



# Try Us **FIRST!** PARTS ACCESSORIES & REGALIA



**Free Technical Advice Service**  
to help you select the  
Parts **YOU** need

**E- Mail :** [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk) or Tel. 01858 434424

**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)**

Triumph Sports Six Club

The Courier 394

APRIL 2013



**APRIL 2013**

*Driving  
Yours?*



*on Drive It Day?*





# LANCASTER INSURANCE

## Triumph Insurance



We will  
endeavour to  
beat any  
competitors'  
quotes

Ask us about:

- ✓ Car Club Member Discount
- ✓ Agreed Valuation
- ✓ Limited Mileage Discount
- ✓ Multi-Car Policies

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting acceptance.

Club Supporter



For a great deal on Triumph Insurance call:

# 0800 0130080

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

Monday - Friday 8am - 7.30pm, Saturday 9am - 4.00pm

Calls may be recorded for monitoring and training purposes.

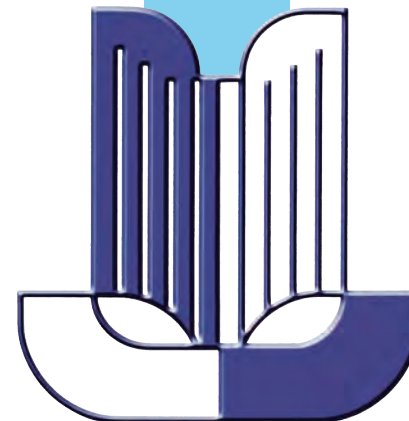
Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority 306514.



LANCASTER  
INSURANCE

ADDITIONAL SERVICES:

CLASSIC CARS - MODERN CARS - KIT CARS - 4X4 - EX-MILITARY VEHICLES - MOTOR HOMES - CAMPER VANS - CLASSIC TRACTORS



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

The Club For  
**ALL**  
Triumph  
Enthusiasts

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

**01858 434424**



*Do More  
with Your  
Triumph!*

- ✓ More Local Area Groups
- ✓ National Triumph Events
- ✓ Monthly Club Magazine
- ✓ Club Shop Discounts
- ✓ HQ & Triumph Museum
- ✓ Staffed by Enthusiasts

# The Courier

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

No.394 VOI 34. APRIL 2013

Price £3.50 Free to Club Members.

## CLUB HEADQUARTERS

Sunderland Court, Main Street,  
Lubenham, Market Harborough,  
Leicestershire. LE16 9TF.

TEL: 01858 434424 H.Q. FAX: 01858 431936

H.Q. e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

<http://www.tssc.org.uk>

Headquarters open 9am - 5pm Mon to Fri

## GENERAL SECRETARY

Vivien Thompson. Ivy Cottage, 5 Rectory Mews,  
Sprotborough, Doncaster, South Yorkshire. DN5 7LG  
Telephone. 01302 850740 email: [gensec@tssc.org.uk](mailto:gensec@tssc.org.uk)

## CHAIRMAN

Claire Hill, 32 Holly Hill Road. Selston,  
Nottinghamshire NG16 6EF Telephone. 07971 017012  
email: [chairman@tssc.org.uk](mailto:chairman@tssc.org.uk)

## OFFICE MANAGER

Trudi Prettyjohns email: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

## TSSC MEMBERSHIP

Angie Hill email: [info@tssc.org.uk](mailto:info@tssc.org.uk)

## CLUB SHOP MANAGER

Garth Jupp email: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

## Courier copy / Area News

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

We will only accept e-mail TEXT & Jpeg files

**NO Document Attachments**

**Courier Copy By 8th of Each Month**

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

## COUNCIL MEMBERS 2013

David Embury, Pip Flegel, Claire Hill,  
Nigel Hill, Derek Holman,  
Peter Lewis, Jane Rowley,  
Frank Spencer, Victor Thompson,  
Vivien Thompson.

For a full list of TSSC officials see page 74.

## HONORARY MEMBERS

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

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

© Triumph Sports Six Club Limited 2013



RICHARD DREDGE  
DRIVING HIS VITESSE

WILL YOU BE?

PHOTO BY

[WWW.MAGICCARPICS.COM](http://WWW.MAGICCARPICS.COM)

# Contents

## April 2013

Events Calendar .....	4
CoMment .....	5
News Review .....	6
Herald 13/60 Register .....	8
Herald 948/1200/1250 Register ..	10
New Members .....	13
Big Saloon Register .....	14
Spitfire I, II, III Register .....	18
Bond Equipe Register .....	26
Young Members Co-ordinator .....	30
Vitesse Register .....	34
Specials Register .....	40
Spitfire Mk IV/1500 Register .....	44
Club Shop News .....	50
Readers Write .....	52
TR4/4A Register .....	56
TR7/8 Register .....	60
Area Showtime - Stoneleigh .....	62
Sprint & Hillclimb Championship ...	64
Interview "Out Takes" .....	68
TSSC CLASSIFIEDS .....	71
TSSC Officers .....	74
Area News Review/ EVENT Adverts ..	75

# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2013 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: trudi@tssc.org.uk**

## **NATIONAL & REGIONAL EVENTS**

See also further adverts in Courier

### **April 2013**

**MON 1 APRIL 2013**

**TSSC AVON AREA CLUB STAND  
COLEFORD CARNIVAL OF  
TRANSPORT**  
CONTACT JUNE 01454 327059

**SAT 6 APRIL 2013**

**TSSC NORTHERN IRELAND AREA  
TRUNNION OILING**  
CONTACT PAUL 028 9029 2722

**SUN 14 APRIL 2013**

**TSSC WESSEX AREA  
NEW FOREST RUN**  
CONTACT TREVOR 01425 475376  
www.triumphnewforestrun.co.uk

**SAT SUN 20/21 APRIL 2013**

**TSSC AVON AREA CLUB STAND  
BRISTOL CLASSIC CAR SHOW**  
CONTACT JUNE 01454 327059

**SUN 21 APRIL 2013**

**TSSC WEST YORKS DRIVE IT DAY  
WINGS & WHEELS AT  
SHERBURN AIROCLUB**  
CONTACT VICTOR 07800 551363

### **May 2013**

**FRI/MON 3/4/5/6 MAY 2013**

**THE 24TH ISLE OF WIGHT  
WEEKEND**

**APPULDURCOMBE GARDENS  
CONTACT ANGELA  
0788 006237 OR 01983 281427**

**SAT 11 MAY 2013**

**TOTALLY TRIUMPH CAR SHOW  
WALLACE PARK LISBURN  
CO ANTRIM**  
CONTACT PAUL 028 9029 2722

**FRI SAT SUN 10/11/12 MAY 2013**

**SOUTH OF ENGLAND MEET  
CAMPING FROM FRIDAY EVE  
SAT FUN SPORTS DAY  
SUN TRIUMPH SHOW & BOND  
EQUIPE BIRTHDAY PARTY**  
CONTACT MICKEY  
07773 623807

**FRI SAT SUN 17/18/19 MAY 2013**

**STAR 90  
STANDARD TRIUMPH FORUM  
ANNIVERSARY RALLY  
VARIOUS LOCATIONS**  
BOOKING www.tr-register.co.uk

**FRI SAT SUN 24/25/26 MAY 2013**

**TSSC TRIP TO SPA CLASSIC  
SPA FRANCORCHAMPS  
BELGIUM**  
CONTACT TSSC HQ

**FRI SAT SUN 31/1/2 MAY/JUNE 2013**

**TSSC NORTHANTS AREA  
STANDARD & TRIUMPH RALLY  
WICKSTEED PARK NORTHANTS**  
CONTACT DAVE  
d.richardson13@sky.com

### **June 2013**

**FRI SAT SUN 21/22/23 JUNE 2013**

**THE 25TH PEAK RUN  
TSSC DERWENT VALLEY**  
CONTACT KIM & PAUL DALE  
01335 345784  
COLIN 01773 531580  
ROGER 07970 619149

**FRI SAT SUN 21/22/23 JUNE 2013**

**MIDSUMMER MADNESS  
CAMPING WEEKEND**  
BRUCE ARMS WILTSHIRE  
CONTACT GUY 01672 514241

### **July 2013**

**FRI SAT SUN 12/13/14 JULY 2013**

**TSSC MANCHESTER AREA  
BARMY BOOT CAMP WEEKEND**  
CONTACT PIP OR FRANK  
01524 791607

### **August 2013**

**SAT SUN 17/18 AUGUST 2013**

**PLUS CAMPING ON FRI 16  
TSSC INTERNATIONAL  
FAMILY WEEKEND**  
STAFFORD COUNTY SHOWGROUND

### **September 2013**

**SUN 15 SEPTEMBER 2013**

**THE 20TH ALL TRIUMPH DAY  
DUXFORD IMPERIAL WAR  
MUSEUM DUXFORD**  
CONTACT PETER  
01582 750943

## **CLASSIC CAR SHOWS (CLUB INVITED)**

**May 2013**

**FRI SAT SUN 3/4/5 2013  
DONINGTON HISTORIC FESTIVAL  
DONINGTON PARK CIRCUIT**

**July 2013**

**FRI SAT SUN 26/27/28 JULY 2013  
BOND CAMPING WEEKEND  
JOINT TSSC/BOND OWNERS CLUB EVENT  
SYCAMORE FARM MACCLESFIELD**  
CONTACT GUY 01672 514241

**Sept 2013**

**THURS FRI SAT SUN 26/27/28/29/ 2013  
BOND OWNERS CLUB STAND  
PISTONS & PROPS  
SYWELL AERODROME NORTHANTS**



# CoMment

BY VICTOR THOMPSON

DIRECTOR - COUNCIL OF MANAGEMENT

It's time to remind you of the Triumph Sports Six Annual General Meeting. This is scheduled for the 28th April 2013, and although it's very easy to see this as a dry uninteresting part of the Club's diary of events, it does serve a very important function in reviewing and providing a statement of the Club's position.

It also provides an opportunity to inform members about the future of the Club.

For those who have no experience of the meeting, the day starts with the Area Organisers Seminar, which is only open to area Organisers. This usually takes the form of a lively discussion with the Area Organisers, the Council of Management Members. It's chaired by our hardworking Area Organiser Liaison Officers Frank and Pip. If you have any questions for your AO to raise, please pass them on and they can either raise them on the day or forward them to Pip and Frank for discussion.

Finally we have the AGM itself. Again any member can raise any questions, ideally in advance and sent to the TSSC General Secretary, Vivien Thompson (contact details in the Courier). Alternatively questions can be raised on the day, however you must appreciate a full answer may not be possible on the day, we will nevertheless endeavour to get a full answer to you as soon as possible.

The AGM is also the occasion when the registered areas are ratified and Council of Management members are elected. This year we have two new CoM members and as usual a third of



the existing CoM members have to resign and stand for re-election.

If you are attending the AGM and any member can, please remember to bring your membership card as this is essential



to admit you in to the AGM and also for you to be able to exercise your voting rights.



# NEWS REVIEW

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

### **TSSC Council of Management Volunteer Wanted**

A volunteer role is now available with the TSSC for the position of Council of Management (CoM) member with responsibility for financial governance.

The role is an exciting opportunity for the successful applicant to undertake a significant role within one of the UK's leading classic car clubs.

#### **Main Role Responsibilities**

- Overview of internal financial governance best practices.
- Look to monitor and suggest changes where appropriate to existing financial governance procedures
- Overview the preparation and reporting of all financial information to COM as and when required. This includes bi-monthly meetings of the CoM.
- Work closely with the club's existing financial officer(s) to maintain day to day financial governance of the TSSC to agreed standards.

#### **Skills and Competencies required by the successful applicant:-**

- Accountancy qualifications.
- Demonstrate experience in both accountancy & financial governance best practice in a business environment.
- Communication.
- Decision Making.

Applicants are invited to send their CV and other relevant details to:

TSSC General Secretary, **Vivien Thompson** at [vcandvh@gmail.com](mailto:vcandvh@gmail.com) or by post to:-

**Triumph Sports Six Club,  
Sunderland Court, Main Street,  
Lubnam, Leicestershire. LE16 9TF.**

### **Blyton Park Test Day Just £40 per car**

The organisers of The Revington TR / TR Register Sprint and Hillclimb Championship are running a Sprint Test Day at **Blyton Park on Monday 3 June 2013.**

This is open to any Standard or Triumph car or derivative as is our Championship. This means you can run in our Championship or this test day with a car in any state of tune from a road car to fully modified. So if you like driving your Standard or Triumph you'll be most welcome.

So to encourage you to bring your son / daughter / partner / mates along, we've set the cost at just £40 / car. Yes, that's right just £40 per car, not per driver.

The track will open at 9.00am and close at 5.00pm. There will be a short driver briefing on the hour, every hour – so you can turn up whenever you want. Your £40 will include free helmet hire if you need to borrow one (wearing one will be compulsory), free tea and coffee all day long, stop watch timing and unlimited track time (subject to one car on the track at any one time). There will be a maximum number of 50 cars, so please book early.

In terms of safety we will have first aid, fire and recovery. You will be required to wear a crash helmet and cover all bare flesh, ie no shorts or t-shirts whilst driving and the driver must wear gloves. It will not be run as a track day but the same level of scrutineering will apply, ie none.

You will run at your own risk and will need to sign the track disclaimer. That said, there are no nasty kerbs and plenty of runoff areas if you do get out of sorts.

The purpose of this test day is very simple – to encourage you to get even more enjoyment from your car. Anyone with a Standard or Triumph car can have a go.

To book your place, simply go to the TR Register shop website at [tr-registershop.co.uk/](http://tr-registershop.co.uk/)





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



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



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

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

# HQ OPENING TIMES

**APRIL** - OPEN AS USUAL

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

**MAY** - OPEN AS USUAL

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

The Club Shop will be attending the following Show

**South of England Meet**

**Leatherhead Leisure Centre, Sun May 12th 2013**

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)

## TSSC Annual General Meeting

**SUNDAY APRIL 28<sup>TH</sup> 2013 - LUBENHAM VILLAGE HALL**

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

## Council of Management Meetings

**1ST JUNE 2013**

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 (Peter James)
- Support from the Club Office
- All three brokers offer a full range of high quality insurance policies, including multi-vehicle.



[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
e-mail. [herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)



## Derek Giles

# Final Chapter

**I** have never been someone influenced by the April fool bug (never been quick witted enough to come up with something feasible) and this month will be the same!

I have been register secretary for some 18 years and have written around 200 articles which I hope, have mostly been helpful and informative! Time and tide, they say, waits for no man! So it is with some regret I have decided at the age of

70 and with the odd health issue, I am going to pass on the mantle of 13/60 Reg Sec.

I now feel it needs some new blood to do justice



to the task!

I have some great memories over the years: Completing the Club Triumph RBR in 2000 with Rob Newton-Allen in his 948 Coupe, the Plymouth-Dakar (again with Rob) in 2003/4 when we took a 13/60 saloon across the Sahara and re-built a Mitsubishi clutch (photo 1 & 2) and the Herald 50th celebra-





Lastly I would like to thank all of you who contacted me, sent articles and put up with my ramblings over the great time I had as your official club rep!

Also may I wish whoever takes over the best of luck and just to remind them they have a great bunch of owners to work with and for!!!

Cheers,

*Derek*

tions at Stafford in 2009 (photo 3) to name but three here!

I have also made many good friends through what can only be called the Best Triumph Club in the country!

PS: this may not be the last you hear from me as I am now joint AO with Stephen Hopkins for the Somerset Area and will be keeping local members on their toes!!



## TSSC Club Shop

Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)  
e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

## Courier Archive DVD's P & P 0.100Kg



**3 Disc Magazine Archive**  
Featuring TSSC Newsletters, Turning Circle  
and Courier Magazines & Technical Directory

*The TSSC has always produced a range of highly informative publications for its members, so there is now an uninterrupted history stretching back over thirty years.*

*For the first time, the entire range of TSSC News Letters, Turning Circles and Couriers is available in this box set of DVD's, offering an amazing wealth of technical information, history of Triumph and history of the TSSC itself.*

<b>Disc 1.</b>	<b>The Early Years</b>	<b>1977 – 1989</b>
<b>Disc 2.</b>	<b>The Nineties</b>	<b>1990 – 1999</b>
<b>Disc 3.</b>	<b>The Noughties</b>	<b>2000 – 2009</b>

**REQUIRES ADOBE READER**

**MAGDVD 3 Disc Box set**  
**£10.00**



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

**Colin Lindsay**



## Boxing Day?

I've decided to go the whole hog and fit the late Spitfire single-rail gearbox that I've been storing for many years to the Herald 1200, the J-type overdrive being the big attraction. These boxes don't use the separate cam and switch setup to activate overdrive - the inhibitor switch screws down into the casing ([pic 1](#)) - so as I'm short of a top cover and actuating cam for the three-rail box, this removes the need for prolonged and usually unsuccessful eBay trawling.

Consequently I've been cleaning and de-rusting, confirming that the gears appear to work as they should before I go to all the bother of fitting this particular box. Sadly I won't know just how good this second-hand box actually is until I hit the road for the first time, but a visual inspection of the gears through the top cover has revealed no major damage or broken teeth. I've flushed

does no good to have a gearbox stored dry. There are a few interesting features about this box that

**Pic 2.**



will be of benefit in the future; firstly synchromesh on all gears, and secondly the provision of a switch for reversing lights ([pic 2](#)). This differs from the more familiar squat switch used to inhibit the overdrive but as it's also used in Minis and the like,

**Pic 1.**



**Pic 3.**



quite easy to source ([pic 3](#)).

out the old oil and washed out the interior with petrol before refilling with EP90; it

A small aftermarket reversing lamp hung below the rear valence will be of great assistance, more in warning cars behind that I'm reversing rather than helping me see where I'm



going. I also found this handy gadget



recently (pic 4); a bulb with a built-in warning buzzer to alert pedestrians that I'm reversing. It will also be very handy when trying to find reverse, which I think is in a different position to the usual Herald box; once the noise starts I'll know I've selected the correct gear. I'll cover the wiring procedure once I get that far; it will involve some slight electricrery as the Herald has neither reversing lights nor overdrive so it will require a few modifications to the current loom.

The gearstick for these models has a ball-type fitting which rotates in a cup and so the

more familiar Herald type with the bolt-fitting won't do. As with most parts, these gearsticks are plentiful until you actually require one, which is when they all disappear. Luckily I've had a few years to source one, and to be sure - I've got two (pic 5). I don't require any kind of gearstick switch as I'll be fitting a column-mounted arm in keeping with the factory fitment. There is a small plastic bush and spring on one side of the gearstick, an 'anti-rattle bush' according to the catalogue. One of mine was missing, but easy to source and replace. I remember the bell-ringing that my coupe gearstick used to make at speed so anything which reduces the noise is very welcome.

These gearsticks are held on by a spring-loaded cap which hooks onto two tabs that protrude from the remote housing; as usual not straightforward with these as one is longer than the other, and fits into a slot on the side

Pic 6.



Pic 5.

of the gearstick to help with location and gear selection. Mine having been replaced by a length of threaded bolt by the last owner, it's nice to see they're available new (pic 6).

Removing the gearstick may be an option for immobilising the Herald when parked, but scary when it happens on the open road. I also decided to recondition the bell housing; sadly I can't use the alloy version that I've been hoarding - at least not without modification - but a good derust and a healthy coat of primer topped with black Plasti-Kote Metal Protekt will keep the

cast-iron version pristine for a good few years. I also decided to replace the oil seal in the



centre as a fit-and-forget ten minute job (pic 7). The seal is a scroll-type seal, which simply means it has large threads cut into the sides

**Pic 8.**



(pic 8), the intention being that as the shaft spins the oil is flung out and back along the threads into the gearbox, with the hopefully small amount that does escape dripping out of the hole in the bottom of the bell housing without contaminating the clutch. That's the theory!

This is the main reason you never park a Herald facing downhill, as all the gearbox oil will simply flow to the front, work it's way round the immobile scroll seal and drip out all over the ground. So: park facing uphill or leave your engine running all night. Replacement is simply a matter of pressing out the small locating pin and then gently tapping the old seal out. I'll also replace the release

bearing... once I can work out how to remove it. I've done it before, but for some reason this one doesn't want to budge. Possibly some percussive maintenance will help.

Don't forget - the 21st of this very month the **Herald For Heroes** trip is leaving Suffolk for sunny Istanbul in a Herald 12/50.



Definitely a worthy enterprise which I've been supporting with boxes of spares from the recesses of the garage. If you've anything you think they may need, from service parts to wheels and tyres, get in contact with Simon at **h4g@live.co.uk** or by telephone at **01473 623096**.

Simon is to send me full details for a future Register, so I'll be following the trip with great interest.

The car will be stuffed with service items and supplies but hopefully the basic essentials will be obtainable for much of the non-motorway route; a far cry from the early days of Herald motoring, covered in a very non-PC manner in the book *"Tuning Standard Triumphs"* by **R. Hudson-Evans**, in which he makes reference to low-compression Herald engines being necessary due to *'doing desert duty on date juice or Brand Ali Octane 1/2...'* Ah, those good old days of jolly exploration of poor roads and dusty horizons... and that's only the Suffolk bit...

Follow the team on **Facebook**, the website links from **Heraldforheroes.org**.

See you next month

**Colin**



# *Welcome to* **NEW MEMBERS**

*Welcome to all these  
 new members, who joined  
 the Club in February 2013*



Andy Phipps	Avon
Ian Egglestone	Berks
James Kay	Bucks
Christopher Platt	Cheshire
Steve Wild	Derbys
Nicholas Collier	Devon
Graham & Sue Swingewood	Dorset
Graham Galloway	Dunfries & Galloway
Anthony Clegg	Essex
Lesley Goldstone	Essex
Kevin Gyde	Gloucester
Michael Best	Hants
John Sanders	Herts
Gordon Stone	Highlands
James Devaney	Isle of Man
Linda Preston	Isle of Man
David Higgs	Kent
Peter Twort	Kent
John Starley	Kent
Richard Gash	Kent
Richard Bradley	Lancs
Nicholas Howe	Lancs
Peter Klenk	Lancs
David Bains	Lincs
Jacqueline King	London
Frank Sanderson	West Mids
Rob Ray	West Mids

Andrew Johnson	West Mids
Peter Hale	West Mids
Neil Abraham	Middx
Paul Adams	Northants
Glenn Smith	Notts
Steve Ward	Powys
Peter Kelleher	Rutland
James Davies	Shrops
Alan Ross	Staffs
Martin Esslemont	Strathclyde
Steve Ashurst	Suffolk
Nigel Corston	Surrey
Chris Kenney	Sussex
John Bewick	East Sussex
Colin Mann	West Sussex
Kathryn Rawlins	Warks
Lance Gurney	Warks
Robert Orridge	North Yorks
Don Salter	West Yorks
Philip Core	West Yorks
James Noble	West Yorks
Christoph Capelle	Germany

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

# BIG SALOON Register



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



## Mark Blease

# A Special Year

**S**toneleigh spares day is the earliest event in the Triumph calendar, and is usually the first foray into daylight for many pampered cars after a winter hibernation. No doubt the amount of cold still lying on the roads after the cold snap put many people off using their classic - the corrosive



anniversary of the Triumph big six, so it was great to see so many Mk1s in one place so early in the show season.

Plans are forging ahead for our own anniversary display at Stafford this year. I'm hoping we can get examples of every different model produced during the 14-year production run, and get as many saloons and estates as possible into Bingley

grit is literally stacking up at the sides of the carriageway where we live - but there were quite a few Triumphs parked in the grounds at Stoneleigh, and many more on display on club stands inside. What was remarkable was the number of Mk1s on display - both saloons and estates. I may have mentioned (once or twice) that 2013 marks the 50th

Hall. It would be really helpful to get an idea of numbers, so if you think you'd like to put your car into the hall this year, please email me at [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk) with brief details of your car. There's no commitment at this (or any other) stage, it would just be good to get a feel for numbers. Please don't worry if your car isn't a concours winning beauty,

it's all about getting as many different models and years on display as possible.

Of course the TSSC concours will be running alongside as usual and I'm hoping that, given

- one to suit my current size, and one to suit my no-doubt increased girth once all the TSSC weekend events are over!



we will already have a hall full of big sixes, there will be a record-breaking number entering into the 2000/2500 category this year.

The TSSC has produced some rather dapper t-shirts (see photo) to celebrate the 50th anniversary of the saloons, and they were selling really quickly at Stoneleigh.



If you want to be the envy of your friends and work colleagues, get your orders in to the **Club Shop** now! Personally I may order two

As we all know, calories consumed on TSSC events don't count.....do they?

### How many left?

Planning the Stafford anniversary display prompted me to ask another question - how many of our cars still survive? The website

**[www.howmanyleft.co.uk](http://www.howmanyleft.co.uk)**

attempts to answer such questions.

Enter your car's make and model, and the website presents information from the DVLA database listing how many cars are currently licensed (on the road and taxed) and SORN (off the road).

Although it's far from perfect, and the website author is the first to admit that the data, particularly for older vehicles, is strewn with errors, it does give a flavour of surviving numbers.

SORN figures can be the most misleading, as quite often cars that have long since been scrapped or broken for spares can still be registered as SORN with the DVLA.

The rarest single models in terms of numbers licensed are the 2500TC and 2500S - not particularly surprising as these were models



	Licensed	SORN
2000	678	372
2.5 PI	138	92
2500	36	18
2500 S	86	87
2500 TC	41	54
<i>Stag</i>	<i>4505</i>	<i>2190</i>

produced very late on in the life-span of the big sixes. The increasingly sought after PI models are unsurprisingly rare, whilst survival figures for the 2000 seem comparatively healthy.

However adding these numbers together gives

produced between 1963 and 1977, only 0.26% or around 1 car in 385, still survives. Compare that to the Stag; with a production run of around 25,000, 18% or almost 1 car in 5 still survives.



a total of just 979 cars still licensed. To put that into context - of the 377,000 big sixes

The big six is a rare Triumph indeed! Until next month.

*Mark*

<h2>YORKSHIRE TRIUMPHS</h2> <p>A WELCOME RETURN TO GOOD OLD FASHIONED CRAFTSMANSHIP</p> <p><b>It's our aim</b> to keep Triumphs on the road, preserving them for generations to come. From a minor repair to a full restoration, we have decades of experience delivering the highest quality work &amp; great value for money. We'd be delighted to have you join our long list of satisfied customers.</p>  <p><i>Peter Johnson</i></p>	 <p><b>TR4-8 Spitfire Stag Herald 2000/2500 GT6 Dolomite</b></p> <p><b>01405 839420</b></p>	<p><b>YOUR SPECIALIST FOR:</b></p> <ul style="list-style-type: none"> <li>• RESTORATION</li> <li>• BODYWORK REPAIRS</li> <li>• ENGINE BUILDING</li> <li>• PAINT &amp; TRIM</li> <li>• ELECTRICAL</li> <li>• TRIUMPH &amp; ROVER V8</li> <li>• MECHANICAL UPGRADES</li> <li>• USED &amp; RECON PARTS</li> <li>• CAR SALES</li> </ul>  <p><b>FOR THE FULL STORY, VISIT:</b> <b><a href="http://www.yorkshiretriumphs.co.uk">www.yorkshiretriumphs.co.uk</a></b></p>
---	--	---

# TRIUMPHS ON TOUR

## Jersey Int'l Motoring Festival



**5 Days, 5 Nights From Just £359 Per Person**

Thursday 6th to Monday 10th June

Including: Condor fast Ferry Crossing, 4 Nights Hotel Accommodation, 4 x Breakfast, Spectator and touring events Road Book & Rally Plate

## Lake Garda & the Stelvio Pass



**10 Days, 9 Nights From Just £599 Per Person**

26th & 28th June & 22nd September Departures

Including: P&O Ferry Crossing Dover/Calais, 2 Overnight Stop in each Direction, 5 Nights in Lake Garda, Stelvio Pass, All Breakfast & Dinners

## Sorrento & the Amalfi Coast by Motorail



**10 Days, 9 Nights From Just £1159 Per Person**

4th - 13th October 2013 - Save ££'s on Fuel, Tolls & Hotels

Including: Ferry Crossing, Return Motorail Holland to Italy in a 2 berth Sleeper Cabin, 2 Nights in Frascati & 5 Nights in Sorrento, All Breakfasts & Dinners

## Ireland's Causeway Coast



**5 Days, 4 Nights From Just £399 Per Person**

5th May, 7th July & 8th September Departures

Including: Stena Ferry Crossing (choice of routes), 4 Nights Excellent Hotel Accommodation, All Breakfasts & Dinners, Road Book & Travel Pack

### 2013 MILLE MIGLIA

10 Days, 9 Nights

12-21 May

From £999.00 Per Person

### THE BELGIAN DELIGHTS

4 Days, 3 Nights

17 May & 13 September

From £159.00 Per Person

### KENT COUNTRY RALLY & BROMLEY PAGEANT

3 Days, 2 Nights

6-8 June

From £119.00 Per Person

### ARCTIC HIGHWAY CHALLENGE

17 Days, 16 Nights

12 & 20 June

From £2250.00 Per Person

### THE LAKES & MOUNTAINS OF AUSTRIA

12 Days, 11 Nights

5-16 July

From £1149.00 Per Person

### THE BELGIAN ARDENNES

4 Days, 3 Nights

10 July & 12 September

From £259.00 Per Person

### 2013 SILVERSTONE CLASSIC

3 Days, 2 Nights

26-28 July

From £219.00 Per Person

### THE BELGIAN GRAND PRIX

4 Days, 3 Nights

23-26 August

From £399.00 Per Person

### ITALIAN GRAND PRIX & STELVIO PASS

10 Days, 9 Nights

4-13 September

From £899.00 Per Person

### TUSCANY BY MOTORAIL

10 Days, 9 Nights

6 September & 4 October

From £1299.00 Per Person

### A SALUTE TO THE 40's

3 Days, 2 Nights or 2 Days, 1 Night

13-15 September

From £89.00 Per Person

### GOODWOOD REVIVAL

2 Days, 1 Night & 3 Days, 2 Nights

13-15 September

From £105.00 Per Person

### THE FRENCH RIVIERA BY MOTORAIL

9 Days, 8 Nights

14-25 September

From £1429.00 Per Person

### ANGOULEME 'CIRCUIT DES RAMPARTS'

7 or 12 Days Tours

15-26 Sept

From £479.00 Per Person



Scenic Car Tours in association with

## Classic Rally Tours

A superb introduction to the exciting sport of Historic Rallying, without the hassles. Suitable for beginners and totally standard Classic Cars, no special equipment is needed and all roads are smooth and non damaging.

### BRITANNY RALLY TOUR

7 Days, 6 Nights

14-20 September

From £849.00 Per Person

### CHAMPAGNE RALLY TOUR

3 Days, 2 Nights

19-21 October

From £399.00 Per Person

### BEAUJOLAIS RALLY TOUR

3 Days, 2 Nights

23-25 November

From £349.00 Per Person

For full details of these Rally Tours visit - [www.classicrallytours.com](http://www.classicrallytours.com)

## The Enchanting Black Forest



**8 Days, 7 Nights From Just £459 Per Person**

22nd June & 14th September Departures

Including: P&O Ferry Crossing Dover/Calais, 1 Overnight Stop in each Direction, 5 Nights Landhotel Rebstock, All Breakfast & Dinners

**FOR FURTHER DETAILS OR TO BOOK ☎ 01732 879190  
OR SEE OUR WEBSITE - [WWW.SCENICCARTOURS.COM](http://WWW.SCENICCARTOURS.COM)**





# SPITFIRE I - II - III Register



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



## Suzie Singleton

## Overseas & More

**A**s some of you will know I sell on ebay full-time and one of the areas I cover is stickers and decals for classic cars. It's fascinating to see how many British classics have made their way all around the world and I often get into communication with my customers and hear about their cars.

I was surprised recently after several emails to and from **Yakup Bastimar** in **Turkey** regarding decals for his Ford Escort to discover that he had had a



Turkish classic car magazine, "Auto Show", in which it had been featured back in 1996. As you can imagine, my Turkish is not very good - in fact - non-existent - but you can see that Yakup and his car had a good two page photo spread in the magazine - a good souvenir to have of the car.

Yakup sold the car some 3 years ago and now

1965 Spitfire4 Mk2 for some years, and it was very interesting to see the scans of the

enjoys his Escort but says that it is not easy to find any British classics in Turkey.



## SPITFIRE I - II - III Register

Yakup's Mk2



Staying with the overseas theme for a moment, Equipe owners **Dave and Amanda Abbitt** spotted this roundtail Spitfire (below) at the Art Deco show on Ocean Drive, South Beach,



Miami, USA while on holiday nearby, I love hearing about Spitfires overseas and I will have another one for you next month but

would love to feature more so, if you and your early Spitfire live anywhere other than the UK I would be particularly pleased to receive some words and photos for these pages. Of course, that's not to mean that UK based cars aren't welcome - the more the merrier!

Closer to home I recently heard about an interesting **Bermuda** hard top for early Spitfires which is looking for a new home. **Chris Bailey's** mother



had a roundtail Spitfire some years ago but when she sold the car the hardtop remained in the garage.

The hardtop will need some work as you can see from the photos but Chris will be happy to consider sensible offers for it. It is in Reigate, Surrey. It would be a striking addition to any roundtail Spitfire.

