



THE
TRIUMPH
SPORTS SIX
CLUB



*All Triumph
Displays*



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International Family Weekend

17 & 18 August 2013

Stafford County Showground

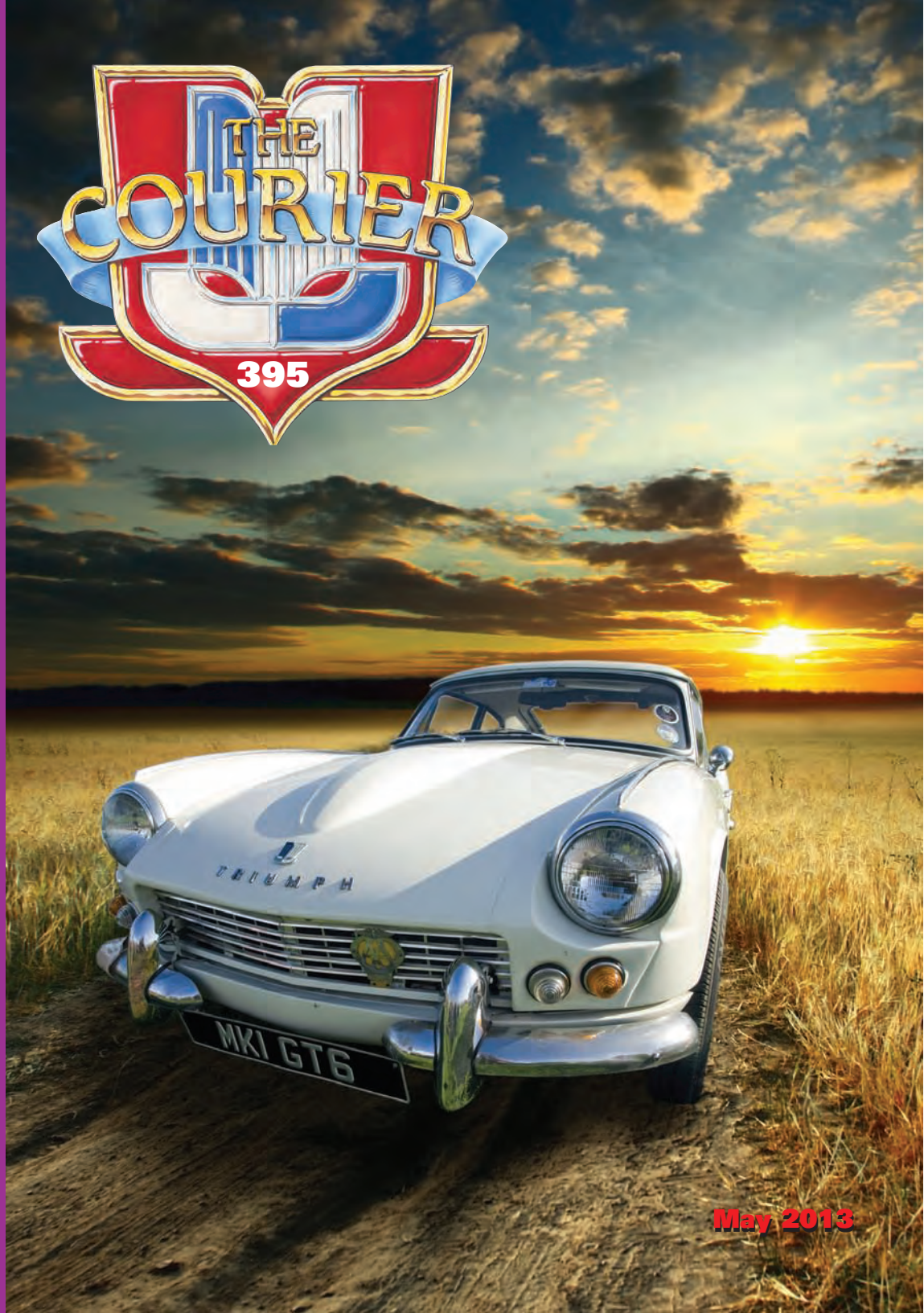


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Triumph Sports Six Club

The Courier 395

MAY 2013



May 2013



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The Courier

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THE TRIUMPH SPORTS SIX CLUB

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Bernard Robinson

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Bernard Robinson
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COUNCIL MEMBERS 2013

Bill Bate, David Embery, Pip Flegel,
Derek Holman, Peter Lewis, Jane Rowley,
Frank Spencer, Victor Thompson,
Vivien Thompson.

For a full list of TSSC officials see page 72.

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.

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GT6 DAWN

MANIPULATED PHOTO BY

CHRIS RYBKA

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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

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

**SUN 9 JUNE 2013
WEST YORKSHIRE DALES RUN
ILKLEY TO KINSLEY PARK
CONTACT VICTOR
07800 551363
www.tssc.org.uk/westyorks**

**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**

**FRI SAT SUN 28/29/30 JUNE 2013
TSSC NEWBURY AREA
CAMPING WEEKEND
IN NEW FOREST
CONTACT DAVE OR MARY
01635 868640**

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

**SUN 11 AUGUST 2013
PLUS CAMPING ON FRI 16
TSSC NEWBURY AREA STAND
NEWBURY RACECOURSE
CLASSIC CAR SHOW
CONTACT DAVE OR MARY
01635 868640**

**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 **VIVIEN THOMPSON**
TSSC GENERAL SECRETARY

Members are always expecting the Triumph clubs to do more together. Each year the Standard Triumph Forum holds a Standard Triumph Marque Day. This year gives members the opportunity to see first hand, not only what the Clubs can achieve in terms of events when they work together, but to see how the Clubs can excel when a major celebration is upon us.

