some mechanical issues put a few members off coming to the Fell Run, 1st April, there was still a fair turn out and a good selection of triumph marques. This was our sixth annual Fell run and the weather did not disappoint us again. Although a little chilly on the fell tops the sun shone all day and it was just cool enough to put off the tourists. I have never known it so quiet. Those motorists we did meet on the Passes were very interested in what was going on and for once courteous. Maybe they had taken their frustration out on the petrol queues the previous day. Entries came as far away as Nottingham and Worcester

The day was rounded off by a trip to a local triumph collector's yard. Everyone walked away with parts that they thought they needed or just could not resist.

Information on events this year:

**7th May:** We will be at **Penrith town centre.** Details on our website.

**9/10th June: Historic Motoring Extravaganza Thirlestane Castle, Scotland.** On **Saturday 9th** there is a scenic run and **Sunday** is show day. This is the second year that the Cumbria group has attended. Camping is available from £4 per night on the show ground. Entry to the show is free. To celebrate 50 years of the Spitfire there will be a display of them outside the Castle including our own Spitfires.

**1st July: Distington show.** Our local annual show but this year unfortunately 7 cars will be in France for the Le Mans 24hour Classic. I have booked the show for those who are not going to France.

**29th July Ripon Show** at the race course. An excellent show



TSSC AREA NEWS

Cumbria Continues

with plenty of auto jumbles stalls and a massive car boot sale. Again free camping is available on the show ground for Saturday night. A stand has been booked for 10 cars at a cost of £30. The cost will be divided by as many cars that wish to go. The maximum cars that can be on a single stand is 10, if more cars are going then I will book another stand and the cost will be divided between cars. If anyone has not told me that they wish to go to either Thirlestane or Ripon please let me know immediately as the bookings will close shortly.

After the Fell run I took interested members along to see one of our longstanding South Cumbrian member's collection of Triumph Herald saloons and estates that are parked in woodland. Someone has reported him for keeping these cars in that area and environmental health has told him to move them. It would be an absolute sin to crush them. The bodies are in a poor state but the cars are worth salvaging just for the parts. Ideally it needs someone with a trailer to take them away before the owner gets an enforcement notice served on him. Two Heralds and three 13/60 Herald estates need to be removed quickly. Anyone interested can contact me.

Safe motoring

*Rog*

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

Wow what a great turn out at our Easter meeting with numbers also being boosted by visitors from both Notts and Hallamshire areas. As promised we had an Easter Egg raffle – 11 eggs and 2 chocolate bars up for grabs. First out of the hat was Angie (AO's wife) who grabbed her egg and drew another ticket out of the hat. It was my number, I then drew Julie's ticket (AO's wife) and would you believe Julie picked out Roger's number. Roger's victory dance complete with air punching came a grinding halt when Julie said "draw it again Rog"...Ah poor Roger.

Expecting the usual soup and bread roll Paul came armed with a pack of Lurpak because he wished for his roll to be buttered. However, we had another treat as we had switched from Julie's Baps to Angie's Buns. Hot Cross Buns to be precise which Angie had managed to keep very warm in a cool box! The butter melted as soon as it touched the warm bun (delicious) and all 30 were quickly scooped.

A few announcements were made regarding future events and it looks like the **Donington Historic Festival** is going to be well supported by DV regulars.

It was agreed to meet as normal at **Smalley Common** on the **1st May** with the option of going out on a quick drive if weather permits. The meet on **5th June** will be a **BBQ at Smalley Common**. Burgers and Hot Dogs (with FREE onions) priced at 50p each or two for a pound – bargain. In **July** we see the return of **John Eade's Treasure Hunt**. They are excellent and not to be missed.

The annual **fish and chip run** is scheduled for **August**. Just before the quiz we wished Roger a Happy Birthday and then let Stuart loose – The 20 questions covered a wide range of topics of varying difficulty (you either know the answer or you

don't). There was the usual banter we have come to expect with Stuart's quizzes. There was a little confusion over one of the questions and Stuart decided to dismiss that question. After the sheets were swapped and marked Stuart asked who had managed to score 20 out of 19 – "But Stuart, one question was worth 10 points!" exclaimed Claire. To see Bill, in a fit of laughter, wobble like a red jelly is just priceless.

The Notts (with the help of Angie) and Hallamshire areas were on fire with both managing to score 18½ out of who knows, or at this point even cared. Stuart had no choice but to hit us with the 'tie-break' question. The Severn Bridge has just been painted with special paint developed for Oil Rigs. In what year will it need repainting? Carl was bang on the money with 2037. Apparently he had seen it on Calendar News.

The prize for winning the quiz was an **EASTER EGG** which Carl passed over to the five Vultures in the corner (sorry younger members) adding to the large collection which was being rapidly consumed.

Thanks Stuart once again for your excellent very entertaining quiz and I must admit that I have been laughing to myself whilst writing this article. I look forward to another one of your quizzes later in the year.

Dates for your diary:

**1st May ~ Derwent Valley's Monthly Meeting at Smalley Common Ex-Serviceman's Club [DE7 6FY] for 7:30pm. All Welcome.**

**5th and 6th May ~ Donington Historic Festival.**

**7th May ~ Thoresby Classic Cars Show**

**12th and 13th May ~ Newark and Notts Show**

**25th to 27th May ~ Standard & Triumph Rally (Northants TSSC Area Camping weekend) Wickstead Park.**

**3rd June ~ Austin Seven Club Autokarna. Wollaton Park, Nottingham.**

**5th June ~ Derwent Valley's Monthly Meeting and Queen's Jubilee BBQ. Smalley Common Ex-Serviceman's Club [DE7 6FY] for 7:30pm.**

**All Welcome. Not forgetting the main event in the Derwent Valley Calendar:**

**22nd to 24th June 2012 Derwent Valley's Peak Run. All makes and marques of cars welcome. See our website or Courier for more details.**

Hope to see you at an event soon -

*Colin*

**DEVON** Tel. 01548 821348  
www.northcotts.clara.net/tssc/devon  
e-mail devon2005@tssc.org.uk

As usual, the Star at Liverton was packed with our members on Club Night in March. Seven cars on show, Colin and Chris had made the journey from Cornwall in the TR7 and the Outspan Spitfire, Mike's Spitfire, two Vitesses, Steve's and Karens (now uncovered from the building work and with a fresh MOT), Dan's 2.5pi and sister Jas's Dolomite, now newly restored and looking great. Very young Gabriel made his first visit to a meeting, aged only a few weeks and appeared fairly unimpressed. Julie's TR7 is hors de combat, Julie having discovered a few holes through the floorpan which needed urgent attention – hopefully back on the road very soon. Hugh is still searching for a car and we hope he finds one soon so that he can join us on our outings.

Steve Wilkinson reports on the North Devon sub group meeting that it was lovely to see some new faces at the March meeting at the Braunton Inn near Heanton, Steve K, Glenn, Dave

## DORSET SOUTH . . . ESSEX



### TSSC AREA NEWS

**Sunday 13th May** Triumph Meet & Greet at Route 38  
**Wednesday 16th May** Club Night at the Star  
**Sunday 20th May** Triumph Marque Day at Prescott Hill near Cheltenham

*Sue & John*

## DORSET SOUTH Tel. 07920 549474

Hi all. Not much to write about this month but the Dorset South diary is filling up so next month there will be more to talk about. April saw the first monthly meet (1st Monday) at the Cock &



South members will be attending starts on **Wednesday 16th May (3rd Wednesday)** at the **Sailors Return East Chaldon**. If any of you are on your holidays this year in Dorset then i recommend that you pop along to the weekly **Sunday meet on Bournemouth prom**. Classic cars on the Prom runs every Sunday afternoon from **April 7th till September 23rd** from 4pm till



6.30pm, bring your classic along as long as it pre 83. For more info check out [www.ccotp.com](http://www.ccotp.com)

I am writing this a week before the **New Forest run** so hope the weather is good, pictures in next months Courier. Cheers

*Rob*

## ESSEX

Tel. 01375 672072

[www.freewebs.com/essextssc](http://www.freewebs.com/essextssc)

This month i must start with an apology as I have been flat out on returning to work after my wrist operation and Janet has not been well for a couple of weeks, so I have lifted most of this report from the club web site, thanks John MY OFFICE -My office was transferred to Johns drive for the Saturday of tinkering and I had my trunnions oiled and did not feel a thing. Read more from Johns report

I have done some work stripping down the Spitfire that I am attempting to turn in to a trailer (Janet has named him Eric) all the inside is out including the dash the engine and gearbox and some bits have been sold on the internet, some more yet to be checked and cleaned before they go, the next step is the big one, the point of no return taking the angle grinder to Eric Birthdays this month are: Jonathan Wing on 6th (from Kent) Rhys Jackson on the 21st (from Kent) Lucy Hill on the 22nd OUT AND ABOUT - CLUB DAY Another reasonably sunny day

and Kay, and Sharon & Steve W were joined by Richard & Yvonne from Tiverton who have a Spitfire MkIV. Although no Triumphs were in attendance, Steve K was fit enough to drive his Reliant Scimitar which is excellent to see. The North Devon group welcomes members of all Triumph Clubs.

On 25th March we held a joint Skittles match against Devon Stag Owners Club, with a few Dolomite Club people as well as the Jolly Sailor at East Ogwell near Newton Abbot. Meeting at 11 am (and everyone actually remembered that the clocks had changed), we had a total of 35 people and a really good mix of cars in the car park. We had a couple of ends of skittles before lunch and we had hoped that we would be able to redeem ourselves after lunch, but it was not to be. SOC ran out the winners by about 30 pins. As it was such a lovely day, several of us decided on the spur of the moment to drive down to Paignton to park on the sea front and have an ice cream – a good end to an enjoyable day.

WHAT TO AIM FOR IN MAY

On **4 May** our biggest ever group sets off for the **Isle of Wight Camping weekend**, this year we are using the Lymington – Yarmouth ferry and heading down through the New Forest. The invasion consists of:- us, Allan & Jackie, Marc & family, Colin and Chris & Karen, Mark & Jane, Simon and family, Dan, Jas and Steve, Glen, with Karen & Ian joining us on the Sunday. We plan to have a really good time once again.

**North Devon** will meet on **Thursday 10th at the Braunton Inn**, whilst **Club Night at the Star is on Wednesday 16th**. The first of this year's **Triumph Meet & Greets** will be on **Sunday 13th May at Route 38** as usual. We will meet up at Pear Tree Cross once again at 10am, aiming to get to Route 38 for 11am. These are informal meets, we usually eat at the venue, then we will be planning a short drive out afterwards. On **Sunday 20th May**, we will have a group travelling up to **Triumph Marque Day at Prescott** – who will be going up the hill this year?

**Jubilee Bank Holiday weekend** sees us having a **Go Karting** day on **Sunday 3rd June** at Kartworld just off the A38 near Liskeard. Sam and Marc Treleaven are organising this one and we'd like to know if you are coming along. We will meet at Ivybridge Station Park & Ride at 10.30am for an 11am start. Looks like there will be something for everyone though I am wondering whether I really want to repeat the humiliation I suffered last time – lapped 3 times by young Charlotte who like me had not done it before. Bring a picnic along as there are picnic areas as well as refreshments.