If you would be interested in this hardtop please contact me and I'll put you in touch with Chris.

Apologies to Derek Ford for appropriating this late Spitfire related item but knowing my predilection for Triumph &/or Spitfire oddities Bernie Robinson forwarded this snippet from **Phil Boocock** on to me.

*"Further to the article in the March edition of The Courier about the Spitfire's trip on the way*



*to Shepherd Neame's Brewery please see the photos herewith of my 1978 Spitfire 1500's carbs complete with Shepherd Neame / RAF roundels / crown corks! Maybe other members have similar add-ons?"*

So, there's a challenge - what other non-standard Triumph (or non-'Standard Triumph') parts now adorn your car??

I was surprised and pleased the other day to spot a familiar car in an advert in Classic Car

Monthly - That Sybil just manages to get everywhere, doesn't she?

And now, while looking at alternative auction sites the other day I found a magazine containing a Spitfire article I wasn't aware of. Shame the asking price is a bit too high for me - so I wondered if anyone has a copy of this lurking - probably on a top shelf! - who could let me have a copy of the article?





And finally this month the latest Update on the **Shropshire Spitfire**. Over to you David....

## Shropshire Spitfire at Stoneleigh



Well we'd been looking forward to Stoneleigh 2013 for some time and it did not disappoint from our point of view! We met up with many of the friends we had made at Stafford last year as well as took the opportunity to make many new ones. The TSSC stand was certainly not a quiet place as you can see! It was certainly very rewarding for everyone involved with the project to note just how far and wide the story has gone both within and outside the Triumph community!

Many of you passed comment on just how good the work we have completed so far is!

We were able to show the car as it is now as well as contrast that with pictures from when the car was last at Stoneleigh two years ago!

## SPITFIRE I - II - III Register

Then we had done nothing and we were just about to start out on the journey. This time everyone one could appreciate just how far we have come and what we have achieved so far. Exactly the encouragement we needed to go on to the next stage of the project.

### The Body!

One new friend in particular we made at



Stoneleigh that deserves special mention is **Andrew Turner**. As many of you know, Andrew's speciality is the refurbishment of



Carburettors and you can see more of his excellent work at <http://www.su-carbs.co.uk/>. Andrew met with us at Stoneleigh and got to learn about what we were about and our aims for the Shropshire Spitfire. There and then he very kindly donated a set of refurbished Carburettors to the project. Thank you





**Vivien completes the draw**

Andrew! Your support of the project is very much appreciated by us all.

Our 50/50 raffle tickets went really well with many of you purchasing tickets for £1 a go. As you may recall 50p in every £1 went to the project fund and 50p to the cash prize pot.

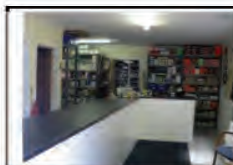
**Vivien Thompson**, TSSC General Secretary, completed the draw for us and the lucky winner was **Mr B Heeley of North Wales**. Upon advising Mr Heeley of his

success he very kindly donated his winning to the project fund.

For that we thank you Mr Heeley! Your generosity is very much appreciated by us all.

Well we now look to move on to tackle what many of you told us is the hardest bit, The bodywork! Hopefully in the not too distant future we'll update you with our progress on that. See you soon

*David Embery*



### **Wins International Ltd**

Tel: 01342-327018 , E-mail [winsintltd@sky.com](mailto:winsintltd@sky.com)



Triumph spares specialist covering new, reconditioned and used spares, vast stocks, Est since 1987, mail order UK & Worldwide, Fast & Friendly service.

**New website [www.winsintltd.co.uk](http://www.winsintltd.co.uk)**

**Price promise**  
Found a better  
Price?, we will  
Always try to  
Beat it if  
possible

**Website covers all New, Recon & Used spares and  
Also lists cars currently in for dismantling**

Opening hours : 9.00-4.50pm mon-friday, 9.00-12.00 pm Saturdays  
All in one large warehouse, with shop counter, feel free to come & browse  
Whatever your requirement we will always try and help  
**Unit 21b, Durkins rd, Charlwoods industrial estate,  
East Grinstead, West Sussex , RH19 2ER**



# Need help fixing your Triumph

We are Triumph specialists, and can carry out all aspects of restoration and maintenance work, whether it's a body off rebuild, a respray or mechanical and MOT work.

Our 3500sq ft workshop is fully equipped with MIG and spot welders, 4-post vehicle lift and a Spraybake paint oven to ensure perfect paint.

## SERVICES:

- Electrical work
- Bodywork and paintwork
- Mechanical and servicing work
- MOT preparation and welding
- National collection & delivery service



MW Restorations

01799 584994

www.mwrestore.co.uk e-mail: mike@mwrestore.co.uk Saffron Walden, Essex.

Hoods & Tonnesaus from only **£51.95**



**Guaranteed Precise Fit**

## CAR HOODS

*Massive Selection of Original Quality Car Hoods*

Take care when purchasing a new car hood. Standards in quality, originality and most importantly standard of fit can vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available offering a vast choice of colours and materials.



Our range of materials, options and special offer prices is too vast to print here. Phone for free samples, brochure and full price list or see our web site for full details.

[www.PrestigeAutotrim.com](http://www.PrestigeAutotrim.com)

## CARPET SETS - SEAT COVERS - TRIM PANELS

### UNBEATABLE DEALS!

#### Prestige Carpet Sets

Available in original quality de-luxe tufted pile or Superior Quality 100% Wool Pile plus under carpet sound deadening kits.

**Replacement Seat Covers**  
Available in vinyl or leather plus interior trim panel sets.

Ask for our full price list and samples or visit our web site for full details. We guarantee you'll be amazed at the vast choice and the exceptional price savings that come with buying direct from Prestige.

Full Carpet Sets from **£64.95**



Pair seat covers from **£88.95**

### Interior Trim Packages

**EVERYTHING YOU NEED IN ONE UNBEATABLE PACKAGE!**

Carpet Set, Sound Deadening, Seat Covers & Trim Panels in a wide range of colours to create the interior of your choice. Call for price list or see web site for full details

[www.PrestigeAutotrim.com](http://www.PrestigeAutotrim.com)

From only **£334.56**

**Prestige Autotrim Products Ltd.**

Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, Wirral, CH42 1NS, England.

Tel: 0151-643 9555 Fax: 0151-643 9634



Haleacre Workshops, Watchet Lane, Little Kingshill, Bucks, HP16 0DR

## Service, Restoration & Sale of Triumph Sports Cars



- TR, Spitfire, GT6, Herald, Vitesse
- Pre-purchase inspections nationwide
- Cars bought and sold



Tel: 01494 866087 E-mail: [sales@jyclassics.co.uk](mailto:sales@jyclassics.co.uk)  
[www.jyclassics.co.uk](http://www.jyclassics.co.uk)



# T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES - [www.tdfitchett.co.uk](http://www.tdfitchett.co.uk)

## HERALD/VITESSE

Delaney-Galley heater valve 560612	£48.50
Petrol tank	£145.00
Front lower valance 1200 O.E.	£160.00
Front lower valance 13/60 O.E.	£160.00
Front lower valance Vitesse O.E.	£160.00
Herald 13/60 front lamp panel 812140	£80.00
Herald 1200 front wings	£120.00
Herald 13/60 front wings	£95.00
Vitesse front wings	£120.00
Front wing 'D' plates 703627/8	£10.50
Windscreens drip channel	£13.00 pair
Herald/Vitesse door skins 901338/9	£75.00
Door Skin repair panels	£25.50
Complete door shell 902256/7	£320.00
Sills 803070/1	£26.50
Tread plate repair panel	£8.50
Front Footwell	£69.50
Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703625/6	£16.00
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£31.00
Herald 948/Vitesse rear centre valance	£75.00
Herald 1200/13.60 rear centre valance	£77.50
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£49.50
Front/Rear wing arch repair panel	£24.50
Rear wing front repair panel	£18.50
All chassis outriggers/side rails/boot extn	£22.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£125.00
Rear overriders 703708/9	£49.50
Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£160.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£28.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.20 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Rear shock absorber	£20.00
Herald 4 Synco (exchange gearbox)	£285.00
Vitesse (exchange gearbox)	£285.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£150.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£20.50
Herald new alternative distributor (exchange)	£59.00
Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£12.50

**MANY ITEMS STOCKED  
FROM NUTS AND BOLTS  
TO BODY SHELLS**  
**CALL NOW**  
or order online  
[www.tdfitchett.co.uk](http://www.tdfitchett.co.uk)

13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
Herald O.E head gasket GEG 314	£9.00
Spark plugs 1200/12.50 (set of 4)	£7.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

## TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins HKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£305.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£90.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£187.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£85.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£285.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1088	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange)	£205.00
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£165.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
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	£320.00
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	£15.50
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 trunnion 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
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

## SPIRITFIRE MK I & II & III

Spiritfire MKIII Bonnet Assembly less tubes	£950.00
Nearside/offside front wings	£95.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£59.50
Front inner wheel arch 706548/9	£59.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£61.50
Battery box 806707	£25.00
Rear valance lamp panel 569900	£85.00
Boot lid 575787	£395.00
Dash top cover 714482	£35.00
Vinyl hood Mk III inc zip window	£160.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£45.00
Track rod ends	£9.50
Gearbox 4 Synco (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.....	£19.50 pair
Front wings 90963/4.....	£55.00
Front wheel arch outer 909351/2.....	£49.50
Front wheel arch inner 90797/8.....	£39.50
Headlamp support panel assembly 818871/2.....	£40.50
Front quarter valance 815391/2.....	£80.00
Door skins.....	£61.50
Sills non original. 903097/8.....	£47.50
Sills O.E. 903097/8.....	£69.50
Sill reinforcement panel 806634/5.....	£7.50
Inner sill 806638/9.....	£27.00
Front sill end plate 706422/3.....	£8.50
Half floor (deep pressing).....	£135.00
'A' post lower filler panel 706288/9.....	£22.00
Bonnet hinge pivot box RKC362/3.....	£46.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 91107/8.....	£60.00
Rear wing non O.E.....	£130.00
Rear wing front repair panel.....	£21.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£87.50
Boot floor.....	£130.00
Boot lid 911237.....	£47.50
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
Windscreens aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£39.50
H/ top seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
Exterior door handle (black) YKC2837/8.....	£65.00
Window regulator 911271/2.....	£65.00
Window regulator glazing channel.....	£65.00
Front outriggers 209398/9.....	£42.50
S/steel tread plate finishers.....	£32.50 pair
Oil pump TKC 1974 (exchange).....	£32.50
Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKQ774.....	£40.00
Oil filter GFE119/150.....	£5.00
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.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£235.00
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.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon 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).....	£45.00
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 313666.....	£3.00
Hoods original I.C.I. material inc zip window.....	£190.00
Hoods vinyl inc zip window.....	£160.00
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 II 908116 less tubes.....	£1,050.00
Bonnet assembly Mk III 913766.....	£1,050.00
Front wings Mk II 908113/4.....	£115.00
Front wings Mk I 907154/5.....	£95.00
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 II 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.....	£320.00
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.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

## TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....	£175.00
Mk I front panel (nose cone) 903258.....	£75.00
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 615888.....	£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.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

## DOLOMITE RANGE

Toledo Static Seat Belts O.E.....	£35.00 pair
Front undermider XKC 83/84.....	£25.00 pair
Rear lamp assembly 1300 F.W.D. 211874.....	£37.50
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 windscreens 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
Sprint gearbox (exchange).....	£295.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50 3 rail.....	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£75.00
Rear 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
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Dolo 1500/18/50 brake shoes GBS746.....	£20.00
Dolo 1500/18/50 wheel cylinder GWC1502.....	£15.00
Sprint wheel cylinder GWC1121.....	£15.00
Tank sender 1500HL/1850HL/Sprint 215652.....	£27.50

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX

Telephone 01952 619585/620434 Fax 01952 610510 Web: [www.tdfitchett.co.uk](http://www.tdfitchett.co.uk)

MONDAY-FRIDAY 8 am till 5.30pm. SATURDAY 8 am till 1 pm  
PRICES INCLUSIVE OF VAT, Carriage extra.

Overseas orders outside of the EEC are not subject to VAT.  
Please quote original part number if available. It will help us to help you.  
Complete range of overdrives built by ex-Laycock engineer. POA

TRADE ENQUIRIES WELCOME

Prices correct at time of going to press

At the time of going to press we can supply most gearboxes, steering rack and diff's for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.  
Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.  
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



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

**Guy Singleton**



## Standing Out

**I**t's time to start making a commitment - As I mentioned last month, Garth and Bernie have been working hard and have produced T-shirts for the 50th Anniversary and, as you will see from the photo **YOU WILL STAND OUT FROM THE CROWD** given that they are Bug orange!

The T shirts are £9.50 each plus £3.50 p&p (for 1 or 2 T-shirts).

They will also be on sale at Club Events this year, starting with the **South of England Meet** at Leatherhead Leisure Centre on the 12th May.

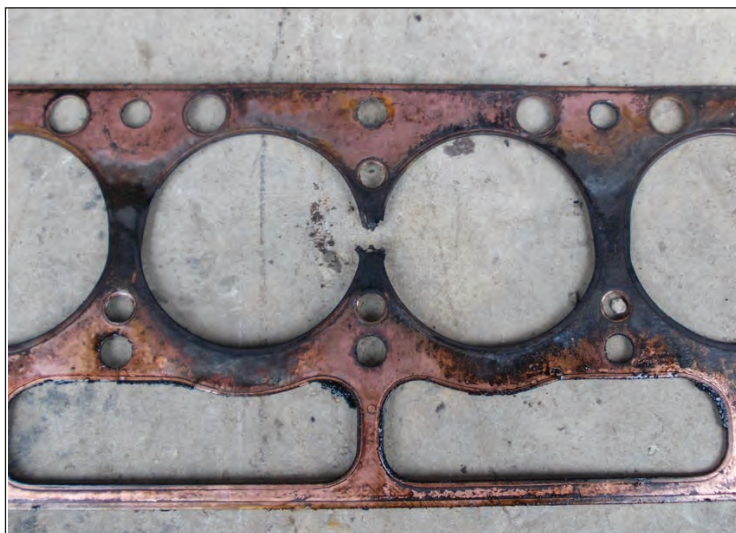


Turning now to things mechanical, and indirectly Bond related (Ok, very indirectly, but the Mk1 Equipes did use the same 2 litre engine as our 1966 Triumph 2000). Anyway, Suzie and I were returning from doing some filming with said 2000 (more about

this at a later date) when the power dropped, it was still running on 4 - but only 4. A compression

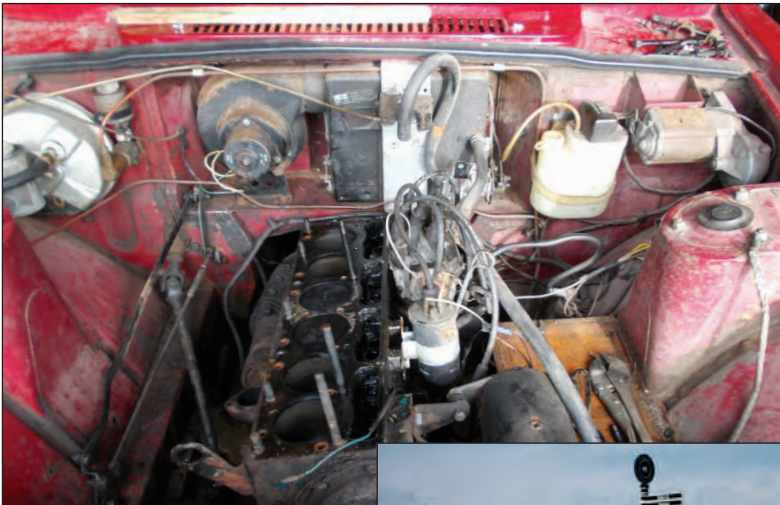
test the next day showed that cylinders 3 and 4 were down. Taking the head off a little later revealed a blown head gasket. Looking at the head showed that three exhaust valves have receded and will need inserts to be fitted.

I am currently trying to decide whether to do the inserts and convert the head to unleaded at the same time, or to just find a spare usable head to put back on just to get the car





currently resting while children grow up and the house is finished, but hopefully he will come up for air sometime. The reason for his call was that he also has a 2 litre convertible which he needs to sell. It is a complete rebuild project but is complete and comes with some Herald floors to replace the missing Bond ones! He very much hopes that it will be rebuilt, rather than scrapped, there being so few of them still around. If you are interested please contact me and I



mobile again - hopefully somewhat more inexpensively - and delay the decision about the current head.

Talking to various people advice ranges from installing a spare head (just lap in valves and fit) to converting to a MkII head and with other modifications upgrading to 140BHP!

I am currently leaning towards the first option as it is quick, easy, and comparatively cheap!



**Graham's 2+2 taken at Stafford in 1994**

I heard recently from **Graham Hill** - Yes, "The Graham Hill" with the Rallying 2+2. The car is

will put you in touch with Graham. The car is in the South West.





In a recent ebay trawl I found a Bond accessory which would be nice to have, but this one is, unfortunately, a bit the worse for wear, at least the canvas is - a Bond Trailer Tent! The price also seems a bit high at £1,500, despite the rarity value, although they do appear to be including canvas to remake the tent part. Anyone got a heavy duty sewing machine and a yen for a project? For a change I'm going to let common sense (and the bank account!) prevail and hope someone else takes a fancy to it.

Finally, did I forget to mention that there are a few **50th Anniversary Events** going on this year, the first one being in just a few weeks at Leatherhead, so get your car ready, **get the T-shirt - and Be There !!**

**12th May 2013**  
**SEM at Leatherhead**



**21st to 23rd June**  
**Midsummer Madness, Wiltshire**  
**26th to 28th July**  
**Bond Rally, Macclesfield**  
**16th to 18th August**  
**TSSC International, Stafford**  
**26th to 29th September - Pistons and**  
**Props, Sywell Aerodrome, Northampton**

**SUBSCRIBE AND SAVE 20%**  
[retrocarsmag.com/subscribe.asp](http://retrocarsmag.com/subscribe.asp)



1950s - 1980s Modified Cars

[retrocarsmag.com](http://retrocarsmag.com)

- The best modified classic cars from across the globe
- The finest event coverage
- In-depth company profiles
- Inside the world's most exciting garages in *The Lock Up*
- The latest news and new products



Available from all good newsagents or call  
**01732 748084**

# 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



## Sorry!

I need to start this month's article with an apology. I missed the deadline for my last article, it's been very busy down here since the start of the year, need I say it's all been mainly car troubles that have kept me distracted. I also turned 25 at the beginning of Feb so that also put me out of action for a week. Now that I am 25, does this make me too old for this role as TSSC Young Members Co-ordinator?

One thing that comes with age is cheaper insurance, this was proven to me when, at the start of March I phoned my insurance company. I wanted to put my PI back on the road so asked to add it back on to my policy. I was very pleasantly surprised when they told me that would cost £31. I find this hard to understand when the biggest engine car on my policy at the moment is my MK3 Spitfire (1300), and the PI is a 2500 somewhat of a jump up for just £37. I'm not complaining though, just the enigma of insurance.

This got me thinking, if I had to recommend a car to a young member what would I recommend? Now from when I started doing this job for the club the considerations have changed, mainly insurance has become a massive factor. The line from our insurance companies is under 1500 engines. This

narrows the field right down, leaving just Heralds, early Spitfires, Small Dolomites, all Toledos and not to be forgotten the mighty Acclaim. I think I'm in good stead to recommend these cars as I have owned all of them apart from a Dolly but I have driven and worked on them. Please don't be under the illusion that it will be cheap to insure (those



days seem long gone), but it is do-able if your heart is set on it. Anyway back to the question, **"what would I recommend".**

Out of all the cars I have had and still have, my Herald is the one that I have had since the day I passed my test. I have always had a Herald on my drive and would like to think that I always will. The Herald has had 3 major changes in its life, all of them happened in the first 2 years of me having it on the road. It now



## Young Members Co-ordinator

is in the shape of a 1200 estate and has been for the last 5 years (the chassis and running gear has remained the same through out),



anyone that keeps and eye on the Facebook page will know why it's changed shape. The Herald has always been a great car, done what I wanted it to, gone where I needed it to, and been a lot of fun along the way.



Now on a practical front having a Herald as an everyday car is far more practical than having a Spitfire, the extra row of seats can be very handy. Also with running a classic as an everyday car you need to carry a certain amount of tools, I often find my Spitfire boot is full after I put my tool box in it, the Herald on the other hand has a cavernous boot. The Herald saloon compares well to the estate and in fact the saloon has a bigger rear seat and a touch more rear leg space, and still has a

surprisingly deep boot. The other good thing about Heralds is you can get a convertible and even a coupe if you really want something a little different. On a financial front, bits for them are easy to get hold of and often at a reasonable price (not always good quality). Heralds are great to play with. If you want it lower, faster, noisier the bits are out there and they are so easy to work on. Running one as an everyday car can leave you wishing for a modern at times. They can be reliable but it's still an old car, on average I do 100 miles a week in

mine and if it goes a month without me having to open the bonnet I'm doing very well. I often have to stay working up the garage late, so that I have it running to get me to work the next day, I do feel this is part of the fun though. It would

be the same with any classic that you own (apart from an Acclaim, that just goes and never complains). Dolomites and Toledos are also practical saloons but in my opinion I think the look and styling of a Herald is far more classic looking, Dolomites and Toledos just look a little more modern and in my eyes a touch nondescript. The Dolomite having an extra set of doors makes it again a little more practical, they have a very good size boot and also

are easily modified. If you have to do a lot of miles then a Dolly sits on Motorways a little happier and feels a little more stable. I think this is down to the monocoque construction, unlike the Herald built and bolted together from a chassis up.

The most practical and reliable car that is available to under 25's is unequivocally a Triumph Acclaim. The Honda input really did make it a good car, and when considering what you want from a car you shouldn't over

look the Acclaim. I was very lucky to have been given mine and for the 4 years I owned it, it was just amazing. Never failed an MOT, never broke down, it needed no constant maintenance only a service every year (if you remember or get the time). I did find getting parts for it a little hard, service stuff wasn't a problem but anything outside of that was a bit awkward to come across. The main reason I

standard rate. She understood that young people out there do want polices and had negotiated a young members policy from the age of 19. With this policy it would be your own policy but it would be quite highly loaded. This is something you can get from most main stream classic insurers. I told her that through our Club insurers we can get cover for 17 year olds but this comes at a cost and with an



sold mine was because I had to pay a strange thing called road Tax and I didn't like that idea, it also went as part X for my PI. So please don't over look the Acclaim - it is a good car and still good fun to drive.

So in conclusion all of the cars in my list are good cars and it's down to personal choice as to what you buy and what works best for the job you have for it. I will always recommend a Herald as a perfect First Car they are cool stylish and a lot of fun. A Herald is better than any Mini, Morris Minor or Beetle so it's a no brainer to me.

If you are under 25 and would like to drive a classic Triumph there may still be a way of doing this. At the international Triumph show (Triumph spares day) I found an insurance company that was advertising cover for 17 year olds. This caught my eye, so I went and introduced myself and quizzed them on what cover they were giving 17 year old. The company is called **Towergate** and is operated by two ladies Sue and Denise, It was Denise that I was talking to and she was very approachable. She was also very positive towards covering young drivers (this was a breath of fresh air to me). I asked for more details on what cover they give to young drivers, she said that 25 is the magic number this is when your policy will drop to our 32

engine limit of under 1500cc, This is when Denise said something very interesting, with her policy for 17 year olds there is no engine limit, and in her words *"you could have a 17 year old driving a TR7 V8, or anything"*. I asked how this works, and it's not a policy of the 17 year old but that of someone over 25 and the young driver is named on it. It has one stipulation and that is that the policy holder must be in the car when the named young person is driving. I know this isn't ideal but in some cases it will work. This policy is also very reasonable they only add an extra 30% to the price of the policy. If this is something that will help or be of interest to you then you can contact Denise on **01235 516333**.

### News

Again if you still haven't let the Club know you are one of our under 25 year old members then please drop me a message or contact the Club direct, at the moment we have had very few people actually do this. I know young members are thin on the ground but I'm sure there are a few more out there. Also if anyone is doing anything interesting this coming show season, restoring a car or has a project on the go then please do get in contact, I'm sure people are getting a little bored of reading about me and my views. Thanks for reading.

Dan



## Launches ground breaking new insurance proposition for Young Enthusiasts aged 17-23 years.

**T**he announcement came at the specialist insurance broker's recent Classic Industry Forum, which took place last week (6th March) at the Heritage Motor Centre, Gaydon.

Twenty key industry stakeholders including insurance, club and media partners attending the Forum heard how Footman James had been working in partnership with insurance partner KGM to develop a brand new proposition for young classic enthusiasts.

Footman James' managing director **Andy Fairchild** advised that it had been difficult issue to take on with the insurance industry but the innovative new scheme, set to go live from next month, will mean that young drivers, who had previously struggled to obtain insurance for their classic would now be able to do so, subject to a range of qualifying criteria.

"We have been working hard with our insurance partners to establish a range of criteria that will assist us identify the true classic enthusiast. Young drivers who purchase classic vehicles as a means of obtaining cheaper insurance are not, in our opinion, true classic enthusiasts and a risk that insurers will not take on – a decision that we fully support," explained Mr Fairchild.

He continued, "One of the ways of establishing true enthusiasts, in our opinion, is down to whether they are members of a car club. We have, therefore, selected this as the primary qualifying criteria for the product and as a result, the product will initially be available to members of pre-selected clubs only."

### Qualifying criteria for 17-23 year olds:

Owner must be a member of one of the pre-selected clubs.

Car must have been manufactured in or before 1985.

Owner must have use of or own a second vehicle for everyday use.

Owner must limit their mileage to 3000 or 5000 miles per year.

Owner must have a maximum of one non-fault claim or minor conviction.

Car must be parked off the road or garaged.

In addition, young drivers who meet the above criteria can be eligible for further discounts if they score enough points in a brand new points system devised by Footman James and KGM. The system will award points to young drivers who can demonstrate a commitment to the movement through the following:

Length of club membership, involvement in club activities and events, family history of owning classics/club membership and how they heard about the product.

Advanced driving qualifications and mechanical competence are also being considered as other potential point scoring opportunities.

*"We are delighted to take the lead on providing classic insurance for young enthusiasts. Through the development of this unique product we hope to help secure the future of the classic movement for many years to come and implore young enthusiasts and the industry at large to assist us in making a success of the initiative."*

*The ultimate aim is to engender confidence amongst the insurers and ultimately, we hope to extend the product to other clubs in the future,"* concluded Mr Fairchild.

The launch pad for the announcement, The Footman James' Classic Industry Forum, was the first event of its kind that saw key industry stakeholders meet to debate industry issues, threats and opportunities. The event was deemed a success by all those who attended and plans are now being put in place to hold further events on a regular basis. launches ground breaking new insurance proposition for young enthusiasts aged 17-23 years.





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

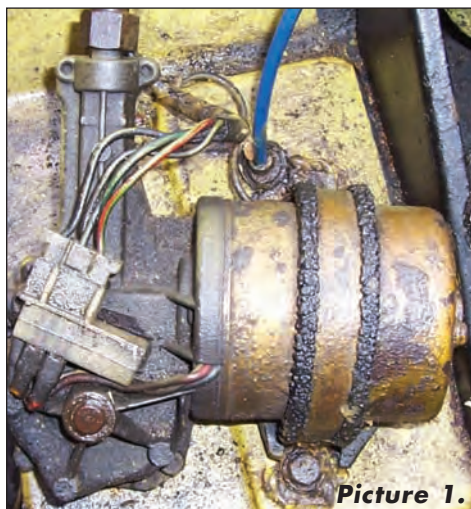


## Dave Rumens

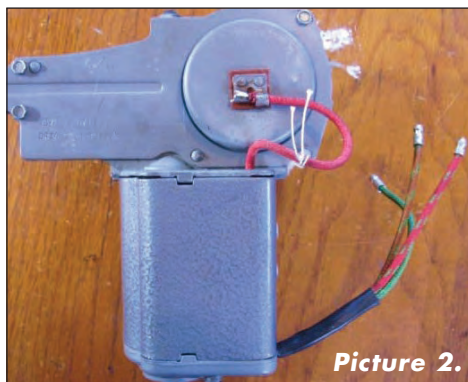
### 2 Speed Wiper Conversion

**H**ello folks. Spring should now be with us after a cold and snowy winter. I am not trying to suggest that the coming summer is going to be as wet as last year and not wishing to tempt fate but this month's subject is two speed wipers. Firstly I should say that two speed wipers were never fitted as standard to the Vitesse so we are talking about a modification. What prompted thoughts of modifying the existing single speed set-up to two-speed was the request from a club member for any information covering the subject. Keeping it in the family, a good source of information and parts is to look at other Triumphs models that were fitted with two speed wipers.

So I did some digging into the GT6, Spitfire, TR4a, TR5 and TR6 wiper set-ups. What I found was that the Spitfires Mk IV/1500, the GT6 Mk 2/3 and the TR6 all have the later round, 14W, type two speed wiper motor which would not mount directly onto the existing bracket, **Picture 1**. Also many members don't like the visual departure from



**Picture 1.**



**Picture 2.**



**Picture 3.**

originality. Fortunately for us the earlier Triumph models (GT6 Mk1, TR4a and TR5) were fitted with a two speed version of the DR3

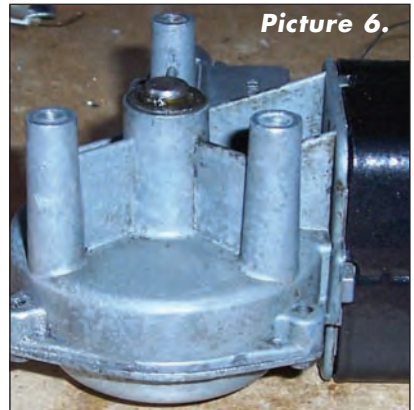
type fitted to the Vitesse. But be warned these are not cheap, I guess it's the TR5 connection! The type used in the GT6 Mk1 is a **Lucas Type DR3A** and has **Lucas Part No 54071439**, **Picture 2**. Compare **Picture 2** with the single speed type given in **Picture 3** and you will see the difference. The single speed has fixed connecting tags, whereas the two-speed has leads with bullet connectors. One point you need to be aware of with the two-speed is due to the different windscreen on the GT6 Mk1, TR4a and TR5 the wiper sweep is not the same as the Vitesse and this may not be to your liking. There is an easy way of

**Picture 5**, as rotating it will change the parking position of the wipers. You will also need to change over the mounting spacer/bolts from the single speed to fit the two-speed onto the Vitesse mounting bracket. Finally make sure you ask whoever is supplying you with a DR3A



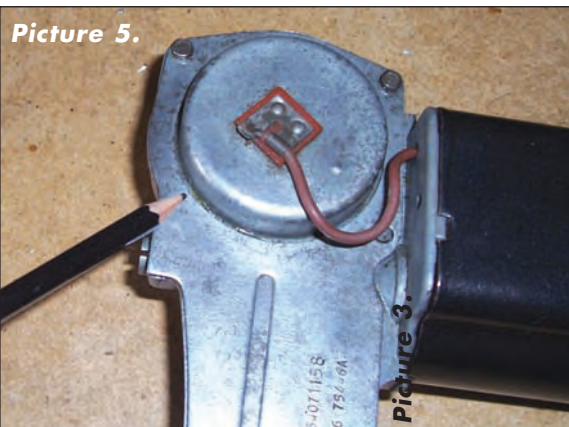
**Picture 4.**

overcoming this by swapping over the large gear wheel and arm, **Picture 4**, from your existing Vitesse single speed wiper motor. Be careful to mark the original position of the cap,

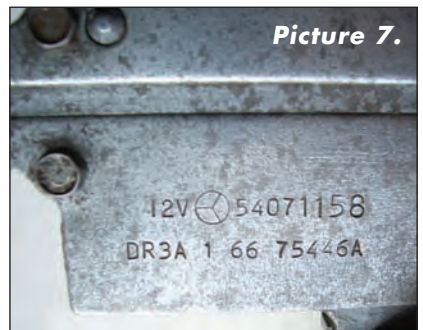


**Picture 6.**

two speed motor that the mounting tubes, **Picture 6**, are the same as the Vitesse single speed DR3A. There shouldn't be a problem, but this may



**Picture 5.**



**Picture 7.**

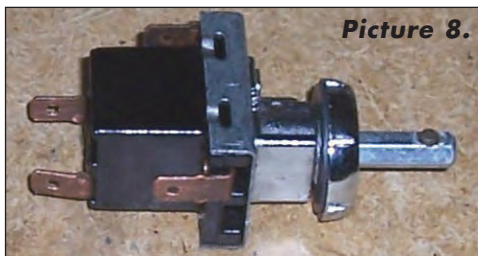
save some difficulties in the long run. **Picture 7** shows the location of the reference numbers on a Lucas DR3A wiper motor.