This year the Standard Triumph forum presents STAR 90. This is a weekend celebration of all that is good about the Standard and Triumph cars that we all love. Where else will you see so many of our beloved cars and enthusiasts together to celebrate 90 years of the marque?

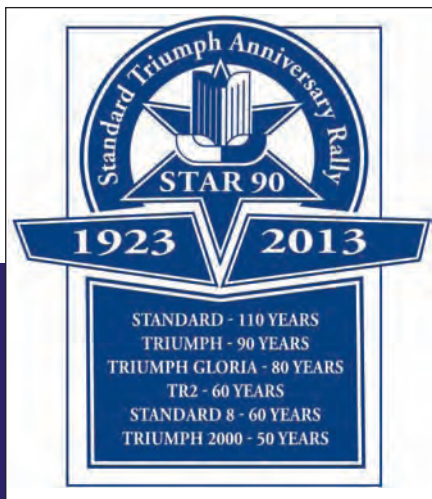
There is a full programme of activities starting with a welcome BBQ on the Friday 17th May evening. Saturday 18th May morning you can experience a spirited drive around the Pro Drive track, or you can try the tarmac rally track or even the skid pan, all available to give you a variety of driving challenges.

Should you wish you can always wait till the end of the morning to have a more leisurely drive in the Triumph cavalcade around the track.

Also available on Saturday there are a range of more leisurely routes (supplied) to a variety of places of interest around the local area.

Saturday evening is more formal. There is a Gala Dinner with a special guest speaker David Richards, CBE, one time 'works' co-driver for Triumph.

The culmination of the event is at the Heritage Motor Centre at Gaydon on Sunday May 19th where there will be a wide range of activities, club stands, trade stands, parades and interviews to keep you



entertained throughout the day.

So make this a date in your diary to help celebrate this landmark in the history of our cars,

See you there.

Announcement

Claire and Nigel Hill have stepped down from the Council of Management and Claire from her role as Club Chairman. They have also taken a step back from organising the club's major events although Claire is to continue as Area Organiser for Nottingham Area.

On behalf of the Council and members I would like to thank Claire and Nigel for all the hard work they have put into the Club and wish them well for the future.

Vivien Thompson
General Secretary



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC Council of Management Volunteer Wanted

Role of General Secretary

A volunteer role is now available with the TSSC for the position of Council of Management (CoM) with Corporate Secretary Responsibility.

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

Organise, provide papers for and minute CoM meetings and General Meetings
Ensure the Club's Memorandum and Articles of Association are adhered to
Give reassurance to CoM that all activities of the Club / CoM are within the law
Ensure adherence to sound Information Governance processes / legislation
Keep Companies House records up to date

Skills and Competencies required by the successful applicant

Legal qualification
Excellent communication skills
Line management experience
Demonstrate excellent decision making

Applicants are invited to send their CV and other relevant details to: TSSC General Secretary, **Vivien Thompson** at vcandvh@gmail.com or by post to:-

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

Langleybury Children's Farm Classic Car Show.

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

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

**Langleybury Children's Farm, Langleybury
Lane, Hunton Bridge, Kings Langley WD4 8RW**

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

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

Mike Clarke

Thank you Derek!

As you will have read Last month, our **13/60 Register Secretary, Derek Giles** decided it was time to call it a day from his role as Register Secretary. Unknown to many, Derek has suffered a long time from periodic spells of ill health which affected his position of Reg Sec to the extent he felt he couldn't do it justice any more.

Don't worry too much though as he taken on the Joint Area organiser role for TSSC Somerset.

Can't keep a good man down!

A heartfelt thank you Derek from me personally and I'm sure all you 13/60 owners.

Welcome Now to **Phil Willson**, back to his previous role as 13/60 guru. Phil offered his services a while back and I'm sure he will approach the role with renewed vigour!

Bernard Robinson

Courier Editor



HQ OPENING TIMES

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



www.tssc.org.uk



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TRIUMPH
SPORTS SIX
CLUB**

www.tssc.org.uk

JUNE - 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

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*

Pleaser 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

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www.footmanjames.co.uk

Peter James

0121 506 6040

www.peterjamesinsurance.co.uk

Lancaster Insurance

0800 013 0080

www.lancasterinsurance.co.uk/tssc

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- 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.



The following Triumph Sports Six Club members joined the Club in **1982** and have celebrated over 30 years of membership. We would like to recognise and thank the following members, who join our Roll of Honour.