We have another of Colin's camping(?) weekends at **Southfork Caravan Site at Martock in Somerset** at the end of **June (29th June – 1 July)**, and if you are interested in joining us do let us know. Colin is planning a trip to the **West Somerset Railway on the Saturday and on Sunday** we will join **Somerset Area at a show in Taunton**.

The show season is now in full swing, with something on somewhere nearly every weekend. TSSC members' cars will be out and about this summer at various events all round the county. If you go to a show and see a car with the TSSC windscreen sticker, come along and have a chat, even if you do not have your car with you. Our flagship event, **Powderham Show**, is on the **7th and 8th July** – your entry and payment should have reached us before the 25th April, and I'm afraid that it is now too late to apply for a pass.

**Devon Diary**

**May Bank Holiday Weekend** **Isle of Wight trip**  
**Thursday 10th May North Devon meet at the Braunton Inn**

**Essex Continues**

saw a good turnout of Triumphs in the car park. 2 Heralds, 2 Spitfires, 1 TR7 and 2 Gentry's. Today was supposed to be a day for the ladies to be treated to dinner as it was Mother's Day. Unfortunately the pub wasn't doing any bar meals as the restaurant was packed, due to it being Mother's Day. Shame they never let us know beforehand. After many complaints they agreed to do us sandwiches and chips. Not the best but better than nothing. 'Special Girl' Maria, ha ha, somehow managed to get a roast turkey dinner which had us all sitting watching and drooling. A warm welcome to Wesley and Catherine who popped along for the first time. They have a Spitfire that's been off the road for a while and have decided that it's time to do something about it. Good luck with that, there's loads of help available here should you need it. Lots of general chit chat. Malc was confused about what shows we are going to and brought a print out of all of them to work out. I think we were both more confused afterwards. We finally all drifted home late afternoon.



TRUNNION OILING AND TINKERING DAYS - Well, it's that time of year again to get the cars ready for, hopefully, a long hot summer. This year we were blessed with 2 days of unbroken sunshine. Very warm on Saturday, a bit cooler on Sunday but importantly no rain. We had different cars turn up on both days, all requiring various fixing and servicing. Saturday was less busy with Allan's Spitfire, Ian's Spitfire and PI and a new car for the area. The new car was a nice red (the best colour) TR6. It was being driven by Graeme who surprised us all by selling both his Vitesse and MG to buy the TR. Obviously all work stopped so we could all have a nose. Its a very solid car



and is an American import, converted to right hand drive and running on carbs instead of the UK spec fuel injection. A few niggly things need putting right, such as reverse lights not working but nothing major

and it shouldn't take long to get it tip top. Most importantly Graeme and Pauline love it and can't wait to get out and about in it. The two Spitfires both had trunnions oiled and bearings and stuff greased while mine continued to have its fuel sender seal replaced to stop it leaking (more of this saga tomorrow). We also had Janet's MG here complete with paint spots all over it,

thanks to their neighbour painting the front of his house. We found that a clay bar got it off better than anything else and so Janet set to work going over the whole car. We finally packed up and people headed of home about 4 o'clock.

Up bright and early Sunday ready for another day. Fiona was first to arrive and we soon had the drivers seat out to repair the diaphragm. Throughout the day more and more cars turned up, taking over most of the street ha ha. Steve and Mumma's Heralds were both given the once over and Andy's Spitfire received its new door cards. This was a lot more fiddly than we had first thought. The lower part just clips straight on but the top part required a lot of cutting and glueing. Andy persevered and in the end they looked really nice. Malc popped over and fitted his new door mirrors. More holes drilled and now he has redundant holes in the bonnet which were tastefully filled with some grommets ha ha. Paul arrived later in his Spitfire, fresh from running a half marathon in Brentwood. Dave turned up in the Stag, no work to be done just a social visit for tea and cake and a natter. Graeme and Pauline were also in attendance and I got a ride in the TR down to the spares shop. Graeme now has to keep picking the flies out of his teeth as he can't stop grinning when driving it ha ha. It does make a very nice noise. More attempts were made on my leaky fuel sender and just as I was losing the will to live we found the problem. It wasn't the seal as I had thought all along but one of the contacts wasn't sealing. Luckily it was the one that isn't used and after replacing it with a nut and bolt and some rubber all seems well (at the moment). There is a wicked rumour going round that I have a coat hanger on the car but you need to ask Malc about this ha ha. Thanks go to Donna who kept us supplied with drinks and eats all weekend and to everyone for turning up. And thanks to Steve who took over trunnion duties while I was busy with the fuel tank. A very enjoyable weekend and one that seems to be getting bigger every year.

DIRECT BOOT AND SHOE - This was a trip to the firm that do our Essex regalia, with lunch to follow only two cars both modern but the Hills and us managed to spend a lot of money getting embroidered bits of clothing then on to a nice lunch at the Plough and back to the shop to pick up our bits then off home, we should all look spiffing this year

**UP AND COMING**

- HERNE BAY CLASSIC CAR AND MOTOR SHOW .**  
Saturday 5th . Herne Bay, Kent
- MERTON VINTAGE SHOW .** Saturday 5th / Sunday 6th /  
Monday 7th Merton Farm Canterbury, Kent
- BATTLESBRIDGE CLASSIC CAR SHOW** Sunday 6th  
Battlesbridge, Essex
- TSSC SOUTH OF ENGLAND MEET (SEM)**  
Saturday 12th / Sunday 13th  
Leatherhead Leisure Centre, Surrey we are camping  
from the Friday
- ' NEW SHOW ' WHITWELL STEAM AND COUNTRY FAIR**  
Saturday 19th / Sunday 20th Codicote, Hertfordshire.
- MONTHLY MEETING** Sunday 20th The Halfway House  
ENFIELD PAGEANT Saturday 26th / Sunday 27th .  
King George's Playing Fields, Enfield.
- Not on the Bank Holiday weekend this year. I will be asking for a 10 car club stand. More details later.**

*Allan*

**IMPORTANT NOTE**

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



## TSSC AREA NEWS

**HERTS & BEDS** Tel. 01582 750943  
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The Blow the cobwebs drive started on cool breezy misty morning , many had a hot breakfast in Tesco, we had 11 cars in convoy with a 28 mile drive around the countryside and arrived at the Stondon Museum to find it full of Morgan's and Citroen, but there was room enough and after a good wander through the exhibits which were better than previous visits, some made it back to Baldock for a Talk arranged by the TR reg, based on the Triumph works teams rallying TR4, a busy but interesting day.

Plans to support the Military organised event at the **Horse trust in Speen , Nr Princess Risborough** are taking shape, as I said earlier this year we need approx a dozen cars 'some' need to be Spitfires but that's not overly important.

The plan is as the area email attachment shows, I believe cars need to be on site around 9.30. I have to make up a risk assessment about only running public over at speeds less than 3 mph admission is £1 or a carful for a programme at £2, so should be a cheap day out with plenty to keep you all occupied. I need names now of who can help with this as the numbers dictate the plot size

**Walsworth (park in Hitchin) local festival is May 20th** all are welcome. all good fun stalls and arena events and a good collection of classics for the family and free!!

The next **Pub meet is May 28th** . I should have the Kimbolton and Luton festival passes there to hand out.

Here follows a short report sent to me from area member Malcolm Philpott.

**10 Counties Run 2012** - I thought it was about time the Vitesse had another run, so entered the car for the 10 Counties, organised annually by C.T. As the car was due for a check up I took it to David Picton on Monday prior to the run and also arranged for M.O.T. The car had been juddering sometimes on takeoff so that needed checking. It transpired that this was oil on the clutch so new clutch required. The wrong one was delivered so I eventually had the car back at 2-30pm Saturday!! Collected it and filled with fuel then went to Essex for the Run.

Meeting up with 17 other cars, quite a small turnout unfortunately, we moved to where the gymkhana was to be held. This comprised of driver using pedals and navigator steering round in a circle lobbing balls into a bin. Not many went in...Then drive up to a post and reverse to another stopping as close as possible without touching them.

Finally driving through about 20+ cones which we did quite quickly, but were told we missed one.

After fish and chip supper we were handed the first half instructions. This gave us 6 counties which had to be visited and another 7 optional ones. In addition there were 7 racing circuits which could also be visited. Going to the optional ones offered extra points. We realised we could be limited for time so plotted a route which covered the mandatory and most of the optional counties plus one race circuit.

We started near the front runners about 7-15pm Saturday night. We arrived at the "Halfway point" Corley Services M6, just after 01-00am. We were then told we had a compulsory 1 hour stop. After a quick snack were then handed the list of 6 mandatory counties, 7 optional counties and 6 racing circuits. We then spent half an hour plotting, and off again.

Finally reached the finish point near Goodwood racing circuit just after 8-30am Sunday . We were then told the results while

we ate a hearty breakfast. Unfortunately we were near the back markers but nevertheless enjoyed the experience. Having driven about 600 miles on the event, although tired, we were elated to have finished, having visited most of the counties.

Photos were taken of the counties name boards with our place number (10) to prove we had actually achieved what we said, and also we had petrol receipts from garages in different counties. Prior to the event and being slightly naive I plotted a route around 8 counties in Southern England. How wrong can you be? It was also the weekend of the petrol crisis, which could have been a problem, but we kept the tank topped up and all was well.

If you want a bit of a challenge, comradeship and an enjoyable trip try this next year. Highly recommended . However be warned if you win you have to arrange the next year's run.....

**Malcolm Philpott.**

Just a reminder now that if you do go to the **AGM** you must have your up to date TSSC membership card on you to get in, or you will be sent somewhere nasty.

Don't forget some lifts are available if needed

*Pete*

**WEST KENT** Tel. 01732 743747  
[www.freewebs.com/tssc-west-kent/](http://www.freewebs.com/tssc-west-kent/)

My apologies for missing the last meeting, I was returning from holiday on that day.

By the time this is published in the magazine we will have been on our Drive it Day meet with Canterbury Area to the Dover Transport Museum. expect a full report next month.

The next event on our Calendar is the **South of England Meet at Leatherhead on the 13th May**. As a number of us regularly attend this meet it would be nice to arrive together, so I propose that we arrange to meet in the Car Park at Clacketts Lane Services on the M25 Clockwise at 9.30am.

The **Bromley Pageant** is the next show on our Calendar on the **10th June**, we have not attended this for a few years and I am looking for a volunteer to organise a Stand for us there. I myself am not available on that date due to work commitments. Please let me know if you are interested.

The following month is one of our regular shows, the **Darling Buds of May Classic on 8th July**, those of us who turned up last year will remember it as being a tad wet! Hopefully this year we will have good weather. For us to have a club stand here we have to guarantee a minimum number of 7 cars and a maximum of 20. Please let me know if you are interested in attending and if numbers are enough I will put a Club Stand application in, the cost is £3 per vehicle. Personally I can't make it this year as I will be on holiday with our grandchildren. Remember there is always a **Classic Car Meet at the Dering Arms on the 2nd Sunday of each month**, and is worth a run there on a sunny day. Personally having checked my own diary I can't make any of the dates this year due to other commitments (what more holidays I hear you say!!!) but again if anyone wants to volunteer to organise one please let me know.

*Steve*

Let's hope you all read up the info about Drive It Day on the club web site. And that the weather is better than it is as I write this. Raining, cold and windy.

What's this about a hosepipe ban?