Moving on to the dashboard where maintaining originality in this area brings it own problems in matching the two speed wiper switch with the existing single speed. The 1600 and Mk1 have a pull switch, where as the Mk2 has a combined wash wipe turn switch. The

problem being the GT6 Mk1 and the TR4a has a toggle switch. Just to add another slant the TR5 has a rocker switch. All three have a separate washer pump. To make the problem worse the two speed switch at first appeared to be unique in so much as it connects all three tags together in the normal speed setting and connects two in the high speed position. So the challenge was to find a switch that matched the original look and around which I could design a circuit that would work!

### For 1600 & Mk1

An easily obtainable dashboard match two position pull switch is the Master light type, **Lucas Part No 34477A** **Picture 8**, which is



**Picture 8.**

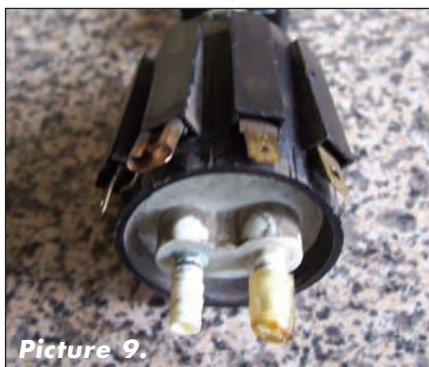
used on the later Vitesse and the 13/60 Herald. Having carried out some research I found this switch appears to have been used as part of the two speed wiper option for the TR4. I metered out the switch and remarkably found that tag for tag it matched the GT6 Wiper Switch toggle. It's that good old parts bin again I guess. As a result I have given below wiring details using this switch as the wiper switch. Thank goodness this was an easy solution to maintain the originality.

#### Wiring -

1. At the wiper switch connect tag 1 to an extra lead and run this to the Red/Green on the 2 speed wiper motor.
2. At the wiper switch connect tag 4 to the existing black lead. (Earth)
3. At the wiper switch connect tag 6 to the existing Black/Green lead. At the 2 speed wiper motor connect the existing Black/Green to the Brown/Green lead on the motor.
4. At the 2 speed wiper motor connect the existing Plain Green Lead (Ign Switched Supply) to the Plain Green lead on the motor.
5. Connect the 2 speed wiper motor separate Black lead to earth.

### For Mk2

A dashboard matching wash/wipe two speed switch was fitted to the Spitfire MkIV, GT6 Mk2



**Picture 9.**

and Mk3, **Picture 9**. Like the Vitesse this had a manual pump for the wash. If you also want to fit electric wash then use the Toledo post October 1972 type or late TR6 as this was fitted with the same two speed wiper switch but



**Picture 10.**

has a push switch for electric pump, **Picture 10**. But, as both types of this switch were designed to work with the later, 14W, round type of wiper motor the switching arrangement will not directly match the requirement of the earlier wiper motor. However, with the use of either a relay or a high current diode a circuit can be designed to enable the use of this switch. To keep in the tradition of our cars I have used the relay approach.

#### Wiring -

Just to add a bit of confusion the numbering of the wiper switch is given on the front under the spacer. **Picture 11** shows the front of the switch with the spacer removed to expose the numbering. Therefore looking at the rear of the



**Picture 11.**

switch numbering is reversed where the first tag on the left is 4 and the last on the right 1.

The relay should be a standard (modern) 12Volt 20Amp single pole change over (SPCO) five pin type.

1. At the 2 speed switch connect to tag 4 an extra lead and run this to Tag 85 on the relay.

2. At the 2 speed switch connect to tag 3 to the existing black lead. (Earth)

3. At the 2 speed switch connect to tag 2 the existing Black/Green lead. At the 2 speed wiper motor connect the existing Black/Green to the Brown/Green lead on the motor. At this point on the 2 speed wiper motor T off an extra lead (From the Black/Green and Brown/Green leads) and run this to tag 87a on the relay.

4. At the 2 speed wiper motor connect the existing Plain Green Lead (Ign Switched Supply) to the Plain Green lead on the motor. At this point on the 2 speed wiper motor T off an extra lead (From the Plain Green leads) and run this to tag 86 on the relay.

5. Run an extra lead from tag 30 on the relay to the Red/Green on the 2 speed wiper motor.

6. Run an extra lead from tag 87 on the relay to earth.

7. Connect the 2 speed wiper motor separate Black lead to earth.

## TAG CONNECTIONS (PIN OUT)

For completeness I have included the tag connections (Pin Out) for the switches and relay below.

### Two Speed Wiper Toggle Switch. GT6 Mk1

Switch Positions	Tag Connections	Switch Tag Wiring to Wiper Motor
Off	1 connects to 6	1 Red/Green 6 Brown/Green
First (Normal)	1 connects to 4 & 6	1 Red/Green 4 Earth 6 Brown/Green
Second (Fast)	1 connects 4	1 Red/Green 4 Earth

### Master Light Pull Switch. Later Herald & Vitesse (34477A)

Switch Positions	Tag Connections
Off	1 connects to 6 & 7
First	1 connects to 4, 6 & 7
Second	1 connects to 4, 7 & 8

### Two Speed Wiper Turn Switch (With Manual or Electric Wash Pump)\*

Switch Positions	Tag Connections
Off	1 connects to 2
First (Normal)	2 connects to 3
Second (Fast)	3 connects to 4

\* GT6 Mk2 & 3, Spitfire MkIV & Early 1500, Late Toledo, Late TR6.

## Relay SPCO

- 30 =** This tag is the switch common or wiper.
- 85 =** This tag is the relay coil and wired to switched earth.
- 86 =** This tag is the relay coil and is wired (powered) from the Ign switched supply.
- 87 =** This tag is connected to tag 30 when the relay coil is powered.
- 87a =** This tag is connected to tag 30 when the relay coil is NOT powered.

Finally the normal warning to disconnect the battery when working on your car's electrical system and carry out a thorough check of your work before reconnecting.

The battery contains a lot of electrical energy that can destroy the loom and in the process set fire to your much treasured Vitesse.

That's my ramblings for this month. *Safe Driving and keep them running on All Six – Dave.*

**Editors Note:** *ALL cars fitted with the single speed DR3A motor could be modified for two speed. As Dave informs me, "In our case the earlier TR's, Herald, earlier Spit's, as well as the Vitesse. Also Mk1 2000, not the Mk1 2.5 PI that had two speed. Much easier on the early cars as they had either pull or toggle switches for the wipers. Lucas appear to have designed the master light switch (both in pull and toggle form) so it could also be used in a two speed wipers circuit. A good cost effective approach for both production and spares holdings."*



# Chaplin's

## MOT TESTING & SERVICE CENTRE

**MOT TEST FEES FOR THE CLASSIC CAR OWNER**

**ONLY £25 PRE 1975 CARS ONLY**

KEEP YOUR CLASSIC CAR HISTORY FILE COMPLETE

**25 CUNLIFFE DRIVE, KETTERING, NN16 8LD. 01536 416942.**



### PETER JAMES INSURANCE

Two Leading Names - One Market Leader

### STEWART MILLER INSURANCE

TSSC Insurance Partners **Peter James Insurance** and **Stewart Miller Insurance** can provide a complete range of Insurance Services for every TSSC member.

<b>PETER JAMES INSURANCE</b> Telephone: <b>0121 506 6040</b> info@peterjamesinsurance.co.uk <a href="http://www.peterjamesinsurance.co.uk">www.peterjamesinsurance.co.uk</a> All Specialist Vehicle Insurance	<b>STEWART MILLER INSURANCE</b> Telephone: <b>0121 422 2282</b> info@stewartmillerinsurance.co.uk <a href="http://www.stewartmillerinsurance.co.uk">www.stewartmillerinsurance.co.uk</a> Commercial & Household Insurance
---	---

BUYING | RESTORING | REPAIRING

# CLASSICS

MONTHLY



# LATEST ISSUE

Comprehensive Rotoflex suspension rebuild guide.  
Step-by-step, packed with details and tips.

Stag Rescue – boot floor replacement and more.

TR4 SLR. A what?

ISSUE 202

**ON SALE  
28 MARCH**

**ALSO  
BUY IT**

From the  
Apple Newsstand  
for iPad and  
iPhone

Available from newsagents and supermarkets,  
or [www.myfavouritemagazines.co.uk](http://www.myfavouritemagazines.co.uk)

## BACK ISSUES

Many still available on Apple Newsstand  
Visit [www.classicsmonthly.com/newsstand](http://www.classicsmonthly.com/newsstand)



On Android or PC/Mac? Find us on [www.zinio.com](http://www.zinio.com), Google Play, nook.com



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



## Trevor Collett

# The Early Days

**T**his month I want to carry on from my theme of last month, and think about the kit car golden age of the 1950s. I mentioned some of the names of the manufacturer's that were producing fibre glass bodies for amateur car builders to mount onto their own chassis.

The most popular target chassis for these sporting bodies were those from the Ford cars that were new in the thirties and forties, and so were available quite cheaply, and ripe for conversion.

The most critical factor affecting what body fits what chassis is the wheelbase dimension, and this dimension for the common Ford chassis was 90 inches. Remember this number.

I'm now coming round to a topic that I've discussed more than once in this column over

the years. What, for us TSSC people, was the most significant event of the 1950s?

Easy question: the introduction of the Triumph Herald in 1959, obviously. And what do we know about Triumph Heralds?

Here are two things: they had a separate chassis, and their wheelbase was 91.5 inches. You've probably worked out where this leading... could the modern Triumph Herald chassis be used in place of the elderly Ford ones?

This question is one that I would dearly love to say I have the definitive answer to, but to do so I really need to carry out more in depth research than I have been able to do thus far.

I have seen one or two references, dated to the early 60s, to the use of the Herald as a base for a kit car, and, as I'll get to in a



**Falcon Caribbean**

minute, I have come across a few examples of actual cars with a seemingly 50s originating body on a Herald chassis. As far as I can tell, from this distance out, there would be no real engineering issues with using the Triumph chassis instead of the Ford one.

how a body intended for a Ford chassis has ended up on a Herald one – it could be a car was built originally on the intended Ford chassis, which, say, at some time in the 70s or 80s, rusted away and the car then rebuilt on a



**Falcon Caribbean in Blue**

But what of the commercial issue?

What we need to remember is that in 1959 there would presumably have been very few second hand Heralds to be had! Even through the early 60s, would anyone dismantle a Herald to build a Falcon, AKS or Nickri?

There are two other possible sources of a Triumph chassis and mechanics: from an accident damaged Herald, one where the chassis remained straight obviously, or was it possible to buy a rolling chassis, sans Herald body, from the factory? Somehow, I doubt the latter could have happened.

Just above I mentioned three of the manufacturers that were selling car bodies at the time; I've homed in on these three because I know of examples of each that are running around, or have been running around within the last 20 years, on Herald mechanicals.

Before we look at these examples I must just mention another scenario that could explain

Herald platform?

Now for the individual cars I've alluded to: Q358GRJ and 315PNK are both **Falcon Caribbeans**, and they are both built on a Herald chassis platform.

The blue car was featured in this column in May 1992 and according to the then owner the main assembly had taken place around 1962-65, *"using almost exclusively new Herald parts"*. Does this mean that a new bare chassis was bought from a Standard Triumph dealer?

I don't know.

The red car turned up at a Triumph kit and special show I organised at Brooklands in 1992 and, though I don't know any of its detailed history, the then owner told me that the car was built in 1960 on a Herald 948 chassis. Another example of a 50s fibreglass body fitted to a Herald chassis I came across on the web is the **Nickri Champion**, ATD440A. Apparently this car is one that was originally



**Nickri Champion - before renovation**

who lived then in Wales. John's car was a **AKS Continental**, which was then unregistered, which he had acquired around 1984. The note on the form reads, *"Originally on a 948 Herald chassis, I am now looking for a replacement as original is totally rotten. Car never finished, stored in barn and needs total rebuild."*

built on a Ford chassis and later rebuilt on a Herald. The car was renovated even more recently and re-registered as KSK649; it is said to be the **only** Nickri Champion in existence.

And finally, in my files I have an IVR form that was passed to me when I first became Specials Register Secretary, completed by a John Reese,

Unfortunately I do not have a picture of this car, and have no idea where it is now.

I would love to research this aspect of our motoring history in more detail, a project for when I retire? Whenever that will be. If any of you good folks reading this has any light to shed on this shady corner...



**Nickri Champion - Reborn as KSK 649, only one in existence?**





# RIMMER BROS

## The Classic Parts Service

**TRIUMPH**



TR2-8	Spitfire	Herald
Stag	GT6	Vitesse
Dolomite	2000/2500	

**Free Catalogues**

Visit our website  
for prices and availability:  
[www.rimmerbros.co.uk](http://www.rimmerbros.co.uk)

tel: 01522 568000

fax: 01522 567600

email: [sales@rimmerbros.co.uk](mailto:sales@rimmerbros.co.uk)

Triumph House, Sleaford Road, Bracebridge Heath,  
Lincoln, LN4 2NA. England

*All the parts and  
accessories you  
will ever need*

Parts service for Land Rover, MG Rover and Jaguar also available

**LAND  
ROVER**



**JAGUAR**

from 1998 to 2011



# SPITFIRE MkIV/1500 Register



e-mail.

**[ford.derek@sky.com](mailto:ford.derek@sky.com)**

**Derek Ford**



## In Fifth Gear!

**T**his month I have for you a special insight into the world of Television and film. **Martin Feltham** relates his experiences of when his Spitfire became a 'TV Star'!

*"Sometimes classic car ownership can deal you a little bit of luck and gives you memories you'll always remember..."*

*...It all started in July 2012, with the usual scroll through eBay and clicking on the favoured search "Triumph Spitfire" to see what bargains could be had. This particular search lead me to a Spitfire bonnet that had been sprayed in Inca Yellow and was in good*

*had on the car was ok but the dreaded brown stuff had decided to make an unwanted appearance on the wheel arches. And the Spitfire had tried its best the previous year to invite more rust in by shearing it's trunnion, sending the wheel into the arch and cracking the repair filler added when the car was restored in 2001. The thought of a winter project installing replacement wings was not the greatest and this eBay find looked like the perfect solution. I took a gamble and placed my bid. Two days later I'd won it! It was a lucky find, because apart from the aforementioned dent the bonnet was exceptionally tidy. Once installed on the car, after a week stored in my living room (my wife loves me!) it was*



*condition with only a minor storage dent in the offside wing. I didn't need a bonnet, the one I*

*great to see how well the paint matched too. After a little bit of messing around with the*



head lights the car was ready for more summer fun.

Two weeks later I had a phone call from **Micky Hazell** AO for the Thames Area asking if I'd be interested in using my car for a section in the television series **Fifth Gear**. I was. And I was available on the date proposed for filming. Micky sent me the contact details for the researcher and I was immediately dialling the phone number to find out more.

After a bit of discussion I discovered that the production company who make Fifth Gear wanted a Spitfire to do a piece on investments in classic cars. In my mind I didn't believe those two words went together, having seen my bank account drain several times on Spitfire projects. But they'd apparently done their homework and found three makes of cars that were sure to rise in value. These being, a Triumph Spitfire, a 1990 BMW E30 and a 1986 Rolls Royce Silver Spirit.

*"Is your car presentable for television? It doesn't have any rust?"* the researcher asked.

*"Yes it presentable with no rust"* I replied. That bonnet find was even more lucky I thought to myself.

*"And it's worth about £2000?"*

*"Err, no it's a little bit more than that but I think you'd struggle to find a rust free example for that price"*

Having minimal knowledge on the Triumph marque the researcher asked me to email a few pictures and a brief write up about my car for the producer to check.

The team seemed impressed with what I'd sent and they agreed to use the car.

After a week of phone calls rearranging dates



due to presenters other commitments, a Thursday in late August was set and the filming was to take place in the grounds of Horsley Towers in Surrey.

When the day arrived, it started like most summers days in 2012 over cast and threatening showers. My Dad and I arrived at the grounds at 8am and met with the researcher and director. Within 15 minutes the other cars had arrived and we had a cameraman and



sound engineer. The BMW was owned by a cheerful young lady who had travelled from Norwich with her husband to do the filming. The Rolls was owned by **David Oxford** an older gentleman and I couldn't help but think





that if ever there was a man to own a Rolls on the strength of his name alone it was David Oxford. The director lined the three cars up for what would be the opening and closing scenes. The cameraman began taking panning shots of the cars from every angle, whilst doing so, the presenter for the piece, **Jonny Smith** arrived. We were all introduced and started to

easy it is to work on them. A script had been written for Jonny to learn and describe how to check the engine condition by checking the oil filler cap for the white sludge. He then got on his knees and checked the condition of the sills for rust. While all this filming was going on, my Dad and I had turned into the paparazzi snapping as many pictures as possible to bore



discuss the cars and the day with him.

It was decided to drop the hood of the Spitfire for the filming as the car looks better, but of course this action sent signals to the gods to bring on the rain. Between film takes a golfing umbrella was opened to keep the interior dry, which was an interesting look for the car.

After doing a number of different takes with Jonny Smith walking to and from the camera,

friends and family with on our return.

The weather had brightened up for the afternoon film session which was of the cars on the road being reviewed and driven by Jonny. The Spitfire was the first to be rigged up with cameras, mounted to the body using suction pads like the type used for sat navs. A total of 4 cameras were used, one on the bonnet

looking through the windscreen. One on the inside of the screen, one mounted next to the fuel cap and the final one mounted on the rear wing looking at the wheel.

Jonny and the director got in, started her up and like a Father waving his daughter off at her first day at school, I raised my arm and wished them well. In 13 years of ownership I'd never seen my car be driven off by anyone



other than my Dad and it was a welcoming sight to see them return after half an hour. Jonny said that he had enjoyed it and couldn't believe how low you sit to the road.

James said that the cameras were rattling around quite a bit which I thought would have been obvious when bolted to a 1978 British Leyland sports car!

When all three cars had been filmed with the mini cameras it was time for the chase car sequences. This meant strapping the cameraman into the boot of the Skoda estate and mounting the camera to the car's floor. Jonny would then drive the cars around the local streets while being filmed. So for the second time that day I wave the car off (although this time I waved in my mind, I'd didn't want to look like a complete fool!).

The crew returned after 15 minutes, happy that they had filmed all they needed to make it work for the television.

We were then left to wish everyone all the best and thank the team for a very enjoyable and I have to say it, a 'surreal' day for me.

I was told on the day that they were hoping to air the piece in late November/December, but I had to wait until 18th February before I stumbled upon the new series and by luck saw that in that night's episode "*Jonny looks at three classic car investments*". With much texting to interested friends and family, to tune into Discovery channel, I sat on the edge of the sofa and like an excited 7 year old on Christmas Eve I waited for the scene to air.

I was very pleased with what they had edited together and thought that they had put Spitfire's in a very good light. It was almost 10 hours of filming for a 10 minute piece!

The clip can be found on [You Tube](#) by searching for *Fifth Gear Season 22 Episode 2* and it's about 4 minutes into that clip.

That's my story of my little cars claim to fame".

**Martin Feltham**

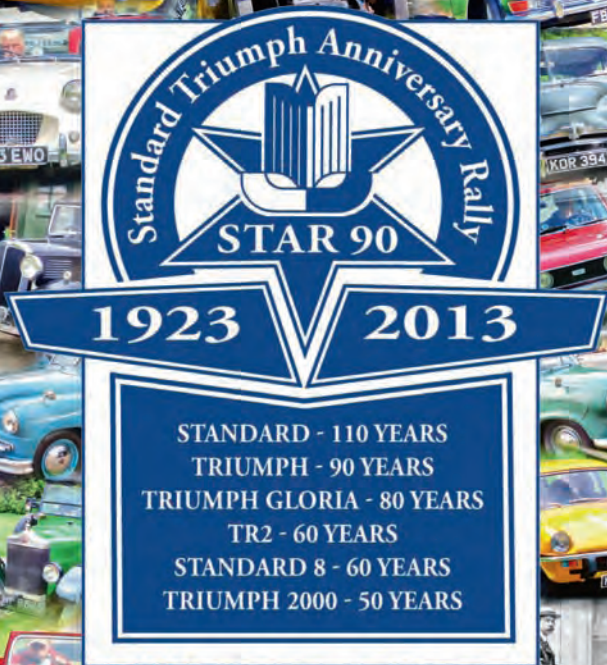
Thanks for that Martin, anyone else got a tale to tell of Spitfire ownership we can share with all within this Register? Please don't hesitate to get in touch.

**Derek**





17/18/19 May 2013



# STAR90 STANDARD TRIUMPH ANNIVERSARY RALLY 17/18/19 MAY 2013

The Standard Triumph Forum presents STAR90 - a celebration event for all Standard Triumph enthusiasts. This prestigious three day event begins on the evening of Friday 17 May 2013 with a Welcome BBQ at the Chesford Grange Hotel, immediately south of Kenilworth (parking

for 650 cars). For those who do not want to stay at the rally HQ hotel there is a range of other hotels nearby and camping and caravan facilities have also been booked at Stoneleigh Park, only a five minute drive away.

On **Saturday 18 May 2013** there will be morning or

afternoon driving experience sessions at the Prodrive Proving Grounds at Honiley, Balsall Common, including short circuit driving, tarmac rally course and skid pan options. An alternative range of Fun Runs are available including to the Standard Triumph Monument at

Coventry Motor Museum, Warwick Castle and a range of other venues and locations.

**Saturday evening is Gala Dinner evening** at the Banqueting suite of the Chesford Grange Hotel, with guest speaker Prodrive Chairman David Richards, Aston-Martin, and one-time Triumph 'works' rally co-driver with Fred Gallagher, Triumph co-driver with Tony Pond, Triumph TR7 V8 - 1978 RAC Rally, 4th Place, the highest placed non Ford Escort - a great drive in rallying history. Along with outright wins in TR7 V8 with Tony, in other British and European events.

**Sunday 19th May 2013** sees the whole event focus move approx 15 minutes down the A46 + M40 highways, from Chesford Grange to the Heritage Motor Centre Gaydon for an all-day Standard Triumph Anniversary Rally. It will include an arena, parades, a trade show, special anniversary 'events' presentations, interviews, full commentary. We are expecting well over 1,000 Triumphs (there were many more at the Triumph 75th Anniversary event in 1998), and many Triumph clubs. The principal organising clubs, within the framework of the Triumph Forum, include TR Register, Stag Owners Club, TSSC, T2000/2500 Register, and Club Triumph.

**Booking:** booking arrangements will be through the TR Register offices and website and booking arrangements will open in November 2012. You will be able to book and pay on line for any element you wish to take part in. You can make this a complete weekend event or take part in any element you choose. An indicative price list is attached.



# STAR90 – EVENTS PRICE LIST

## USE THIS LIST TO IDENTIFY YOUR NEEDS

### BOOK ONLINE: [www.tr-registershop.co.uk](http://www.tr-registershop.co.uk)

NEW  
REDUCED  
PRICES

HOTEL ACCOMMODATION		No of Occupants	Rate per ppn
Chesford Grange Hotel			
Room and Breakfast	3 Nights FRI/SAT/SUN		£45.00
(Single room occupancy £75.00 pppn)	2 Nights FRI/SAT		£45.00
	2 Nights SAT/SUN		£45.00
	1 Night FRI		£45.00
	1 Night SAT		£45.00
	1 Night SUN		£45.00

MEALS		No People Attending	Rate per person
Chesford Grange Hotel			
Barbeque	FRI		£15.00
Gala Dinner	SAT		£37.00

CARAVANS CAMPING			Rate per unit pn
Caravan Site			
	3 Nights FRI/SAT/SUN		£15.00
(excludes power hook up - see below)	2 Nights FRI/SAT		£15.00
	2 Nights SAT/SUN		£15.00
	1 Night FRI		£15.00
	1 Night SAT		£15.00
	1 Night SUN		£15.00

CAMPING			Rate per unit pn
Camp Site			
	3 Nights FRI/SAT/SUN		£ 8.00
(excludes power hook up - see below)	2 Nights FRI/SAT		£ 8.00
	2 Nights SAT/SUN		£ 8.00
	1 Night FRI		£ 8.00
	1 Night SAT		£ 8.00
	1 Night SUN		£ 8.00

ELECTRIC HOOK UP		No of nights	Rate per unit pn
Caravan			
			£ 3.00
Tent			
			£ 2.00

PRO - DRIVE PERFORMANCE CENTRE			Rate per CAR
Entrance/Cavalcade	SATURDAY		£10.00
Entrance/Cavalcade/Track laps			£25.00
Skid pan - with supervisor			£10.00
State preference morning/afternoon (tick box)   am   pm			

BRITISH MOTOR HERITAGE CENTRE - GAYDON			
Event entrance - car and all passengers	SUNDAY	per car	£ 5.00
Museum entrance - buy tickets here		per person	£ 8.00

BOOK ONLINE: [www.tr-registershop.co.uk](http://www.tr-registershop.co.uk)



# CLUB SHOP NEWS

**Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)  
e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)**

**by Garth Jupp**

## New 2013 Catalogue New Products

You will have noticed your usual Courier polybag is a bit heavier this month, due to the **New 2013 Club Shop Catalogue.**

Spread throughout the new catalogue is a raft of new products, some have been introduced since the last catalogue and some are brand new.

Please take some time to look through and find all the new additions.

**Look out for all these New Products:**

**Steel engine front sealing block**



**Alternator Conversion Kit  
Revolution Alloy Wheels**



**Classic Number Plates  
Mesh Style Wind Deflectors  
Revotec Electric Cooling Fans  
GPS Tracker for car, boat or caravan  
An innovative Oil Drain Valve**



**Boot Bag an alternative to a  
traditional boot rack  
TSSC Badged Weekend Bag**

**Triumph 2000 and Bond Equipe  
50th Anniversary T shirts**



**Triumph Saloons DVD  
Spitfire Road Test Portfolio book  
A brand new DVD publication  
containing all the Factory**



**Trade/Dealer Magazines, namely  
The Standard-Triumph Reviews  
We can also now supply a Full Range  
Of Interior Trim for TR7/8, please  
enquire for Prices.**

Finally we will soon be offering **Borg & Beck** clutch kits, hydraulics and a full range of First line components to keep your cars on the road with quality components, plus Borg & Beck are also looking at introducing a quality alternative to the hard to get hold of and expensive **Rotoflex Rubber Doughnuts.**



### Revotec Cooling Fans

As mentioned above we are now offering the Revotec range of Cooling Fans, these offer a better quality fan with bearings rather than bushes, and a better thermostat solution that does not damage the radiator core as some fans do.

However at present Revotec do not offer a solution for the Vitesse or Herald with the narrow width radiator.

To that end they are offering for **FREE**, a

## Club Shop News

**Herald** kit and a **Vitesse** kit to prove form fit



and function, and these will be yours to keep.

The catch? You have to fully document the fitting and provide photos, so that we can produce a Courier article and the fitting instructions.

**Please Contact me at the Club Shop** (Contact Details Above) as soon as possible if this interests you. We can then provide a result for all Herald/Vitesse owners.

Lastly we have been considering increasing the range of useful tools we stock here at the Club Shop. Can you please let us know if you would find any of the following tool selection of interest by emailing to:- [apriluno@1/4/2013?co.uk](mailto:apriluno@1/4/2013?co.uk)

*Garth*

**USELESS COUPON!**

**MEGLINATING VARIABLE INTENSITY MULTIFUNCTION POWER TOOL**

**8 Functions:**

- Untracking concrete hex finish
- Refracting floating bag grout
- Powering deck chairs
- Pressurizing subways
- Tongueing shafted carburetors
- Synchronizing synthetic toggle bearings
- Dechlorinating compressed natural liquids
- Removing car wax

**£9.99**

ITEM 10001

**USELESS COUPON!**

**16-TON HYDRAULIC NAIL BENDER**

Stop throwing away your money on twisted nails!

**£6.99**

ITEM 10002

**OVERWHELMING 148-PIECE TOOL KIT**

All tools guaranteed to be unique even by our standards.

• Includes, nine random varieties of nail tools that no one would buy separately

• Perfect gift for the daughter's first apartment despite the fact that she doesn't know how to change a light bulb and hangs pictures by hammering screws into drywall with the head of her shoe

• A drawer chest making useful makeup cavity over tools are hidden away

**£25.95**

ITEM 10003

**BOND SAFETY GOGGLES**

Protect eyes and maintain sufficient sense of self-importance when using power tools

**£2.95**

ITEM 10004

**FACTORY DIRECT TO YOU!**

We stock everything from low-grade Shop Equipment, Hand Tools, Compressors and Welders to, inexplicably, Wheel Chairs and Car Taps. If it can be manufactured cheaply in safety regulations-free China and shipped to the U.K. without having to adhere to any import requirements, we carry it! Remember, it's always good to have some spare hand saws around!

**6" WHALE-GUTTING KNIFE**

Also ideal for most walrus carcasses

**£1.99**

ITEM 10005

**HAZARD FRAUGHT TOOLS**

**6" MOHEL KNIFE**

Also ideal for most walrus carcasses

**£1.99**

ITEM 10006

**HEAVY-DUTY PNEUMATIC SLIDE WHISTLE**

**£2.95**

ITEM 10007

**18-VOLT CORDLESS HAMMER**

**£15.95**

ITEM 10008

**USELESS COUPON!**

**SOME KIND OF GAUGE**

• Measures the air flow inside a "dangle" hat

• Higher measured area is "dangle" hat

**£2.95**

ITEM 10009

**USELESS COUPON!**

**16" MANUAL CHAINSAW**

**£20.95**

ITEM 10010

**USELESS COUPON!**

**8-OUNCE SOLID BRASS CARPENTER'S DREDEL**

**£1.95**

ITEM 10011

**USELESS COUPON!**

**50-FT GARDEN HOSE/ EXTENSION CORD COMBO**

Do not get card used

**£15.95**

ITEM 10012





# Readers Write



## Trunnions - Which Oil?

Copy of Communications with Veloce Publications and Richard Michell author of "Which Oil" which may be of interest to all TSSC Members.

"Sirs,

*I have read, enjoyed and been much educated by your Veloce publication "Which Oil?". The Author, Richard Michell, could not deal with every question that arises in classic car ownership, not even the one that comes up, time and again, in Triumph circles.*

*I would be most grateful if you would forward my enquiry to him, and even more if he would answer it.*

*For their 'small chassis' cars, the Herald, Spitfire, GT6 and Vitesse series, Standard Triumph specified SAE90 hypoid gear oil for the front suspension trunnions.*

*The trunnions are bronze or brass with an internal coarse spiral thread in which runs the lower end of the steel front upright.*

*The threads are cut through by two vertical slots from top to bottom of the trunnion.*

*The top is sealed by a rubber boot to help retain the oil, which is added to the trunnion by a grease nipple.*

*Some Triumph owners insist that they have run their cars for thousands of miles on greased trunnions. The inconvenience of having to keep a special grease gun filled with oil, that often leaks from the gun and makes a mess when servicing, is a strong reason for not following the manufacturer's recommendation.*

*It would be easier to follow their advice if we knew why, but Triumph never explained!*

*If you have the reason why, Mr. Michell, I will be most grateful to know what it is!*

*With thanks in advance".*

**John Davies**  
Lancaster, UK

### **Reply from the author of "Which Oil?" Richard Michell**

"First I must confess to having never owned a Triumph vehicle although I did once seriously consider a Dolomite Sprint. Plenty of other British cars – MG TC and TD, Morgan 4/4 Competition, Austin A30, A40 and Seven amongst them.

In fact my first car was a one-fifth share of a Standard Flying Twelve, a name that would fall foul of Trades Practices legislation today.

Perhaps as a consequence of my Triumph abstention, I had not heard of the trunnion lubricant controversy until you raised it.

Also, I have never seen the trunnion concerned so I may not fully understand the design.

At first sight, this would seem to be an application where a grease would be the preferred means of lubrication.

The nipple would preferentially be located at the bottom of the trunnion and the seal at the top. The trunnion would be regreased at appropriate intervals and the fresh grease would displace the old.

Grease would be preferred over oil for the same reason it is elsewhere on chassis, it does not leak out.

It also does a better job where surfaces settle onto each other when not in use, as is presumably the case in these trunnions. Oil is squeezed out whereas grease soap is not.

So why did Triumph change from grease to oil? From a quick Google search, apparently it was because grease was drying out and a hard white powder was being formed.

All greases will bleed some of their oil when put under pressure, particularly if there is a large ratio of surface contact area to grease volume, as would be the case in the trunnion. However, in the layout that I have suggested, the outcome should not be catastrophic. The oil would remain in situ and would not evaporate. It would require gross neglect to cause failure of the type observed and, as such failure requires loss of the oil, switching to oil as the lubricant would not seem an immediately-logical corrective step.

The following is pure speculation. Back when these trunnion designs came into being at Triumph, the lubricating grease specified for them was presumably chassis grease.

Such greases would have been based on Calcium chemistry at that time.

A "feature" of calcium greases is that they require some water to be present in them if they are to retain their structure.

Without water they separate into oil and a solid soap phase. This soap is a "gritty" solid, white or pale amber in colour.

This behaviour is part of the reason that the upper operating temperature of calcium greases is about 80C.

If Calcium greases are held at elevated temperatures – say over 65C – for extended periods they can slowly lose their water content and separate in the manner described.

As Triumph vehicles became faster - and particularly with the introduction of disc brakes - the increased heat generated under braking may possibly have regularly brought the trunnions up into this temperature danger zone.