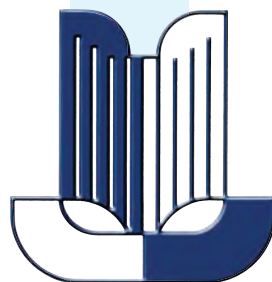
Mike Crewes
 Stephen Phillips
 Alex Back
 Anthony & Susan Watson
 Dick Plumridge
 John Eade
 Simon Batten
 Paul Row
 Robert Houghton
 John Etheridge
 Martin Dudley
 John Thomason
 Gavin Barnett-Smith
 James Summers
 Finn Egeland-Jensen
 Ron Turner
 Pat Schollick
 Pasi Lehtinen
 Hans George Stumpf
 Christopher & David Rice
 Karl Illenberger
 John McGowan
 Julian Kennell
 Andrew Kaufman
 Michael Overfield-Collins
 David Ivins

Keith Tyler
 Betty Dyer
 Barry Brewington
 Sue Wright
 Shaun Crouch
 David Hoskins
 Clement Thursting
 John Peter Fairlie
 Mick Cohen
 Julie Stapleton
 Peter Smith
 Keith Inson
 David Harding
 Colin Macallan
 Andrew McGowan
 Kevin Hagger

Honorary Members

DENNIS BARBET
 TREVOR COLLETT
 MARTIN COX
 JOHN & PAM GRIFFITHS
 DAVE GLEED
 JOHN MACARTNEY
 FRED NICKLIN
 PAUL RICHARDSON
 BILL & JO SUNDERLAND
 PAUL SWANSON
 PETER WILLIAMS

Welcome to NEW MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

David Cook	Beds
David Williams	Berks
Michael Johnson	Cambs
Michael Coyle	Derbys
David Waters	Dorset
James Mitchell	Fife
Barry Davidson	Glos
Norman Love	Hants
Gary Adlam	Herts
Graham Ellis	Kent
Neil May	Kent
Shaun Quick	Kent
Lisa Sweetman	Kent
Paul Lowe	Lancs
Mick Duffin	Lincs
Thomas Mathieson	Lothian
Richard Grant	Lothian
Kevin Burns	Manchester
Clive Smith	Middx
Philip Dunk	Milton Keynes

Geoffrey Cleall	Norfolk
Steve Crowther	Northants
Daniel Howard	Northants
David Porter	Oxon
Stuart Webb	Oxon
Andy Brooker	Shrops
Jeffrey Livingston	Suffolk
Gordon Ranson	Suffolk
Bob Moulson	North Wales
Ashley Owen	South Wales
Richard Cooper	Surrey
Richard East	East Sussex
Robert Johnson	Warks
Stephen Paddock	West Mids
Neil Hazelhurst	West Mids
Joachim Moeller	Germany

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

HERALD 13/60 Register



www.tssc.org.uk/herald
e-mail. philw1360@gmail.com

Phil Willson



Hello, again.

Hello, again. I don't quite know how it happened, but somehow I seem to have got my old job back. Many thanks to **Derek Giles** for filling my shoes and keeping the seat warm for the last 14 years or so. He has done an excellent job and I know he will be missed by many 13/60 owners.

At the end of my previous incumbency (October 1998) I no longer had a working Triumph to talk about and was spending quite

a bit of time with my club's Routemaster bus and the Routemaster Association on their website. The bus is still very much on the scene but my 1970 13/60 Estate is finally back together (as reported by Trevor Collett, Courier 385, July 2012) and I have learned a good deal in the process, which I hope will benefit you all in some way.

I have owned Heralds for most of the last 42 years, starting with my 1969 Convertible. The 13/60 Estate was bought in 1985 and I have also owned a 1967 12/50 and an S registered 2500S Estate in the interim.



My Herald & Coach meet for the first time! Detling Show March 2012



My Estate at last years South of England Meet

Other things that have happened since my last epistle were the passing of the PCV (bus & coach) driving test in September 2001 and the purchase of a 1964 Western Welsh AEC Reliance coach with Harrington Grenadier body in 2003. This beauty even came with 6-speed crash gearbox so was great fun to drive! A couple of years ago I sold it to a friend and am now a one-third owner of another one, but this does at least possess synchromesh of sorts on the top 4 of its 6 gears. Still no power steering though. These coaches, in the way of all old vehicles, have required work including leaf spring replacement, clutch change, engine rebuild etc. which again have added to my experience. The main difference here being that everything weighs about 6 times as much as on a Herald. Safe lifting and working practices are essential, as you will appreciate.

Luckily I was able to take early retirement along with a severance package from Queen Mary, University of London in September 2010, which gave me the time to get my Herald completed and it was MOT'd on 22nd March 2012.

After 14 years of it being laid up I had forgotten what it was like to drive and I was amazed at just how different it is to a modern

car. Still, it is good fun and I hope for better weather this year in order to make the most of it.

With regard to this column, I intend to cover technical matters as much as possible, in particular where it will enhance or even update the information that is available to us all in the various manuals. In the pipeline is an article on fuel tank cleaning and internal protection, inner driveshaft bearing and oil seal replacement and a gearbox (4-synchro, 3-rail) rebuild.

I am more than happy to tackle any other topic that comes either from you or as a result of my own endeavours.

Stating the obvious, many things have changed since our cars were built and some parts are now unavailable. Modern equivalents have to be sourced, sometimes with poor results. If you have had experience with the successful substitution of new for old then I would also like to hear about that – and what should be avoided.

So, if you have anything that you would like covered then let me know and I will do my best. If you want to tell us all about your 13/60 then I will also be pleased to hear from you.

Phil

SPITFIRE MkIV/1500 Register



e-mail.

ford.derek@sky.com

Derek Ford



Puzzle Time!

Something a bit different this month. I thought this might give you something to think about while your soaking up the beautiful sunshine sat at one of the

many shows that you will no doubt be attending over the next few weeks.