**WEST KENT . . . LANCASHIRE  
LEICS & RUTLAND . . . MANCHESTER**

**TSSC AREA NEWS**

**LEICS & RUTLAND** Tel. 07774 276564

**West Kent Continues**

The meeting at the end of March was very well attended, and as usual we have a few new members to welcome. Colin Robertson who has a Spitty 3. Lucky fellow. Stuart Jones made a return to see us in his TR7, a welcome addition to our range of cars. And Paul Bartlett in a smart Spitty 1500.

Rob Garrett made use of the MoT test station down the road from the Cock Horse, and found Nigel there, as helpful as ever. Just had to adjust the handbrake of his JC Midge and everything was hunky-dory. (And boy did it need some adjustment - thankfully only at the backplates)

I didn't manage to get around to talk with everybody - but part of my discussions was about the rebuilding of brake callipers. Can you separate the halves, or should you not. Well I have separated all of mine when doing the rebuilds - it is so much easier to get everything spotless, and to insert the new seals and pistons dead square. And if you are in the market for fitting Jigsaw's ventilated discs you have to separate the two halves to insert the spacer so the callipers can straddle the thicker discs. The only seal between the halves is a simple O ring, so use new ones, and make sure they sit proud of the recess they fit into so that they get compressed. The only problem is trying to find out what torque to use, to do up the joining bolts. Jigsaw's kit uses Allen bolts so I guess they are done up as tight as the Allen key will allow you. The arm of the key is only about 3 inches long! The other option is to mark the position of the head of the bolt before you undo it, then it can be tightened to the same position - and maybe just a smidgen more.

That's all I've got this month! Best wishes,

*Del.*

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

The March meeting seemed to have an air of spring about it, helped by the evening light and consequently being able to spend some time with the cars on the car park. Around 18 attended which ultimately moved inside the New Hall Tavern for a short quiz, noggin and natter, and discussion of upcoming events we should attend. The quiz (which wasn't that difficult) was won 'again' by the 'newbies' Debbie and Layland.

Apparently Pete Monk was enjoying his driving too much that evening in his GT6 along a quiet country road,,,,,,,,,quiet, I don't think so when Pete is around, just lucky the other two 6's weren't with him.

The following Sunday I met up with Norman and Mark & Pam and we went to the North West Indoor Classic Car show held at the Event City right next to the Trafford centre, this is the second year this has been run and is a really good show with a perfect venue for March (except this year I think it was the hottest March day on record)

**6th May.....Ripon car show**  
**18/19/20th May.....North Yorks Triumph weekend. aka**  
**Runswick Bay (Whitby)**

As usual I will email everyone with on-going information and you can contact me on [kev.makin@hotmail.co.uk](mailto:kev.makin@hotmail.co.uk)  
Or follow us on facebook TSSC Lancashire Triumph Sports Six Club. Or Web site [www.tssclancashire.yolasite.com](http://www.tssclancashire.yolasite.com)

That's all for now.....

*Kevin*

Just when you thought it was safe to take the snow shovel out of the car boot !!

Unfortunately, yet again due to work commitments, I was unable to be at our monthly meeting, but I was able to set out in an email, the main events coming up.

Thanks to Chris Edmonds for bringing our area members directory up to date, so if you manage to see a copy and your name is not on it, talk to Chris. Also thanks to those members who organised a raffle at the meeting.

Several members went along to Jigsaws coffee morning on a lovely warm day where there was a good turn out of interesting cars.

The first event of the year that the area are attending is **Weston Park on Sunday 8th April**, weather permitting. The monthly car meet at **Ashby Folville** starts up this month and is always a great opportunity to see many cars, both classic and expensive. Also a large turnout of motorcycles helps to fill the village to bursting point. Sunday 22nd April is Drive It Day and members are at Gaydon or on the Stilton Cheese Run..

**May 6th** and its **Catton Hall car show in Staffordshire**. The weekend of **25th/27th May** will see the area at the **Northants area event at Wicksteed Park**, either for the whole weekend or for the **Sunday**.

Our **June meeting, Tuesday 5th** falls on the additional Bank Holiday for the Jubilee so we shall have to see whether we move the date for this month. After all, I would hate to drag you away from your street party.

*Dave*

**MANCHESTER** Tel. 01524 791607  
[www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

March has started really busy with the beginning of our events starting with Event City. Event City (Trafford Centre) is a fairly new event in fact it is now the biggest indoor classic car show in Manchester organised by Stuart Holmes who also organises Tatton Park. It was a fantastic Show well done Stuart. There were 12 Triumphs on the stand TRs, Spitfires Saloons, GT6, 2.5s Estate and a Bond.

Steve showing a DVD "Bomb"(story of the Spit & GT6) The Stand looked fantastic and really busy so much so we won "Highly Commended Stand"

Camping was interesting too with 4 of us in our caravans on the Trafford Centre car park (Glamping it was not) but after a few ciders, beers, a pint of Gin and a few games of poker we felt we were at Butlins.

Next year we are hoping to do the Le Mans theme. A big thanks go to Phil Billpot and his son Matt for giving demonstrations on maintenance and polishing. We got free advice. Bacon butties and coffee, there were prizes for best car and an extra raffle which Mark and Tracy won. And it was all Free!!!

We went along so Matt could look at our alloy wheels with a view to spraying them with a ceramic spray that would protect them for approximately 18 months, Frank spent all day Friday on his knees polishing with a tooth brush and Autosol (piccies to prove it) only for Matt to tell him he would gladly spray his alloys once he had cleaned them (mint!!) Thanks Matt and Phil for a very generous and interesting day.

Our Area Meeting was well attended with 29 members present.

We would like to Welcome New Members Gary and Jill Flynn with their TR6 we hope to see you at the next meeting and the

## NEWBURY NORFOLK . . . NORTH EAST



### TSSC AREA NEWS

chances of that are good as you never won anything on our fantastic raffle.

Talking about Raffles please could you donate any raffle prizes for the Manclins weekend to Mark and Tracy who have kindly offered to store them.

**The Area BBQ will be 7/ 8th July** thanks to everyone that has volunteered food and drink, and a big thank you to Jez and Debs for turning their lovely home over for our enjoyment. We will be attending the **Rose Queen Fete on Saturday** and a trip to the ice cream parlour on **Sunday**.

**Dates to remember in May**

**Area Meeting Barton Aerodrome Tues 1st May 2012.**

**Prescott Hill Climb Sun 20th May 2012**

**Spa Francorchamps Classic Fri/Sun 25/27th May 2012**

See you all soon

*Pip n Frank*

**NEWBURY** Tel. 01635 868640  
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Stoneleigh seems a long way off now - it was the usual cold, wet weather and we drove home through snow in Oxfordshire! We saw quite a few from the area there as well as members of the Kennet Valley TR Register. Hope everyone managed to get all the bits they wanted.

The two meetings in March were very well-attended and as a consequence we have made quite a lot on the raffles, which will benefit the area. We have some club vouchers to spend and decided to spend the money on smaller items from the club shop to be used as raffle prizes. Club funds will be paying for the BBQ's at the camping weekend and probably towards some of the Christmas costs.

Dan and Rosemary are now fully paid-up members of TSSC and we hope they will be able to join in with some of our events. **Camping is all booked for 22-24 June** and Patrick is researching a suitable pub for the **Friday evening**. Some members may be B&Bing instead of camping, please speak to Malcolm if you are interested in this. **Newbury Leukaemia Show is on 12th August**. Unfortunately it clashes with the TR Register International weekend so there will not be so many Triumphs at Newbury this year.

Unfortunately the Wyke Down show at Easter was not blessed with good weather, let's hope things improve for the many shows in May which are listed below. Most of the shows need passes to get in free (Prescott has a charge), but if you haven't booked in advance you'll still get in even if you have to pay.

Please could you let us know if your contact details have changed so we can make sure our address book is up to date.

Next Meetings

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

Events

**6th May Lambourn Vintage Machinery Show  
and Country Fair**

**7th May Popham Classic Fly and Drive  
13th May SEM at Leatherhead**

**20th May Standard Triumph Day at Prescott Hill Climb  
27th May Donkey Sanctuary Country Fair  
22nd-24th June Camping weekend**

Keep 'em flying

*Mary and Dave R.*

**NOTE to ALL:  
If I don't reply to your email  
I Haven't received It!! Bernard Ed.**

**NORFOLK** Tel. 01603 426539  
[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

Hello all, by the time you read this, Easter will have come and gone. Hope it was a good one, mine will be spent on Dave Solomans Easter run through parts of Thetford Chase, that's all I can say as I've not done it yet. Hopefully I'll be seeing some of you there on Easter Sunday.

Our meeting on 2nd April was more of a Noggin And Natter as there was only 6 of us, although we did run through the events list, which Laurie will have updated by now, so check it out!

Hopefully you will have booked your Drive it Day excursion for the 22nd (ring Geoff Jones 01263 8606676), there is a minimum £5 donation towards the Air Ambulance. Several of us are going, so looks to be a good un.

Our next meeting due on the **7th May (Bank Holiday)** will be **deferred to 14th**, where we will join with the TR mob at the **Bird In Hand**, at which time no doubt several of us will be able to give you all an account of our **Donington Historic weekend**, although a few of us will be unable to make it as we will be returning from our Laon trip. The **June** meet will also be a joint meeting, but hopefully not just the TR lot as we are trying to contact all the local Triumph Clubs to invite them along. There will also be a pride of ownership competition, so do come along and use your vote.

Sorry this is a short report, but I'm needed in the garage, there's a car to be built!! See you all soon and don't forget to check out the events list.

*Mark*

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<http://tssc-northeast.blogspot.com/>

Hi all, I'm writing this before the April meeting as both myself and Andy will have been away. Our place will have been ably filled to overflowing by Mr Dent. Thanks Geoff.

Firstly, thank to Mark Ramsey for his 'Cobweb Run' out on 25th March. Attendees were blessed with glorious weather for the whole day. The only downside were the flies crowding the edge of Talkin Tran. That was more than made up for with a rare sighting of the Lesser Spotted Northumberland Falco, still in it's fluffy winter plumage apparently. Did it shed by the time the Treasure Hunt took place? Who knows? On a more serious note, thank Ken for organising the Hunt.

I could probably add in congratulations Brian Armstrong for winning it, seeing as the only times he doesn't are when organising the follow on event!

All who ordered calendars should have them by the April meet with the exception of Andy. There were two spares left at the meeting though they may have been taken. If you'd like one, they'll be £5.00 plus postage, which was £1.09 at the time of writing, may be more now.

Best wishes to Michael who recently had a back operation that seems to have done well, a spinal de-compression, from Gimli to Hagrid then?

Little bit of car news. Martin's Vitesse runs much better with the throttle cable operating both carburetors rather than just one! Chris Fish, bless him, bought another (or swapped for a Herald roof) Vitesse from up in Morpeth. My car got an MOT with no advisories, need to replace the rack though due to a worn bush in the end of the rack tube, it's also recently had various bits of cosmetic attention. Rear wing bottoms, dent in rear



# NORTH EAST NORTHERN IRELAND . . . NOTTINGHAM

## TSSC AREA NEWS

### North East Continues

wing and rivers door, rust bulge and some other bits attended to out at Corbridge Coachworks, Princes Street, 01434 633903. I am really pleased with the result and the service provided by Eric Charlton and his team. Well worth visiting and talking to if you need bodywork/painting done on your own car, they do work on lots of interesting stuff, new to vintage. I'm going to leave it there, Geoff may add something post meeting, if not see you in **May**, enjoy the sunshine. Check out the blog for latest news and events. All the best

*Mark*

**NORTHERN IRELAND**  
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Hi All. Welcome to the May edition of NI area news, firstly, can I thank everyone for their kind words and best wishes following the new addition to the Raine family!