Once the grease destructured, regreasing would not necessarily fix the problem.

The new grease would tend to displace only the separated oil, leaving the gritty soap behind. Over time, soap would build up and the vertical link could bind in the trunnion.

Turning to Triumph's solution - moving from grease to oil - it appears that the objective was to have the trunnions sitting in a bath of oil.

The oil addition "nipple" is at the top, as is the seal. This design will control the friction when the vehicle is under way but will not be as good at controlling wear or initial friction (for the "squeeze out at rest" reason I mentioned earlier).

To overcome this, Triumph specified use of an Extreme Pressure (EP) gear oil.

It is here that they got a little confused, in my opinion. If you have digested the relevant bits of 'Which Oil?' you will be aware that EP additives are used to control wear and friction in boundary lubrication conditions – the conditions that apply in a starting-from-rest Triumph trunnion or when it suffers an impact when motoring, such as a pothole.

However, Triumph seem to have missed two critical points.

The first is the one that current Triumph owners have cottoned on to – EP additives can be chemically aggressive to "yellow metals" such as bronze.

However, this chemical attack does not become significant until temperatures of over 100C and so it is not a significant concern in the bronze trunnion application.

Also, modern EP oils are far less aggressive than those of 40 years ago.

The big howler, at least to me, is that EP additives work only on ferrous metals.

They have no impact on non-ferrous, other than the potential for corrosion.

For the same reason, moving to the GL-4 specification for the gear oil, to reduce the possibility of corrosion, does not necessarily give any wear protection to the bronze trunnion.

The GL-4 wear tests are also on ferrous metals. So we appear to have the situation where, if anything is being protected from boundary layer wear, it is the harder steel vertical link rather than the softer brass trunnion. The protection of the bronze wear surfaces is solely by the oil portion of the gear oil, not the EP portion.

To my knowledge there are no chemically-active EP additives designed for bronze.

An oil film is an excellent lubricant for bronze where full hydrodynamic lubrication condi-

tions can be maintained but designers usually avoid the use of bronze where boundary, non-film conditions will exist regularly. Bronze will wear and may even distort.

I presume that Triumph used bronze in this location to avoid binding between the two threads, e.g. from corrosion. Also, the softer bronze would sacrificially shear relatively easily if it should bind at any localised spot.

**So what alternatives are there for the lubrication of a Triumph trunnion?**

Solid lubricants could be helpful, molybdenum disulfide being the obvious first candidate. Using a gear oil with some truly-colloidal moly in it - at a few percent - could be beneficial. Some moly will stay between the surfaces when the trunnion/link are at rest and give a soft, easily-sheared protective layer on both the bronze and the steel surfaces.

It will also protect the surfaces against impact loads. However, the moly would have to be truly-colloidal - completely stable in the oil - or it could settle out and ultimately lead to binding problems of its own.

I don't know whether it is feasible but the design I described earlier - a grease nipple in the bottom of the trunnion - would be the preferred way for me.

The top oil addition plug could then act as the vent while the trunnion is being greased.

The grease I would suggest is a CV joint grease with 2- 3% moly.

Modern greases will not separate out into a solid soap phase and an oil phase in the way a calcium grease could historically.

However, regular regreasing should be carried out at the standard chassis maintenance intervals.

**Richard Michell**

## Ethanol Good or Bad?

Dear TSSC,

I am a Reader and I am Writing! I have always wondered what fuel I ought to be putting in my Vitesse Mk II 2litre.

So I started reading Mick Corbett's column on p 69 of Courier 393 with interest.

Unfortunately, by the end I was more confused than when I started. The problem is this, **Mike does not tell us whether Ethanol is good or bad!**

At the beginning he says he solved his problem by filling with Shell V Power 97 Octane.

Further down, he assumes Shell contains Ethanol. Therefore, I infer that Ethanol is **good**. But "Shell has repeatedly refused to answer the question" would seem to imply that they do not want to admit that they use Ethanol! Therefore, Ethanol is **bad**.

Please, Mike, which is correct?

And to you, Editor, this, please do not assume that all your readers are technical whizzes!

Thank you.

With best wishes

**Jonathan Del Mar**

(77/00154)

*My Apologies Jonathan, I made the presumption that people were aware of the pro's and cons of using Ethanol in fuel, due to the coverage in this magazine and on the TSSC message board, classic car press, etc.*

*The Subject was covered in depth in **Del Holmans FBHVC article in April Courier 2012, pages 66 to 68.***

*Basically though it appears that Ethanol in fuel adversely affects, Rubber Fuel pipes, steel fuel tanks, fuel gauge senders and fuel tank sealant coatings, these problems I have to say though seemingly arise after prolonged storage.*

*So increase of ethanol in fuel can affect your enjoyment of Classic cars. You can purchase a Fuel Additive from the TSSC Club Shop which contains Ethanol Protection.*

*So any increase in the percentage of ethanol used in fuel I would advise is **bad** for classic cars in general, due to the use of vintage materials in the construction of their fuel system.*

*Apologies again to anyone, for any confusion arising from Mick's original letter.*

**Bernard**

Courier Editor





e-mail.

**bernard.littlewood1@ntlworld.com**

**Bernard Littlewood**



## TR4A Engine Upgrade

**H**i there, boredom is a funny thing isn't it, after all the work I had carried out on my TR4A engine just over a year ago I found myself in January with no outstanding jobs to carry out on any of my Triumph's (apart

from fitting a Spitfire over drive gear box to my son Jack's Toledo in the spring, which I didn't want to start in January as I am going to have to do it outside and my rheumatism won't allow me to do when it's too cold). Anyway I went to my mate Chipmunk's workplace one evening to help him remove a body tub from a Spitfire that he

is restoring and fitting a 2.5 Triumph TC engine and over drive gearbox along with braking and suspension/drive train upgrades when he asked me if I knew of anybody who would want to buy the engine that he had originally intended to fit in his Spitfire before the TC engine and gear box had materialised. He wasn't sure what vehicle it had originally come from but it certainly looked to be in excellent condition and he had already stripped the engine

and checked all bearings, pistons and rings and valves etc to find that they were all in near perfect condition and he had re assembled the engine with the new seals and gaskets that had come as spares with the engine.

I must say that I was impressed with the engine and when I got home later that



evening I found myself in my garage staring at my 4A. "No you can't" kept spinning around my head, but after a few Lagers and watching recordings of ARSENAL's rare winning matches this season, I found the words "why can't you?" replacing them. Unfortunately, by the morning the words "yes you can" were now dominating my brain.

**Will it fit?**

So after making a few measurements of the

TR's engine bay I drove over to Chipmunk's and ran my tape measure over the engine. Now I'm not adverse to making changes to my cars, but in order get the engine to fit I would have to raise the body tub about 4 inches off the chassis (which is fine as it is a reversible modification), but I would also have to extend the engine bay by 23 inches which would involve cutting through the car just forward of the front wheel arches and then welding in extension pieces to the chassis, front inner and outer wings and bonnet, obviously making it a modification that would be extremely difficult to return the car to standard specification. I also know that this is a non period engine swap and may cause issues with the DVLA. With all these dilemmas I thought that I would ask the good members of the TSSC to advise me if I should carry out this "upgrade" or not.

P.S. I also need help identifying the engine; the number stamped on it is – BL- 15 – A - 5TUP1D, any ideas?

*Bern – (BL)*

Now a few **Question & Answer Emails**

## Subject: MX5 SEATS

*Hi Bernard*

*I am a new member, and was wondering if you have any experience of putting MX5 seats into a TR4A.*

*I am about to embark on the project, and any advice would be appreciated. Has it appeared in the magazine, and if not would you like a report on how I get on.*

*Regards*

**A Berkshire member**  
(actual name supplied)

Hi .....

Thanks for the e mail and welcome to the TSSC. I haven't any experience of fitting MX5 seats in a TR4A, but it is a common modification that TR6 owners make (a TR6 has virtually the same body tub inner panels as a TR4A) and there are suppliers out there who can help and supply the parts.

Here is what I can tell you from my limited knowledge, please note that it is only my

humble opinion and that I am not an expert!

1) If you use the earlier MX5 seats they have removable headrests which will allow you to still use the tonneau cover.

2) I think that on some MX5 seat runners you can remove the location pegs by cutting or grinding and can then drill holes in the seat runners to correspond with the original TR4A seat fixing points.

3) Try TR Trader [www.trtrader.com/new-spares.htm](http://www.trtrader.com/new-spares.htm) who can supply brackets that allow you to fit the MX5 seats without modification at a cost of £65 (there is a standard set and a set for taller people).

4) I also believe that Paul Bishop [pbuapp@googlemail.com](mailto:pbuapp@googlemail.com) supplies seats ready to fit for under £450. I hope that this has been of some help to you.

My son Jack and I fitted leather seats from an unknown Fiat sports car into his Toledo a while back, there was a lot of cutting and welding carried out on the Fiat seat runner brackets, but they look great and have made the car much more user friendly for long journeys.

We made no modifications to the car itself, so it can always be put back to standard.

No project has appeared in my column for a TR4A seat conversion and I would welcome a report and images (if possible) for a feature in a future Courier. Good luck.

Cheers

**Bern**

## Vinyl v Leather

*Bernard,*

*I spent the first weekend with the TR4A ..... you know, the full "cosmetic" internal "shall I renew this – shall I replace that" routine.*

*Anyway, one of my considerations was that the seats are approaching their use-by date so I have a dilemma – to renovate the existing seats, or to install new seats of the "updated" type with head restraints (safety feature).*

*Then there is the Vinyl v Leather decision.*

*I would like to keep the car as "original" as possible but a colleague of mine, who has a*

TR3A, advised that to get the existing seats restored would need to be done "professionally" since they would look terrible if an enthusiastic amateur (namely me) had a go at it (he should know – judging by his attempt on the TR3A).

Anyway I digress – my question to you is do you have an experienced view as to revamping existing seats or replace them?

I appreciate that it is a "personal" opinion – but I don't want to change the character of the TR4A by putting modern furniture into a "Victorian" house (albeit a house on wheels!). Regards

**Graeme K Morgan**

Hi Graeme,

I can give you an experienced view, as when I retired I attended a six week upholstery course which was tailored to suit the student's requirements, my requirement was "Classic Car Upholstery". On the course I made seat covers for my son's Toledo, door cards for my TR and learnt how to make custom piping along with as many tricks of the trade as the course would allow, although the course was only six weeks, these were spread over 12 months as the student had to practice the techniques at home to reach the required level to gain a bona fide qualification. My conclusions from the course were as follows:

I will only make a seat cover for a car if there are no replacement kits on the market as they are so time consuming to make as even unpicking the original covers to make patterns (or worse still making patterns from scratch) can take hours and hours.

Door cards I will make and on my TR I add elasticised pockets and rope filled piping to give it a real quality feel.

Therefore if I were you I would buy a seat cover kit complete with new foams from a known TR supplier and fit them yourself, I fitted new seat covers to my Herald many years ago and had no upholstery experience at the time, even today they look excellent. If you are not happy with the results you could strip them back down and have a local upholsterer fit the foams and covers. Whether you opt for headrests or not is as

you say a personal choice, but material choice for me would be leather as it is much harder wearing and easier to repair should the need arise than vinyl.

If you do not feel confident in tackling the job (after all seat cover kits are not cheap) and finishing to a standard you require, I have heard good things about the chaps at **Classic British Sports Car Trim** who advertise in our Courier.

If you do carry out the job yourself please take a few images and let me know how you get on. All the best

**Bern**

## Still on the road?



Hi Bernard

As a member of both the TR Register & The TSSC I am writing to you to see if you know if this car (see image) is still on the road, and if you have the details of the owner?

The reason is that I bought a hand drawn picture of said TR and would like to give it to the current owner if possible. Look forward to hearing from you Thank you

**Sean Furlong**

Hi Sean,

I'm afraid that I can't help you with this enquiry apart from the fact that the DVLA says its road tax license is not due which indicates that the car is still in existence. As agreed I will ask the Courier's editor to publish your very kind offer in my Register Secretary pages as even if the owner of the car is not a TSSC member it is possible that someone who knows them does. I can ask people to get in touch with you through me if you do not want your contact details printed. Thanks for getting in touch. Best regards

**Bern**



# IN THE SPRING ISSUE OF PRACTICAL CLASSICS

ON  
SALE  
NOW!

## Inside this issue of Practical Classics

- Michael Davis racing Spitfire – clutch mods for a Caterham Box
- MIG, TIG or spot? The beginner's guide to welding techniques
- How to fit hazard warning lights to your classic
- How to service your wipers and mechanism
- **Lot's of sagas, 12 pages of restorations,** Buying advice, all the news and find out what happens when the PC team are given a £500 winter challenge – did any of them buy anything worthwhile? It's all in the packed Spring issue.

www.practicalclassics.co.uk

**15 PAGES OF PROJECTS**  
FIXED: ANGLIA CARB, AMAZON STARTER, MINOR BRAKES

**practical CLASSICS**

THE UK'S FAVOURITE HANDS-ON CLASSIC MAG

**32 BEST drivers' cars**  
From £400 to £15k – choose your dream garage now!

**WIN TICKETS TO BEAULIEU**  
Ten pairs up for grabs for Spring 'jumble

**PLUS...**  
Triumph TR6, 205 GTI, Morris Minor Traveller, Audi Quattro, Jaguar XK8, Mini, Rover P5B Coupé, Lotus Seven S4, Mk II Ford Zephyr

**44 PACKED TECH PAGES**  
Epic restoration stories...

✓ Fit hazard lights in just one hour  
✓ MIG, TIG or spot? Beginner's guide  
✓ How to sort your classic's wipers  
✓ Westminster A105 bodywork primed  
✓ The genius of Jag's XK engine

**1954 AUSTIN**  
Husband and wife's 28-year labour of love

**1948 ALVIS TA14**  
Five years from box of bits to supercharged show car

**1936 BSA TRIKE**  
'The body was missing, so I made it all myself'

## PLUS KIM HENSON'S SPITFIRE SERVICE GUIDE

The real-world 31 step guide to looking after your Spitfire





**e-mail:**

**paul\_lewis\_1966@hotmail.co.uk**



**Paul Lewis**

## Ups & Downs

**T**his year so far has had its fair amount of ups and down so far. The TR7 that I have been writing about has certainly kept me busy, busier than I really wanted to be but that is part of classic car ownership.

The New Year Run back in January didn't go well for me. The gearbox had been changed the day before the run with a reconditioned box that had been sat on a shelf for 10 years. The reason the gearbox was changed will be uncovered in next month's Courier.

Anyway I decided to take my 2 year old son along for his first real outing in the TR7 to get him used to the creature comforts of a 35 year old car. Things were going well on the run up from Nuneaton to Derbyshire and the run started well. Then suddenly there was a loud hiss from the passenger's side and the car filled with steam within seconds.

The co driver (my son Carl) did not bat an eye lid as my view of the road reduced to zero.

Having pulled over as the temperature gauge started climb I realised that the heater pipes from the bulkhead to the heater had burst.

These are renowned for corroding and replacements are a steep £75 or 60



**Co driver Carl**

thereabouts. I managed to by-pass the heater and continued onward towards home.

About 10 miles from home there was another load hiss from the coolant expansion bottle and loss of power.



**Heater Pipes**

Yes you guessed it the dreaded head gasket had gone (another common fault on the early TR's). Insurance breakdown is a god send and home the car went.

I will cover the findings over the next few issues as all was not as it seemed.

I really should have checked the spares that came with the car as the box contained some very recent head bolts, gaskets and water pump housing.

Anyway I received my first IVR Form from Derek Skates, many thanks Derek. He has a very nice Persian Aqua Metallic TR7 convertible with the Navy blue plaid check trim. The car was registered in November 1980 and looks very smart from the photocopies he sent me. I'm

wind deflector, so I thought I would see if any were for sale. I did find one at one of our well known parts providers (£256.00 though. I also found a Lenhams hard top at £620.00 and what looks like a homemade

### Home Made?



one looking quite smart.

On the famous auction site I did see up for sale a TR7 Targa. This was not a model that Triumph manufactured but someone has chopped the roof out of a fixed head coupe. The roof holds the body in compression for strength so it's not a task I would recommend. If it has been done

### Wind Deflector



afraid I do not have a photo we can show you but hopefully Derek will take a couple more and send them over to me.

On that note, all TR7/8 owners if you wouldn't mind sending an IVR form over with a couple of photos it would be much appreciated. Derek did mention on his form that he was looking for dimensions of a rear



### Targa Top

properly then all may be fine but I would want to see evidence first.

Well that's it for this month, I hope you all enjoyed the Stoneleigh Triumph Spares Day and don't forget any IVR's or articles will always receive a reply.

*Paul*

### Hardtop





# Area Showtime



e-mail.

**[pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)**

## ***Pip Flegel***



## TSSC at Stoneleigh Show

By Pip Flegel

**A**s usual Stoneleigh was a hive of activity. Soooo!! busy and soooo!! cold but with free coffee and a few biscuits to warm the heart and to set you up for browsing around so many Triumph stands.

Not to be outdone, our TSSC stand was very busy with a fantastic display, we met so many members and Area Organisers, everyone seemed laden down with Triumph bits, whether it was a spare part or Club Regalia or signing up new members, it was very busy.

Nigel Hill also was also very busy giving a TSSC valuation service.

I even managed to get one or two A/Os to register their Areas whilst we were there, so in



all it was a very good day, brilliant Stand, good company and some great members.

See you Next Year!



## Area Showtime



# REVINGTON TR/TR REGISTER

## SPRINT & HILLCLIMB CHAMPIONSHIP 2012

by Dale Huxford



**T**his was my third year competing in the ex-race Spitfire. The first season, 2010, was four events for me, mostly spent fettling the car and learning how to drive on the limits. Although, I've since found out that I wasn't quite as close to the limits as I thought. The second season saw only two events for the year, owing to 'Doctors orders'. However, year three.... Having found some extra 'gung-ho' in the corner of the garage, I was determined to have a good go at the championship. At least five events are needed to qualify for the main championship.

The team consists of my erstwhile pit-crew and engineering adviser, **Jack Pinch**, a retired aircraft engineer, myself and then various helpers selected from father, brother and children as available.

The 2012 season started in March with a look

over the car which included....

- Fresh synthetic Fuchs 20/50 competition engine oil. There seems to be a religious divide about whether it should be used in our old engines, but I only use it in a clean engine that hasn't had mineral oil in it, and which gets its filter changed regularly. It's been great so far.
- Dismantling, cleaning and thoroughly checking the front trunnions, before carefully re-assembling them with the right, old fashioned, gear oil. I'm possibly paranoid about their maintenance, and won't use any potentially brass-eating GL5 gear oils.
- Checking the tightness of every nut and bolt that I could get hold of.
- Checking everything on the braking system, including brake pipe routes for possible chafing. With single circuit brakes this is even more important than usual.

And let's not forget a good wash and polish, even if it just results in 10 shades of shiny red instead of 10 shades of dull red.

Courtesy of both the TSSC and the TR Register, I had been given some large logo's to use, so I managed to help divert the eye even more from the paintwork.

With the release of the championship events list for 2012, I completed the forms and waited for the





event application forms to arrive.

This year I was fortunate to be able to borrow a car trailer from Ian Brooks, Sutton and Cheam Motor Club's chairman, who had sold his rally car but kept the trailer. Good man. It hadn't been used for a long while, so all the wheel bearings and brakes also needed servicing too. So another day's work and it's all done. So we're ready for the season.

It went like this...

### 2012 Events

#### **April 22nd; Gurston Down, Nr Salisbury.**

9 Triumph competitors. About a mile, starts with a fast downhill, some very challenging corners and then a long straight to the finish line. Great spectating and café. Full English breakfast £5.50. Mmm..

Weather was damp patches with occasional



#### **Gurston Down - Rounding Ashes and Accelerating to finish**

#### **June 3rd: Lydden circuit, near Dover.**

1.75 laps of a 1.25 mile race track. 6 Triumphs. Interesting undulating track with some long corners.

Good value event and a friendly bunch at Rochester Motor club.

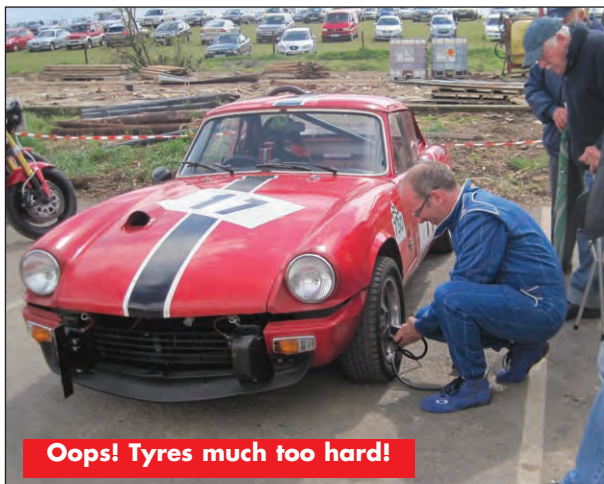
Managed to find 'the edge of grip' at the bottom of the hill, missed the gravel trap by inches, but managed a full 10 points. That's more like it. We also met Andy Bradnum with his fabulous yellow GT6, who may well be joining in with us in 2013.

**23rd June. Castle Combe, Wiltshire.** A fast, open, 2 mile circuit. Large paddock area and great café. 7 Triumphs.

Full English breakfast in larger café £6.50, Mmm...

Weird weather today. Dry during practice, rain at lunch, dry all afternoon. Quarry corner is a blind left followed by a 90 right at the end of the straight. It always focuses the mind. With the previously fitted 'gung-ho' in full flow, I managed a full 10 points again. This was starting to be more like it.

**7th July. Goodwood.** Only 3 Triumphs. A well-known 2 mile circuit steeped in motorsport history with a warm airfield café overlooking the runway. Lots of family and friends turned up,



#### **Oops! Tyres much too hard!**

rain. It was my first drive of the car since September. Owing to brain fade, I managed to practice on 40psi tyres. Oops.

I cowarded out when it rained during the competitive runs in the afternoon. Way too slippery for my liking. Corduroy underwear needed. Graham Howard drove like it was still dry and I only managed third. Not quite my planned start to the season, but the car was unscathed and was running well.

great day out apart from the rain. Found I was short of engine oil, so I asked my support crew to dash off to the local garage for more. Had to order and pay for breakfast in exchange.



**WET Goodwood**

Any good quality oil is better than none! The car does burn some, so I must check this more often.

Very wet on track, which resulted in few delays as some of the faster classes visited the grass, and definitely a 'learning opportunity' for me as I tested the slippery bits of track. The covered paddock was very welcome given the weather. Nick (the tyres) Smith with his sticky tyres put in a great time, and I could only manage 2nd.

#### **4th August. Goodwood again.**

Dry track. 7 Triumphs. A fine day, and many



**A Dry Goodwood**

more spectators. Another crowd of Huxford's turned up to take pictures, provide support and supply coffee. Most welcome.

The dry day meant I was able to push much harder. I ran out of gears on the long back straight, 4th gear and 7000 rpm, with time to admire the scenery before the end of the straight. Managed 1st in class and took the 10 points. That's three '10 points' so far this year.

Now it's looking like a good performance in the championship might be possible.

It was about this time that given how much I was beating my target times, that the technical committee asked if I would accept a reduction of my target times for the rest of the season. Given my improvement, and in the spirit of the championship I didn't see a problem with that. It certainly helped to focus the mind.

#### **9th September. Gurston Down**

near Salisbury for the second time this season. 5 Triumphs. The 'older' team come to support, Jack and my father. Always a sociable event.

Dry weather is always better on my well-worn race tyres. Then they do grip. I managed to get it just perfectly timed into the right at the end of the straight and carry speed through the corner which made all the difference. Another 10 points here, and the expectation is growing for a better than good result for the year.

#### **7th October. Prescott near Cheltenham.**

14 Triumphs. Home of the Bugatti owners club.

Beautifully presented very technical winding course up the side of a hill. More a banqueting suite than a café, but great full English breakfast at £7 here. Fabulous spectator venue. It was the American flathead V8 custom weekend, complete with hot-rods, miller girls, rock band, and classic 'wall of death' stunt riders. The sun shone and the spectators crowded into

the course. It was just a great day out.

With the tight winding course, the very lightweight Spitfire is in its element. On my first competitive run the commentator was heard to say 'that's a terrible line through Etories'. It being the long right hander that I'd just overcooked. But I must have got it back together as I found I had second fastest Triumph time up the hill, only out-paced by Mr Warner's

very quick TR7 V8. Against target time then, I take another 10 points... and also the trophy for 2nd fastest in class. Total so far is a

I only managed 3rd place.  
So how did the points work out?

### Prescott Paddock



maximum 50 championship points. Yay!

### Prescott Buggatti's



But... it's not over yet, David Hardcastle in his TR7V8 could also score 50 points with a good result in the last event.

**27th October. Castle Combe, near Chippenham** for the second time. 8 Triumphs. Last event of the year. It's all to play for. A cold day, short daylight hours. Car thoroughly checked over. Driver thoroughly nervous, but weighing less as a result. It's between David and I for the championship.

David's very nicely presented TR7V8 was however having difficulty getting the power down on the track. We were all remarking on the effect the cold was having on grip. Whether it was a road-going 2 litre TR7, or my full race Spitfire, it was time to be 'careful out there'. Other classes were finding it difficult too and various delays meant we ran out of daylight before finishing the last run of the day.

Before I tell you the final points tally, let's review my other sporting achievements : - I was known as 'the bottom rung' at the Squash club, I managed 72 strokes for 9 holes at a par 3 pitch and putt, playing Rugby I heard the comment 'like watching human pinball' and at darts I had to apologise for the holes in the pub's window frame. Not stellar. So what were the points in the last event?

David hadn't beaten me, so I was the only contender on 50 points.

I found it difficult to believe, but **the Championship Win was finally mine!**

I now host the championship Trophy at home, and have something to compete with the children's hockey medals. It was a fabulous season. I learnt a lot and had great fun driving a sports car like it was meant to be driven.

The sprinting paddock is always a social place full of friendly people. Sometimes the whole family were there to lend support, but always there was support from Jack.

At 83 he's still up for this season and we've now planned 8 events for 2013.

**You could join in.** It really wasn't as difficult as I thought to compete. **ANY Triumph** can be competitive as the Championship is based on a 'Target Times' basis. Have a look at the championship web site pages on the TR Register for more info or email me at [dale@huxford.net](mailto:dale@huxford.net)

Now to defend the win in 2013...





**Paul Richardson©**

# Interview "Out Takes"



**A** large part of the enjoyment of interviewing Standard Triumph staff about company history is the fun created when humorous anecdotes are related. Whilst thumbing through interview transcripts recently some of the humour involved has prompted me to start a folder titled **INTERVIEW OUT TAKES**. One interview with John Warren, who became export sales director of the company was particularly entertaining. I think I gave an account of the following example in one of my first articles for the Courier many years ago. But as I'm sure this story is worth repeating, especially for new members who've joined the club over recent years - here goes and in full context. I asked John for his account of the company when he first joined as an area sales representative..

*"Well the announcement of the Phase One Vanguard was probably the most exciting period from what I remember, because all the company's hopes on post war car production were based on the Vanguard, and our sales departments became involved with seemingly endless pre launch preparations and proposals for the car's official launch at the Earls Court Motor show. We of the sales staff had been studying all the technical details of the Vanguard, which was a truly well designed motor car, and a highly detailed glossy sales brochure was produced on the car through our publicity department for owners and most of us learnt the Vanguard's technical specifications listed on the brochure almost off by heart. Our general indoctrination was also inclusive of*



**John Warren export director**

*joint meetings with our service representatives, and technical staff to ensure that everyone knew and fully understood every aspect of the Vanguard's design and sales points including the new engine with overhead valves. This engine was quite revolutionary at the time because most production cars were still powered by side valve engines. As you can doubtless appreciate Paul, every aspect of the Vanguard's future launch at Earls Court was honed to perfection and we had a small fleet of Vanguards in permanent readiness well before the show for distributors to test drive. You see, some of the heads of our main distributors as well as distributors from Europe and overseas came to Coventry to acquaint*

## Check your Braking System

themselves first hand with the Vanguard prior to its launch, and we provided members of the motoring press with every facility to produce road test reports as well. That side of things was very ably organised by Ivor Penrice and Jack Croft from our public relations department, and their main concern at the time of the Vanguard launch was devising new approaches to advertising to obtain fuller coverage right from the word go, rather than let things develop over time.

You see the trade day at Earls Court was the main official day where manufacturers displayed their cars before the show was open to the public, and an awful lot of business was done on trade days with fleet sales."

I interjected here "I know the Vanguard sold in huge numbers'.

"Yes it did, and I can't stress enough that this was due to how exceptionally well the car was designed and tested including some of the most exhaustive road testing exercises imaginable, both in Wales and throughout the country and cars were also continuously tested extremely vigorously at the MIRA test facility near Coventry, where your father spent many a day testing the first TR2. But with my memories on the Vanguard design springing back now one of it's most important features was a relatively high ground clearance compared with other cars of the time because it was designed with world exports in mind. You see it had to cope with extremely bad road conditions overseas particularly in India and Australia, which I experienced several years later when I visited such continents on promotional visits after I was promoted to export director of the company. Another main feature of the Vanguard's production included a brand new process for rust proofing the body called bonderizing whereby completed bodies were dipped in tanks through several processes in rust proofing chemicals at our body supplier Fisher and Ludlow. This was a fully automated process prior to final spraying and installing the engine and suspension etc. on our own production lines, and we only afforded customers the option of four colours for the Vanguard in that period namely a

rather nice subdued gold colour called champagne, or green, grey and black."

I informed John at this point that I'd interviewed several company staff who were as equally enthusiastic as he was with the Vanguard's success.

"Well in accordance with that, you know, the Vanguard was also the envy of all our other car manufacturers as well because of its remark-

**BRITAIN'S MOST MODERN AUTOMOBILE PLANT**  
*Gives you Britain's Most Modern Car*

**THE Standard VANGUARD**  
 1949

STANDARD LIME PLANT  
 South Wales, England

**Check these outstanding features**

- Seats 5 in comfort, front seat 37" wide.
- Standard track—3" greater—Roll free.
- Independent front wheel suspension, coil springs.
- Grip SHR in steering column, 3 speeds forward.
- The Standard VANGUARD is manufactured by the Standard Motor Company Ltd., one of England's oldest and largest automotive manufacturers. Their plants at Benet Lane, Birmingham and Croydon comprise over 350 acres of buildings, the most modern precision machinery and employ over 12,000 skilled workers. Standard Cars are sold and serviced in 75 countries throughout the world.
- Standard American thread nuts and bolts.
- Four wheels in stock and immediately available.
- Shocked Hydraulic Brakes.
- Roomy 14 cu. ft. trunk.
- Built in air conditioning system.
- Wide colour range in cloth or superior leather upholstery.

The Standard VANGUARD and TRIUMPH cars are made in England by the  
**STANDARD MOTOR COMPANY LIMITED**  
 COVENTRY ENGLAND

able reliability and production had to be increased month by month to cope with overseas sales demands. Our pre launch publicity and advertising programme was planned down to the last details, but sometimes even the best made plans can go awry."

Obviously aware that his last statement would prompt me to ask him why, and also provide him with an opportunity to impart his sense of humour (one of many) he replied.

"Well as part of the publicity campaigns for the Vanguard a dress rehearsal was organised at the factory for a large parade of Vanguards and Ferguson Tractors for our distributors, suppliers and dignitaries. On the day of the rehearsal, 200 immaculate Vanguards and Fergys were lined up three abreast on a service road. At the front of the procession all the organisers of the event and senior company staff took up their positions on a raised VIP platform. These included P.J. Pugsley our

planning director, Ted Martin our sales director, myself in the capacity of Ted Martin's assistant, Jack Croft our publicity executive, Ivor Penrice our public relations manager and over a dozen other senior staff."

"When Sir John Black took up his position at the front of the VIP platform, the signal 'start your engines' was given. Sir John, standing to attention, and as immaculately dressed as usual, then gave the signal for the procession to move off. About half way through the procession and right in front of Sir John, an almighty thump announced the arrival of a multiple pile up as pristine Vanguards and Fergusons began to crash into each other. Vehicles began swerving in all directions in failed efforts to avoid the monumental pile up that was unfolding, and the sound of shattering glass and crunching metal heralded the arrival of clouds of steam that rose from punctured radiators. As Vanguards and tractors piled up in front of him like a scrap yard delivery, Sir John, still standing to attention and not moving an inch, surveyed the scene before him and demanded of Ted Martin, 'What the bloody hell's going on.'

"Noticing several staff disappearing off the back of the platform and realising that I was too exposed to make a dash for it unnoticed as well, I stepped forward and said to Sir John, 'Do you think three white lines on the road would help the drivers'. 'Pugsley.' Sir John bellowed, and only after what seemed like seconds later men arrived with white paint. Thus encouraged I suggested to Sir John that as all the Vanguards are champagne in colour, and the Fergusons grey, might it add some colour to proceedings if we put a flag on each vehicle depicting all the countries to which we export? Sir John approved the idea and quizzed sceptically 'Got any more bright ideas?' Over confidently I replied 'Maybe it would liven things up a bit if our British Legion pipe band led the parade – besides I think it was Shakespeare who said music soothes the breast of man.'