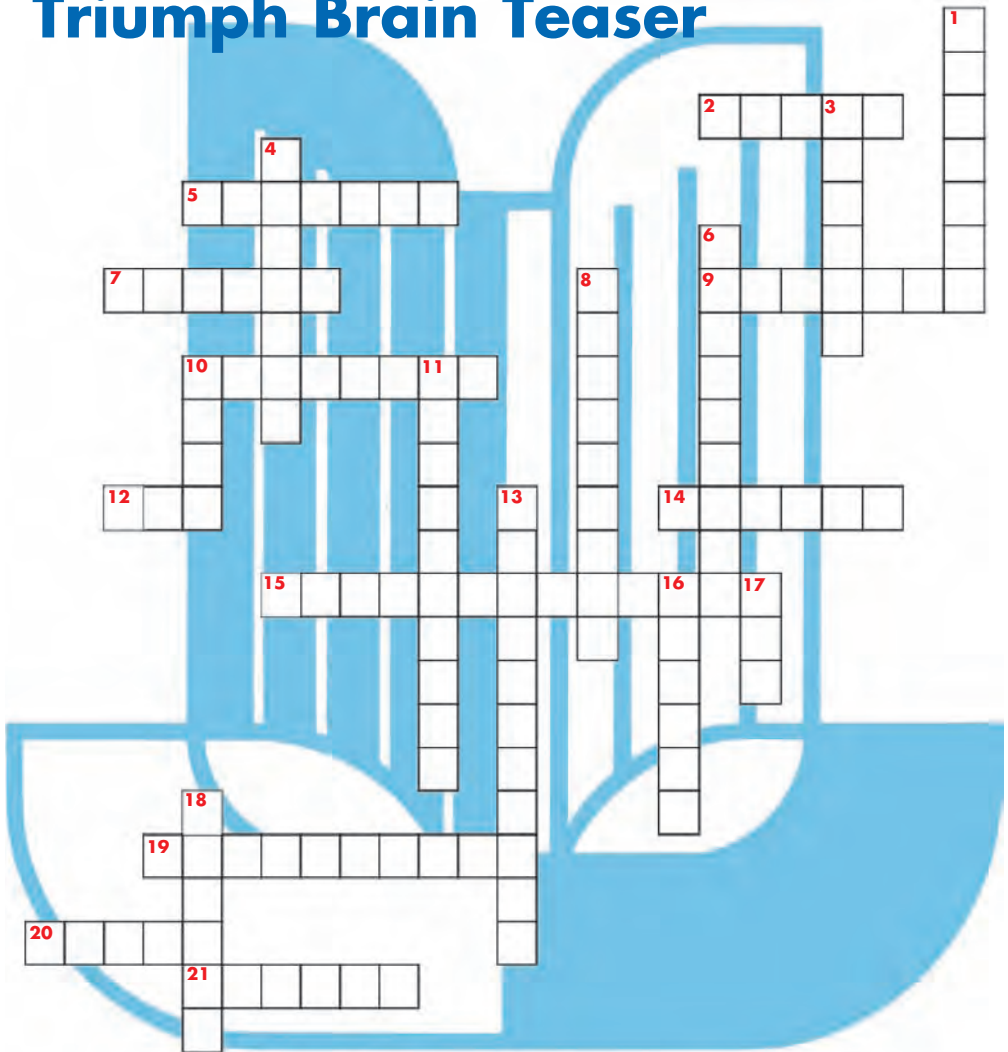
Hope I haven't made it too difficult for you.

Derek



Pic Alex Penfold - Owner Ian Penfold

Triumph Brain Teaser



Across

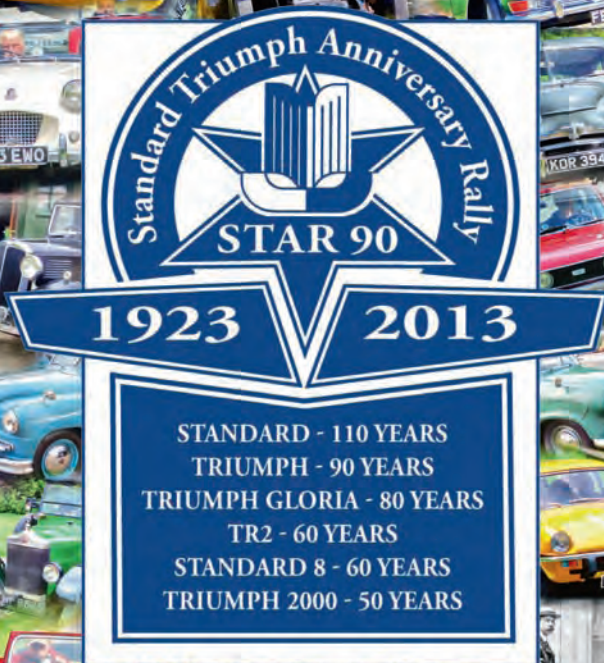
2. Valves in a Spitfire engine
5. What you're reading
7. Where our cars like to spend the winter
9. 2 litre version of the Herald
10. Extra storage
12. Where We like to spend the summer
14. Can baffle the best of us
15. Of these we don't speak
19. Designer of many Triumph models
20. Could be brake or speedo
21. Type of tyre design

Down

1. Engine hiccup
3. Useful manuals
4. Name of the pin holding piston to con rod
6. Much sort after optional extra
8. Make of carburettor
10. Codename for the Spitfire design
11. You find these at the back of the mag
13. What HT stands for
16. You may be blowing one of these doing this puzzle
17. Cylinders in a Vitesse
18. We don't like to use these



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.

**NEW
REDUCED
PRICES**

STAR90 – EVENTS PRICE LIST

USE THIS LIST TO IDENTIFY YOUR NEEDS

BOOK ONLINE: www.tr-registershop.co.uk

BOOK ONLINE: www.tr-registershop.co.uk

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



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

Colin Lindsay



We're Off!