The show season is now in full swing and we have had our first official event of the year at Carrickfergus Castle. As I couldn't make the event due to the already mentioned new addition, Paul Robinson and Douglas Hogg both kindly sent reports on the show, and in the name of diplomacy, I will try to seamlessly bring these together into some form of legible prose! (Apologies in advance).

It appears that the weather was kind again to those who made the trip to Carrickfergus and that the sun shone for the whole day! There was a great turn out and it was good to see that John G and Philip both brought down their new TR4's, by all accounts these cars did not disappoint and I look forward to seeing them at Totally Triumph!

Given that the event is designed to give members and non-members the chance to get their trunnions oiled, it was good to know that this actually happened!!

In the name of dedication to the cause, a special mention has to be made of Alan French who phoned Paul R at 7.30pm on Friday night before the event to say that he had just discovered that the diff casing in his Vitesse had cracked! Nevertheless he was there on Saturday, having worked until 2.00am to fit another diff!

Paul also mentioned that he was speaking to a member of the public who had just recently unearthed a 1963 Northern Ireland registered Spitfire 4 from a barn in Islandmagee. Apparently, he intends to bring it (on a trailer) to Totally Triumph in May.

Paul also captured a picture of Triumph's patent ice cream cone holder. No doubt intended for the California market!



Douglas mentioned that he had been speaking to a potential new member, Brian Spurlie and had given him an entry form for Totally Triumph. Well, I am glad to say that Brian has now joined the club and will be at the show – good job Douglas!!

Finally, a big thank you to Frank and Barbara for making all the arrangements including the lunch afterwards in Weatherspoons which by all accounts was very good and at a reasonable cost, even if Douglas did forget his glasses and had to read the menu from the noticeboard!

Not long now until the **Totally Triumph Show on Saturday 12th May in Wallace Park, Lisburn**. The show officially starts at 10:00am and cars usually start arriving from 9:00ish. Could I please ask that everyone arrives as early as possible as the gates to the park normally close at about 11:00am and there is no guarantee that you will get in after this time!

You should have all received entry forms either via email or in the post and if you haven't returned these yet, you can still enter on the day.

For everyone needing some spares for their pride & joy (most of us!), Chic Doig will be at the show again this year and as always this is an excellent opportunity to save the postage costs on any parts that you need to order for your Triumph. If you need to order from Chic, he can be contacted on 01592 722999 or visit his web site at: [www.chicdoig.com](http://www.chicdoig.com)

We had a good meeting in April, although we were missing a few of the usual stalwarts! Frank brought in a copy of the Carrick Times that featured a full page spread of the Trunnion Oiling event, good to see that we made the local press! We all particularly admired the pose of Elizabeth (K) over the bonnet of their yellow Spitfire and the one of Douglas and Elizabeth at the picnic table finishing a well earned snack!

As momentum starts to pick up, for your diary, here are the dates of the upcoming events:

- Mon 7th May - Shanes Castle, Antrim.**
- Sat 12th May - Totally Triumph 2012, Wallace Park, Lisburn.**
- Sat 26th May - Tue 29th May - TSSC NI Annual Tour. Visiting Co Clare this year. Organiser: Stephan Andradi.**
- Sat 16th June - Kilbroney Show, Kilbroney Park, Rostrevor.**
- Sun 17th June - Cars of Yesteryear, Mounstewart National Trust property.**
- Sat 28th July - Tulip Rally. Organiser: Mark Raine.**
- Sat 18th August - Sperrins Run. Organiser: Douglas Hogg.**
- Fri 17th - Sun 19th August - Stafford International Family Weekend.**
- Sat 15th Sep - Antrim Hills Run. Organisers: Stephen Kernohan & Douglas Hogg.**
- Sat 13th Oct - Co Down Ramble. Organiser: Alan French.**
- Weds 5th Dec - AGM**

If you have any questions about the above events, please contact the organiser for further information.

Well, that's about all for this month. I look forward to seeing you all at the meeting next month on **Weds 2nd May**. As always, we start at 8:00pm at **Nortel Social Club in Monkstown**.

Best Regards

*Mark*

**NOTTINGHAM** Tel. 07971 017012  
[www.notts-tssc.org.uk](http://www.notts-tssc.org.uk)

The real start of the 2012 season has begun now we have had Drive it day and the AGM at HQ and, as it's the bank holiday weekend, we are off to the "**Donington Classic**" at the reopened Leicestershire race track and then **Thoresby Classic** car show on the Monday at the lovely Thoresby Hall near Sherwood Forest. Hopefully the latter may see an increase



## PETERBOROUGH . . . SCOTLAND CENTRAL WEST



### TSSC AREA NEWS

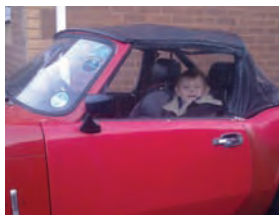
in traders as it had been poor in recent years and we will keep 4 wheels on our cars this time after one owner stripped his bolts and did his best impression of a Reliant Robin. It will also be the **Isle of Wight weekend**, not sure if any members are trekking down south for it this year but hopefully the weather will be good wherever we have our Triumphs and we don't see any more snow that we have just had after the brief but hot week at the end of March.



Work still continues on the Father in laws TR7 with all the welding (we hope) complete and sanding and filling in progress where needed before we begin painting. Sadly, the passenger door has seen better days and there is not enough frame left to

secure the new skins to that John bought at Stoneleigh. Hopefully the drivers side will be better on inspection, its looks ok but we will have to see in the coming weeks. I hope to do a write up for the TR7 secretary when complete with some photos of what we have faced.

My own Sybil is still on the road and now in a bauxite primer. Mechanically we seem to be in good fettle but it looks like a



new steering rack will be needed after all. With much gratitude a friend has given me a rack in exchange for a door gap bar. Which brings me on to the story of Philip, a local visitor to the club meetings for a fair few years, but his spittle has been off the road for the last 2 years. The last few

months has seen his car stripped back and tub, bonnet and chassis separated (Thankfully his neighbour does not own a car so has been able to obtain the use of said garage to place the tub in, lucky!). Philips' plans are to have the sills and arches replaced in his tub, change the running gear on to a new(er) chassis and then a respray. Hopefully we will see his Yellow MkIV back on the road later this year. Good luck and give me a shout if you need any more hands.

Well, due to illness I was not able to attend the last meeting so can't report on how the first meeting in daylight went at our new meeting venue. Hopefully it was well attended. Don't forget you can follow us on [twitter @Notts\\_tssc](#) for local area news and retweets or [@tssc\\_staff\\_int](#) for the build up to the Stafford International event in August and we will also be tweeting throughout the weekend on what is happening and where on the site.

*Andy*

## PETERBOROUGH

Tel. 01778 560507/01780470358  
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A disappointing Easter Monday weather wise but bearing in mind that our Club night fell on a Bank holiday it was good to see we had a fair number of loyals out for the evening. Only one club car in the car park though - well done Steve.

Some of you from out of our area may not know how the drought over the last 2 years has hit the south east area of the country particularly badly and as of the 1st April Anglian Water

have now imposed a hose pipe ban on us - and that's not the reason for me not turning up in the GT6 regularly but it does need a wash!

It is necessary to keep our Club cars singing sweetly so it is very important to get all the gaps at the plugs and the points correct to ensure that we make the best of every drop of this petrol which is approaching £1.45 per litre as I write this report. Economy seems to be the name of the game. Steve has gone one step further with a 'new' inlet and exhaust manifold for one of his machines.

Paul will soon be having his custom made bridges completed and available for his railway enthusiast market and he may bring them to show us at the club night in May. We have seen some of Steve Abbotts painstakingly fine detailing work on model cars. Do you have a hobby you would like to share with other members - if so bring it along and let's have a look please.

The trip organised by Brian Watson and Grahame Bellamy to the **Coventry Motor Museum** was taking place on **Sunday the 15th of April** and there will be more of this event in the **May** edition of the Courier. No doubt Brian will have copious amounts of photo's for those not able to make the visit.

We will be attending the **Baston Car Show** again this year on **Sunday the 1st of July**. If you would let us know who is attending so that we can book the space that would be good. This was an excellent event last year and the organisers are doing everything they can to make it as least as good if not better - so if anyone up there is listening, we do need the same weather as last year please?

Our unique club calendar should be available for the **May Meeting**. Paul will be hounding us for photo's for the 2013 Calendar soon so we need to catch every available photo shoot we can get.

We look forward to seeing you all at our next club night meeting on **Monday the 14th of May at the Bertie Arms at Uffington, nr Stamford, PE9 4SZ** at around 8.00pm for a noggin, nibble an' a natter. Here's hoping the weather has turned the corner and we have had enough rain to help ease the drought and we can see more of our cars at this club night.

Till our next meeting - drive safely

Regards

*Doug*

## SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

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Well your April Fool could have been a very late Courier, the fuel crisis! Or the freaky weather. The Spitfire was out in the glorious sunshine and then in a blizzard the next week. So I hope you have all survived with a full tank. I have tried the alloys but am back to steel due to width issues. My hood is beginning to show some wear and splits but I have found Halfords soft plastic glue to be very good. The hood is going on for 46 years old now so it is wearing well. The April meeting was well attended with 2 Heralds and 2 Spitfires out in the cold plus the moderns. Scott also turned up and has a Spitfire (Java green) for sale in Practical Classics.

Obviously some were on holiday so we will catch up next time. We had one returning member who turned up as he knew we always meet there (so the ploy works of retaining the same meeting place) There seems to be a trend for fitting Ford



## SCOT CENTRAL WEST . . . SCOT NORTH EAST SOMERSET

### TSSC AREA NEWS

## Scot Cent West Continues

engines to Spitfires so Ian and Michael were comparing expert notes, so if you want to try it come to the meetings for info. Colin's Spitfire was used for reference to trace some extra wires. We were inside as it was cold (but not snowing). Zoe was bar manager so tea and coffee was available too. The Easter Bunny forgot the Easter eggs, sorry, will make up for it / try harder.

We discussed the run for Drive It Day and there will be a report next month (weather and navigation permitting).

Names have been taken for **Dean Castle** again a report next month. The **Scottish Stafford Accommodation Challenge** seems to have taken a different direction so all to see at the event. A lot of interest for the **Stafford weekend** away.

Bigger, better more cars, but we will have to raise money for a supertentgazebohouse.

If you need help with the cars come to the meetings as there will always be someone there to give assistance.

Another task is to compile a list of garages etc that are good at working with the older cars and are willing to take on small jobs competently etc. No reports for now.

Although the Spitfire was at the Sport Relief Charity run, along with my Triumph bike, I was marshalling not running, and didn't need either at the event but it was good Club publicity and something different on the day.

Remember the East Area is go, so please turn out, if it is closer to you. We are thinking of going for a run through sometime, but hope to see some at **Leven**. (Most excellent Seaside Café filled rolls).