"Sir John, still facing front like a military commander taking salute replied. 'Never mind bloody Shakespeare just see the band's here this time tomorrow'. Sir John then spun on his

heels, walked off the platform, and left in his chauffeur driven Bentley leaving total chaos behind him which had to be fixed for the next day." John concluded this story by saying "It's better to be the hammer than the anvil."

After John told this story, which as readers will appreciate, I found hilarious, I asked him if the main event the next day went according to plan. He replied.

"It went perfectly, but as you can imagine there was quite a lot of clearing up to be done on the service road, and the members of our pipe band had to be rounded up and informed that they were now leading the parade, and damaged Vanguards and Fergusons had to be repaired or replaced. Several adjustments also had to be made to the parade itself, of course, with the pipe band leading, so in accordance, the pace was slower and the gaps between the rows of vehicles was increased. Anyway, after the parade, and members of the press were present this time, everyone was suitably entertained within our Canley Pavilion, which was a very large and luxuriously decorated building bordering our sports fields. Canapés were served and conversational exchanges concerning the Vanguard on display in the foyer began. Ivor Penrice was on top form of course, as usual, and I overheard Ivor talking enthusiastically to two press reporters, namely Tom Wisdom and Laurence Pomeroy, about the finer points of the Vanguard. I decided to join in the conversation and after discussing the Vanguard with us Tom Wisdom congratulated us all for such a well organised event, having no knowledge of the disaster the day before. Ivor being Ivor, however, couldn't resist for my benefit enlarging on the endless organisation involved with the parade to ensure everything went smoothly including several practice runs to make sure the drivers of the Vanguards and Tractors kept absolutely in line with each other and equidistant from the row in front. Ivor concluded by saying that the last thing needed on a promotion like that was any cars running into the rear rank of our British Legion Pipe Band. Dear Ivor was such a wonderful friend, and he had a way of sowing the seeds of delusion in such way that would convince anyone that black was actually white !!"



# TRIUMPH SPORTS SIX CLUB *CLASSIFIED*



## *Speere*



**1500 OD Vermillion.** Excellent condition. Loads of spares. 74K. New seats. Stage 2 head, new rad. Ill health forces sale. Make me an offer. Michael (Bristol) 07970 597579.

**1500 T Reg. Overdrive. Red.** For restoration. Excellent Bonnet/Bootlid and most panels to complet plus spare engine. £600. Arthur (Peterborough) 01733 270458.

**MKIV** Good runner, needs TLC. 1973 car, good running condition. Bodywork needs attention (valances and wheel arches, underside is good). Will accept offers. MOT til August, tax til November. £1200. Carter (S. London) 07803 132227.

## *Vitesse*



**MKII SALOON** 1969. Used daily Mot & Taxed. Lots of new parts and bills. £2,200. Leo (Birmingham) 07951 432302.

**VITESSE 1967 MK1 2L A1** Condition throughout. Garage stored. One family ownership from new, but now good home required please! £2,750. Peter. (Leicester) 01664 424331

**ADVERT FORM IS  
ON THE BACK OF  
YOUR COURIER  
ADDRESS LABEL!**

## *Herald*



**13/60 SALOON.** MOT & Taxed unrestored good condition Lots of history, bill of sale, service history. Very original car. £2,200. Leo (Birmingham) 07951 432302.



**1200 1966 genuine Convertible.** Gunmetal/ white, mot, wire wheels, many new parts fitted, looks and drives very well, ideal for spring motoring! approx 67,000 miles £3,750. Andy (Colwyn Bay) 01492 540825.



**13/60 CONVERTIBLE** White. Restored 1993. Dry use since 2005. Many bills. 5th last off production line. Club valuation £3,000. Accept £2,800 Email foy@onetel.com John (Cotswolds). 01285 654173.



**13/60 CONVERTIBLE** part prepped for paint. Very solid car and mechanically sound. Car is complete with spare hood and seats. Approx 70% prepped for paint, no time to complete. £1,100. Timothy (Birmingham) 0121 7776712.

## **GT6**



**MKIII.** Good condition, no rust, red leather interior. Tax exempt. Recent unleaded conversion, electronic ignition. Drives well. Spares & extras included. No current MOT. £4,200. Adam (Malvern) 07853 307092.

**MKIII.** Good condition. Show car potentials. 1974. Second owner 36 years. Full MOT and Serviced. £4,500. Rod (Kenilworth) 01926 854324.

**MKIII** Late model located N/ East. Restorer project. £1,200 ONO. David (Gillingham) 01634 280928.

## **Free Colour Ads!**

**MEMBERS ONLY**, can advertise **CARS & PARTS** for Sale in the Courier Classified section (with Colour CAR Photo)

**FREE OF CHARGE!**

This offer is for non-Trade advertisers and is restricted to **ONE 25 word advert per month.** A current Membership Number must be supplied on the form which is on the **BACK** of your Courier Address Label!!!

## LANDROVER

**LAND ROVER** Series Three. 88. Year 19777  
2.3 diesel or Bio. Tax. MOT. Reliable runner  
in reasonable condition. No telesales.  
T.P.S. Simon (Cumbria) 07901 842248.

## CARS WANTED

**SPITFIRE or STAG** Wanted. Private buyer.  
Cash paid. Please email andrewjohn  
son6666@hotmail.co.uk Andrew (West  
Midlands) 01902 654121 or 07986  
107831

**You Can Now  
PLACE YOUR FREE  
ADVERT ONLINE AT  
www.tssc.org.uk**

### TSSC INSURANCE PANEL CALL FOR A NO OBLIGATION

**QUOTE. LIMITED AND UNLIMITED MILEAGE WITH  
AGREED VALUE AND AND BREAKDOWN RECOVERY**

**FOOTMAN JAMES 0843 357 1790**

**PETER JAMES 0121 506 6040**

**LANCASTER INSURANCE 0800 013 0080**

**ADVERT FORM IS  
ON THE BACK OF  
YOUR COURIER  
ADDRESS LABEL!**

# PARTS 4 SALE

**HALOGEN HEADLAMP KITS.** Low-con-  
sumption / Ultra-Xenon bulbs.  
Reconditioned radiators. Reconditioned  
steering racks. Upgraded master cylinders.  
Used parts. Competitive prices.  
[www.triumph-recycler.com](http://www.triumph-recycler.com) or  
[www.stores.ebay.co.uk/Triumph-Recycler](http://www.stores.ebay.co.uk/Triumph-Recycler)  
(trade)

**SPRAYGUN** electric, portable. 3 sizes of jets  
& needles, metal case, complete set of  
instructions, spare bottle seal. £30. Bryan  
(Sutton Coldfield) 0121 3081543.

**VITESSE** 1970 Mark chassis and engine with  
wheels for sale in Isle of Man James  
Devaney. eMail: seamusgm@gmail.com

**VITESSE** Front Seats. 2 black front seats for  
Vitesse/Herald. Useable, will need re-cov-  
ering and re-foaming in the long run.  
Collection from Rugby only. £15. Roland  
(Rugby) 07948 840528.

**CANLEY** Trunnionless Suspension Kit -  
GT6/Vitesse. Car set - New. kit to replace  
front suspension trunnions with modern  
components. Bought from Canley but  
having to sell car. Were £329 new. Price  
£225. Adam 07853 307092.

**2500cc** Cylinder Head. Flowed and ported  
head from MM series engine. Unleaded  
valve seats. Would benefit from overhaul.  
Buyer collects. £20 Andy (Exeter) 07735  
573625.

**WHEELS** for sale. 4 steel Dunlop rims 5 &  
1/2 Js very rare with as new tyres Goodyear  
175 x 13 in Coventry. £500. Martin  
(Coventry) 02476 270545.

**VITESSE MKII.** Two Inner arches Rear. New  
price £260. Accept £125. Unused. Power  
(Southport) 01704 534474.

**VITESSE MK1.** Standard New Stainless  
Steel Exhaust, Gearbox, Lights, Master  
cylinders. Many spares for sale. Spitfire

1500 Hard top (Blue), petrol tank. Derek  
(Cheshire) 0161 3660138.

### MIKE PAPWORTH

COVENTRY M6 JUNCTION 3

**TRANSMISSION SERVICES,  
And Restoration**

**OVERDRIVE CONVERSIONS,  
DIFFERENTIALS, O/D UNITS  
1/2 SHAFTS ROTOFLEX AND STD,  
ALL ENGINE WORK,  
MOT & WELDING WORK  
VEHICLE MOVEMENTS UK,**

**Herald - Spitfire - Vitesse - GT6  
TR4/5/6 - 2.5 - Dolomite**

**UNFINISHED PROJECTS-BREAKERS,  
ANY NEW UNUSED PARTS REQD.,**

**07768 775 170 - 02476 644499  
Email [mike.papworth1@btopenworld.com](mailto:mike.papworth1@btopenworld.com)**

## "SEATS"

**Rebuilt Original Seats  
Exchange - Ask Mike**

**Vinyl Seats (pair) from £269 or  
Leather Seats (pair) from £395**

**Includes New Foam Bolsters  
All Triumphs & Any Classic Car  
Boxed & Delivered Anywhere  
Tel Daytime or Evenings**

**Tel. 01752 227789**

**"Classic British Sportscar Trim"**

**Visa - Mastercard - Maestro**

**See my Ebay Photos**

**Click on "Spitfire Seats"**

**WHITE VITESSE CONVERTIBLE** with expe-  
rienced chauffeur available for weddings /  
civil-ceremonies. Comprehensive prices  
from £195.00 (10% donated to charity).  
Discounts available. [www.triumph-recy-](http://www.triumph-recy-)  
[www.stores.ebay.co.uk/Triumph-](http://www.stores.ebay.co.uk/Triumph-)  
Recycler (trade)

**FIBREGLASS** Bonnet GT6/Spitfire.  
Fibre-glass Bonnet open to offers, please see  
my eBay listing as follows  
[http://www.ebay.co.uk/itm/Triumph-GT6-Spitfire-Fibre-glass-Bonnet-/261172481968?pt=UK\\_CarsParts\\_Vehicles\\_CarParts\\_SM&hash=item3cc17cfb0&uhb=1](http://www.ebay.co.uk/itm/Triumph-GT6-Spitfire-Fibre-glass-Bonnet-/261172481968?pt=UK_CarsParts_Vehicles_CarParts_SM&hash=item3cc17cfb0&uhb=1) or phone James (Manchester)  
07515 348967.

**You Can Now  
PLACE YOUR FREE  
ADVERT ONLINE AT  
www.tssc.org.uk**

# PARTS WANTED

**VITESSE Mk2** Rear Spring. Good condition 11 Leaf rear spring for a Mk2 Vitesse (Rotoflex Suspension), must be suitable for strip down and rebuild. Gary (Derby) 07825 269136.

**MK1 MINI DOOR.** I am looking for a Mini MK1 RH door (sliding window type) with the window sill area on the inside in good nick. I can collect from the Surrey/Sussex area many thanks Chris (Hastings) 07812 649748.

**COURIER 385.** Does anyone have a copy of the Courier magazine no.385 (July 2012) that they no longer need as mine has gone

**AWOL!** Thanks Nev. eMail: glimmer-twins64@aol.com

**GT6 Mk III** Boot Floor Wanted. I think the title says it all - looking for the fiberglass boot floor - only need right hand side boot-floor over the spare wheel. Louis. eMail: louiskeighley@hotmail.co.uk

**BRITAX** Static Seat Belt Parts. I need a Britax Satin Black satin seat belt clasp for my Mk3 Spitfire. The spring inside has failed. Alex 01274 833570.

**VITESSE MK2** Wheel Trims. Wanted very good set of wheel trims for MK2 Vitesse.

Happy to buy full set or singly. Good price paid. Dave (Lincoln) 07709 575118.

**BELLS 4-2-1** exhaust manifold spit 1300/1500 wanted. Im after a Spit 1300/1500 Bell 4-2-1 manifold. Possibly other makes! Scott: (Arlesey, Herts) 07535 645955.

**VITESSE** 2 Ltr MK1 Engine required. Preferably condition known. GT6 MK1/2 would also be suitable as would early 2000 Saloon. Simon (Cumbria) 07901 842248.

**ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!**



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

The Club Shop will be attending the forthcoming show

**South of England Meet**

**Leatherhead Leisure Centre - Sunday 12th May 2013**

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)

## TRIUMPH TRADE SERVICES

### WEST COUNTRY TRIUMPH

- ★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
- ★ Accident repairs, resprays ★ Full or part restoration,
- ★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order



**Tel/Fax 01666 822476**

MALMESBURY, WILTS

[www.westcountrytriumph.com](http://www.westcountrytriumph.com)

e-mail: [raybrown@westcountrytriumph.co.uk](mailto:raybrown@westcountrytriumph.co.uk)

### BRODIE MOTOR SERVICES

RESTORATIONS, MOT WORK, SERVICING ON ALL MAKES OF TRIUMPH AT VERY COMPETITIVE PRICES OVER 20 YEARS EXPERIENCE FRIENDLY SERVICE TEL: 01206 562597 [www.brodiemotorservices.co.uk](http://www.brodiemotorservices.co.uk) COLCHESTER ESSEX

**TSSC** Insurance Panel call for a NO OBLIGATION

QUOTE. LIMITED AND UNLIMITED MILEAGE WITH

AGREED VALUE AND BREAKDOWN RECOVERY

FOOTMAN JAMES 0843 357 1790

PETER JAMES 0121 506 6040

LANCASTER INSURANCE 0800 013 0080



New e Commerce Website  
**NOW LIVE!**

[www.CHRIS WITOR.com](http://www.CHRIS WITOR.com)

TRIUMPH 2000, 2.5 SPECIALIST

WIDE RANGE OF PERFORMANCE AND STANDARD SPARES

**TEL: 01749 678152**

Mon - Fri, 9 - 1 & 1.30 - 5.30

**FAX: 01749 671404**

Office 01592 722999  
PARTS DEPOT & FAX  
01592 722666



131 JAMPHLARS ROAD  
CARDENDEN FIFE  
SCOTLAND

**CHIC DOIG**

CONTACT THE EXPERTS  
SCOTLAND'S LARGEST  
MG & TRIUMPH  
DEALER

**FAST MAIL ORDER SERVICE**

FROM A BOLT TO A BODYSHELL  
NEW OR SECONDHAND  
WE WILL TRY TO HELP YOU  
WHATEVER THE CAR TYPE





# TSSC Services & Officers

## CLUB HEADQUARTERS

The following services are available from the Club headquarters.

### TSSC MEMBERSHIP

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

### RENEWALS

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

Direct Debit Renewal £36.00 UK

Members renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC REGALIA MAGAZINE BACK ISSUES  
TSSC INSURANCE INFORMATION PACK

TSSC - Sunderland Court

Main Street, Lubenham,

Market Harborough, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

<http://www.tssc.org.uk>

### TSSC INSURANCE

FOOTMAN JAMES & CO LTD

Tel: 0843 357 1790 Fax: 0121 559 0814

FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 0800 013 0080

### VALUATION SERVICE

TSSC, Sunderland Court,

Main Street Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

### TSSC LIBRARY

TSSC, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

### CLUB SHOP

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

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

### MAGAZINE COPY DATE

All magazine material must be received

**BEFORE 8<sup>th</sup>** of each month prior to the month of publication.

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

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

### TSSC ACCOUNTS

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

TRUDI PRETTYJOHNS

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

### SHOW CAR REGISTER

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

TSSC HQ, Sunderland Court

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

### HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh, Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

### HERALD 1360

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

Tel: 01934 515376 e-mail: [herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

### SPITFIRE Mk I/II/III

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

Tel: 01672 514241 e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

### SPITFIRE Mk IV/ 1500

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

Tel: 01495 240884 e-mail: [derek.ford@sky.com](mailto:derek.ford@sky.com)

### VITESSE 1600/ Mk I/ II

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

Tel: 01635 868640 - Eves/Weekends e-mail: [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

### GT6 MkI/ II/ III

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

Tel: 07866 743781 e-mail: [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

### BOND

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

Tel: 01672 514241 e-mail: [guy@bondequips.org](mailto:guy@bondequips.org)

### SPECIALS

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

Tel: 01372 452292 e-mail: [specials@tssc.org.uk](mailto:specials@tssc.org.uk)

### STAG/ACCLAIM & TSSC TRIUMPH ARCHIVE

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

Tel: 07875 944541 e-mail: [benbroadbent@btinternet.com](mailto:benbroadbent@btinternet.com)

### BIG SALOONS

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

Tel: 07875 560253 e-mail: [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk)

### TOLEDO/DOLOMITE 1300/1500

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

Tel: 0116 267 1688 (Eves/Weekends)

e-mail: [TriumphToledo@aol.com](mailto:TriumphToledo@aol.com)

### TR 4/4A

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.

Tel: 02920 315260 e-mail: [bernard.littlewood1@ntlworld.com](mailto:bernard.littlewood1@ntlworld.com)

### TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA

Tel: 07766 10615 e-mail: [paul.lewis\\_1966@hotmail.co.uk](mailto:paul.lewis_1966@hotmail.co.uk)

### AMPHICAR

David Chapman, e-mail: [amphicar@tssc.org.uk](mailto:amphicar@tssc.org.uk)

Tel: 01684 592985

### INTERNATIONAL LIAISON SECRETARY

Rob Newton-Allen, 4 Ash Tree Crescent, Burnham-on-Sea, Somerset. TA8 2JY

Tel: 07768 340121 e-mail: [robnnhen@breathe.com](mailto:robnnhen@breathe.com)

### YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: [chrisbaker\\_7@hotmail.com](mailto:chrisbaker_7@hotmail.com)

Dan Chudleigh 1 Cottey Meadow, Kingsteignton, Newton Abbot, Devon, TQ12 3GB.

Tel: 07962 956362 e-mail: [triumph-dan@hotmail.co.uk](mailto:triumph-dan@hotmail.co.uk)

### INTERNATIONAL WEEKEND EVENT MANAGERS

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

Tel: 07971 017012 e-mail: [international@tssc.org.uk](mailto:international@tssc.org.uk)

### INTERNATIONAL CONCOURS ORGANISER

Tony Simpson, Paddock View, 116 Nottingham Road, Codnor, Ripley, Derbyshire. DE5 9RL.

Tel: 07827 891471 e-mail: [tonys@slsdesignconsultants.com](mailto:tonys@slsdesignconsultants.com)

### AREA LIAISON OFFICERS

Pip Fliegel and Frank Spencer, Wyreside Lodge, Chipping Road, Dolphinhall, Lancaster. LA2 9DQ. Tel: 01524 791607

e-mail: [pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)

### TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.

Tel: 01527 894125 e-mail: [vickydredge@yahoo.com](mailto:vickydredge@yahoo.com)

### CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

**April 2013**



## **Contents**

- **AREA DIRECTORY**
- **AREA NEWS**
- **EVENT ADS**

# **WESSEX** **AREA PRESENTS**

A circular gold-colored logo with a blue and white building icon in the center. The text 'TRIUMPH SPORTS SIX CLUB' is written around the perimeter of the circle.

## **NEW FOREST RUN**

**Sunday 14th April 2013**

**Supporting the FBHVC 'Drive it Day'**

A Convoy Run of about 60 miles winding its way through the New Forest and surrounding countryside with a half way halt.

At the finish the cars will be on display to the public

Run Open to all

Triumph Owners and Enthusiasts

**For further details/ entry form contact**

**Trevor on:**

**01425 475376**

**Or Visit [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)**



# AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
------	------------------	---------	--------

## SCOTTISH AREAS

<b>CENTRAL &amp; WEST</b>	Gregor Graham: 07787 795899	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
<b>NORTH EAST</b>	Danny Stroud: 01224 742315	Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantrb">www.brmmbrmm.com/grampiantrb</a>	Last Thurs. Eves.

## NORTHERN AREAS

<b>CHESHIRE</b>	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.45pm
<b>CUMBRIA</b>	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
<b>MANCHESTER</b>	Frank Spencer: 01524 791607	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
<b>NORTH EAST</b>	Mark Astley: 07917 738091	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd DH7 6TQ	8.30pm.
<b>LIVERPOOL</b>	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
<b>LANCASHIRE</b>	Mark Coward: 01257 482569	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
<b>WIRRAL</b>	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
<b>NORTH YORKS</b>	Richard Briscoe: 0776 6354449	The Cross Keys - STILLINGFLEET YO19 6SB	2nd Mon. 7.45pm.
<b>SOUTH YORKS</b>	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
<b>WEST YORKS</b>	Victor Thompson: 01302 850740	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

<b>COVENTRY</b>	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	Roger Buck: 01623 487623	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580	DE7 6FY	
<b>LEICESTER &amp; RUTLAND</b>	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
<b>LINCOLNSHIRE</b>	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
<b>NOTTINGHAM</b>	Claire & Nigel Hill 07971 017012	The Brick & Tile - Palmerstone St - UNDERWOOD	Last MON. 7pm.
<b>NORTHANTS</b>	Dave Richardson: 01234 740548	Overstone Manor - SYWELL NN6 0BB	2nd Weds. 8.30pm.
<b>PETERBOROUGH</b>	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
<b>SHROPSHIRE</b>	David Embrey: 0121 552 0550	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
<b>NORTH STAFFS</b>	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WEST MIDLANDS</b>	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
		May to Sept W. Mids Police Social Club BIRMINGHAM	3rd Tues 7.30pm
<b>WORCESTER</b>	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

## WELSH AREAS

<b>NORTH WALES</b>	Sam Evans: 07772 787020	The Plough Inn, Gresford	1st Tues. 8pm.
		The Plough Inn at St Asaph	3rd Wed 8pm.
<b>SOUTH WALES</b>	Bernard Littlewood: 02920 315260	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

## EASTERN AREAS

<b>CAMBRIDGE</b>	Kevin Rochfort: 07764 324345	The Plough - Fen Ditton, CAMBRIDGE CB5 8SX	1st Mon. 8pm.
<b>ESSEX</b>	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
<b>M25 EAST</b>	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
<b>NORFOLK</b>	Mark Talbot: 07825 994927(Liaison)	The Bird in Hand WRENNINGHAM	2nd Mon. 7.30pm.
<b>SUFFOLK</b>	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
-------------------------	---------------------------------------	--	---------------



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 096394	The Crooked Billet - (A30) HOOK. RG27 9EH	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	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

<b>SOUTH WESTERN AREAS</b>			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
		The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
AVON	June Wrighton: 01454 327059	TBC - See Reports/Forum	1st Mon. 8pm
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON TK12 6EZ	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	John Moore: 01722 710429	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Derek Giles: 01934 515376	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
	Steve Hopkins: 01278 653888		
WESSEX	Trevor Carlyle: 01425 475376	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	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 2TO.	
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	
	Soulis Papaathanasiou 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	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Emmestraat 206862 GT - OOSTERBEEK.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd., Kelston - AUCKLAND.	
PORTUGAL	Carlos Camacho: 00 351 962721862	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWEDEN	Odd Hedberg: 00 46 173 17131	president@tssc-norway.org www.tssc-norway.org	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Rua Dionisio S Matias 5G - 2270 Paco das Arcos	
	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



## ALO REPORT ANDOVER INC SWINDON . . . AVON . . . BERKS EAST

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: [pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)



#### Your Area Needs You!!!

Do you fancy having a go at being an Area Organiser?? We are looking for volunteers for the following areas, **Norfolk, Lothian, Surrey Areas**. These areas could do with your enthusiasm you can give as much or as little as you like it's up to you the only thing compulsory is you must register your area for club insurance purposes. Frank and me are on hand to

give you any support or help you may need including your registration. We have been A/Os for our Area for 11 years and we have found it both rewarding and made some great friends.

There are still Areas that have not registered please can you get these registrations in now they are Important!!!! Anyone requiring any help or advice please get in touch with Frank or Pip, we will come out to your area or speak on the phone it's up to you. Remember you are not insured if you are not registered. I have just put in the first order for your Free Polo Shirts for those that have registered their Area; the colour is a surprise all I can say is they are Not Red!!!! I hope to have them ready for the A/O Seminar in April.

**The AGM and A/O Seminar** will be held on the **28th April 10.30 at the Village Hall Lubenham!!** Please can you get any questions to us no later than **Sunday 14th April** so I may include them on the agenda? Remember this is your chance to get your thoughts and ideas across for your club even if you cannot attend, your ideas are important to us!!

This is the time of year that dates start emerging in the Courier for various TSSC events around the country get them into Bernie as soon as possible so all our members can organise their TSSC calendars and attend some fantastic events that you organise year in year out.

**Area Draw Congratulations to Peterborough £50, Somerset £25, Gatwick £10.** Please get in touch with Angie at H/Q to claim your Club Shop Vouchers.

Don't forget to get your pictures and stories into the Area Showtime to show and encourage members in your area what you get up to.

We had the opportunity to meet and chat with a few Area Organisers at Stoneleigh which was brilliant, shows and events are good for meeting up with members from all over and a time to catch up.

As usual Stoneleigh was very busy and flippin freezing but it was great for picking up the odd Triumph spare seeing some smashing Triumphs and interacting with other clubs. So hopefully we will see you at a show in the near future and The A/O Seminar and AGM!!!

*Pip & Frank*

### ANDOVER

Tel. 01672 514241

e-mail: [guy@bondequipee.org](mailto:guy@bondequipee.org)

**Meetings Cover Swindon/North Wilts area**

Another damp evening at The Plough but Ed and Bob came in their brace of TR6s while we snuck in with Suzie's Honda Del Sol - this car being easier to get at for the evening.

Guy & Frank both had the same romantic idea for Valentines day - Dinner at the Plough! Maureen & Hazel had their own idea of a good evening - peace and quiet with their menfolk out of the way!

A good lively group met at The Bruce Arms in February. John Williams was able to join us with his rally prepared Herald in the snug - sorry, we were in the snug in the pub this month, the car was left outside in the cold with our Bond Estate. Frank and Graham gave us updates on their cars - Graham's still being topless, Frank's being engineless, with the cylinder head sitting on their kitchen floor, the car is now off to the painters for a respray.

#### Events.

**Club Stand at Wyke Down 1 April - a fool's errand!!**

**Our next meetings will be:**

**The Plough, Grately, Andover SP11 8JR,**

**Thursday 11th April**

**The Bruce Arms, nr Pewsey, Marlborough SN9 5LR,**

**Wednesday 17th April**

*Guy & Suzie*

### AVON

Tel. 01454 327059

A good turnout for March and the new venue is looking like it will be a success - just need to gauge how busy it gets in the summer before making the switch! The owners are very positive about us being there and coped with us even though they had a big party booked in. The food has been tested by most of us now and is a success especially because on a Monday the steaks are two for the price of one! (or if there are three of you - get an extra one free!).

We are confirmed for Coleford and for those who have booked to come, please meet at Aust services for 8.30am departure. There is a fee of £2.50 per car which will need to be paid on the day as I have already paid for this out of club funds.

We also have a stand in the main hall at **Bristol classic car show, Shepton Mallet on 20 and 21 April**. If anyone can help run the stand on **Saturday**, please let me know. We talked about a few other events and will try to book club stand for **South Cerney show in August**. If you have details of any other events that could be of interest, let us know.

The monthly meeting dates will change for **April and May!!** we will meet at **The Wishing Well pub, Codrington on Monday 8 April and Monday 13 May** - May date subject to Badminton horse trials date. Will confirm in next report.

Hope to see you all at Coleford, club meeting or Bristol show. Les and myself are also taking part in a cameo event for press day for **Goodwood revival in March** - not sure what it involves yet. Our local auction at Chippenham sold a large lozenge shaped illuminated Triumph sign for £550 plus commission this month - no we did not buy it! If anyone wants to look it is on the results for 1 and 2 March sale at <http://www.richardedmondsauctions.com/>.

*Jane*

### BERKS EAST

Tel. 07989 104324

[www.freewebs.com/eastberksssc/index.htm](http://www.freewebs.com/eastberksssc/index.htm)

e-mail: [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk)

Another quiet night this month, quite probably due to the horrible weather and dark nights we've been having of late, plus all the salt still on the roads (although as I write, there's been the most torrential two days of rain which ought to have washed it all away - hurrray!). That didn't stop Colin venturing out in his mkIV Spit though! Nice to see Mickey too.

Stoneleigh came and went, and I went, and I saw that it was good.. I picked up a new old stock wiper motor for half price, a decent s/h driver's door handle (with not too worn handle pivot), a gt6 servo for rebuilding, a new pair of numberplates, a big bag of nuts and bolts and a shiny door striker plate,

## BUCKS SOUTH . . . CANTERBURY CHESHIRE



### TSSC AREA NEWS

among other bits and pieces. I also FINALLY got round to giving a box of stuff I had saved to Garth, after months of me fiddling about. I met loads of people too - Andy Cook was there with a couple of rototex hubs he'd been given - after all the problems he'd been having rebuilding one of his GT6's drive-shafts. I also saw Jane, with Jasper in tow of course (or should that be Jasper with Jane in tow?!), and Paul, Pip and Garth, and Steve Cooper who used to own a MkIV Spitfire with a consecutive number plate to my GT6. There were also of course the usual traders we all know - Mick Dolphin with his new old stock parts, Mike Papworth with his posh transmission bits, James Wotsiface with his saloon/Stag stuff (who still has my RBRR trophy from about 5 years ago!), and Adam Dormer with his s/h spares. Still a good show - slightly diminished this year I thought, but I could be wrong and it was well worth going.

Another thing that happened recently was that some bloke gave me a call, said he used to work in a Triumph dealership, and he had loads of original dealer workshop manuals for sale. So I went round to see what he had and bought the lot for a fair price (considering it was the end of the month and I had no money left!). Turned out he had an original TR6 manual (which I'm keeping), Triumph 2000 (including 2.5pi), TR7, Dolomite Sprint, Triumph 1300, MGBV8, Rover SD1 V8, Range rover, and series 3 Land Rover. Am planning on keeping those ones! I do, however, have a Dolomite 1850 manual, and a Spitfire MkIV manual in ring binders going spare if anyone has a need or a want for those. Also a few others like Austin Princess, MG midget, Rover P6 going spare.

Bob has been coming on nicely over the last month, and I'm expecting to have him back around the end of this month. Turned out that the driver's outer sill wasn't up to scratch, so another wave of money will be going Johnny Spitfire's way. Meanwhile, I've been cleaning, stripping and repainting things and putting them in boxes. Latest parts are: the dashboard which is starting to look lovely, and the door handles which are freshly painted in satin black as I write. Looks like it's going to turn out quite nice, and hopefully back on the road by the Isle of Wight. Mickey was saying his Vitesse is currently being painted too, so it should be looking lovely by the show season!

New events calendar should be ready by next time, so come and grab a copy. There's the **Isle of Wight (3-6 May)**, **South of England meet (10-12 May)**, and **Drive it Day (Sunday 21 April)** all coming up soon. Finally, as soon as we have a good turnout, there's an impending raffle due - a new set of axle stands are awaiting an owner!

See you next time - meetings are on the **2nd Tuesday** of every month, at the **Shire Horse on the A4 just outside Maidenhead going towards Reading**. That makes the next ones **9 April and 14 May**.

All the best,

*Mark*

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

Hi.Hope you are well. As we head into April, I hope the weather starts to show signs of being much drier than last year for us all. At the time of writing, we seemed to have Spring, which lasted the first two days of March!

Rather quiet in the South Bucks region at the end of Feb into March. I did attend the Classic car night at the Ace cafe on 12th Feb, in my 'sort' of classic (540 BMW from 1997!) and met Simon down there, who had brought his very clean Dolomite out for a spin. My 2000 still seems to be needing a fuel pump, but time and weather is holding up repairs, but hopefully not too much longer.

The monthly meet was very quiet with just Rob and his family, a cold looking Dan in his even colder Land rover and myself! Thanks to all those who responded to my text to say they couldn't attend. We finished quite early, but the burgers Rob's fam-

ily had looked most appetising!

I was hoping to attend Stonleigh on Sunday 3rd March, but yet again I had another attack of flu and managed to pull a muscle in the side of my neck so thought better of it. Simon did attend and said the TSSC stand had a good presence, massive selection of new and used parts in a heated hall as opposed to a cow shed from last year where it was freezing! Great collection of nicely restored Triumphs covering many years of the Marque, and some modified ones too.

For **April**, we have the **Ace classic car night on the 9th April** which should be the first one that's in daylight in the evening! The cars start to come out of hibernation so the car park becomes nice and busy! **17th April is the South Bucks meet at The Squirrel, Penn Street, nr Winchmore hill** from 19.45 on. Please do feel very more than welcome to come along for a chat. **Sunday 21st April is the 'Drive your classic car day'**. I know there is a meet at Brooklands, but not sure of what is planned as yet. Best to check before setting out on the Brooklands website. Just in case you are planning to join in with the superb **Isle of Wight weekend (3rd-6th May)**, best to book your accommodation soon as they do often sell out.

Hope to see you at a meet or event soon. Take care,

*Carl*

**CANTERBURY** Tel. 07810 438074  
e-mail: Progers01@onetel.net  
www.canterbury-triumphs.org.uk

Well for a start I am somewhat disabled considering what to write as I wasn't at the meeting! I blame my sister in law who visited last weekend with a screaming bout of the flu and passed it on to both of us. Very generous of her, I thought. Phil the Stag, however, passed me his notes to keep me in the loop and so they form the basis of this brief write up.