A lot of photos this month, but hopefully Bern can fit them all in. By now the **Herald For Heroes** team should be well on their way to Istanbul in the Herald 12/50; I'm awaiting reports on progress but the entire expedition will be covered in full once I get the details.

areas we couldn't reach; by now the thaw has set in, they've gone home, and we're thinking of shows and trips ourselves again. Maybe not as far as Istanbul though...

I had an interesting e-mail from Chris Dobrowolski from Braintree, Essex concerning his father's 1200 Estate. He tells me:

"I have a 67 Triumph Herald 1200 estate that my father bought brand new when my mother was pregnant with me. My dad gave it to me in the 1980's and I have managed to keep it running ever since. I am an artist by profession so my car has been kept going on a bit of shoestring budget but more recently I have had an arts council grant for a project that involves the car. I was writing to you because I thought you might be interested in this art project because of its Triumph Herald angle."



The photo shows the team of Andrew, Simon and Matthew. If you can, please support them and donate via Paypal or direct Bank transfer, it's a really worthy cause helping wounded or sick service personnel, veterans and their families. In many of our recent weather extremes, from snow to floods, the Services were at the forefront of supply and rescue missions so it's not just about wars and conflicts, it's about thanking them for being there for many of our own UK residents in time of trouble. Having spent a few days recently in 20 foot snowdrifts and impassible roads I was glad to see a few Chinooks flying to

Although I have been trained as a sculptor I am really a 'fine art maker'. However, over the years I have constantly had to explain what I do. I have given many presentations in lecture theatres mainly to put my practice into some kind of context for art students. Over the years this part of my activity has grown and I do a lot these talks that now really border on theatre. I have even had a couple of shows or 'performance lectures' at the Edinburgh fringe festival. The arts council grant is to fund one of these talks but also the research and development stage of the project which is what I'm working on at the moment."

HERALD 948 -1200 -1250 Register

I am about to embark on the next part of the project - driving to Italy.

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Herald

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(in full and in most cases)

Note the road Tax of £17. 10 shillings... and the roads were in better condition than they are now. (I can't really complain... All mine are tax-exempt...) The Herald remained with the family ever since and Chris has a fascinating



series of photos down through the years - as a child on a family outing, with Shep the dog in

Hatfield Forest in the 1980s, and throughout Chris' ownership as he discovered the joys of owning a Herald for himself... mostly welding,



incorporate it into his work as an artist - the recreation of the original advert below outlining the load-carrying capability of the estate is really excellent!



oily bits and rust. Not only has he managed to keep the Herald on the road - even the recent



The final photo is of Chris just commencing his epic journey to Michelotti-land, delayed due to the snow, but an odyssey of which I'll report further as details emerge.

Chris is keeping a blog at <http://chrisdobo.tumblr.com> with many more Herald photos, and some of the related artwork is well worth a look.

There are just too many things to feature here in one article.

So: two trips involving Heralds and for very different reasons, but which illustrate the joys, problems and possibilities of Herald ownership.

Well done to Chris and the Heroes team for raising the profile of one of the best and certainly most fun Classics on the road today. See you next month - hopefully a warmer one!



snow was no deterrent, with the trolley jack delivered on skis - and using it for a currently on-going visit to Italy, he has also managed to

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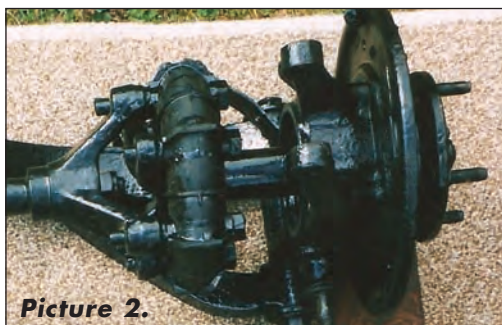


Dave Rumens

Areas often forgotten

Back in the 1960's I was looking for a 1600 Vitesse for my everyday car. One I looked at was a late model with sun roof and overdrive. It was one owner and in a colour I liked, Gunmetal. But, when I test drove the car there was a loud clonk from the half-shaft U/J's when I let in the clutch.

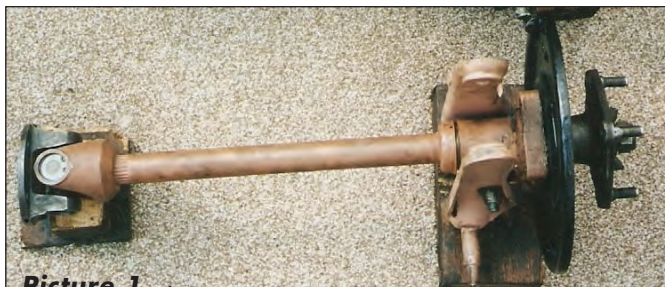
As the price was at the top for the car's year and the dealer didn't want to replace the U/J's I moved on to another car. Shame really as other than that it was in very good condition and a nice looking car. But there



Picture 2.

you will hear a loud thump, thump noise from the rear of the car as the thing rotates.

No ifs or buts here, as this is a positive indicator the coupler needs immediate replacement. However, due to the focus on the couplers, unlike the swing axle, the U/J's are often forgotten, Picture 3. The problem is any play in the U/J's is taken up by the rubber couplers and as a result there isn't any knocking noises. The wear in the U/J's



Picture 1.

were plenty available in those days.