We have had invitations for **Hamilton and Leven** so names please, places are limited. See below for dates.

The SVVF Scottish Yearbook is published. I will list shows of interest at this point. Definite numbers will be needed in advance if we are to have an Area Stand, otherwise we can go as individuals for a day out.

**2012 Show Dates Only (not booked).**

**6th May - East Kilbride. Rural Life Museum.**

**13th May - Dean Castle Park. \*Entry Closed\***

**20th May - Bridge of Allan.**

**10th Jun - Thirstane Castle.**

**16th Jun - Hamilton Town Centre (Saturday)**

**\*Names Please\***

**24th June - Leven. This may be with new East**

**Area.\*Names Please\***

**8th July - Glamis**

**15th July - Eglinton Park (Jaguar Club).**

**12th Aug - Biggar Rally**

**17th - 20th August - Stafford. Scottish Area Stand in Main Hall will need manning, but cars will be inside.**

**26th Aug - Kirkintilloch Canal Festival.TBC.**

**9th Sept - Scone Farming Show**

**16th Sept - Selkirk (Cumbria Area)**

**23rd Sept - Museum of Flight**

The rest of the info from the SVVF is at [www.svfv.org.uk](http://www.svfv.org.uk) now published.

Any suggestions?

Next Meeting is **Wednesday 2nd May 2012 at Lochinch.**

I promise to have my mobile working fully soon. I don't always hear it. Get the cars out, summers coming!

For all of four days, or have we had it?

Hope you can make the meetings or shows.

*Gregor G*

## SCOTLAND NORTH EAST

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Hi. In last month's news I said that February had been good and hoped that March would be as good - well it certainly surpassed all our expectations we had almost three weeks of summertime temperatures, great weather for the classics. Let's hope the weather keeps up for Drive It Day which I will report on Next month.

Summer time is here, however this was questioned at our March meeting. Nine of us turned up, including some wives but there was only one classic car a rare Swallow Doretta belonging to Alan Gibb the TR register coordinator. Hence "One Swallow doesn't make a summer". There were a few lame excuses being bandied about by those without their classics.

Our next meeting will be at the **Redgarth, Oldmeldrum on Thursday 31st May**, it is planned that it will be a meal evening. For the meal evenings many of us bring along our partners but is not compulsory, if you are joining us for dinner be there around 7:30pm otherwise it's 8:00pm is fine. We always get a good meal at the Redgarth and they have a large car park so lets hope for a good display of Triumphs.

As usual the four main Triumph clubs (TSSC, Stag OC, TR reg & 2000-2500-2.5) should be represented, our local group is called "Grampian Triumph Clubs". Let's see if we can get a good turn out by the TSSC members. As usual Mike Hedges will give us a reminder about the meeting.

If you are a TSSC member and also have a Stag, like I do, you are welcome to join us at the monthly **Grampian Stags** meeting which is held on the **3rd Wednesday of the month** at 8pm in the bar of the **Shepherds Rest, Westhill**.

The local area events for **May** are,

**5th May Tour of the Cairns, starts at Edzell and organised by the Caledonian Classic & Historic Motorsport Club.**

**13th May The Great North Run, organised by Alan Smith of the SOC, meet at 10:00 at the Kingswells Park & Ride.**

**13th May, Buckie Rally,**

**The Great North Run will call in past.**

**27th May Crathes Rally, held at the Milton of Crathes.**

Details of meetings/events and any changes to the published will be notified on [www.brmmbrmm.com/grampiantr.bb](http://www.brmmbrmm.com/grampiantr.bb) - Events Diary or Stop Press page.

If there are any new members to our local area please get in touch with me. I will add your email address to our mailing list so you get the notifications and updates of meetings as the year goes on.

That's all for this month. Cheers

*Danny*

## SOMERSET

Tel. 01275 340336

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Phil suggested I type a few words of introduction for any Somerset members who don't know me. I have been a member of the club for 18 months since taking ownership of my 1971 MKIV Spitfire. Previously I had owned a couple of VW campers, selling my last one a 1966 split screen just before prices rocketed, take note if ever I mention selling the Spitfire then that's the time to hold onto yours or quickly buy one as its probably going to become incredibly valuable and a motoring icon overnight, oh and I had a very short lived experience with an MGBGT which has gone to live in Germany.

## SOUTHERN . . . NORTH STAFFS SUFFOLK

I have enjoyed my short time in the club and I am looking forward to working alongside Phil, I am looking to try some new events and drives, if anyone has any ideas, however outlandish ( remember the restoration show ) then please drop me line and I will see what I can do .

*Steve*

**SOUTHERN** Tel. 01252 722432  
<http://triumphsouth.zum.com>

Hi all, our Sunday lunch meet at the Hampshire hog was a well attended meet with thirteen of us dining and two Vitesses , one Bond , one Stag, one Gt6 in the car park on a lovely sunny day. Paul and Carol had to cry off as the had gone to York to collect the newly resprayed TR5.

Our first show of the season was the Farnham central car park show in aid of the Phyllis Tuckwell Hospice. Mickey and Julie from Thames area arrived and set up a gazebo and plied us with coffee and cake first thing , thanks very much guys. We had on show 2.5pi, 2.5s, mk2 Vitessa convertible, mk2 Vitessa saloon, mk1 Vitessa convertible 13/60 saloon, mk4 Spitfire, mk3 Spitfire, mk1 GT6, Stag Austin Healey and Paul and Carol's newly painted TR5, not a bad turn out on a chilly morning and a fuel crisis. Must say thanks to Vanessa and Mark for putting Jackie and myself up for the night and giving us food and beer.

Our regular meet at the Seven Stars was again a very well attended meet with a new couple and their Stag paying us a visit, unfortunately I didn't get their names, we also had about four or five of our own cars there mostly Spitfires.

The first major show of the year was at Wyke Down, Andover, this is normally attended by about 2 1/2 thousand cars , bikes , trucks and a bit of steam , unfortunately this year because of the foul weather only about half that amount turned up.

Dave Moore and myself met young Aaron and Wendy who was incredibly brave by turning up with the roof down ( actually she couldn't do the catches up and was very wet). We had an uneventful journey to Andover but unfortunately lost Aaron on the way back as he had taken a wrong turning but eventually turned up on Wendy's doorstep. Suzie and Guy in their Bond had set up a gazebo first thing Mike and Barbara arrived in the Stag followed by Mike and Val in the 3000 Healey and Dave in his MK4 Spitfire. Neil and Maxeen joined us in their MK1 GT ( unfortunately the GT suffered a flat and Neil had to fix it in the rain). We were also joined by two Spitfires a Bond and a "special" from the Newbury area.

Up and coming events

- May 1st Regular meet , Seven Stars GU32 3PG
- May 6th Goodwood Breakfast Club 8am to noon theme - Supercar sunday
- May 7th Popham airfield Fly/Drive show, (club stand)
- May 12th Awbridge Village Fete (nr Romsey)
- May 13th South of England meet at Leatherhead Sports Centre
- May 17th Roaming meet The Golden lion, Southwick, PO17 6EB
- May 27th Queen Elizabeth Show (be there before 9.30am or they won't let you in) Club stand
- June 3rd Goodwood breakfast Club 8am to noon - theme Rule Britannia, the best of British
- June 5th Regular meet Seven Stars GU32 3PG
- June 17th Club run out to Bentley Motor Museum( Please see Neil Fletcher for more details)
- June 21st Roaming meet The Ship Inn, Langstone, PO9 1RD
- June 29th - July 1st Cornwall camping weekend

That's all for this month, Take care

*Mark*



## TSSC AREA NEWS

**NORTH STAFFS** Tel. 07939 603061  
e-mail: [triumphsportssixstaffs@gmail.com](mailto:triumphsportssixstaffs@gmail.com)  
<http://triumph-sports-six-staffordshire.blogspot.com>

Hi everyone. Not much to report this month but you will be pleased to know two more members have joined the N-Staffs TSSC area.

Welcome to Ricky Saliba who runs a 2.5 GT6 and has moved from the Northants area and Malcolm Barber with a MK2 Vitessa who moved back from London which means we now have around 16 members who have shown an interest in the group all we need now is for everyone to attend meetings or some of the events.

The first event in the calendar is **Weston Park Transport Show on 8 / 9th April** so hope we have a decent turnout on **Sunday 8th** for the start of the show season, that is if we can get fuel after the events of panic buying this week and the tanker drivers don't strike.

I have ordered a banner with the regions TSSC logo which should arrive in time for the Weston show; I will be holding more raffles to pay for this so bring your wallets to the next meeting.

We were down in numbers at the last meeting (apologies from Ian two Spits Stuart), pleased to see Ian Smith returning and showing us his photos from his trip to Essen.

I only had a few replies to Drive it Day options, so decided to join forces with the Stoke TR club and join them on their trip to the National Memorial Arboretum on 22nd April. (again not many replies to this run so far)

Next event **Chomodeley Castle show 13th May.**

Not much progress on my Vitessa, spent many nights just stripping heater and de-rusting trying to be careful not to catch wires from motor with small wire brush on drill.

Seems I was not careful enough as I stripped the insulation just were they enter the motor body, now stripping motor to repair wiring.

Next meeting **30th May** please check blog regards venue as **George & Dragon** has been getting busy and might be looking at other places to try as meeting place.

When you read this we will be well into spring so I will try and arrange some runs so you can enjoy your cars on the open road. That's all folks

*Dave*

**SUFFOLK** Tel. 01206 250360  
e-mail: [Suffolk@tssc.org.uk](mailto:Suffolk@tssc.org.uk)

With the weather looking like it might be a bit changeable, only a few Triumphs ventured out this month, but we did manage a few minutes in the car park before the chill and the drizzle drove us back inside. Amongst the few cars there was a couple of new ones, along with their owners not unsurprisingly! It was good to finally see James's pink and white Herald convertible at last, I had spoken to him a few times recently about his rear wheel bearings and ultimately lent him the area hub puller to allow him to change them. He was quite keen to emphasise that the colour choice was a fairly recent change, which went hand in hand with him giving the Herald to his better half, Hannah, as a present. It does appear that a full maintenance package was also part of the deal, so the Herald will never be too far from his thoughts. It looks like it will be pressed into much longer journeys later this year when it may be required to go to the Lake District and back again.

The other new face was Brian (I think, I really am terrible at



## Suffolk Continues

remembering names) who had journeyed up from Tiptree in Essex in his "recently returned to the road" Mk4 Spitfire. The car has a quite amazing paint scheme and interior based on Lightning McQueen from the animated film Cars, including illuminated chrome vents on the side of the bonnet. Hopefully he will return when the weather is better and I will get a photograph to add to the monthly missive. He put the rest of us to shame with our rebuilds as he only got the car at the end of last year, and the photos he had with him show just how much work he did in those few months. We all just mumbled about ours taking a little bit longer. His son also has a Stag, so we may be able to persuade him to bring that out as well later in the year.

Following on from my heart palpitations last month at the economy of the Mk2PI it has improved a bit with use (it was pressed into a weeks daily service when my work Vectra broke down) and is now nearer to 25mpg if I am careful. It does still have a habit of clearing its throat a bit when warming up so if you hear what sounds like a 21-gun salute, then spot a "rat-look" snot green 2.5PI then give me a wave.