Fifteen members attended and those who were there were pleased to welcome a new attendee, Graham. I understand he received lots of advice on how to get his tax exempt Spitfire back on the road.

The calendar for the year is now as complete as it will ever be and Dianne will be sending that at out "as is" and asking people to decide which events they would like to attend. Members can also point out events which are missing. As I type this, the rain is pouring down and my fingers are crossed that this is not a portent for the season ahead. Ho hum.

Tim SJ as found himself a new job so congratulations to him. Understandably he was not at the meeting to give a progress report on the development of our website.

So expect more things dropping in via e mail over the coming days as the car season approaches.

Regards

*Phil R*

**CHESHIRE** Tel. 01625 425845  
www.tssc.org.uk/cheshire  
e-mail: cheshire@tssc.org.uk

The weather turned from glorious Spring on Tuesday to dull damp and nondescript on Thursday. The excuses offered for non-attendance were a birthday celebration being held in North Wales and a serious attack of the lurgi. Nevertheless there were three Triumphs present (all scattered about as the car park as it was quiz night) and a Maserati, which seemed to take rather a long time to park, the exhaust being distinctive and audible. Victor the Vitesse (black, MkI saloon) made his first appearance with Chris at the wheel.

We have inherited a long list of events via a rather tortuous route, which should have been mailed to the regulars by the time you read this. I have made some corrections and additions



## Cheshire Continues

and stress that 100% accuracy is not warranted here. The main thing coming up that requires thought is Drive It Day on the 21st of April. I have had several communications with the people at North Staffordshire TSSC and the current proposal goes something like this. Meet at Leek then proceed to Rowsley (Derbyshire). I don't think passports are required for Cheshire/Staffordshire/Derbyshire but you never know. There then follows a mixture of get the train run by Peak Rail into Matlock (and back, we assume!), and have lunch or dinner at the Grouse and Claret in Rowsley. Times to be advised later. As it's also a Charity thing, there will be a contribution here and possibly even a raffle.

A rear wheel bearing kit that was purchased in 1996 (to fix the grumbling wheel bearing) has finally been fitted to Heap the Vitesse, and now the sound of said bearing is notable by its absence – so all the other noises are that much more obvious. Once again Adrian's hub puller did the trick, this time with the hub on the car and a 24" wrecking bar stopping things turning. The swear box was full putting things back together.... The offending race was carefully examined at our meeting and the words 'Timken, made in England' were pointed out. Such words are not present on the replacement bearing.

And on to insurance. Some companies have put their prices up, so it pays to check what the market rate is – you can use the web if not the meerkats here.

The company that I left last year still wanted more for one car's insurance than my new company wants for two. And the interpretation by the old company of 'will quickly provide you with our most competitive quote' meant 7 minutes on the phone verifying that nothing had changed.

Our next meeting is on **Thursday 4th April at the Cock and Pheasant**. See you there.

*Henry*

## CORNWALL

**Tel. 01872 537363**

[www./autos.groups.yahoo.com/group/cornwalltriumphs/](http://www./autos.groups.yahoo.com/group/cornwalltriumphs/)

**e-mail: cornwall@tssc.org.uk**

The inaugural Tregony (Scalectrix) Grands Prix was deemed a huge success, Bernie Ecclestone has been in touch! The Church Hall was booked (after the Pantomime beat us to the Village Hall), track constructors were on standby and at 12 noon it all came together. Anthony and Brian started construction of the 'Imola' Circuit and in no time at all had it together. They then spent nearly an hour trying to get the entire circuit; both lanes, working! As anyone who has played with Scalectrix before will know, this is all part of the fun – just like getting the Christmas Tree lights out! Success at last and people were fighting each other to have some practice laps.

Graham then arrived with his immaculately bubble wrap packed track and set about setting up a 'Suzuka' figure of eight track. Graham being Graham, of course it worked straight out of the box – where's the fun in that?

Practice continued with a variety of cars, including some very quick magnetic cars. We did have a trio of TR7s, Graham's broke a pinion, Anthony's had a bad motor and John's was so powerful that it sat there spinning its wheels. John set his engineering prowess to work and added ballast (a stone from the car park), but this still didn't work. Our Rover SD1 Police Car Safety Car had similar problems, but it's flashing lights and two tone horn was fun and took me back a bit!

In no time at all the tea urn had boiled and it was time for lunch; a variety of homemade food that we had all brought with us and very tasty it was too, particularly Sarah's and Karen's cakes. The chaos was then tamed and some races were called

for, so a blind draw knock out was quickly set up. One by one drivers fell by the wayside to leave three potential winners; two professionals and one seriously amateur! Graham (professional) won, but only just, Anthony (professional) came second and I (a real surprise – Amateur) came third. It was a great few hours of fun; we even managed to bring enough coins for the electric meter. The racing was very close, with some very quick cars and I'm sure we will be talking about it for a very long time. Oh, and Jenson Button (aka Brian) was beaten by a woman shopping in a Mini!

Next month's event is the Lands End Trial and Dinner, so more of that next month.

The TR Register have decided not to come all the way to **The Big Sheep on Drive It Day** and are driving down west to Levant Mine, which will be 'in steam'. If you want more details please contact me.

### Events;

#### April

**Thurs 11th Meeting at The Hawkins Arms,  
Zelah from 8pm**

**Sun 21st Drive It Day to The Big Sheep,  
Barnstaple – Zelah 10am prompt.**

#### May

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

**Sun 12th Heritage Coach Trip to South Devon Steam  
Railway, Buckfastleigh**

Hopefully we can entice you onto the road for Drive It Day. We are trying to get 100 Triumphs together for this, it has now become the largest Triumph gathering in the southwest, so why not join in the fun. Entry to The Big Sheep is free for driver and one passenger on production of your Club Membership card. If you want to join our convoy we will leave The Hawkins Arms, Zelah at 10am prompt and head up the A39, Atlantic Highway. If you want to join the convoy en route, please contact me so that we can arrange this.

We should see more of each other about on the roads now, so don't forget to wave at other Triumphs.

*Mike*

## COVENTRY

**Tel. 02476 457487**

**e-mail: phillyncovtssc@mail.com**

Hi Everyone. Not a lot to report for February just a couple of events, the weather for the Heart of England meet on Sunday the 10th was awful resulting in a poor show of vehicles, only about 6 in total, even the "Smiffy Spitty" didn't make an appearance, we went up in the BMW instead and we were also a bit late so a few of our crowd had already left but we still enjoyed a natter and a pint with those who remained, let's hope next month is a bit better.



Next was our Dalos (Drive and lunch on Sunday) Day Run on Sunday the 17th and guess what! yes you've got it, it was lovely bright sunshine, We don't know how we manage it but somehow we do, there were 14 of us in 7 cars 5 of which were convertibles, 4 Triumphs and 1 MX5 and we all had the roofs down. The route was planned by Paul & Joan Cheshire and what a great run it was, starting in Corley and travelling through North Warwickshire through some narrow lanes and lovely villages,

## CUMBRIA . . . DERWENT VALLEY



pass Kingsbury Water Park and Aston Villa's training ground and as far as Drayton Manor before concluding at the Swan in Nether Whitacre for our lunch, once again no disappointment



there, a lovely meal, well done Paul & Joan, a great day in great cars and great company.

Then came our monthly meeting at the Bull & Butcher, Corley Moor and for a change the weather was lovely so we were able to go in the "Smiffy Spitty" with the roof down, a good turnout with 17 in attendance and 4 Triumphs on show, all convertibles which included for the first showing of Craig's Spitfire, couldn't see it very well in the dark but it looked pretty good. 9 of us had a meal in the restaurant before the meeting, great food, great value.

More event dates are coming in now keep an eye on forthcoming events for details and if you want to join us don't hesitate to get in touch.

Our **March Dalos Day** is on **Sunday the 17th** and we start at the same place as last time, the lay-by on the Tamworth road at Corley in between the motorway fly over and the Saracens head pub, we will be leaving at 1.00pm so be there for 12.45, the route to be planned by Steve & Sharon and we will be having lunch at the **Weavers Arms in Billongley**. If you want to join us let us know by **Wednesday the 13th** so we can book the meals.

**Sunday April the 21st Drive it day**, it was decided to not attend any of the events previously mentioned, (although Mike and Craig will be doing the Stilton Run) but to have our Dalos Day Run as normal, this to be planned by Rikk & Jeanette and we will meet at the **Corner House, Nuneaton Road, Bulkington** ready to leave at 12.30.

David Crockell of MG Kilsby Club has emailed us wanting to arrange a meeting of the clubs for a driving challenge and have we any suggestions, it was decided to suggest the **Broadwell event on June 23rd**.

**Sandwell** there are no dates available yet for 2013 all though they have the 2014 dates.

**We will be Attending the TSSC AGM. It is on Sunday the 28th April** so if anyone who will not be attending wants to bring any matters up let me know so I can put forward your views. Well that's about all for now, just check forthcoming events for any new items

Get them Classic cars out, join us and enjoy them.

*Phil & Lyn*

PS If you are not getting this newsletter by email let Angie at TSSC have your email address at [info@tssc.org.uk](mailto:info@tssc.org.uk)  
Forth Coming events

**April 2nd** our monthly meet at the **Bull & Butcher, Corley Moor**, 7.30pm or if you want to dine 6.30 in restaurant.



## TSSC AREA NEWS

**Sunday April 14th HoE meet at the Griff** 11.00am  
**Sunday April 21st Dalos Day Run** to be planned by Rikk & Jeanette Starting from the **Corner House, Nuneaton road, Bulkington**, leaving at 12.30.

Also **Stilton Run** [jim.barry@ntlworld.com](mailto:jim.barry@ntlworld.com) or [www.stiltoncheeserun.webs.com](http://www.stiltoncheeserun.webs.com)

**Saturday 18th & Sunday 19th May Bidford on Avon Vintage Gathering** Tel Mark 07747741393 or Matt 07189778693 and **Star 90 Weekend**

**Friday 17th, Saturday 18th, Sunday 19th May Standard Triumph Star 90** [www.tr-registershop.co.uk](http://www.tr-registershop.co.uk)

**Saturday 15th Sunday 16th Ashby Magna Vintage Festival**. We camp the weekend come and join us, a great event with good entertainment. Mrs S Leedham, Mill House Farm, Husband Bosworth, Lutterworth, Leic's LE17 6JN. Tel 07780616059, email: [shirleymarlow@aol.com](mailto:shirleymarlow@aol.com)

**Sunday 23rd June Broadwell House Driving Day & Picnic** [www.wnaa.co.uk](http://www.wnaa.co.uk) or [www.dlraa.co.uk](http://www.dlraa.co.uk)

**Saturday 6th Sunday 7th Hollowell Steam** 2013 Tel 01604 505422 or [www.hollowellsteam.com](http://www.hollowellsteam.com)

**Saturday 13th Sunday 14th Evesham Riverside Steam & Vintage Rally**. Dave Wothers 07815 771245.

**Sunday 4th August Mary Ann Evans Hospice Classic Transport Run**

**Saturday 24th Sunday 25th August Coventry Festival of Motoring** [www.festival-of-motoring.co.uk](http://www.festival-of-motoring.co.uk)

**Saturday 7th Sunday 8th September Shackerstone** [www.shackerstonefestival.com](http://www.shackerstonefestival.com)

**Sunday 15th September Gloucestershire Warwickshire steam Railway Classic Vehicle Day** [www.gwsr.com](http://www.gwsr.com) email [jim@clarkuk.net](mailto:jim@clarkuk.net)

**Saturday 21st Sunday 22nd September Kettering Vintage Rally & Steam Fayre** M C Spitteler, 64 Durban Road, Kettering, Northants NN16 0JB. email: [cranfordrally@ntlworld.com](mailto:cranfordrally@ntlworld.com)  
[www.ketteringvintage rally.co.uk](http://www.ketteringvintage rally.co.uk)

## CUMBRIA

Tel. 01229 474077

e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

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

The meeting at Santon Bridge Inn, 24th March was well attended, but there were no Triumphs in the car park. I can not remember the last time that there were no triumphs at a meeting. As there were no Triumphs it was decided to fine everyone £1. New members Nigel and Christine were made welcome and it was nice to see them. Hope you enjoyed the banter. Nigel has a Spitfire and a GT6 and resides in Ravenglass.

Some events I need to book and pay for well in advance, if members could let me know if they wish to go to any of these listed then would you please let me know. **Ripon Show, Sunday 28th July**, Entry £3 per car. **Croft Nostalgia weekend, 3-4 August**, camping, price yet to be confirmed. **Grasmere Show Sunday 23rd June**, Entry £4 per car. We are looking for suggestions for a run on **Drive it Day, Sunday 21st April**; Let me know if you have any ideas.

As the show season is about to start there will be **no more end of month meetings until September**. Safe motoring

*Roy*

## DERWENT VALLEY Tel. 01623 487323

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

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

Another brilliant turn out at our area meet even with quite a few of the regulars missing. This month Darren Parker joined us from a local charity, Ben's Den, which was our chosen charity at this years New Year Run to collect the cash we raised

### Derwent Valley Continues

before I could spend it on myself.

I don't exactly know what it was that caused all the excitement but the atmosphere during the meeting was buzzing. At 8pm Paul was dispatched to fetch the chips for the chip cobs. 36 cobs and 5 large bags of chips were soon demolished just in time for the start of Nigel's "oooh errrrr missus" quiz. The questions could be interpreted as rude if you had a dirty mind, which Julie H did and giggled uncontrollably into her scarf throughout the whole of the quiz. The only question I can safely repeat is 'Before Mt Everest was confirmed as the highest mountain what was the worlds highest mountain?' which was a bit of a trick question.

After 30 questions it was a very close result with a team on nineteen points and two teams on twenty points. So we needed a tie break question. Unfortunately we did not have one. The prize was a tin of Quality Street, so the teams had to guess the net weight of the chocolates inside the tin. The winning team comprised of Julie H, Paula and Lisa. The chocolates vanished almost immediately as pudding.

It was decided that we should mark **Drive It Day (21st April)** with a **drive to Goathland followed by fish and chips in Whitby**. Carl offered to plan the route and all those interested in joining us should be at the starting point - **California garden centre, Boothferry Road, Howden, DN14 7TF** at 9:45am. All classic cars welcome.

Then came the time to present our chosen charity, Ben's Den, with the money raised on the New Year Run. Roger and I counted out the crisp 5, 10 and £20 notes totalling £250 and handed them over to Darren who went on to explain exactly



what the charity provides. They currently have two holiday caravans at Mablethorpe and the ground rent alone costs £5,000 per year, on top of this is the maintenance and running costs.

If you wish to know more about Ben's Den then why not visit their website at [www.bensden.com](http://www.bensden.com)

After the raffle there was one thing left to do and that was to bring out the football shaped birthday cake and sing happy birthday to Naomi, whose birthday it was that day.

**Dates for your diary:**

**2nd April 2013 - Monthly meet and Easter Egg raffle at Smalley Common Ex-Serviceman's Club [DE7 6FY] starting at 7:30pm.**

**16th April 2013 - Peak Run committee meeting from 8pm.**

**21st April 2013 - Drive It Day. A drive to Goathland and**



Whitby, see website for more details.

**3rd-5th May 2013 - Donnington Historic Festival. Club code for discounted entry on website.**

**7th May 2013 - Monthly meet at Smalley Common Ex-Serviceman's Club [DE7 6FY] from 7:30pm.**

Regards

*Colin*

### DEVON

Tel. 01548 821348

[www.northcotts.clara.net/tssc/devon](http://www.northcotts.clara.net/tssc/devon)

e-mail [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)

### JOIN DEVON AREA FOR DRIVE IT DAY

**We are aiming to get 100 Triumphs together in North Devon on 21 April in one of the biggest displays of Triumphs in the far South West.**

**All drivers of Triumphs will be welcome and we are inviting many other local Clubs to join us.**

**Ample parking on hard standing Venue is THE BIG SHEEP, at Abbotsham near Bideford. EX39 5AP**

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

**ENTRY to the attraction will be FREE for driver and passenger on production of a Club membership card.**

**Micro brewery on site – a Triumph Special brew on the day just for us!**

**For more details contact Sue & John Franklin via [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)**

Salt on the roads kept all but two Triumphs at home for February Club night at the Star Inn. Full marks to Ted who not only brought his lovely Spitfire, but braved it with top down. Great to see him in the car again, as health problems last year curtailed his activities. Dan has the Herald back on the road again and was undertaking big repairs to his 2.5pi. Mark and Jane are doing building works around their 2.5pi, which now has a new fuel tank so that it could be moved out of the garage which is being converted. Nevertheless, it was a full house at the Star, with John & Michael travelling down from Monmouth to join us, and Colin came down from Martock. John and Michael now have two Acclams, having bought a second one close to home in the Forest of Dean.

After the deluge of winter, our first 'spring' run at the beginning of March was dry if a bit grey which spoiled the views over the coast and Dartmoor. Ten Triumphs and a couple of moderns met up at the House of Marbles at Bovey Tracey and, after most had a coffee before setting off, we had an interesting run over the moor and through hamlets most of us did not know existed. We reached the Burrator Inn at Dousland, our lunch stop, dead on the expected time of midday and 23 sat down to a very substantial lunch. Next time I'll know to ask for a child's portion of ice cream! We had a good selection of cars out again and it was good to see Dave A out with his Stag, as we have not seen him for a while due to work commitments. We were joined by Tony, Helen and Carol from 'over the border' for the day. We had Tony's 13/60 Estate, which joined my 13/60 and that of Marc, to make three. We had three Spitfires, Maurice's, Mike's and Carol's, and three Vitesses, two convertibles, Russell's, with young Robbie ousting Mum Kirsty from the front seat, and Graham & Wendy's together with Allan's saloon. Graham had spent the previous week polishing and she went



## DORSET SOUTH . . . ESSEX



### TSSC AREA NEWS

## DORSET SOUTH Tel. 07920 549474

Hi all. Hope you have all had a nice winters break and not spent to many nights in the garage greasing your nipples. It's time to start planning for the some fun times in your Triumph and enjoy the hot summer we are going to have?

Here are some dates for your diary:

**Sunday 14th April: The Wessex New Forest Run. (Not to be missed!)**

**Sunday 26th May: Pecorama Vintage/Classic Vehicle Rally. (Nice little drive down to Beer, Nr Seaton Devon).**

**Sunday 2nd June: Hardy Country Classic Tour. (Organised by Transport of Yesteryear.**

**Rally around Dorset with lunch stop then a static display on Weymouth seafront).**

**Sunday 9th June: Wessex Car Show. Lulworth Castle.**

**Sunday 30th June: Transport of Yesteryear Classic Car show and fun day. Chickereil Weymouth.**

**Cars on the Quay Poole (6PM)**

**Friday 3rd May: Open top sports cars and convertibles.**

**Friday 7th June: Open top sports cars and convertibles.**

**Friday 31st June: Best of British (Pre 1983 cars).**

**Friday 5th July: Open top sports cars and convertibles.**

**Friday 2nd August: Open top sports cars and convertibles.**

**Friday 16th August: Best of British (Pre 1983 cars).**

**Not forgetting monthly meets at the Cock and Bottle**

**Morden 1st Monday of the month starting 1st April and Classic Cars On The Prom (Bournemouth) Most Sundays from 4PM starting 14th April.**

**Check website: [www.classiccarsontheprom.com](http://www.classiccarsontheprom.com)**

Hope to see you at some of these events

Regards

*Rob*

## ESSEX

Tel. 01375 672072

[www./sites.google.com/site/tsscessexarea/](http://www./sites.google.com/site/tsscessexarea/)

The good weather should be here and the cars should be out of their winter slumber, and the answer to the million dollar question, no I did not get all the jobs done on the car even though I only had one Triumph to work on, the modern car and a grand son got in the way, but the car is out and about and to be enjoyed

My office - I have fitted one of the MX5 seats in the passenger side of the car and Janet reckons it is more comfortable. As I writing this I am waiting for the paint to dry on the driver's side floor after scratching it, as I trial fitted the seat, so by the time you read this I should have two MX5 seats in the car. It is not a straight forward process to fit the MX5 seats in to a Spitfire. The back of the seat is slightly wider than the space it has to go in to. On the seats I had I found both had a rib in the pressing of the seat base and the corner plate that was wrapped round the corner but not fixed to anything on the side of the seat, they were sticking out a bit and with gentle use of the Dremel I managed to get the seat in, this also meant drilling four holes for the fixing bolts as I wanted to keep the seats as low as possible. I used the MX5 runners, the whole thing is now mounted with bigger bolts and plates on both sides to help spread any load, this should be stronger than the original. I have put greased up bolts in the original holes so it can be converted back without any problems.

The engine should be back in Rosie next weekend Ian is getting withdrawal symptoms from not driving his Spitfire (lets hope all goes well).

Out and about - Club day. Good turn out of cars and people this month the weather must be getting better, we had 5 triumphs and 24 people (I did not think Triumph built a) a

home a little dusty after the run, though not far from the pub, 128 paces to be precise - not sure how many wheel revolutions that would be! We were missing Dan, Steve, Jas and Gabriel who were up at Triumph Spares Day. After some frantic repairs, Dan was delighted to get the 2.5pi MOT'd just in time to take them all up there. Allan tells us that Jackie's 13/60 estate is now ready to be sprayed and should be on the road shortly - good news after a lot of hard work.

Coming up in Devon in April

We will not have a meeting on Sunday 7th as there is so much on this month. However, North Devon should be meeting on Thursday 11th April, probably at the Braunton Inn, and the main Club Night will be on Wednesday 17th at the Star Inn, Liverton. As usual, please ring Steve Wilkinson to check on the venue for the North Devon meeting, 07968 702611.

**DRIVE IT DAY ARRANGEMENTS - Sunday 21 April** is of course Drive It Day, when we are hoping to get 100 Triumphs on display. We have had a lot of interest from other clubs too and arrangements have now been finalised. We will be joined by Triumphs from Cornwall, Somerset and Dorset and are looking forward to seeing the largest gathering of Triumph cars in this area for many years. We are aiming to be at the Big Sheep, Abbotsham, near Bideford EX39 5AP from 11am onwards. The starting points for the Devon groups will be at the top end of Exeter Services car park and at the roundabout end of the old airfield up at Yelverton. Both groups will meet for 9.30 prompt please. Allan will be organising the Exeter run and Marc will be doing the same from Yelverton. We expect to be joined by others along the routes. We understand that Cornwall cars will be coming up the A39 to Bude so, if you want to join any of these groups, please give us a ring on 01548 821348 or email on [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk). It would be really helpful to know if you are coming along and, if so, where you will meet up with us. Cars from North Devon of course will make their own way there, and John and I are expecting to be there for 11am to meet everyone. Don't forget it is FREE entry for driver and passenger, and there will be Triumph ale on offer. All drivers of Triumphs will be welcome - and we are really hoping that lots of our North Devon members will be able to come along for this event. It promises to be huge so remember to bring your cameras too. To tempt some partners perhaps, it is a stone's throw from the Atlantic Shopping Village.

We will need to have received your entries for Powderham Show (13/14 July) before the 25th April to allow us to send them off to the organisers in plenty of time and would appreciate an sae with your entry to save us postage costs. As I write this at the beginning of March, we are booking up fast, and it will be strictly on a first come first served basis.

Dan and I will be travelling up to Lubenham again for the Club's AGM and the Area Organisers' Seminar at the end of April and, if there are any matters you would like us to raise at the Seminar for you, please let us know.

Things really start happening after that - we are heading for the Isle of Wight on Friday 3 May with what we think is our biggest ever contingent from Devon. Always a great gathering and good fun. Then when we return it is the first South West Triumph Meet at Trerulefoot on Sunday 12th May organised by Andy Moss. Andy is planning a drive after lunch, back to Plymouth where refreshments will be available at his new workshop in Plympton. The big STAR90 celebration of Standard and Triumph anniversaries takes place from 17 - 19 May up at Kenilworth and Gaydon, with a visit to the ProDrive Test Track and a big event at the Heritage Motor Centre. With Spring arrived, it is time to get those cars out of hibernation and we look forward to seeing you all soon.

### DEVON DIARY

**Thursday 11 April North Devon meeting**

**Wednesday 17 April Club Night at the Star Inn Liverton**

**Sunday 21 April DRIVE IT DAY gathering at the Big Sheep, Bideford**

**Fri 3 May - Monday 6 Isle of Wight Weekend**

*Sue and John*



## ESSEX GLOUCESTER . . . HERTS & BEDS

### TSSC AREA NEWS

## Essex Continues

warm welcome to Steve in his very nice white TR7, his first time at the club, and the rest of us were Lenny, Ian & Cheryl, Brian & Jean, Ray & Lesley, Toby Wesley & Kat, Kirk Jed Vera & 3 family members, (sorry didn't get your names) Chris & Barbara, Roy & Mandy, Joe, Janet and me.

The cars were 2 spiffies, TR7, Stag, Herald and a Mini there was plenty of food, drink, and chatting to keep us all going for some time. Some of us left to go and see Lesley & Ray's new bungalow. On the way we passed John Hill in his very nice red Herald we all waved but he must have missed us as he did not wave back.

Stoneleigh weekend - Saturday we travelled up in 3 modern cars to Coventry to visit the museum we have been before but it is a good museum dedicated to the British car industry in the Coventry area.

But with only one stop for coffee on the way the first thing upon arriving at Coventry was to feed Ian, he had only eaten four muffins since stopping for elevenies, where he had two and two to take away, which he had eaten already in the car. He was feeling a bit faint at the thought of having to walk up the high street to get fed, but he made it to a very nice Italian restaurant and having been revived it was back to the museum which this time had a special exhibition on scooters. Ray was re-living his youth. From there to the hotel 15 minutes according to the sat nav and yes it was right, for two of us, Ian took a different route (got lost again), the evening meal was in a local pub we had not used before, the food was very good.

Sunday got up to find the breakfasts were not being served until 09:30 so off we went to Mc-D for breakfast then on to the show. Ian said he quite liked the McDonalds' breakfast but couldn't eat them all the time. You would not believe it as we pulled up in the car park, the car parked next to us was Kirk, Jed & Vera we knew they were coming up for the day but had arranged to phone each other when we arrived, no need now. First we had a walk round the mini car show in the car park a nice selection of different types of Triumphs that had come to Stoneleigh from various parts of the county. In to the show, list in hand, all splitting off in different directions, bumped in to Malcolm & Lesley had a short chat then on with more toot shopping, welcome cup of coffee at the TSSC club stand, thanks Bernie. Then onward, bumped in to Jed he had an alloy rocker cover for his 2.5 then lunch followed by more toot shopping. Joe got some nice spanners at a good price, Ian and I went to look but ended up buying even more spanners, then it was time for the off. As we walked though the car park we spotted Cheryl's old 2.5 Frenchie, then we spotted Janet's old TR7 Theodore and had a chat with the guys that bought it, they seemed to be looking after him, just goes to show what a small world Triumphant is. After a quick coffee stop on the way home for Ian to replenish we got home around 5pm and then had show and tell on the living room floor over a cup of coffee.

#### Up and coming

April

**6th onion trolling Jannaway technology centre**  
**18th visit to the Rebels for their first club night**  
**at Shaw farm**

**21st Club day Halfway house**  
**28th TSSC AO meeting and AGM**

May

**3rd-9th Isle of Wight road trip**

Birthdays Brian happy 70 on the 30th March

A warm welcome to George Humphrey and David C Walkers. And a special mention here to Sylvia Bird for 30 years of TSSC membership

*Allan*

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

Well from what I can gather there's a lot of pre season tinkering been going on, some of Jane's fleet has been upgraded, I've been fitting and adjusting bits on the Herald and Mark has acquired and fitted an overdrive gearbox for his 1500.

We've yet to get a classic turnout for the area meeting but the way the bitter wind has been blowing today it may still be a little while yet.

The pub run was a bracing run out but fantastically enjoyable taking in parts of Gloucestershire and Worcestershire with a very welcome hot coffee stop at the Malvern's. Once re fortified we pressed onto our lunch stop. As per the food was first class and the warm log fire appreciated almost as much. The whole contingent were out in classics too, not a modern in sight.

The Triumph show and spares day was half social and half shopping trip so in between catching up with friend from various areas cash changed hands and purchases taken away for fitting later.

Lastly this month Sue and Ian hosted the Sunday morning coffee meet and with bacon rolls thrown in it was a great start to the day. We did follow up with a lovely windswept walk around Hignam so we didn't feel too bad about the breakfast.

By the time this reaches you April starts to get busy so get your pride and joy polished and prepped and we will enjoy the coming events with you in tow.

#### Events

**Mon April 1st The Coleford Festival of transport.**

**Sat April 13th Drive in Movie night at Martley.**

**Sun April 21st Drive it day run, starting from**  
**Chris & Mel's.**

**Mon April 22nd Club night at The Swan, Coombe Hill.**

**Tues April 30th Pub run to the Woolpack Inn at**  
**Stonehouse. 8pm onwards.**

*Andy*

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

Hello folks, you may have noticed the area meetings are growing, we had 34 Triumphers at the Moorhens last meeting, it was so chatty some escaped to the bar for some peace, we took more raffle money than previous, so I'm on the lookout for a cheap holiday deal in the sun, but really, thanks for your support.

AV Classics open day, run by Aiden attracted some 14 cars, all had a lift, emission test and inspection, much twiddling and many thanks to Valentina who kept us all primed with drinks and snacks, in fact it was busy all day.

Our next local outing is **April 7th** when we meet up for lunch and visit the **Welwyn Roman Baths** and then on to a cream tea at **Millers cafe in Mill Green Museum**, more details on the forum or by email, contact me.

**Next pub meet is April 22nd**

I have 20 Free passes for the **Luton Festival of Transport June 9th**, see me at the pub to collect these, to get on our club pitch.

Don't forget if your car needs a Valuation Certificate for your insurance cover that I can do this for you locally, at home or at the pub, this costs £12 and lasts for 2 years.

There you go short and !!!! best regards

*Pete*

## IMPORTANT NOTE

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

## ISLE OF WIGHT WEST KENT . . . LANCASHIRE

### ISLE OF WIGHT

e-mail: [isleofwight@tssc.org.uk](mailto:isleofwight@tssc.org.uk)  
[www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)

Happy Easter already! Hope you have all been enjoying your Triumphs, I know Graham and Angela took theirs to the Goodwood Breakfast Club in March and although the weather was cold, they had a great time.

We have Drive-It Day coming up as well, so let's hope for a lovely day to enjoy our classics.

It's nearly time, we are now counting down to the **24th Camping Weekend at Appuldurcombe**, the final touches are now being put in place and we are looking forward to catching up with everyone again, old and new. There is still time if you decide to join us, have a look at the website below and get your booking form completed, there is plenty of camping space and ferry offers to be had, let us know if you need any help.

**May** is a very busy month, following our Camping Weekend, there is the **South of England Meet at Leatherhead**, then the **Standard Triumph Anniversary Rally celebrating 90 years of Triumph** with lots happening especially at Gaydon on **Sunday 19th**. The last weekend in **May is the Bank Holiday Weekend** and some of us are going to **Spa Francorchamps Classic in Belgium**, which looks like a lot of fun.

If you need any information about any of the events, some of which we host and some of which we are invited to, or anything technical, you can come along to the meetings, check out our website [www.triumph-iw.co.uk](http://www.triumph-iw.co.uk) or give Angela a call evenings or weekends on **07773 846 173**.

#### April:

**Mon 15 Area Meeting, The Woodmans Arms, Wootton 8pm**

**Sun 21 National Drive-It Day**

#### May:

**Fri-Sun 3-6 24th Isle of Wight Camping Weekend, Appuldurcombe**

**Sat-Sun 11-12 South of England Meet, Leatherhead Leisure Centre**

**Fri-Sun 17-19 Standard Triumph Anniversary Rally, Gaydon & various**

**Sun 19 Afternoon Tea Run with the VHVC – Newport FC 1.30pm**

**Mon 20 Area Meeting, The Woodmans Arms, Wootton 8pm**

**Sun 26 Isle of Wight Pearl Vintage Fare, dress up if you want to!**

**Fri 31-Sun 2 Old Gaffers Weekend at Yarmouth**

#### June:

**Sun 9 VHVC Visit to the Ferguson Museum, Freshwater**

**Mon 17 Area Meeting, The Woodmans Arms, Wootton 8pm**

**Sun 23 Open Day at Arretton Barns**

**Sun 30 St Helens Fayre on the green**

See you all soon, regards

*Tracy.*

### WEST KENT

Tel. 01732 743747

[www.freewebs.com/tssc-west-kent/](http://www.freewebs.com/tssc-west-kent/)

Many of you will have noticed no Area News in the last months edition of the Courier, Del was in New Zealand visiting family and I was on holiday in the Far East, normal service is now resumed!

A good evening this month at The Cock Horse, seven of us turned up, Roger, Anne, Colin R, Colin H, Alan, Andy and myself. There were a number of interesting topics of conversation ranging from lengths of brake hoses, Payan Gaskets, Door cards and Dash refinishing to classic car portraits.