The point I am making is with the Swing Axle suspension, Picture 1, you can tell when the U/J's need replacing. However, this is not the case with the later Rotoflex suspension used on the 2 Litre Mk2 Vitesse. Understandably the focal point is always on the Rotoflex couplers, Picture 2, which means looking for cracking of the rubber especially around the metal spacers/bolting points. When one part of the coupler splits through



Picture 3.

can become so bad that the half shafts are likely to fly apart. If you are lucky you may get some warning in the form of intermittent

squeaking and squealing noises from the rear of the car. So when you are checking the Rotoflex couplers for cracks also check the U/J's for play and the tightness of the bolts securing them to the diff output shaft.

Moving back to the subject of the 1600 there is one area often forgotten. The 1600 engine has an open breather system.

This means there is a breather on the rocker box cover in the form of the oil filler cap, **Picture 4**, and a crankcase breather in the form of a pipe bolted above the oil filter. To prevent dust, muck, being drawn into the engine both breathers are fitted with a metal gauze filter



soaked in engine oil. The filters should be serviced by cleaning out the old dirty oil and replenished with fresh clean oil. When the Vitesse was in use as an everyday car Standard Triumph recommended these filters be serviced every 6,000 miles. The gauze filter in the oil filler cap is very obvious but the crankcase filter is often overlooked, mainly because it's hidden away under the silver section of the breather pipe bolted to crankcase. This is situated above the oil filter and to the right of the fuel pump, See **Picture 5**.

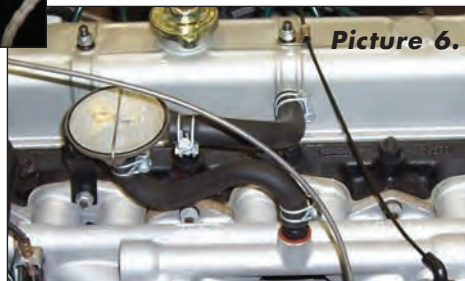
To gain access to the gauze filter undo the two nuts holding the breather pipe to the crankcase. Be very careful not to drop any of the nuts and washers into the exposed hole in the crankcase as retrieving these would mean removing the sump. If either filter is not cleaned this can lead to a pressure build in the crankcase and cause the oil seals to leak. If the

crankcase filter is not working effectively then this can also lead to a pressure build up



leading to oily fumes being expelled from the oil filler cap giving the impression the piston rings or bores are worn and require attention.

On all Mk1 and Mk2 2 Litre Vitesse engines a close circuit breather system was employed using a Smith's valve **Picture 6**. Interestingly the very early Vitesse Mk1 2 Litre engines have the crankcase breather hole and this is blanked off with a plate. I believe the hole is a carry over from the Vanguard Six and early 2000 saloon which used



the open breather system. On all subsequent Vitesse engines the hole is not present in the block. If you are tempted to disconnect the close circuit system and to vent the rocker cover into air beware this could cause a build up of pressure in the crankcase and cause an early failure of the oil seals.

Well that's my lot for this month, I'll get my anorak and go!

See you all next month and ...

... **Keep Running On All Six**

Dave

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Mark Blease

All Change

Hheavy snow had fallen across much of the country, and high winds were causing it to drift, closing many major routes. The advice on the television news broadcasts was unequivocal - do not travel unless your journey is absolutely necessary. So we packed our overnight bag and headed to King's Lynn, a journey of over 150 miles from our hometown

time just felt right for a change. I really fancied "a car to use" rather than "a car to polish", but any replacement had to meet certain criteria; it had to be affordable, comfortable and be able to tow our caravan to TSSC weekend events. Stags, the most powerful tow cars of the Triumph range, were well outside our price range, so it seemed that another "big six" was the obvious choice - but to swap one MK2 saloon for another was hardly the metamorphosis I was yearning for.

So how about a MK1 2000 saloon? I had always liked the looks of the MK1 - the proportions somehow seemed better - and the shorter boot overhang will certainly help with stability when dragging our home-from-home behind us. Surprisingly, the MK1 2000 is a little more powerful than the MK2: 90bhp against 84bhp, and more importantly for towing 117 lb/ft of torque against 100



of Rochdale. The trip was, of course, unquestionably necessary. After all, what could be more important, or exciting, than collecting a new Triumph?

We'd been thinking about changing our Triumph for some time. We had had fantastic fun in Horatio, our 1972 2000, in the four years we had owned him, but somehow the

lb/ft. My wife Tracy also liked the MK1's "cute nose" - and so the decision was made.

So off to Norfolk we headed. We owe a huge thank you to Pip & Frank, our Manchester Area Organisers, for braving the elements and ignoring the travel warnings to get us there. Buying a car unseen is always a huge worry, but we needn't have been

concerned, as what greeted us was a rather smart looking MK1 2000 Automatic in Triumph White. After a quick chat with the

almost silently. The true test of course would be the 150-mile trip back to Rochdale....



Our journey home was punctuated by a stop-off near Nottingham to collect a towbar from Lee Godfrey, to whom we also owe thanks for finding the car for us. Since the MK1 needed to be our new tow car, most of my initial "to-do list" revolves around preparing it for that task. Aside from fitting the towbar and associated electrics, the car still sports a dynamo and positive-earth wiring system, which will need to be converted to negative-earth with an

owner Pete, I took the car for a test drive along the local snowy and un-gritted lanes. The tick over was a bit erratic, and the

alternator to cope with the extra demands of the caravan.