It was only at the end of the meeting did I notice that Peter wasn't there, which I should have known in advance, had I not been in conflict with my broadband provider over my very flaky connection which was in one of it's "down" phases. I am starting to see the benefit (if not financial) of getting your voice and data service from the same provider. It prevents 3 years of finger pointing and blame transference. Having now received his email I am pleased to say that Peter was NOT on holiday this month apparently. As is usual the Area News is being written at the last possible moment (if not after it) as I got distracted over Easter, which started with offering to drop a friend off near Norwich to pick up his Mk1 2000 after it had had some welding work done on it. I got back home alright, but he managed to take 8 hours to get back to Enfield as it kept breaking down. Annoying as it had done about 1000 miles since he got it with any issues. He had tried to call the RAC but they advised it would be 5+ hours to get to him so he kept slogging on doing 5-10 miles at a time. It seems the quality of the replacement parts now-a-days is not what it was as we have subsequently identified failures with recent replacement coil, rotor arm and points/condensor. The condensor had definitely failed, and the coil was definitely overheating. The rotor arm showed signs of tracking as well.

Lessons learnt include, don't break down on Good Friday, try to pretend to be a lone female as the RAC will respond much quicker, do not assume new parts are any good, and pack a good selection of old parts in the boot as insurance against the new parts failing.

The reason for him getting the work done nr Norwich leads me to a blatant plug for a friend who does welding and painting work at very reasonable rates, so if anyone needs welding or spray work done on their car, get in touch and I will pass on his details.

The next meetings are on the **May 1st, June 5th and July 3rd** (which will be "**Pack the Horse Night**") so put them in your calendar and I'll see you on the **1st of May**.

*Colin*

### NOTE to ALL:

**If I don't reply to your email  
I Haven't received It!! Bernard Ed.**

Another excellent meeting, so well attended that I couldn't get a seat! But it was great to see so many people out, and a few cars making it as well.

Firstly updates. Martins aluminium radiator will soon be fitted, and as he has bought a nice lightweight Denso alternator I suspect he will soon be busy making his Giffire a little more nimble. Leigh was there too, and reported that Seb is getting bigger, and luckily sleeping well. Good news. And Leigh was in his spitfire, another good sign. Simon and Gloria were along with their rather shiny spitfire too, and at this point I should mention that Pete had his trusty, and not at all shiny, Herald in the car park. It is so easy to forget that car is always at the meetings whatever the weather (unless the Spitfire makes an outing of course). Apologies if you car doesn't get a mention, but I was a little late.

I was also on the scrouge for sponsorship, I will have hopefully completed the Brighton Marathon by the time you read this, prompted by the sad loss of longterm area member and good friend Colin last year. I am raising money for Macmillan cancer relief, if anybody would like to donate you can do so online at [www.justgiving.com/clivesenior](http://www.justgiving.com/clivesenior) or indeed see me at the next meeting.

Now to events. For **Leatherhead/SEM (Sunday 13th May)** we will be meeting at the Pease Pottage services (just off the A23/M23) at 9 am leaving at 9.15 and we don't hang about for latecomers!! We will make our way up to Leatherhead avoiding the motorways. Bring a mug, we will do some bangers and rolls, and the kettle is rarely off. I may well have an autojumble stall as well, so if you have parts to dispose of, bring them along too. The **June (Tuesday 5th)** monthly meeting will be the "**Dinner Evening**" a suitable occasion to bring along the other half/kids/friend and have dinner at the pub. Some of us will be there from about 7, maybe a bit earlier. Food off the menu is hearty and well priced, so get it in the diary. I will even bring the Toledo! And the sun will be shining well into the evening.

**Stafford** should be on your mind too, **17th-19th August**. There is a rumour Ian will be along with his GT6 and a box of Autoglym products. That is all for now

*Clive*

## THAMES

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[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Whoopee! It's done, the Vitesse engine rebuild is finished, the block was first to be refitted, followed by the gearbox with new rear mount. Then the head was lowered over the new studs and tightened up in the order shown. The all the auxiliary's followed apart from the spark plugs. Oil, water and antifreeze were added and the engine cranked over to get the oil running through & pressure up to extinguish the oil light. In went the spark plugs and after some coughing and burping it burst into life. But checking around the engine oil was pouring out of the oil filter adaptor and over the drive. After some phone calls George B came to my rescue with a new rubber oil ring. Once again the engine started more readily this time but it was not running quite right. The electronic ignition was first to be swapped back to points and condenser, the HT leads were changed with no improvement. Next victim was the carb's they were stripped checked over set up twice before noticing that there was no petrol getting to the rear carb. On removing the float chamber it was found to be damp but no fuel, the feed pipe and the needle valve were removed cleaned and refitted and



### TSSC AREA NEWS

hey presto running happy again. Until I got in and moved down the drive accompanied by a loud knocking noise, it was the propshaft rubbing on the tunnel ? It turns out the rear gearbox mounting was too high, so after some modifications, drilling holes lower and grinding out some metal to clear the G'box its back on and hopefully trouble free. Add a new handbrake cable, a UJ on the drive shaft and welding a small patch on the chassis, it now has a fresh MoT .... WHOOPEE !

**SOCIAL EVENINGS AT THE FOX & CASTLE** 1st March I am out on my own again (Julie's poorly) to cheer me up I have the company of George B, Mark M, Tony H, Bob, Graeme, Martin F, John P, Mike H. Only one Triumph in the car park that is Tony's TR8 coupe. But the covers are coming off those hibernating Triumphs and work has been :- Marks finally got a set of bonnet springs to fit ready for spring! (groan). Tony's Tr8 has a new battery and a set of seat covers. Bob's got the Spitfire engine and gearbox fitted to its chassis. Martins still having fun with the front suspension on his Spitfire. John got the starter fitted to his TR7. Julie's raffle winners were Mike H got the bottle of Wine, John got the pliers, Bob won a torch and I got a set of cleaning pads.

15th March Julie's better now and with me this evening along with Bob, Graeme, John S, George B, David H, Mark M, Mike H, & John P. Work on the Triumph front has been :- Bob has been practicing his welding ready to tackle the body tub on his Spitfire and collected from me a Petrol tank and scrap boot lid (to practice more welding on). John S Herald is now in the body shop and getting work done. John P has been replacing the core plugs in his TR7. Julie's raffle winners were Graeme won the bottle of wine, John S won a set of cleaning pads, Bob won the side cutters, David won the rescue glass hammer and I won indoor herb pot which was commandeered by my Mum.

29th March It's a lovely sunny evening on the way to the Fox & Castle Julie and I have the pleasure of Mark M, George B, Ollie & Nikki, Rob W, Dave L, Chris C, John P, Martin F, Mike H, Andy & Paul. Triumph's in the car park were Mark's Vitesse Mk2 saloon, Georges Vitesse Mk1 convertible, Ollie's Herald 12/50 saloon, Rob's, Mk1 2000 saloon, Chris Mk3 Spitfire. Work on our Triumph's has been :- Mark Vitesse has got a new battery. George managed to fill up his Vitesse with petrol. Ollie's got new UJ's to fit on the Herald. Rob's 2000 is off for it MoT and has new red carpet to cut and fit ( Stoneleigh bargain) Dave's Ratty Pi has sadly passed on but will live on as parts for many others. Johns TR7 needs it's timing sorting out. Martins Spitfire is back on four wheels and needs to change the steering coupling . Julie's Easter egg winners were Martin won a large Galaxy egg, Mike won M&M egg, Rob won the Malteser egg, Julie (first time buyer) won the Flake egg, Andy won the Mini egg egg?, Ollie won the Cream egg egg?? and Mark won the Caramel egg. Strangely none of the eggs were opened and shared around.

Shows & Events - 4th March Stoneleigh John and I shared a stand on the Auto Jumble side, and although chilly we were thankfully dry and had a successful trip. I managed to have a quick look around and dropped into the TSSC stand for a chat. We also saw Martin F, Mark S John & Anthea as well as lots of familiar faces

1st April Farnham Show. Our first show of the season and sadly the Vitesse didn't make it (not for the want of trying) We were waiting for Trevor at Jack's in Bagshot as he flew passed and we were off chasing him up Jenkins hill on the A30 we passed him and pull in front heading to Farnham show. Once there we unload the Panda and hide it elsewhere. We set up the Gazebo, Flags and bunting. Mean while Julie is busy making teas and coffees. From Southern Area we have Mark & Vanessa in their Mk2 2.5 Pi & 2.5s saloons Dominic in his Mk2 Vitesse saloon. Mark & Jackie in their Mk2 Vitesse convertible Neil F in his GT6 Mk1. Mike G in his Stag. Paul & Carol

in their TR5, & Dave & Pat in their TR5. Thames Area had George B in his Mk1 Vitesse convertible, David H in his Spitfire Mk4 Chris C in his Mk3 Spitfire. Tony & Penny in their TR8 coupe, Martin & Cynthia in their Spitfire 1500. Although a chilly day it was very pleasant in the sunshine that spent most of the day with us Other Triumph's amongst the 200 classic's on show were:- Two GT6's, a 2.5 Mk1 saloon, a Vitesse Mk2 five Stag's, four TR3's, a 2000 Mk 2 saloon, a Tr6 & a Renown . There was a small selection of auto jumble as well. A great start to the season shame my Vitesse was not there.

9th April St Catherine's Fayre Shalford Oh yes with a new MoT on the Vitesse a little bit of rain was not going to stop us. The Vitesse is back loaded with our show equipment, we meet up with Trevor at Jacks (This time he's early and has managed to stop for a cuppa ) . We head off and have to stop a couple of times for me to wiggle the fuse to get the wipers going again (The Vitesse soon gets fed up with his game and start behaving). We get there in good time and start to set up in the fine drizzle. Up go the TSSC Flag's, Gazebo , banner and bunting. On stand we have a good display of my Vitesse Mk 2 convertible. Trevor's Herald 13/60 saloon, George's Vitesse Mk1 convertible, Marks Mk2 2.5Pi saloon & Vanessa's Mk2 2.5s saloon. With nine other Classic Car to enhance our display. Also there to keep us occupied are a Farmers Market, Fun dog show, Tug of war competition, some kids rides and a few car booters. Apart from the rain and gusts of wind we had a pleasant time in a muddy field eating bacon slices, lemon cup cakes and drinking hot tea's and coffee's with friends

Our next meetings at the **FOX & CASTLE** are from 8 pm in **May on the 10th & 24th & in June on the 7th & 21st.** Please come and join us for a warm welcome or call me on 07773623807.

#### Up coming events are:-

- May
- 4th/7th IoW Camping Weekend IoW
- 7th Auto/Aero Rally & Jumble Popham Airfield
- 12th/13th SEM Leatherhead
- 20th Breakfast Club Brooklands
- 20th Aston Cilton Chiltern Hill show Aylesbury
- 20th Standard Triumph Day Prescott Hill
- 26th/27th Motorsport at the Palace Crystal Palace
- 27th Haslemere Surrey Classic Car Show & Tour Haslemere
- June
- 5th Losely Park Surrey Classic Show Guildford
- 9th Triumph Day at Ace Café London
- 10th Classic London to Brighton Run Brooklands
- 23rd/24th Mid Summers Madness Cheriton
- 24th Hedsor Classic Car Show Bourne End
- 29th Cornwall camping weekend Cornwall

*Mickey & Julie*

## NORTH WALES Tel. 01492 516479

Skittles night and the All Fools Day Offal gave the season a great start – with 39 members turning out at The Bickerton Poacher and the same number in 21 cars ignored the petrol panic for the first ever Sunday Offal. The temporary change to a Sunday was a brilliant idea, enabling those who are normally working on weekdays to join the rest of us idle pensioners.