For once Roger didn't bring a part from his GT6 project to the meeting, this time he brought his new iPad (Christmas present)



### TSSC AREA NEWS

and showed us his new door cards and Dashboard that he had made himself. In full colour they were very impressive.

Colin H brought along some prints of his Spitfire and a couple of Mini's that he had been given at Christmas. The Spitfire one was a faithful replication of his own white 1500 (apart from the notation of a six cylinder engine in it – he wishes!) Colin also reported an issue with his handbrake, naturally we all gave him plenty of technical advice.

Colin R mentioned that his green M3 Spitfire had recently had photo's taken by Triumph World for a future article, so watch this space for further news. (or buy Triumph World!)

We then moved onto the subject close to my heart, this year's **Drive It Day Run on 21st April**. This year due to popular demand (Del!) we are going to the **Kent Battle of Britain Museum at Hawkinge** (<http://www.kboobm.org/>).

I have been mulling over different start points, but by popular opinion we will start as usual at **The Cock Horse** aiming to leave by 10.00am. This year I will do my best to avoid bumpy roads at the request of a number of Spitfire drivers! There is an admission charge to enter the museum.

We then moved on to discuss the events for the year during which Colin H raised the issue of **Bromley Pageant** this year. Colin ran our stand there last year and has volunteered to do so again, but he has heard that the M25East group are planning to do it as well. Rather than setup two TSSC stands it seems sensible to combine them so I have asked John Hills whether we can join them. I will report back at the next meeting and post a note on the Area Blog when I know the outcome.

The remainder of the programme is:

**Medway Festival of Steam 31st March to 1st April**  
**Drive It Day 21st April**

**SEM Leatherhead 10th to 12th May - 9.30 Start from Clacketts Lane**

**STAR 90 17th to 19th May**

**Faversham Classic 19th May**

**Crystal Palace Classic Motorshow 26th May**

**Bromley Pageant 9th June**

**Darling Buds Classic 14th July**

**Ardingly Vintage and Classic 13/14th July**

**Dering Arms Run 11th August – 10.00 am start**

**TSSC Stafford 16th to 18th August**

**Duxford All Triumph Day 15th September**

*Steve*

### LANCASHIRE

Tel. 01257 482569

[www.tssclancashire.yolasite.com](http://www.tssclancashire.yolasite.com)

e-mail: [Pamela23@tesco.net](mailto:Pamela23@tesco.net)

Facebook: TSSC Lancashire Triumph Sports Six

Another brilliant turn out for the February meeting and I think the prize for the most miles travelled to a meeting must go to Glen who came all the way from France.

We will be organizing a run on **National Drive It Day 21st April** very similar to last year the run will be approximately 80 miles and will finish at a pub where food will be available. If you could let me know if you will be attending then I will have a better idea of route depending on numbers.

The next meeting will be **26th March at the Canberra Club (BAE Systems)** fingers crossed for dry weather and then the Triumphs can come out. See you all then and as usual if you need any help please get in touch. Safe motoring.

*Mark.*

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





## LEICS & RUTLAND LINCOLNSHIRE . . . M25 EAST

### TSSC AREA NEWS

#### LEICS & RUTLAND Tel. 07530 307371

Everyone is straining at the leash now to get out and about in their cars and we get the odd warm(ish) sunny day as a taster of things to come. Fear not, it will happen.

Our pork pie night at Dickson & Morris in Melton Mowbray was good fun. Strange thing is every pork pie we made was "round!" 24 of us were booked but a few were taken ill (before not during) so 22 of us made 24 pork pies. Pies have to be baked overnight so we went to the local pub and bought a meal. None of us had a drink though because all the Leicester and Rutland gang are tea-total.

Our plans for Laon are now all sorted and our **10 day trip to Skye** is taking shape and Dave Smith has virtually sorted out all the itinerary and bookings. This trip will be the main summer holiday for some of us in **July/August**.

Next year the general preference is a trip around the Northern coast of Ireland taking in the Giants Causeway and a few other sights. We are getting the bug for this long distance traveling in our Triumphs.

Lots of local and national trips are planned too including some local stuff like **Launde Abbey on 26th August, and Foxton Locks on 29/30 June**.

Stoneleigh was well attended by 14 L&R members but we were never all in the same place at one time. General feedback was slightly disappointing as fewer traders and stall holders than previous years.

We all noticed the big publicity banners in the entrance to Stoneleigh for the **Sywell Pistons and Props** event at the end of **September**. This looks a very promising event involving all forms of transport including vintage planes. We were booked with 10 cars by November last year for this new event at a lovely venue.

Some of the gang will go to **Jigsaws open day on 24th March** and 4 or 5 of us will be going to **Weston Park on Sunday 31st March**, or at least we think we will because none of us have received our tickets yet.

We had a quiz night at our February meeting and it was fiendishly difficult for some of us. John Thorpe showed us all up with full marks and Carole Jones was a close runner up with just 1 point dropped. A few others did well but the majority of us are just a bit thick! I blame it on Triumph exhaust fumes!!!

Finally, every month we see new members joining the Club in the Leicestershire area and if you are one of these, or have been a member for years but have never joined us at our monthly meetings then please please come and join us at the **Red Lion in Huncote, Leicestershire on the first Tuesday of the month**. You don't need your Triumph with you, just come along. We are very informal and don't stand on ceremony. We would love to meet you.

Keep running on 4/6/8.

*Neil*

**LINCOLNSHIRE** Tel. 01529 307302  
**www.lincstssc.co.uk**  
**e-mail: garth@lincstssc.co.uk**

Thanks to Keith for last month's report, it's my turn this month and Phil will be doing the next one.

Well it was a bumper meeting last time as far as numbers of people were concerned, a few old faces turning up as well. Tony, who lives round the corner from me, was working from home last week so was more than happy to come along and is going to re-join the Club and get his Spitfire on the road again, also a stranger for a few months was Amy who turned up with Simon, she is looking to get her Herald back on the road shortly, it just needs tyres and an exhaust system.

Speaking of Simon, he has bought a mig welder, so soon should be capable of melting holes in various parts of his Vitesse, he is also looking to get a Dolomite, 1500 HL preferably and sell his TR7, so if anyone knows of a suitable Dolomite, please let me know and I will pass the details on.

However the major announcement of the meeting and attendee was Will Jones, who celebrated his Eighteenth Birthday on the meeting day, congratulations and it's your round next meeting! Progress in getting Will's Spitfire back to his house is slow, but should move a bit faster now.

Tony offered a Spitfire door so that Keith can make up a pair of door gap supports so that the Spitfire shell can be lifted off the chassis safely.

Keith handed out application forms for the **Classic vehicle day at Lincoln Castle** which is on **June 9th** and costs £6 per car. You can get copies from the Lincolnshire Vintage Vehicle Society website <http://www.lvvs.org.uk/castle2013.pdf>

The other display that you need to book early for is the **Waddington Air show**, these need to be in by **1st May**. Go to the Waddington air show website and under attractions & exhibitions click on classic cars and then follow the link to the application form. The air show is on **6th & 7th July** this year, entry for your classic and driver is free, passengers have to pay unfortunately.

The other air show we want to attend is **Wickenby Wings and Wheels**, it is a smallish show but a good one and if we camp there it is a relaxing weekend, please let me know if you are interested. The link to the website and to book camping pitches is <http://www.wickenbyairfield.com/www/tickets.html> The date for the show is **15th and 16th June**, the weekend after the Lincoln Castle show.

The other bit of news, is that Will is trying to spruce up the area web page, and should be a bit more up to date soon, I have to admit to letting it fall by the wayside recently as I don't seem to have time. So a big thanks to Will for taking this on for us.

Well that's it for this month.

*Garth*

**M25 EAST** Tel. 07938 526324  
**e-mail: [herald1360@virginmedia.com](mailto:herald1360@virginmedia.com)**  
**[www.tsscm25east.webs.com](http://www.tsscm25east.webs.com)**

Well folks, this is it... by the time you read this the 2013 show season should be just starting. Although, while I'm sitting here writing this it seems an awful long way off – it's still snowing!! In early February we went to the Interclub Quiznight, organised by our mates at Club Triumph Eastern. 13 of our best brains (ha ha) battled it out against the finest of the other local car clubs. This year we tried a different approach and had a girls team and a boys team. We didn't win but then again, we didn't come last. A mid table finish for both teams although the boys mid table finish was a bit nearer to the winners than the girls ha ha. There were some excellent raffle prizes on offer and we did really well. Celia won our first prize (an electric heater) and then had to pick the next ticket. Unbelievably she picked one of her other numbers and this time chose a camping stove. So, it was down to her to again pick the next one and this time she picked one of Lucy's. Lucy chose a 'Snap on' hat, which she has yet to take off (strange child ha ha). It will keep her nice and warm though when the Herald's roof is down. One of my numbers came out and I got a years subscription to 'Triumph World', and to round it off Karen won a bottle of Bacardi. So, a thoroughly good night had by all.

A couple of weeks later and it was monthly meeting time again, wow how time flies. It was a bitterly cold day and it even snowed a bit. No excuses needed for no Triumphs in the carpark. Much of the chat was about the impending trip away to Stoneleigh and the possibility that we may need to take a trailer with us for all the toot that will be bought ha ha.

Colin reports that the engine and gearbox are finished and

## TSSC AREA NEWS



ready to be put back in the car. Lightnings bonnet has been repainted but work has come to a stop for Grandaughters wardrobe building. And Steve's news on the Matador Red interior swap is ....well nothing still, although by the time you read this there may have been progress ha ha.

For the Stoneleigh Weekend trip we had the use of the Dib Dob Bus and 10 of us piled into it. Saturdays excursion was a visit to the Black Country Living Museum, just outside Birmingham. A really interesting place, with loads of 'oldy worldy' things to see. One of the highlights was the guided tour down the coal mine. Very realistic and hats off to all those people many years ago that worked in them. Luckily for us the sun came out and it was nice and warm for our picnic back at the bus. The stove and kettle made their first appearance of



the year. Saturday night was spent back at our hotel with a nice meal and some alcoholic lubrication.

Onto Stoneleigh Sunday morning, many with big lists of bits to get. Things started well, hold on a minute, oh no they never. After setting off and getting a couple of miles down the road we had to go back to the hotel for Andy's charger which he said he had left in the room. Only to find that he hadn't, it was in his bag all along. After much abuse from all we once again set off (sorry mate, told you I would put it in ha ha). Anyway, things started well with a pole position parking space thanks to Maria's special pass (well done love) and we found Chris waiting for us in the carpark. A pleasant change this year being that a lot of the show was in the heated halls instead of the awful freezing cold cow sheds. It made browsing a much more enjoyable experience. We must have bought a lot of toot because every now and then we kept taking stuff back to the bus to lighten the load. No doubt by the time you read this all those nice shiny bits we bought will have been fitted, hmmm I wonder. Anyway, that's all for now let's get out and about in those cars.

Cheers

*John.*

### April Events

**Medway Festival of Steam & Transport – Monday 1st**  
**Heritage Transport Show – Saturday 6th**  
**Colne Valley Railway Show – Saturday 20th/Sunday 21st**  
**CVCM Charity Fun Run – Sunday 28th**

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

The area meeting was quite well attended although I did have trepidations as the footy was on telly (Free) 23 members were present.

It is that time of the year when you are trying to book members into many events and sometimes trying to get pennies (deposits) for events like the Xmas Doo which is quite hard in early March, as we are all a bit skint after the Xmas just gone.

Talking about the **Xmas Doo** Janet has managed to book several rooms at **The St Ives Hotel Lytham for 14th December**

and would like names of those interested as we need to pay a deposit Now!! As it gets booked up fast, we have done this venue before and had a brilliant time so hurry!! and get your names to me and Frank ASAP.

I am also taking names for

**Barmy Boot Camp at Charity Farm Wigan 12/14th July**

B/B available several rooms already booked (Manchester

Area fun weekend open to all Areas)

**The Area BBQ AT Wyreside Fisheries will be**

10/11th August B/B available.

**Tatton Park 1/2nd June!!**

**Robin Hood weekend 14/16th June.**

**The Peak Run 21/23rd June.**

A full 2013 Manchester Area calendar is available if you would like one please get in touch with Frank and me in the usual way.

We will be attending the **AGM at Lubenham Sunday April 28th** if anyone has any questions or ideas they would like to be presented at the meeting please can you let us know no later than the **14th April** remember this is your club!! Anyone requiring items to be picked from the Club Shop just let us know and we will do the picking up.

Quite a few Manchester Area members have asked about doing a week's holiday in Ireland in 2014 so please have a think about it over the next few months, do you fancy it?

North or South? Camping or cottaging (eh!!!!!!) let us know your thoughts?

**Spa Classic in May 2014** is also one to consider we have done this venue and it is fantastic with Glamping in wooden chalets, fantastic racing, and stunning views and country side.

Well I think you have plenty to think about? With a full calendar this year and fantastic venues for next year, we hope we will be seeing a lot of you over the next few months.

*Pip & Frank*

## NEWBURY

Tel. 01635 868640

e-mail: [dave.rumens@btinternet.com](mailto:dave.rumens@btinternet.com)

e-mail: [mary.rumens@btinternet.com](mailto:mary.rumens@btinternet.com)

The first meeting in February was very well attended despite the threat of snow and ice. It was probably the lure of the Naff Raffle that did it! There was a most imaginative selection of items. Fortunately a man won the Man-Flu kit, after all what would a woman do with that!! Having said that I was in bed with flu all the following week!

There were several ornaments, obviously no one has time for dusting nowadays. All in all it was a fun event and one which we will repeat some time. We also had a normal raffle with quite a few chocolates/biscuits – got a few people out of a hole as it was Valentine's Day the next day!

**Wyke Down Spring Vehicle and Autojumble meet at Andover is on Easter Monday 1st April.**

Let's hope the weather is better than last year. It has been known for the ground to be dry and dusty in the past. If you haven't got a pass you can get in but there will not an allocated space on the club stand.

**Lambourn and Popham** are on as usual, free entry passes should be in the pipeline. As yet there is no information on the **Newbury Racecourse charity show.**

**Camping weekend set for 28-30 June** at our usual venue in the New Forest, with the function room booked for the **Saturday** evening.

Our second February meeting was also well-attended with lots of edible raffle prizes. Many thanks to all those who have donated items for the raffle.

Let's hope the weather improves soon and we can get club cars out without fear of the dreaded salt on the road. Well done to Ian for bringing his TR7 to every meeting.



## NEWBURY NORTH EAST . . . NORTHERN IRELAND

### TSSC AREA NEWS

## Newbury Continues

#### Meetings

**10th and 24th April at the Berkshire Arms, Bath Road,  
Midgham starting at 7.30p.m.**

#### Events

**1st April Wyke Down Spring Vehicle Meet, Andover**

**5th May Lambourn Country Fair**

**6th May Popham Auto/Aero Jumble**

Keep 'em flying

*Marky and Dave R.*

**NORTH EAST** Tel. 07917 738091  
e-mail: [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk)  
<http://tsscnortheast.blogspot.com/>

Hi all. Welcome to the NE area to Steve Hill. A long time Triumph owner with a family history with many varied Triumphs, Steve was a member back in the 80s in the Hull area when he had a white '67 Vitesse convertible with a red flash. He now has a white '66 Herald 1200 convertible with a red flash needing a little bit welding to see it back on the road. Nice to meet you Steve and see the pictures of your family with various cars down the decades.

Mick Lewis asked me to pass on thanks from his brother to everyone who voted for him in the Practical Classics Readers Restorations as he won and gained a fantastic filled tool chest and some other bits and pieces. Well done.

I may have worded one of last month's comments to the effect that Chris was organising a Lakes passes run, this wasn't supposed to be the case, we'd chatted about it together and we had a group chat at the meeting. Interest was good for a late afternoon, pub lunch and evening jaunt round the hills in June or July on a Saturday. Some more investigations are needed into a route and timings, it'll probably be a late night and, though scenic, some of the roads are in quite poor condition.

Chris has almost finished his **Treasure Hunt** preparation. I can confirm the start time and location. It's **Sunday 21st April (Drive it Day)**, from 10am at the Durham Services just off the A1M. Staggered starts from then with a finish at a pub that serves food all day.

Club cars not needed, you can turn up in anything.

Quite a few people went down to Stoneleigh and bought bits and pieces. James has some new wheels, Deryck a steering wheel, Gavin traded an old short engine for a rebuilt 1500 one for his car which has been leaking oil like the Amoco Cadiz for years. They all got back despite Texas Joe the Morpeth oil baron trying to fill the car with vast quantities of lubricant instead. I've also just had word from him that the Morpeth Fair will definitely not be having a vehicle parade again this year. It's also 85% certain that there won't be a static display either. Bit of a shame that seeing as Triumphs have been well represented there for the last few years.

Quite a bit of interest shown in the **Keilder Forest Toll road celebrations** as well, another rough road to drive down. Drive is on **Saturday May 11th** with a show at **Keilder Castle** the following **Sunday 12th**. Anyone who wants to take part in the circular anniversary drive or the main Keilder Castle rally should contact Wesley Turnbull on 07800 853475. If there's a bunch of Triumph owners, then I'm sure we can arrange a meet point prior to the start to go together.

Not much else to blather on about this month, come along to the meetings for some banter and to see what everyone else is up to.

All the best

*Mark*

## NORTHERN IRELAND

Tel. 028 9029 2722

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

A lot has happened since our last report. First and foremost was the very successful annual dinner, held in the Strangford Arms Hotel, Newtownards. There were 42 club members, family and friends, our best turn out for many years. As usual we included our annual prize giving but this year with the added twist of a short Powerpoint presentation giving the story behind the various awards and the pictures of each winner as their name was announced.

The first awards to be announced were for motor-sport and all three club members who competed in the Northern Ireland



*Team Triumph: John, Michael and Paul with their motor sport awards*

Hill Climb Championship: John Hewitt, Michael Hudson and Paul Robinson, received framed prints of a painting showing a Spitfire and GT6 racing against each other.



*French victory!. Alan French with his motorsport award and Pam French with the Coupe Des Dames*

In addition there was a very special motorsport award for Alan French who helped all the drivers last year with their cars and came along to many of the events with his spanners.

The next award to be announced was the Coupe Des Dames and this time it was another French victory only this time it was Pam French, who has been known to borrow Alan's Triumph Vitesse, helps organise Tulip and other runs as well as attending many of the Areas other events. Last but not least was the Member of the Year Award. This year's winner is one of the Clubs most active supporters, who seldom misses a local event and is always willing to help when he can - Frank Bell.

After the formal awards there was a special award from Alan French for John Hewitt made from a top of a SU and a length of brake pipe. What was it for? Alan did explain at the time but if you want to know the story behind it you will need to ask Alan or John yourself.

During the month there were various phone calls from members, looking for advice, a hard to get spare or just wanting to have a chat about our beloved Triumphs. One call we were not expecting was from Michael Hudson who announced that a



## NOTTINGHAM

## TSSC AREA NEWS



**NOTTINGHAM** Tel. 07971 017012  
www.notts-tssc.org.uk Twitter @notts\_tssc



*Paul presents Frank Bell with the Northern Ireland Member of the Year Award*

distant relative was over from Australia and could he bring him to our house for a chat. It turned out that the gentleman in question, Brian Denvir, had served his apprenticeship as a motor mechanic with the Clarence Engineering Company Limited in the late 1950s/early 1960s and was there when the small facility was built for the assembly of Triumph Heralds. He worked for a number of years assembling Heralds until just before he emigrated to Australia in 1966. In all the years we have been researching Clarence Engineering this is the first time we have met somebody who actually worked on the assembly line in Clarence. After our chat we went out to our garage so he could look at our own Herald (currently getting a replacement chassis) and seeing the Herald clearly brought back lots of memories. A brilliant evening which helped fill in many missing pieces of information concerning Clarence Engineering.

One of the many details Brian mentioned was badges the mechanics has been given - one was for Standard Triumph and the other was K.L.G. Spark Plugs - Paul has managed to get one of the latter on E-Bay.

There was a reasonable turn out for our March meeting. Bill, Brian, Padraig and Douglas sent their apologies. It was great to welcome Alasdair Robinson, who joined the club in January, to his first club meeting. Alasdair has recently acquired a 1500 Spitfire although he was said his wife seems to have adopted the car - a possible future Coupe Des Dames winner?

Members have previously asked for meetings to include information on technical issues and this time we looked at gas-flowed heads. This fitted in perfectly with Derek Ford's article on D.I.Y porting in the March Courier. Paul brought along a standard 1300 cylinder head and a 1300 head modified by Kingston Sports Cars for comparison along with a Vernier calliper for those who wanted to measure the differences. Michael Hudson brought along a 1500 head which he had modified himself. There was much debate, fingers inserted in ports and general nods of approval. Michael brought along a standard Spitfire brake disc and a set of vented discs from a Citroen Saxo. He explained that it may be possible to use the Saxo discs as an affordable way to upgrade the brakes on his Spitfire; we look forward to hearing how he gets on with this at future meetings.

We also discussed the **Truncheon Oiling event at Carrickfergus Castle on Saturday 6th April** which has been organised by Frank (NI Member of the Year), the **National Trust event at the Argory on 27th April** and, of course, our own **Totally Triumph Classic Car Show at Wallace Park, Lisburn, on 11th May**. There was also a short discussion on the May weekend event. Nothing has been finalised and John is to contact Stephan to discuss options and who will organise what.

For the April club meeting it was agreed to ask members to bring along any motoring-related memorabilia: sales brochures, books etc. (not necessarily Triumph related) which they would like to show others.

Finally the first outing of NI Triumph Team should be **Croft Speed Hill Climb in Holywood County Down on Saturday 13th April**. If you are free please come along and show your support. Regards

*Jacqui and Paul*

Well following on from where I left off in March, I once again accompanied Philip to Dudley to SPL to collect his now dipped and E coated spitfire tub and chassis (boot, doors and Bonnet) + lots of small parts like brake disc back plates, torsion rods and springs which had simply been stripped ready for refitting.



I have to say the job looks fantastic and for a M plate (Aug 1973 onwards) it looks great. The boot looks like new and its a great starting block for a rebuild and repaint. I hope the photos do it justice!



Good luck Phil, lets have an article on what you doing!

February's club meeting had a different feel to it again. Lots of chatting and loads of members (ok so we are now a

50/50 mix of CT and TSSC at our meetings, but we all get along great) but sadly as it was still the dark period of the year, only one Triumph. Well done Mr Rutherford in your TR6, I hope to join you next month when I have an MOT (more about in a moment). Topics were the Robin Hood Rally - Darren had been up and obtained a site map, and of course it was the week before Stoneleigh. Booking forms for the Robin Hood Rally are now on our website which is also back up and running after a glitch.

So, did you enjoy the mix of warm and cold venue at Stoneleigh? I thought it made a nice change, on what was a pleasant day for the time of year - well it wasn't as biting cold as last year anyway! I didn't spend much, mainly due to pending work on Sybil and buying a new modern car two days earlier. I did get a light bulb for my oil pressure gauge and two new nipples for the front trunnions. However, I hear a few other members treated themselves. Shame that Adi had troubles leaving the venue after "Christine" the 2500 broke, down after her day on display on the club stand. Hope it's a quick fix?

Little progress has been made on the TR7 although the welding has been completed in the floor pan. Sadly, we have found some rot near the off side trailing arm mount so that now needs to be addresses by Lee, my welding friend. (I don't do structural!) whilst this is being done we have decided to drop the rear springs out and the shockers and renew the bushes as they are looking a bit perished around the shocker mount points. After doing all the front suspension and steering, it would seem a shame not to address the rear in the same manner.



Sybil the Spitfire is off the road... Again!! Never got going for the MOT at the end of Feb as I have found some holes in the front of the chassis near to the anti roll bar mounting on one

side when I came to complete the steering and suspension rebuild. Again, this is awaiting Lee to come and assess and weld, as I need it to be safe and sure to pass the inspectors

## Nottingham Continues



inspection for the ministry.

Nigel has had to down tools on Sally who is now back from the paint shops. I'm hoping we may see something soon of her, as the number of

Spitfires in our area are now swelling!

Well, that's about it this month just a few diary dates.

**Sunday 21st April - Drive it day.**

**Friday 3rd-Sunday 5th May - Donington Historic Festival**

**Friday 3rd-Monday 6th May - Isle of Wight camping weekend**

**Friday 17th - Sunday 19th May - STAR 90**

**Friday 24th - Sunday 26th May - Spa Classics**

TTFN

*Andy*

## PETERBOROUGH

Tel. 01778 560507/01780470358

<http://www.tssc-peterborough.webs.com>

Our March meeting was yet another dominated by the weather. I cannot remember two consecutive months where it has snowed as I have driven to our meetings – but snow it did as I approached the Red Lion. Numbers were surprisingly good however with around 15 hardy souls braving the elements to talk Triumph.

Much of the formal part of this meeting was to do with forthcoming events. Sadly I had to inform the group that due to a lack of photos, I have had to cancel our area calendar this year. To the three members who did supply photos many thanks, and I will hold these over until next year in the hope that more are submitted from our summer activities.

On a more positive note I have now compiled all the information that would have been on the calendar onto an A4 sheet and I will shortly be distributing this as an events planner/calendar – via email unless you don't have an email address. I will also ask Gary to post the info on our website.

It has always been an objective of Doug and I to get one or two members involved in the organisation of events we wish to go to as a group. I was therefore pleased that several volunteers were forthcoming at the meeting, and one or two others were suggested for specific events.

When I circulate the sheet you will notice that I have added a contact column. If your name is down against an event and you know nothing about it I apologise. Your name was suggested at the meeting by someone who thought you were the best person for the job! Seriously, if it is a problem, please get back to me and we can make other arrangements. Likewise if I have missed an event that you feel we should be attending then please let me know and it can be added.

If you were at the March meeting you may have noticed that the raffle prizes were somewhat better than the normal can of beans or sponge for the car.

I would like to thank Jeff Boston for his assistance in sourcing some 'classic motoring' relevant prizes. Jeff makes fairly regular trips to a motor factor/wholesaler and gets very good trade pricing on everything he buys. He suggested we might take advantage of this and he has come up with a nice selection of goodies for not a lot of money.

I think this is a great idea and so we now have sufficient prizes for a couple of months, plus when he next goes to the whole-

salers hopefully I'll be able to persuade him to get some more goodies for us.

We have now been meeting at **The Red Lion** for a couple of months, plus our EGM and I hope everyone is starting to get used to the pub. Marie and her team certainly seem to be feeding us well! What do you all think? I know it is still early days but do try to let either Doug or myself have your feedback. My only complaint is the number of railway crossings I have to negotiate en route and the fact I seem to get caught by at least one of them every visit.

That is all for this month. Our **April** meeting will be on a beautiful spring evening (he says with crossed fingers!).

Please join us on **Monday April 8th at the Red Lion, West Deeping** from around 8pm.

A warm welcome awaits all! See you there!! Cheers

*Paul*

## SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

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

The March Meeting had mad March Hares out, or gremlins. Lochinch was closed, I was told the afternoon of the meeting that the car park was blocked off too. McDs was closed too, but after defecting to KFC, I found the car park open. We all arrived and moved en masse to the nearby Rugby Club as it was baltic. For a cold night we had 16 members present, with 2 Heralds, 1 Vitesse and 5 Spitfires, plus moderns, good turnout, I think I got round all of you. As the big screen football was on, no announcements but we worked out some clashing show dates (thanks guys) and Drive It Day (thanks Iain), which will start at Alexandria Argyll Motor Works. There will be a BBQ and get together in the morning and a drive up Loch Lomond in the afternoon. In true Area style it will be group decision as to our destination, but a circular route.

We have opted to go to support a **Car Show at Erskine Hospital** to help raise funds for ex- servicemen.

This is a new venture on **14th July** and is a change for us too. (Different event, Good cause.)

We are now going into events season. The first few months of the year are supposed to be the quiet time for shows but everyone was geared up for more social get togethers at non car events which have taken over.

Reports on Caravan Show! We all turned up at the SECC by various modes of transport, van, car, taxi and me on my bicycle (yes really). We had families out for the day too and covered all ages, some had lunch out some had a packed lunch, very nice, very expensive vans and motorhomes but not a single tent so we opted to visit a nearby outdoor shop. (Remember I said I cycled in, well thanks to Ian for the lift in the van saved me having to pedal like a bl! to keep up). We faired better in the shop and bought stuff and had a good look about. Bob turned up too so my bike was then put in John's taxi to go and collect wheels and hub caps (thanks John, saved me having to pedal like a bl! to keep up and then bring spare wheels home strapped to my carrier). I hope everyone had a good day out, something different, not cars, the girls came too, and the kids were entertained as well, so were we. I know this is April, but I do actually cycle a bit, and hardly ever take the cars into Glasgow except for events.

Stoneleigh? well, I was driving with 3 passengers. (TR and TSSC) the show was good, nothing really jumped out unless you had a list. A good chance to catch up with HQ and other owners and traders. Had a good rummage about did not buy anything major, but got all bits to get a Vitesse going and some odds and ends. The others had panels and assorted TR parts. So a good day out, if long. Smooth ride there and back and we managed to find establishments that served food after 6pm. Are parts getting more scarce/ expensive? Or is everything online?? I was told there was another event on too, so that may be the reason.

## SCOTLAND NORTH EAST SHROPSHIRE . . . SOMERSET

I will continue to publish an Events list and add to it each month. We are getting information about shows and are trying to go to different ones this year for a change. So keep reading.

The Camping Get Together is coming along nicely, more info very soon.

We had a good turnout at the meeting, how about breaking the 20 barrier?

New members welcome. Martin now has 2 Triumphs adding a 13/60 Estate to his collection. Michael turned up with the top down too. No caravans but lots of pictures (inspiration from the caravan show??) The Club stand will have lots of different shapes of cars now (I was only kidding about all the cars being the same last year). We will try to continue to find cars tucked away and spares, so please join us for more fun and frolics. We have some dates for 2013.

**Drive It Day 21st April. Argyll Motor Works, Alexandria  
Turn up 10.30am, drive in afternoon.**

**Hamilton Classic Car Show - Saturday 15th June.  
Hamilton Town Centre.**

**TSSC Scotland Central and West Camping Get Together  
6th, 7th July at Mugdock Country Park.**

**Erskine Hospital Classic Car Show - NEW - 14th July  
raising funds for Ex Servicemen**

**West Coast Rally Eglinton Country Park - 14th July  
NOT Attending as Club see above.**

**Stafford Scotland Expedition - 16th, 17th, 18th August.**

Club stands at shows need confirmed numbers before I can book, extra spaces are difficult to arrange.

NEXT MEETING will be on the **3rd April**. The first meeting of the summer!!! Get your Easter Bonnets out. Hope to see more of you now the weather is better (baltic instead of f..freezing). Please remember if Lochinch is closed (work will be done before next meeting) we will be at the Rugby Club at Ibrox entrance to Pollok Park, our alternative venue.

Meep Meep

*Gregor G.*

## SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail [dannysportssix@btinternet.com](mailto:dannysportssix@btinternet.com)

www.brmmbrmm.com/grampiantr.bb

Hi. Our February meeting was held at the Fourmile Inn, Kingswells where we viewed members photos and videos from previous years.

Now that April has arrived the events season kicks off with national **Drive It Day 2013**, this year the run will be held on **Sunday 21st April**. As usual Grampian Triumph Clubs and GVRs will be holding a joint DiD event which will set off from **Aberdeen Beach Esplanade**, please assemble from 09:00 on the Esplanade north of the Ball Room.

For further information please go to [www.brmmbrmm.com/grampiantr](http://www.brmmbrmm.com/grampiantr) or give me a shout for more information. The FBHVC says all owners of historic vehicles are encouraged to take to the roads on the 21 April to demonstrate how many historic and interesting machines are still on the road today.

Our monthly meetings in the Spring and Summer will be held at different Inns and Pubs throughout Grampian so come along if you can.

Our next meeting will be on **Thursday 25th April at the Lairhillock Inn, Netherley**, some of us will be having a meal at 7:30pm prior to the meeting which kicks off at 8:00pm. As usual three of the four main Triumph clubs (TSSC, Stag OC, & TR reg) should be represented.

Also if you are a Stag owner and a TSSC member us Staggies meet at 8pm on the **3rd Wednesday** of the month at the **Shepherds Rest Westhill**, you are welcome to join us.

Any changes to the meeting date/venue/or any other information you need to know will be published on our Grampian Triumph Clubs Website "Stop Press" page at [www.brmmbrmm.com/grampiantr.bb](http://www.brmmbrmm.com/grampiantr.bb) so it's worth having a look before heading out.

## TSSC AREA NEWS



At the time of writing due to the salt on the roads I have not been able to give the Spitty or Stag a run. Hopefully there will be some sunny days and salt free roads from now on. Roll on the fine weather. That's all for this month.

*Danny*

**SHROPSHIRE** Tel. 07701 049881  
[www.tssc-shropshire.co.uk](http://www.tssc-shropshire.co.uk)

The nights are most definitely getting lighter and that is in line with everyone's mood and optimism here in Shropshire. The 2013 season is nearly here as Winter becomes a fading memory and we are all getting that itch to bring our cars out of hibernation and into the Spring time.