The automatic transmission will also need an upgrade in the form of a cooler. Whilst the larger engined cars were fitted with one as standard, the 2-litre automatics had to make do without, and this would run the risk of seriously overheating the gearbox when towing. Luckily the ports for the cooler are present on the transmission, and just connected together using a short link pipe. I thought about sourcing a second-hand cooler and pipework from a 2500 or PI, but was a little concerned that this might introduce dirt or rust into the system, particularly if the components had been stored for some time. A



exhaust occasionally knocked against the boot floor when setting off, but other than that everything seemed fine - and the engine ran

gentleman at Think Auto, the Mocal distributors, bore fruit in the form of a standard Borg Warner 35 oil cooler kit that arrived by courier

just two days later. The kit includes transmission couplings, pressure pipe, connectors, clips, brackets and the cooler itself, at a very reasonable price.

Being a universal kit I may have to be quite inventive when it comes to placement of the cooler and pipes, but at least everything is new and most importantly clean, so won't introduce any contamination into the transmission.

Apart from the towing-related upgrades, I'm going to give the car a thorough service and

tune-up, and give the brakes, suspension and steering a check-over. The interior needs a thorough spruce-up, and the huge Webasto sunroof is probably going to need an overhaul - I'll definitely be leaving that to someone who knows what they are doing!

We're really looking forward to clocking up a few miles in the MK1. Now all we have to do is think of a name....

Until next month!

Mark



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Andy Wood

Simple yet Brilliant

I'm alive! Some will say "damn", and others, "where have you been", no excuses really and I think that everyone reckons apologies are in order for my absence, rightfully so, I think sorry is such a weak word to use except when you're five and don't know any better, so hopefully this article will make things a little better.

They say the simplest ideas are best, like a lot of people my life is tied up in one of those ceramic little creatures fondly known as a smart phone, an ironic name some would say, I've wanted to throw mine out of the window many a time!

But that wouldn't be smart would it?



So what do you do with it in a GT6?

Put it out of the way.

I didn't want something flying around on the parcel shelf or stuck to the window,



it's small enough as it is, the window that is. That left one place, the arm rest, I had ideas of cutting up an existing one and adding to another and all sorts of crazy looking things but finally from my pitiful drawing **Rob Green** produced this.

A Simple and yet Brilliant result and not overly expensive to do.



As you can see the sides have been extended with an over lapping lid to produce the perfect location for my smart phone. When the interior is finished I'll show you the finished article.

I know the roar of a six cylinder engine takes some beating when it's played through a sports exhaust but sometimes you can't beat adding to it with some great music, my old Audioline Cassette player (yes I've had it while) had seen better days so time for an upgrade. Following on the theme of technology and again not wanting something stuck to the window I went for something a little special, found it, a Kenwood. A combined SatNav Stereo.

Will it fit? Only in fourth gear, I must add.

This Car stereo or should I say music system wasn't going to sound too great out of my 30 year old speakers, so I had a look at what was offered today, it didn't take long. BOSE seemed to be the speakers of choice by many, more importantly there's a good supply of them from that well known auction site, surround sound in a GT6 it's a first I know of!

I obtained some four inch side speakers and a sub-woofer from a Boxster but my favourite is the two inch front speaker from an Audi A4, this is fitted in the front ashtray

Double sizing the Ashtray



which has been doubled in size by welding two together and lining it with sound deadening speaker felt to reduce that tin sound, it's all yet to be wired with a five channel amp.



shocked at what's available and the condition they're in, and it appears generally down to how and where they have been stored as well.

The biggest killer appears to be humidity, for the last few years the tumble dryer has been living in our garage, that's got to go!



Apparently a humidity of about 40% is about right, a low temperature and good ventilation. One of those tent things looks ideal, but it wouldn't fit in my compact garage.

So for now I'm going to settle for a stand alone dehumidifier.

Any suggestions from anyone out there?

Next month we're going to hear about **Ian**

Gordon's GT6, so if any of you want **YOUR GT6** in print then just let me know.

Andy

My GT6 is nearly finished, ETA May/June more pictures later, so what am I going to get involved with next? I have been looking, and I have been



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Guy Singleton

e-bay to the Rescue!

M

ay - can it really be May already? Well, just to remind you, the first of the Bond Equipe **FIFTIETH** Anniversary Events is about to happen at the **South of England Meet on 12th May** - hope to see lots of Bonds there. As we have stepped back from the show as of this year and passed the baton on to Mickey and Julie that will give me loads of time to focus on all the Bonds which ARE going to be there - aren't they?

I'm afraid my Equipe article cupboard is a bit bare at the moment, hopefully, once the season starts and we get out to more events and to meet more people, articles and ideas will flood in! I'm afraid that with the cold weather the last few weeks no progress has been made repairing the Triumph 2000 engine - but I must get on with it! I don't like having cars not running. Once that is done I am planning to upgrade the MkIV Spitfire engine in my 2+2 to a 1500 Spitfire engine. I have found one that allegedly has had an unleaded head

conversion so it seems to be a good plan.

It's just a case of finding the time, money and

motivation all at once!!

When I'm running low on article content I can, of course, always turn to ebay. It is interesting to see the Equipes that turn up there. Some I have heard of before, others I know quite well, but there are occasionally cars previously unknown to me and not on the Equipe Register. It's good news, knowing that there are more out there still to be found. It would be very good to think that some of these cars at least will be restored. It seems that there does seem to be a bit more interest in restoring the cars and a slight increase in value.