Peter and Alison organised the run to Northorp Hall country house hotel where they married , last year. They chose the route well, giving us a chance to open the throttles on some of



## NORTH WALES . . . SOUTH WALES WESSEX

### TSSC AREA NEWS

## North Wales Continues

my favourite tarmac – up the Horseshoe Pass, down Nant Garth and over Clwyd Gateway. Lovely stuff, we were blessed with perfect weather and the cars made a fine sight paraded on the hotel lawns. Celt and I added a little variety, with Celt's 3-litre BMW fixed head and my XJS. Together with Mick and Mike I finished the day with a call on Derrick to check progress on the Vitesse. It's coming along nicely and will clearly be an outstanding car that could ruffle a few feathers on the concours scene. It should easily be ready for Stafford and Derrick is sticking to his thoughts that it could be ready for Prescott.

Skittles night was again a fun event – and this year Sam actually made it. My telephoned reminder to him was just about my only positive contribution to the night. Last year I top scored and this year my captain, Joyce, had hopes that, at last being able to see the skittles, I would make an even bigger contribution. It didn't work out like that. This being the classic car Magazine of the Year, I cannot possibly use the sort of four-letter words that would be needed to describe my bowling. Suffice to say I was crap.

Nevertheless, our team, the Queens, won and Joyce made her usual Oscar winners' speech. Personally, I can't escape the feeling that being the oldest Queen had some effect on my peculiar performance....

Saddest part of the month was the visit Derrick and I made to what was virtually Max's closing down sale over at Totally Triumph. Max has been seriously ill for some time and has been forced to give up – an enormous loss to the Triumph scene. Most of us who have been involved in the restoration game have had reason to be thankful for his help with spares and generous advice. It's hard to imagine the North West without Max.

Traders had bought up much of his stock. Derrick put a lot of stuff into store, including a huge pile of Rotoflex components and a dozen chassis, but it was awful to see huge quantities of useable spares, including doors, bonnets and other sound panels, simply going into the scrap. Max plans a spell in the US in a bid to regain his strength and we wish him all the best.

There's been plenty of work going on to prepare cars for the season. My GT6 has a working speedo again, recovered from the tanning it received from Squire Binning during my indisposition – and has had to have another alternator after less than 5000 miles. Andy has fitted new wheels on his Spitfire that have given it a works rally car look and is thinking of fitting his wires on Helen's Herald, which is currently undergoing some remedial chassis work. Roger now has Spitfire seats in his Vitesse, thanks to Geoff, and Warren has fitted new front suspension on his GT6.

Graham and Barbara have got their Tristan back in action after some bodywork tidying. And to wind up the month's news, Brian Preston has bought a new metal cutter and a Mazda MX5. I don't think the two purchases are, in any way connected...

*Bob*

### IMPORTANT NOTE

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

**SOUTH WALES** Tel. 01656 861709  
[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)  
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Hi South Wales, It is a pleasure to write that the early arrival of spring, has everyone "springing" into action to get their cars ready early, Bernard has his three Triumphs on the road, working and looking good, Cliff & Cherry's GT6 is out and purring beautifully, Paul has his Spitfire MOT'd and on the road after a lot of renovation work, and Rob & Pete have taken their Vitesse out for some short shakedown runs.

As for me the Dolomite has run brilliantly all winter and the Spitfire is running great after her refit. I have done nearly 700 miles on the new engine with the tuning done and electronic ignition fitted with the kind help of Bern our A.O., so bring on the summer!



The area run for March was the "Last Straw" run to Hay-on-Wye. Ten of us met up at McDonalds, Nantgarw, we had a GT6, a Herald convertible, and our Dolomite on parade with one modern as "tail gunner". The route took us over Caerphilly Mountain and up to Newbridge, Pontypool, and Abergavenny where we joined the A40 to Gilwern, Crickhowell, Bronllys, Glasbury, and Hay-on-Wye. It was a very good run on quiet roads with the sun blazing! After a walk about in "Hay" we had coffee and some chit chat followed by Lunch at a local hostelry. When everyone had enjoyed their visit to Hay we regrouped and carried on the run down through the "Golden Valley" to Pontrilas, then onto Abergavenny where the group split up and made their own way home. Another memorable day out with the TSSC S.Wales group!

The March area meeting was again well supported with the main emphasis being on upcoming runs and "Fundraising", the latter being for a new Gazebo for members to use at local shows. Minutes of the meeting can be viewed on the club website [www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)

I am currently compiling photographs for an area members 2013 calendar available in September anyone interested in including their car and pre-ordering you copy please copy me or Bern our A.O.

Cheers

*Gwyn*

**WESSEX** Tel. 01425 475376  
[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

This year's **New Forest Run**, which will be held on **Sunday 15th April**, is now gathering momentum and we are currently in the process of completing the finishing touches.

As previously mentioned this Run is always very well supported by the local Triumph Clubs and is held in support of the Federation of British Historic Vehicle Clubs "Drive it Day" which



## TSSC AREA NEWS

encourages all Classic Car Owners to "take to the roads". At the time of writing we have 111 entries booked in, so all bodes well for another fantastic turnout of Triumphs. We can only hope that the weather will be kind to us again and with other obstacles permitting it should prove to be a good day.

Looking forward, past the end of April, on **12th – 13th May** there is the **TSSC South of England meet at Leatherhead**. On the **Sunday** of the same weekend is the **Basingstoke Festival of Transport** for which we are joining forces with our friends in the local area of the TR Drivers Club. This year's annual **Beaulieu Spring Autojumble** is scheduled for the weekend of **19th – 20th May**. On **10th June** is **The Bromley Pageant of Motoring** and on **16th – 17th June** is the **Bournemouth and Poole Preservation Club Steam and Vehicle Show at Canford Park Arena**.

Further details of the above will be available at the monthly meetings. So if you are intending to attend these events or if you have any suggestions as to events you would like to attend please to let me know.

Hope to see you either on the Run or at the monthly meetings which, to remind you, will now be at the **Three Legged Cross** which is situated on the **Horton Road at Three Legged Cross** on the **LAST Thursday** of the month.

*Trevor*

## WEST MIDLANDS Tel. 07969 024999

With our meeting on Tuesday 3rd April 2012 being at the beginning of Easter Week, then I decided that we would have an Easter Egg raffle, much to the joy of Malcolm our own home produced chocolate addict. All the prizes were in some shape or other an easter egg, with a couple of booby prizes like a box of chocolates and a packet of chocolate biscuits. There was also 5 consolation prizes to those who did not win an Easter Egg, biro pens courtesy of Bernie's bargain stall at Christmas. I can assure you that a good night was had by one and all, thanks to the good will of those buying raffle tickets and Liz who sells the tickets each month

43 people attended this months meeting and there were a good selection of classic cars on the pub forecourt top please customers and members. The weather was not good that night so members did not spend too much time outside talking, with a little bit of luck that should alter this months as the weather improves.

Chris Allen has now closed his list for the **Sandwell Show** which is being held on **Sunday 13th May**, and this year we should exceed the 32 cars that we had on show last year, and once again we will be joined by four cars from the Coventry area, so even if you haven't entered a car, then come along and give us your support, and at least share a cup of tea or coffee that will be available all day. Entrance to the snow is free and if you do not feel like driving to the show, there is a bus service from West Bromwich Bus Station right to the show.

The **Annual General Meeting of the TSSC** is being held at 2.30pm on **Sunday 29th April 2012 at Lubenham Village Hall**, with an **Area Organisers Seminar** earlier at 10.30am on the same day. I next will be reporting on the proceedings of both meetings at our next **1st Tuesday** meeting which will be on **Tuesday 1st May 2012**.

We meet for the last time on the **3rd Tuesday of April**, on the **17th** at the **Nautical Club in Bishopgate Street, Birmingham**, but please note this is the **last meeting until October** at this venue. From **May** onwards the **3rd Tuesday** meeting will be held at the **West Midlands Police Social Club, Pershore Road, Edgbaston, Birmingham B5 7RN**. And finally I am pleased to report that in last months area raffle we won 2nd prize a £25 Club Shop Voucher, so when I attend the seminar

on the 29th April I will be looking to buy something from the shop for the area.

It's a pleasure to represent such a happy band of enthusiasts, and I am always grateful for the help and good wishes I receive from everyone. See you next month.

*Roger the Dodger.*  
The Owner of the  
Import Triumph

## WIRRAL

Tel. 0151 339 4150

Hi everyone. Again it's just a short report this month, as the show season is not yet underway. Last nights club meeting wasn't as well attended as usual, but I'm sure things will pick up in the next couple of months as the evenings get lighter.

As mentioned last month, Ray is suffering with his health at the moment, I believe he is due to undergo some more tests this week ( at time of writing ), so hopefully he will soon be on the road to recovery.

Also Dave Evennett who runs the Wirral Triumph Appreciation is currently in Canada where he suffered a minor stroke whilst visiting family, we were told last night that Dave has been cleared to fly home, and is expected to do so in the next couple of weeks ( also at time of writing ).

Again we all hope that Dave will make a full recovery.

Not much else to report at the moment, the event calendar will be delayed due to the aforementioned problems, but I'll publish dates as and when we have them. That's about it for this month. Take care.

*Andy*

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



## **Dent Camping Weekend** **North Yorkshire Area**

After last years trial run, we are running another camping weekend.

It will be held on **Friday 18th - Sunday 20th May 2012**, and will be held at the old Dalesrun campsite at High Laning in Dent.

**If you can make it up for the Friday its a 3 day event!**

The weekend is going to be a relaxing season opener and there will be a couple of runs and lots of time to take in the area.