Our meetings in February and March have been concentrated on planning for 2013. We now have a very full list of what is available for everyone in Shropshire who loves Triumphs no matter what their group affiliation is. We've joined forces with our friends in the Shropshire TR Register, Stag Owners Club etc and placed a definitive list on our web-site. Check it out at [www.tssc-shropshire.co.uk](http://www.tssc-shropshire.co.uk)

The big kick-off for our group season in terms of events is fast approaching. **Drive It Day** will soon be here on **Sunday 21st April**. This year we aim to get as many Shropshire Triumphs together as possible in memory of two friends who sadly are no longer with us. Erwin and Terry were both well known in Shropshire Triumph Circles and followed what each of the various clubs were doing at any one time. Both will be sadly missed by everyone who knew them. Therefore we'll be looking to pay tribute to both Terry and Erwin on the **21st April**.

For the time being that covers things for Shropshire and we'll update you on our progress with 'Drive it Day!' next time.

See you soon.

*Bill and David*

## SOMERSET

Tel. 01275 340336

e-mail: [somersetareameet@tiscali.co.uk](mailto:somersetareameet@tiscali.co.uk)

Hi All. Before I start my usual blurb I would just like to say thanks to Phil for his efforts and enthusiasm over the years, hope to see you and the stag back on the road soon.

Thanks to Derek for offering to help run the area, I couldn't get him to fill in the registration form I just happened to have with me fast enough.

At last month's meeting we put together an initial list of the events we as a club will be attending this year.

**1 April Coleford already booked**

**21 April Drive it Day to the Big Sheep**

(see below for more details)

**let myself or Derek know if you are interested**

**26 May Pecorama (I have forms so if interested**

**drop me a line with your car details)**

**29 June Brymore (I have forms so if interested**

**drop me a line with your car details)**

**14 July Powderham**

**28 July Paignton Green (contact Derek if interested)**

**3rd and 4th August West Somerset Railway**

**at Norton Fitzwarren**

**6th 7th and 8th September Swanage Steam Railway**

Plenty more to follow, but our first big event is drive it day where we will be joining the Devon area and as you can see from the following it should be a good day out with something for everyone.

The plan is that we should meet at **Taunton Deane Services** on the M5 south bound at 10:00 and meet up with the rest in convoy on the A361. Let myself or Derek know if you coming





## SOMERSET . . . SOUTHERN NORTH STAFFS

### TSSC AREA NEWS

### Somerset Continues

along as Sue and John from the Devon area will need the numbers .

We have a number of drives planned for the " Spring and Summer " more to follow .

Our next meeting is at the **Fox and Goose on Tuesday the 9th of April** at 08:00 PM

And then **every second Tuesday : May 7 , June 11 , July 9 , August 13 , Sept 10 , Oct 8 , Nov 12 , Dec 10**

Please come along it would be nice to see some new faces as well as the old ones ! Thanks

*Steve and Derek .*

### SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi all, although things have not been that busy the past month, show dates have been coming in thick and fast. Some of us might even get round to doing some weekender shows ( if the weather holds out).I have still got no venue for the Cornwall camping weekend, but as soon as I am notified I will let you know (Vanessa).



Our Sunday lunch meet at the Queens Head, Colden Common was attended by the usual suspects and we had a visit from Suzie and Guy (Andover AO's) and a surprise visit from Jane Stokes. Dave brought along his newly acquired TR6, and Gil with his white Stag. Suzie and Guy arrived in a

Bond estate while Mike and Barbara opted for the 2.5 pi. Neil came in the GT and Jak and I in the Vitesse whilst Dave and Pat were in the TR5. Most found their meal satisfactory but the pubs beer list was a bit lacking.

On the way home Jak and I decided to look up The Sip at Owlesbury to see if it might be a suitable venue for a roaming meet and although quaint there would not be a lot of room inside if the weather turned nasty.

The first Goodwood Breakfast Club meet on 3rd of March was a great opener to the season, being "Tax Free Sunday". Richie, the two Mike and Neil manage to get parked up in front of the pits, whilst Peter and I were parked up just up from the chicane.

There was a huge diversity of cars there worth millions of pounds from the communal run-around of the 60s and early 70s to the rare and exotic. A great morning albeit a bit chilly.

Our regular meet at the Seven Stars was back to its normal numbers this month with about half a dozen club cars in the car park. It was also nice to see Dave Robinson hasn't forgotten us now that he's a TV star (well 30 second interview on Meridian during the floods).

**Drive it Day on April 21st**, Neil has organised a run out , the destination is being withheld for the mo , but those wishing to take part they will be leaving locks Heath at 10am to arrive and depart from the **Seven Stars** at 10.30 am. Those wishing to take part please let Neil know as soon as possible.

#### Up and coming events

**April 1st Wyke Down Show, Andover. SP 11 6 LX (get there early, Andover area will have a club stand)**

**April 2nd Regular meets, seven stars, GU32 3PG**

**April 7th Goodwood breakfast club, "Sushi Sunday" PO18 0PH**

**April 14th Wessex and New Forrest Run, Arrive @ Avon**

Heath Country Park 10am. BH"\$ 2DA  
**April 14th** Classics on the Prom Bournemouth  
**April 18th** Roaming meet, The Boat House, Swanwick, (formerly "the doghouse") SO31 1ZL  
**April 21st** Drive it Day. To be arranged  
See Neil Fletcher for details  
**May 5th** Goodwood breakfast club, "Soft top Sunday" PO18 0PH  
**May 7th** Regular meet, Seven Stars, GU32 3PG?  
**May 11th** Awbridge Village Fete, near Romsey  
**May 30th** Roaming meet? Three legged Cross @ Three Legged Cross BH21 6RE.  
A meeting with the Wessex Area.  
**June 1st** Bishops Waltham Show @the showground, Elizabeth Way for 11.30am  
**June 2nd** Queen Elizabeth Country Park Show, Butser Hill. Nr. Petersfield.  
**June 2nd** Goodwood Breakfast Club, Super Car Sunday  
**June 4th** Regular meet, Seven Stars, GU32 3PG  
**June 8th** LL club Show @ Hollycombe  
**June 15th** Portchester Gala. 10.30am till 4pm  
**June 20th** roaming meet. The Elsted Inn GU29 0JT  
**June 28th,29th,30th** Cornwall Camping weekend.

Well, that's all for now folks. Take care

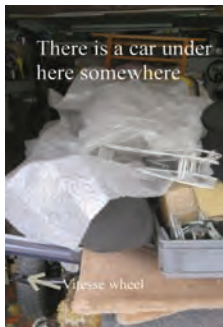
*Mark*

### NORTH STAFFS

Tel. 07939 603061

e-mail: [triumphsportssixstaffs@gmail.com](mailto:triumphsportssixstaffs@gmail.com)

<http://triumph-sports-six-staffordshire.blogspot.com>



#### SHOCK HORROR!

Staffordshire man nearly has heart attack, after realising that in less than 4 days the first show of the season at **Utttoxeter** is due to take place on **Sunday 10th March**.

Jessie the Coventry cat has been curled up in her sleeping basket for months and needed some paint work on her belly finishing, and many veterinary routines attended to. The cold weather has kept her owner indoors for much of the winter months, I put it down to old age and like all things I blame the government.

I finally cleared my works unit out at the over the last week, which is great except that a home for many things had to be found and having filled all the spare space in three sheds, I had to resort to using the garage and now I can hardly get through the door.( see photo)

This will need some time to sort which means more delays in getting restarted on the Vitesse rebuild and keeping the jobs on Jess on hold until they can be done outside.

By the time you read this I hope the temperature will have risen by about 18 deg and we can start using our cars again.

More horror stories, on meeting night there were ghostly echoes from the upstairs restaurant area in the George and Dragon and empty seats all round made for a ghostly feeling of absent friends.

Having gone from having no room for us all to sit together, to acres of space in an empty room. Where were you all? Just Phil Alison, myself and our ardent member from Cheshire.

This meant no decision on Drive it Day was made, so emails on suitable places will be sent in the hope that the choice can be made in time for Aprils Courier.

With no events over the dark cold days of Winter there's not much else to say save hoping if you went to Stonelieggh you returned with some bargains, hope to see a good turn out for meeting on **27th March**.

## SUSSEX . . . THAMES NORTH WALES



### TSSC AREA NEWS

get to let us know your feelings on this.

**SOCIAL EVENINGS AT THE FOX & CASTLE**  
**14TH FEBRUARY** What a better way to spend a romantic evening in the company of friends talking Triumphs (The bruise is nearly gone now) , Julie & I had the wonderful company of Tony H, Graeme, George B, David H, Bob, Mike H. Tony's TR8 coupe was the only Triumph in the car park. Work & news of our Triumph's is David H is now the proud owner of a yellow TR6 & his Spitfire Mk4 is now up for sale. Bob's Spitfire is now all welded up on the off side. Mike H brought in a mock up of the Triumph he is making for SEM. Julie's raffle winner were:- Mike H won a bottle of wine. George B won the adjustable spanner. Tony won the screwdrivers. Bob won the £10 TSSC voucher & I won a tub of swarfgera

**28th FEBRUARY** Julie & I collect John C on the way to the Fox & Castle where we are greeted by George B, Graeme, Mick C, John P, Martin F, Mike H. Work on our Triumph's has been:- Mick C has now worked on the front suspension of his Spitfire fitting new trunions & wheel bearings. Johns TR7 fuel gauge is now reading correctly. Martin's Spitfire has new poly bushes on the rear. Mike H has started work on the Triumph for SEM ??? Julie's raffle winners were:- John C won four cans of lager, Mike H won a set of pliers, I won a set of cleaning pads, Martin won £10 TSSC voucher, Mike C won a tin of WD40 type spray kindly donated by John P who won a box of maltesers which he shared around

Our next meetings at the **FOX & CASTLE** are from 8 pm in **April on 11th & 25th & in May on the 9th & 23rd** Please come & join us for a warm welcome or call me on **07773623807**.

#### Upcoming events are:-

- April**  
**1st St Catherine's Fayre Guildford Lions Shalford**  
**14th Farnham town centre Farnham**  
**21st Aldershot Parkside Aldershot**  
**21st Drive it Day Great Britain**
- May**  
**3rd /6th IoW Camping Weekend IoW**  
**10th/12th SEM Leatherhead**  
**17th/18th STAR 90 Warwickshire**  
**19th STAR 90 at Gaydon Heritage Motor Museum Gaydon**  
**19th Spring Classic Breakfast Brooklands**  
**19th Aston Clifton Chiltern Hill show Aylesbury**  
**26th/27th Motorsport at the Palace Crystal Palace**  
**26th Haslemere Surrey Classic Car Show & Tour Haslemere**  
**27th Losely Park Surrey Classic Show Guildford**

*Mickey & Julie*

**NORTH WALES** Tel. 07772 787020  
**www.wrexhamgandtriumph.co.uk**  
**email: northwales.tssc@gmail.co.uk**

Hello all, as I write this months notes we have just started march and the new month has finally brought some sun to North Wales. Hearing from other members of the club, I hear the cars being readied for the show season, the two early MKIV Spitfires - One being one of the earliest on the Spitfire register and mine being a very early car, have both been fired up and given a shake down run.

Some of our members on Saturday the 2nd were supporting the North Wales air ambulance, showing their cars for charity. I personally wasn't able to make it but I was lucky enough to have a very pleasant run down the coast, the Spitfire running as it should.

Then the 3rd of March saw the Triumph spares day at

## SUSSEX

Tel. 01444 450941

So success, I made it to the meeting for the first time this year. So thanks for everyone that agreed to move the meeting to a Wednesday to make it easier for me.

Apparently there were a couple of people that did turn up on Tuesday so apologies to them.

We have a new Landlord at the Anchor so we will see how we go with this.

The meeting was small but perfectly formed with Ian, Pete, Vic, Clive, Doug and myself having an interesting chat.

There was much talk about people going to **STAR** and it looks like at the moment it is just Pete and Clive. Apparently Gill has decided to go to Paris to avoid going away this weekend!!!

Regarding **SEM** Ian wants to try out his tent and hasn't been camping for several years so it looks like there will be several people going for the weekend. The rest of us will be meeting up at **Pease Pottage services on the M23 on the 12th May** at 9.00am sharp to convoy across to Leatherhead as usual. All are welcome.

So several people went to Stoneleigh and had a good time. Doug has now decided he likes Triumph Acclaims .

Various people have been helping Clive out with his Zetec engined Spitfire. It sound like it is coming on a treat and there is a slim chance that it may be faster than his current Toledo!

Ian is looking to lower the front of his GT6 as his uprated front springs are making it sit too high at the front.

Doug is working on his Red GT6 apparently it went of the road six years ago in clouds of steam as most of Doug's cards do! So hopefully we will see that on the road soon.

My Spitfire Jon B and myself tried to work out where the oil leak was coming from. We determined that is wasn't the rear engine oil seal as we though. We changed the clutch and bits an pieces while the gearbox was out. At the end of the day we both realised that we are not getting any younger!

So future activities for Sussex:

- 3rd April meeting at the Anchor, Ringmer, Near Lewes at 8pm**  
**1st May Meeting at the Anchor**  
**12th May convoy from Pease Pottage M23 to Leatherhead**  
**18th and 19th May Star 90 meeting**

Thanks

*Martin*

## THAMES

Tel. 0777 362 3807

**e-mail: thames@tssc.org.uk**  
**www.tssc.org.uk/thames**

Welcome all. Things are afoot & it would be nice to hear your views on whether we keep our meetings at alternative Thursdays, or move to fixed Thursday's i.e. 2nd & 4th of the month. The idea is then to have the second meeting at a venue further along the Thames like Walton on Thames. So don't for-



## NORTH WALES . . . SOUTH WALES WESSEX

### TSSC AREA NEWS

## North Wales Continues

Stoneleigh, which was an excellent event for finding those much needed spares or service parts to get our pride and joys back to the road

A small note to people in the local area, one of our members is trying to see if there is any interest in a trip to **Jersey in September**, so if anyone is interested, can you email me, I can then pass on interested persons details.

For now let's hope the weather continues and safe motoring

*Sam*

**SOUTH WALES** Tel. 01656 861709  
[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)  
e-mail: [gwyndjevans@dolomite1300.plus.com](mailto:gwyndjevans@dolomite1300.plus.com)

ROB & PETE's RUN FEBRUARY 24th 2013



We all met up at Cardiff West Services, 8 Triumph's ( Jack's Toledo, Rob & Pete's Vitesse 6, Mike "the cake's" Spitfire, Young Eddie's 13/36 saloon, Paul's Vitesse 2L, Gareth's 13/60 Convertible, Tim & Gwyn's Dolomite and Mike "the bass's" Spitfire ) and 3 modern cars with a total of 25 Area members, a potential new member Jim Keniston had seen our run advertised on Gwyn's website and had turned up to meet us, so hopefully we'll see more of Jim in the future, he is looking for a 13/60, so let me know if you hear of a good one for sale and I'll pass on the details. It was also great to see our former AO Howard out on a run even though he is still far from fully fit.

We made our way through Penarth seafont to Cosmeston lakes where we had a coffee/breakfast break, some members took the opportunity to look around the medieval village situated there while the braver ones took advantage of the pre arranged mini heat wave to have a swim in the lakes. We then made our way along the coast towards Southerndown where Rob & Pete had arranged for our cars to park free of charge in a Heritage Trust compound. Tim & Gwyn's Dolly had developed a fault and Tim had to keep the revs up to keep the car running so they went on ahead as it was difficult to drive in convoy mode with the problem. The rest of us had a walk up a hill (then down a mountain) to see the castle, as we were leaving Rob & Pete's Vitesse would not rev, Rob discovered that a nut had fallen from the carburettor linkage, but in the time that it took me to pull my toolkit from Jack's Toledo, Gareth " Action man " Dyer had set up his portable lathe complete with milling attachment and dividing head and had machined a new 1/4 UNF nut, with that fitted the Vitesse was back in action and after a phone call from Babs we met up at the Watmill pub where 3 cars from our group decided to stay and have Sunday lunch.

The rest of us carried on to Porthcawl and parked along the front, Rob & Pete peeling off the double yellow tape lines that they had put there the day before to keep spaces for our cars. We found a nice cafe and after our usual and now well practiced act of "encouraging other patrons to leave" we found out that they were operating a "limited" menu (limited to non TSSC S. Wales members?) so we duly left and put Rob & Pete's plan A into action, a lovely pub (The Porthcawl Hotel?) with plenty

of seating for us all and a menu that ranged from jacket potatoes to 5 course roast lunches, we will be visiting that establishment again in the future no doubt.

When we finished we took a stroll through the town centre and had a laugh at Jack riding a horse-like statue, then made our way back to the cars. We all took the time to thank Rob & Pete for their well thought out run, then made our way to the M4 where the convoy split up into two groups, one Cardiff bound and one on the A roads to their homes. A fantastic and fun filled day, you had to be there!!!

TRIUMPH SPARES DAY  
STONELEIGH MARCH 3rd  
2013

Antony, Myself & Jack were picked up at my house by Rob

& Pete in their modern car at 7am and we made our way to Stoneleigh, stopping once for a breakfast break.

We met Mikey J. Mike the bass" and Paul G. At the TSSC stand as pre arranged and we were well received by Bernie, Victor and Vivien with complimentary tea (mine said how handsome I was looking that day), coffee, soft drinks and biscuits.

We made several circuits of the stalls and Ant bought some much needed parts for his 13/60 Convertible restoration. I wasn't able to find any parts that I needed apart from some unbelievably cheap ACU spark plugs for my TR and some specialised sockets and tools for my modern cars. There were some very good cars on show as well as in the car parks outside, varying from barn find Herald's to pristine TR's. We had a very good and cheap lunch in the on site cafe then after another walk around the stalls we made our way home.

It was an excellent day out with a first class bunch of guys, it was commented on by a few of the major club stand assistants that the S.Wales TSSC members are one of the most friendly and easy going bunch from anyone who visited them. The show was bigger than last year, but unfortunately like most auto jumble based shows it seems to have been adversely affected by on line auction sites, and I know that with a few clicks on my keyboard I will be able to source most of the parts I wanted to buy at Stoneleigh, but it won't be half as much fun. A big thank you to the lads from S.Wales who made it such a great day out.

*Bern*

**WESSEX** Tel. 01425 475376  
[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

This year we have started the round of events early - people have been more willing to put those winter projects on hold, albeit temporarily. On 9th February Gary and I braved the elements to attend the Great Western Autojumble at Shepton Mallet. This was held in conjunction with a Mini Show. It is certainly an eye-opener to see what the discerning Mini owner can acquire and how relatively cheaply when compared to what is available for our Triumph's. We decided to take the most direct route across country and Gary offered to take his Land Rover. Let's just say it was a good job since some of the roads we came across were very "Rural" and also showed the signs or the recent spate of bad, wet weather which involved more than one route change! The show itself proved fruitful and we managed to find some useful spares. We even found a solution to Gary's Rear Bumper dilemma - courtesy of 2 Mini stainless steel wiper hole blanking plugs.

As I am writing this report I am "thawing out" after returning home from our second "outing" of the year. We had decided to forego the delights of Stoneleigh for this year and attend the



## TSSC AREA NEWS

Vintage Transport Day being held at the Bournemouth Aviation Museum on Sunday 3rd March. We had agreed to meet up beforehand in Hurn Village so we could arrive and park together. I duly arrived at the allotted time to find a mass huddle around the Janis's Spitfire which had its bonnet up in the air and Richard "tinkering away" trying to get the engine to run. After a few minutes the cause of the problem was identified as a loose connection to the condensor.



With the fault fixed and Janis's resolve to get the engine re-tuned for the coming season we set off in convoy to the show. The show

itself was centered around the aircraft exhibits to which was added wartime military displays and classic cars, which is where we came in.



Being beside an airport, as you can imagine, there is little shelter on the site of the museum, which is all open air. Whilst it was a dry day, it was a cold day and with the wind it was b\*\*\*\*y cold! After an hour or so we had looked around the exhibits, and Martin had played at being a pilot, so to thaw out we all climbed aboard a parked up double decker bus where we enjoyed a warming drink and snack ready to re-enter the fray.



After a further while of being chilled we decided to escape to a warmer place. So, with our re-entry passes in hand we set off ending up at the Parley Golf Centre which has a very inviting canteen/bar where we enjoyed a sit down in warm surroundings with a warming drink and cooked lunch. Unfortunately, the weather curtailed the day somewhat with people heading home shortly after 2pm, so included. Despite this however, we did have an enjoyable day - a pity the show was not scheduled for later in the year.

The date for our area's annual **New Forest Run** is getting closer which, as previously advised will be on **Sunday 14th April**. This year we are ending up at Sammy Millers Motorcycle Museum with a halfway halt at Copythorne Parish Hall. The start will be from the usual place - Avon Heath Country Park around 10am. If you would like more details see our website [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk). This Run is always well supported by all the local Triumph Clubs and is held in support of the Federation of British Historic Vehicle Club's "Drive it Day" which encourages all Classic Car Owners to "take to the roads". As in previous years, our Run is being held on the weekend before the official day in order that people can join in with other events

being held in support of the cause.

Looking past the end of April, on **12th May** is the **Basingstoke Festival of Transport**. We are going to team up again with our friends in the local area of the TR Drivers club for the day.

The following weekend, **17th to 19th May**, is the **"STAR90" Rally**, which is being organised to celebrate the 90th anniversary of the Triumph Marque. Full details of the weekend are published elsewhere in the courier. A small group of us are planning to attend. The idea being for us to travel up on the Saturday, take in the Coventry Motor Museum in the afternoon and go along to the Gala Dinner in the evening. The Sunday being the main Rally at Gaydon. Final details will be available at the next meeting.

I have been contacted by Neil Fletcher, the area organiser of The Southern Area. They are intending to come along to our normal May meeting, which will be on **Thursday 30th May**. So this should be a good evening with a good turnout of Triumph's.

With the, hopefully, improving weather we are thinking ahead to the summer month's and our monthly meetings. We have agreed that during the summer we will "go on tour" aiming for a different meeting venue each month. We have agreed that we will decide on these at our next meeting.

The summer month's also see the return of **Classics on the Prom on Bournemouth West Overcliff Promenade**. This starts as from **Sunday 14th April** for 4pm to 6.30pm weekly throughout the summer. So you could do the New Forest Run then go on to Bournemouth afterwards - just an idea.

That's about it for now. Full details of other planned events for the year will be available at our monthly meetings on the **last Thursday** of each month. These will continue to be at the **Three Legged Cross at Three Legged Cross for April and May**. Thereafter we will be on the move - so watch this space.

*Trevor*

## WEST MIDLANDS Tel. 07969 024999

I have ventured out a couple of times with my Acclaim, once to have TJ change the cam belt, and just to warm up the engine on the other occasions, but it is still not really Triumph weather. Frosts in the evening, and snow forecast for this weekend means that the Council will be spreading that dreaded enemy of classic cars, SALT and GRIT, along the roads. We certainly do not want that contaminating the cars we treasure and care for. It made me think? I joined the police force in 1957, and therefore was around when the Triumph Herald was introduced in 1959, but of course in those days on my pay as a Police Officer it was far too expensive for me to even think about. The reason for this reminiscence it that back in the late 1950's and early 60's I cannot remember seeing Council gritting wagons out spreading salt and grit so they should have lasted longer initially. Ah!, those were the days.

Back to the present. Our last meeting at the Drakes Drum on Tuesday 5th March has got to be one of our best for the winter period. With 11 Triumphs on the forecourt of the pub, and would you believe 41 people in attendance it makes me think we need a bigger room. We certainly need a room which is a little cooler. I never thought that during the winter we would be asking the licensee to turn down or off the central heating, it was like an oven in there. It also gave me great pleasure to welcome three visitors to our meeting. Phil Tabberer is not as yet the owner of a Triumph motor car, but he did at least turn up with a 'T' shirt showing a Triumph motor cycle logo.

We will therefore forgive him for having the audacity to wear a MG, (yes I am sorry I do not normally use this type of bad language) an MG cap. Welcome also to Aaron and Harry, Club Triumph visitors.

We are starting to put our heads together and plot and plan the forthcoming seasons outing. Chris Allen is once again han-

## West Midlands Continues

ding arrangements and bookings for the **Sandwell Historic Vehicle Show**, but as yet no date has been set for the show. If you remember last year it was supposed to be on Sunday 9th May but torrential rain made the ground too wet to allow vehicle to drive over it. Postponed, again on the second date the ground was still unsuitable for a show, so the event was cancelled, as were quite a few other similar events. Lets hope that this year the weather is kinder to us and we can get out and enjoy the shows and each others company.

**Sunday 21st April is Drive It Day**, and I am in the process of trying to arrange an event for the West Midlands area, details will be given out at our next meeting on **Tuesday 2nd April**. If anyone has details of an event which you think would be of interest to our group, please let me know as soon as possible and we will make sure that its included in the programme book organised by Liz and Steve. That also applies to the idea's book, again organised by Liz and Steve.

Thanks to everyone for your support, including your contributions for the raffle. Next months raffle will be a special for Malcolm. Everything in next months raffle will be chocolate, its the West Midlands Area Grand Easter Egg Raffle, I have started collecting next months prizes, good job I am on a diet. Cheers everyone

*Roger*  
the Dodger

## WANTED

**Someone to occupy the post of Deputy Area Organiser, to assist the present Area Organiser in the activities of the West Midlands Triumph Club, with a view to eventually taking over the main post. As you are aware we have a very active area, attended by dedicated Triumph Owners and the club with a solid background needs the assistance of someone who will carry on with the work that has been put into this club by many of its members. Please give it your careful consideration. Your Club Needs You!**

## WIRRAL

Tel. 0151 339 4150

Hi everyone. Still not much to report on this month, I was unable to attend the March monthly meeting, but all being well I'll be there this month. The planning meeting took place in February, so I'm sure the yearly events calendar is being prepared as I write this report. It is still early in the year for the usual shows and events, but it is **"National Drive It Day" this month, Sunday 21st** to be exact, a good excuse to clear those winter cobwebs. Unfortunately, the best I'll be able to do is to drive my GT6 to work and back.

Another event worth attending is next month, this being the **Star 90 Standard Triumph Forum Anniversary Rally** on the weekend of **17/18/19 May**. Information about this is in The Courier, with booking through the TR Register.

That's about it for this month, take care.

*Andy*

Well here we are, Spring has sprung and it's snowing like billy-o! Things have started to move along now that the days are beginning to stretch out, and by the time you read this the hour will have gone back so stretching them even further. I know that there are some members who keep their cars on the road all year round but there are still some of us who tuck them up for the winter, mine will be out in April getting ready for Drive It day.

We have managed a couple of things this month, a trip to the Shelsley Walsh Breakfast Club was a good start to Mother's Day - I didn't have to cook the breakfast for a start - and we had our Annual Dinner (at the time of writing it hadn't taken place but I'd be surprised if it didn't turn out to be anything less than brilliant).

There was also the Triumph Day at Stoneleigh which appeared to be very well attended, well it took me ages to get round due to the people that I stopped to talk to and the crowds that were blocking my way.

We do have a couple of things lined up for April, we are doing a club trip to **Shelsley on the 7th April and on the 13th April** Gloucester Area have extended an invitation to their Drive In movie night.

If the last one was anything to go by you won't be able to move for hot dogs, popcorn and for this one proper waffles!

To round off the month we will have a **Drive It Day** outing, the final destination will be confirmed at the next meeting which because April 1st is a Bank Holiday is on **Monday 8th April** (ignore Barry, his information was slightly out of date by about 4 years!).

One last thing, one of our members is trying to capture the younger generation early so that we will be assured a good club turnout in later years!

Our thanks to the Gittins clan for nurturing the enthusiasm.

Thanks

*Vicky*



## WEST YORKS

Tel. 01535 634239

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

Thanks as ever to everyone who came to our meeting. We had a very interesting presentation by Louise, a Macmillan Radiographer who came to explain about her role as a Macmillan Radiographer. Macmillan as you know is our nominated charity, so it was good to hear her talk about the valuable work the Macmillan service provides. Let's hope we can do a good job in fundraising for the charity.

We have now agreed a date for our first **Sunday lunch time meeting**; this will be on the **14th April** at the **Kings Arms in Heath near Wakefield**. We are planning to meet at 12:00 to eat at 12:30. Everyone is welcome, if you could let me know if you're planning to come along that would be great so I can let the pub know about numbers (**07800 551363**).

As previously mentioned, for **Drive it Day** we will be organising a drive to **Sherburn in Elmet Aero club**. This is in collaboration with another West Yorkshire Classics Car Club which Alan has managed to organise. If you haven't been to other events held there, they do have regular wings and wheels events which are very good, so I'm hoping this will be similar. The details are, to meet at **The Old Red Lion, Seacroft (LS15 7PF)** at 09:00am to leave on a suggested route at 09:30am.

We will soon be advertising our West Yorkshire Dales run. We are sorting out all the details but essentially this will be an infor-

mal day, with a run from Ilkley to **Kilnsey Park** (web link <http://kilnsey-park.co.uk/>). It will be free to attend, just a small request for a donation to our charity.

We hope to see as many of you there as possible.

I've been liaising with Richard to try and get the West Yorkshire Web site up to date, please take time to have a look, if you can let us have any ideas or suggestions they would be much appreciated.

At our meeting we had an old friend visit once more, John Wilde has a Vitesse which he tells me he's owned for about 8 months. Thanks for coming and hope to see you again with your car at future meetings and event.

See you all in April,

*Victor*

## **West Yorkshire Dales Run 9th June 2013**

**A scenic run from likely to Kilnsey Park, this is a free event to attend, all we ask is a £2 donation to the MacMillan charity. The run will start at 09:30 in Ilkley, details to be confirmed.**

**To book you please go the TSSC West Yorkshire web site and forward the booking form with your details, If you have any questions please call**

**Victor on 07800 551363**

# **SOUTH OF ENGLAND MEET 11TH & 12TH MAY 2013**

**Sat 11th**

**Fun Sports Day  
Non Auto Gymkhana  
Autojumble & Stalls**

**Sunday 12th**

**Triumph Car Show  
& Concours  
Autojumble & Stalls**

**Camping from  
Friday 10th afternoon**

**£5.00 Per Night**

**Entry - Pay on the Gate**

**£5.00 Per Person**

**FREE Entry for children under 16.**

**FREE Autojumble pitches.**

**FREE Concours - All Triumph cars**

**TSSC Club Shop  
Insurance Valuations**

**Location:**

**Leatherhead Leisure  
Centre, Guildford  
Road, Leatherhead,  
Surrey, KT22 9BL**



**Bond Equipe & Triumph 2000  
50th Anniversary Displays**

**For more information contact Mickey Hazell  
Telephone. 07773 623807  
E-mail: [chippymickey@yahoo.co.uk](mailto:chippymickey@yahoo.co.uk)**



# TSSC NORTHANTS AREA 2013 STANDARD & TRIUMPH RALLY

"FUN AND GAMES IN THE GREAT  
OUTDOORS"

## SUNDAY RALLY

&

## CAMPING WEEKEND

### WICKSTEED PARK

ALL ASSES TO BE SHOWN AT GATE !!! ??

"A JOELY GOOD TIME !!"

31<sup>ST</sup> MAY/1/2 JUNE 2013

DAY ENTRANCE £6.00

CAMPING £15.00 PER PITCH PER NIGHT\*

BBQ £4.00 PER PERSON

ANGIE'S CHILLI NIGHT £2.50 PER PERSON

MORE DETAILS ON OUR WEB SITE :-

[WWW.TSSC-NORTHANTS.ORG](http://WWW.TSSC-NORTHANTS.ORG)

OR TO BOOK CONTACT

D.RICHARDSON13@SKY.COM



Booking form for the Peak Run 2013 and Peak Run Camping Weekend

- Friday 21st June — a warm welcome at the Peak Gateway campsite.
- Saturday 22nd June we explore Derbyshire by Scatter Rally.
- Saturday night is the usual Party Night at the campsite.
- Sunday 23rd June is the day of the 25th Peak Run — a 80 mile drive through the breath-taking Derbyshire Peak District.
- Camping available from Thursday 20th until Monday 24th 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 ONLY 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 one night Camping.	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to 4 nights 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 2013, 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)

Manchester Area's  
**Holiday Weekend**  
12th - 14th July 2013

Get your Triumphs into gear and contact Pip & Frank to Enlist now!

Tell us your name Pike - or else we won't know who we're looking in for our fun-filled weekend of fabulous runs through the countryside and great entertainment in the evenings.

Venue:  
Charity Farm, Smithy Brow, Toogood Lane, Wroughton, Nr Wigan, Lancashire WN6 9PP

Name: \_\_\_\_\_

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

Postcode: \_\_\_\_\_

Phone No: \_\_\_\_\_ Email: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_

Registration Number: \_\_\_\_\_ TSSC Membership Number: \_\_\_\_\_

Item	Rate	Please Tick
Camping / Caravan Package <i>This includes Saturday night camp fees. entry for one car to the BARMY Camp. 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>	£38.00	<input type="checkbox"/>
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	<input type="checkbox"/>
Run Only (No Camping)	£10.00	<input type="checkbox"/>
Total		

Please complete this form and send it with a cheque made payable to TSSC Manchester to Pip Flagel, Wyreside Lodge, Chipping Road, Dolphinhill, Nr Lancaster. LA2 9QQ