For Bookings and details email Rich at

**e-mail. [72stag@gmail.com](mailto:72stag@gmail.com)**  
**or on 07766 354449**



# SOUTH OF ENGLAND MEET

## MAIN SHOW - 13TH MAY 2012

**Camping from  
Fri 11th evening**

**Pay on the Gate**

**£5.00 Per Person**

**Trip to**

**Bluebell Railway on  
Sat 12th**

**FREE** entry for children under 16.

**FREE** to have an autojumble pitch.

**FREE** to meet up with old friends  
and make new ones.

**FREE** to enter the concours - all Triumphs  
and derivatives on the field are eligible.

**NOT FREE**

**Entry**

**Goodies and other bargains in  
the autojumble.**

**Beer, Burger and ice-creams**

**Engine tuning**

**TSSC Club Shop**

**Insurance Valuations**

**Location:**

**Leatherhead Leisure  
Centre, Guildford  
Road, Leatherhead,  
Surrey, KT22 9BL**



**For more information contact Guy & Suzie Singleton  
AT 31, Cadley, Marlborough, Wiltshire. SN8 4NE**

**E-mail: [suzie.singleton@virgin.net](mailto:suzie.singleton@virgin.net)**

**TOTALLY**

**TRIUMPH**



**CLASSIC CAR SHOW**

*Northern Ireland*

**Saturday 12th May 2012**

*Wallace Park Lisburn - County Antrim*

*Supported by*

*Lisburn City Council,*

*Chic Doig Classic Sportscars,*

*Details from:*

***northernireland@tssc.org.uk***

*or Mark on*

**028 2587 9189**

# FUN & GAMES IN THE GREAT OUTDOORS!

## Northants Area

### Carry on Camping Weekend 2012

**Wicksteed Park, Northants**

**All passes to be shown at gate!!!!?**

**A Jolly Good Time!!**

**25/26/27 May 2012**

**Day Entrance £6.00**

**Camping £15.00 per pitch per night**

**Contact**

**Dave Richardson: 01234 740548**

**E-mail: [d.richardson13@sky.com](mailto:d.richardson13@sky.com)**

**or see**

**Website: [www.tssc-northants.org](http://www.tssc-northants.org)**





# SANTA'S S. T. I. R.

TOTALLY

IN-TENTS

RALLY

IT'S CHRISTMAS TIME IN JUNE  
DOWN AT WARREN FARM  
BBQ IN SAND DUNES  
LET'S HOPE IT WILL BE WARM  
SANTAS GROTTO WILL BE LIT  
AND ON HIS LAP YOU MAY SIT  
AFTER HE TAKES A SPIN  
AROUND THE CAMPSITE MAKING  
CHILDREN GRIN  
SO BRING YOUR TREES AND LIGHTS  
YOU KNOW IT WILL MAKE SENSE  
TO SPEND A COUPLE OF NIGHTS  
AT SANTA'S RALLY IN TENTS

## AVON AREA CAMPING WEEKEND

22nd to 24th JUNE 2012

WARREN FARM HOLIDAY CENTRE, BREAN

£7.75 PER NIGHT FOR ONE CAR AND CARAVAN  
OR TENT/MOTORHOME AND upto 2 PEOPLE.

FREE AWNINGS, FREE SECOND CAR, FREE DOGS,  
FREE ADDITIONAL PERSONS.

ELECTRIC HOOK UP £2.00 PER NIGHT

SHOWERS 50P A GO

BEACHCOMBER INN ON SITE OFFERS FOOD  
AND CARVERY AND LIVE ENTERTAINMENT.

ONE MILE FROM BREAN LEISURE CENTRE.

SPECIAL FEATURE :- SANTA'S GROTTO  
bring your lights and trees!

Please send full payment with  
booking form by 31 MAY 2012.

Email June for booking form at  
[Jnewrighton@tiscali.co.uk](mailto:Jnewrighton@tiscali.co.uk).



# 22nd DALESRUN

## 15th, 16th & 17th June 2012

**(a week later than normal)**

The Dalesrun is moving to **Dalesbridge activity centre, Austwick, Near Settle, LA2 8AZ** and we will be taking you through some of the most wild and scenic areas at the heart of the Yorkshire Dales. Campsite website - <http://www.dalesbridge.co.uk>

Completely separate area on the campsite Two scenic runs through the Yorkshire Dales of

Approx 90 miles over 2 days Raffle with quality prizes (Donations welcome)

Night time entertainment and bar Children's games and activities. Dog friendly site.

Access to the site will be sign posted.

**Please arrive with a full tank of fuel.**

**Bookings must be made through the club to receive preferential 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: 72stag@google.com or tel Richard on 07766 354449**

Name(s) : ..... Address.....

Tel: .....

e-mail: ..... Club Area .....

Car: ..... Reg No.: .....

Nights camping – Friday/Saturday ..... Camping (For caravans see below

\_\_\_ Children (11 and under) £ 4.00 Per night \_\_\_ Infant (under 5) £ 1.50 Per night

\_\_\_ Dogs £ 1.50 Per night \_\_\_ Extra cars per night £ 1.50 (First car free per pitch)

\_\_\_ Electric hook up £ 6.00 Per night

**Total per night \_\_\_ x \_\_\_ nights = total \_\_\_**

**Now add gazebo (if applicable) plus car and fill in the grand total at the bottom.**

Caravans and camper vans £14 per night (includes 2 people) \_\_\_ Extra adults @ £ 5 per night.

\_\_\_ Dogs £ 1.50 Per night \_\_\_ Extra cars per night £ 1.50 (First car free per pitch)

\_\_\_ Electric hook up £ 6.00 Per night

**Total per night \_\_\_ x \_\_\_ nights = total \_\_\_**

**Now add gazebo / awning (if applicable) plus car and fill in the grand total at the bottom.**

Gazebo's & Awnings \_\_\_£10 per weekend

**Cars taking part**

**Weekend price PER CAR taking part (club cars) is £10, single day is £6**

**back up vehicles can do the run if they pay too.**

**Grand Total enclosed £ \_\_\_\_\_**

**No generators after 8pm or before 8am in our area please**

Derwent Valley's

# 24th Peak Run

## 22nd to 24th June 2012

### Booking form for the Peak Run 2012 and Peak Run Camping Weekend

- Friday night a warm welcome at the campsite.
- Saturday we visit Wirksworth and the Ecclesbourne Valley Railway.
- Saturday night is the usual Party Night at the campsite.
- Sunday is the day of the 24th Peak Run—a 90 mile drive through the breath-taking Derbyshire Peak District finishing at Buxton
- Camping available from Thursday 21st until Monday 25th June\* at the Peak Gateway Campsite near Ashbourne. Sorry no electric hook up available.

Name .....

Address .....

.....

..... Postcode .....

Phone Nos. ....Email .....

Car Make ..... Model ..... Registration No. ....

### Four packages available—please select the one that suits you :

Package	Rate	Tick Below
The Sunday Peak Run <b>ONLY</b> on Sunday 24th June 2012	£9.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping.	£15.00 per car	<input type="checkbox"/>
The Peak Run Weekend including <b>one night</b> Camping.	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to <b>4 nights</b> Camping *	£37.50 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to  
**Derwent Valley Area TSSC** to:

**Peak Run 2012, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.**

#### Telephone Enquiries:

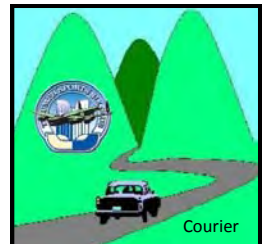
Kim and Paul Dale—01335 345784

Or Roger Buck—07970 619149

Or Colin Wright—01773 531580

#### For more information visit:

[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)



# LE MANS CLASSIC



## Limited Spaces Left!

The Triumph Sports Six Club is organising the premier Le Mans Classic camping experience at the top-rate Tertre Rouge campsite, right on the circuit.

**ALL CLASSIC CAR** enthusiasts are welcome.

Our tried and tested package includes:

- Exclusive, spacious private camping at Tertre Rouge, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security.
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport.
- Laps of Le Mans circuit in your own car.
- Rally plaques, car stickers and commemorative regalia.
- Priority booking for members of the TSSC and selected other Triumph clubs.
- Discounts on ferry crossings.

*This will be the Classic Trip of 2012!*

For more information or a Booking form,  
please visit **[www.tssc.org.uk](http://www.tssc.org.uk)**

E-mail: **[info@tssc.org.uk](mailto:info@tssc.org.uk)**

or phone the Club Office on **01858 434424**

# Holiday Weekend

14th - 16th September 2012



Book your holiday away with the Manchester Area at our weekend retreat with our very own Yellow Coats. Join us at the "Manclins Holiday Camp" for fun, games and fabulous runs in the countryside.

**Venue:**

Elm Cottage Touring Park, Chester Lane, Winsford  
CW7 2QJ

Name: .....

Address: .....

Postcode: .....

Phone No: .....

Email: .....

Car Make: .....

Model: .....

Registration Number: .....

TSSC Membership Number: .....

Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

**For more details:**

Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk, or consult the Manchester Area website at [Http://www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Item	Rate	Please Tick
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to Manclins Event. Electric Hook Ups are limited, and will be provided on a first come- first served basis. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	£30.00	
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	
Run Only (No Camping)	£10.00	
Total		

Please complete this form and send it with a cheque made payable to **TSSC Manchester** to Pip Flegel, Wyreside Lodge, Chipping Road, Dolphinholme, Nr Lancaster. LA2 9DQ



**REMEMBER**  
When we say "Hi-De-Hi"  
You say "Ho-De-Ho!"



**EXCITING NEW  
VENUE HAVEN  
WILD DUCK  
HOLIDAY PARK**

**THE  
20 NORFOLK 12  
MILE OF TRIUMPHS**

**Friday, Saturday  
& Sunday  
21st - 23rd  
September 2012**



# Booking Form

**Tel Enquiries to:** 07976 163006 – Nigel    07843 435190 – Chris    07971 017012 – Claire  
**E-mail:** mileoftriumphs@hotmail.co.uk    **Web:** www.mileoftriumphs.co.uk

**Please send booking forms to:** Claire Hill, 32 Holly Hill Road, Selston, Notts, NG16 6EF

**£50.00 deposit required on booking – balance to be paid by 1st July 2012.** Cheques payable to “TSSC – MOT event”.

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Postcode: \_\_\_\_\_

Tel: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Exciting New Venue –  
Haven Wild Duck Holiday Park,  
Belton, Great Yarmouth  
NR31 9NE**

**More caravans available  
All stays are for 3 Nights  
– Fri, Sat & Sun  
21st-23rd September 2012**

<b>Accommodation:</b>			
Superior 2 bed (sleeps 6)	£135.00	Number:	Total: £
Superior 3 bed (sleeps 8)	£145.00	Number:	Total: £
Deluxe 2 bed (sleeps 6)	£155.00	Number:	Total: £
Deluxe 3 bed (sleeps 8)	£165.00	Number:	Total: £
CAMPING	£25 per unit (Fri-Mon)	Number:	Total: £
<b>Entrance:</b>			
Adults - Weekend	£5 per person	Number:	Total: £
Adults - Day rate	£3 per person	Number:	Total: £
Under 16's	FREE	Number:	
Please make cheques payable to “TSSC – MOT event”			Total Payable: £



THE  
TRIUMPH  
SPORTS SIX  
CLUB

# International Family Weekend

August 18<sup>th</sup> & 19<sup>th</sup> 2012 Camping from Fri 17<sup>th</sup>

**STAFFORD County Showground**

**TSSC Members Discount**

**Pre Booked Tickets Order Form**

**WEEKEND £20.00 PER PERSON OR 1 DAY TICKET £11.00 PP** PRE BOOKED  
**UNDER 16's FREE!!** GATE PRICES £25 PP W/END OR £12 DAY PP

DATE ..... Membership No ...../...../.....

Number of Tickets required ..... Weekend  1 Day

NAME (MR. MRS. MISS. MS.) .....

ADDRESS .....

POST CODE ..... Daytime Tel No .....

E-Mail .....

I wish to be part of the Spitfire/Vitesse Display

Saturday Evening Dinner at £23.00 a head (Number)

CARD No ...../...../...../...../...../...../...../...../...../...../...../.....

EXPIRY DATE ...../...../...../.....

VALID FROM ...../...../...../.....

SVN NO. ...../...../...../ (Last 3 digits above Signature)

NAME ON CREDIT CARD .....

Payment by Cash  or Cheque  Total £ .....

**Please Make Cheques payable to TSSC Ltd and Return Form to:**

**Triumph Sports Six Club, Sunderland Court  
Main Street, Lubenham, Market Harborough. LE16 9TF**