Last month a 4s which had been stored for 25 years turned up on ebay - with 4 tyres fitted new (20 years ago!) No wonder the Register doesn't hold details of that one if it's been tucked away for so long, although the earliest records I have on the Register are now 20 years old. I see that the car sold for £440. I hope the new owner will be giving it some TLC and that it isn't too far



gone for the right person to bring it back to good health.



In recent months a few more Equipes have shown up on ebay that I did have on the Register: another 4s which appears to be



mid-restoration, a 2+2 kit of parts and a 2l coupe described as driveable, to mention but a few. If you're the new owner of any of these cars I would love to hear from you.



I had a brief message with a photo from Jeff Baker some time ago which was sent him by a young Equipe enthusiast - I don't know where or when the photo (above) was taken but it does, however, have some period charm. I would love to hear more about it - and the car - if the photographer is reading this.

So, here's to a great **Bond Birthday Celebration at SEM.**

Don't forget camping is available from Friday night on even though the main show is to be held on the Sunday.

There is also a Travelodge within walking distance of the site for those of you who have had enough of tents.

Other 50th Anniversary events are:

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



e-mail:

paul_lewis_1966@hotmail.co.uk

Paul Lewis



Gearbox

Learning on from last month I will expand on the gearbox problem, well noise, that I inherited from the last owner. First I will say that the gearbox in my 1977 FHC is the 4 speed box, which I can now see why Triumph moved onto the LT77 5 speed box in later life. It's what you would call "**not well developed for today's roads**" as you find the revs are quite high at 70 mph, something that I wasn't used to after driving my Triumph TR8.

The noise was very apparent in first gear only and was more like a jumping noise. I could not continue to complete the planned mileage this year of 10,000 with the gearbox making this noise as it had potential of breaking at the most inopportune moment.

A reconditioned box was found on our favourite auction site for £80, quite a difference from the £275 some of the parts suppliers were offering them for.

Anyway the gearbox had been reconditioned 10 years ago and never fitted for some reason.

Being in the vehicle development business is very handy as I can use all of works facilities to fix my growing fleet of vehicles. The TR was taken to work and within 4 hours the old box was out and the new one fitted. During my lunch breaks I decided to



Old and new together

overhaul the old gearbox and find out where the noise was coming from.

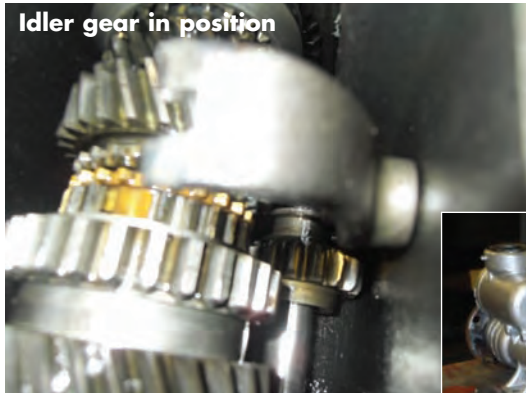


Stripped Gearbox

After stripping the box and inspecting all the gears and shafts etc I found the problem. The good thing about the 4 speed gearbox is that

it really is easy to strip and rebuild. When you select first gear the spur gear also picks up the reverse idler. The idler is not fixed to the shaft it sits on so is free to rotate. If you select reverse then the

Idler gear in position



idler gear engages with the layshaft and allows the box to rotate in the opposite direction, hence reverse.

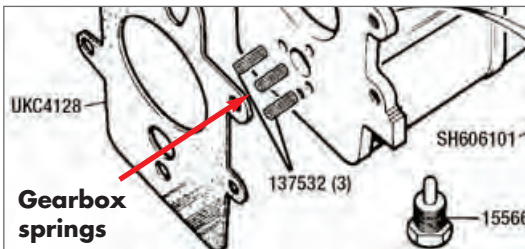
As you can see from the photo the teeth on the idler were that worn that when any



Damaged Gear

load was put on the gear, like going forward in first, it tried to jump away from the spur gear of first, thus causing the jumping noise.

What I did notice though with stripping the old box was that there was 3 small springs (Part Number 137532) behind the bell housing. After a bit of research these springs are to apply pressure to the



Gearbox springs

trust washers of the layshaft.

When I had painted the new gearbox prior to fitment I removed the bell housing that came with it but couldn't remember seeing any springs.

On checking the photos of the fitment of the reconditioned box I noticed that these 3 springs were missing. Head in hands at this point it suddenly dawned on me that the new box would have to come out again so



that I could fit some new springs.

Luckily (or not) the head gasket had blown after the new years run in January so whilst the head was coming off I might as well take the engine out at the same time and split the gearbox.

And Finally this month I received this Letter From **Stuart Holmes** Informing all TR7 & TR8 Owners of a Special weekend event just for you. Over to you Stuart.

TR7 and TR8 Weekend 1st & 2nd June 2013 Tatton Park

Hello Paul,

Thank you for your email. Photo's attached are not too brill as weather was dreadful last time! We have already got some nice 7's and 1 genuine TR8 entered, even at this early stage!, plus a foreign TR7 applied for an entry form, so hopefully this annual TR7



event is starting to become part of the 'wedge' scene!! **FREE TO EXHIBIT** event, (driver and 1 adult passenger, pre-entry only).

The dates for the Triumph TR7 and TR8 Weekend are 1st & 2nd June 2013. This event is a major 'special feature' at one of the UK's biggest, busiest and best Classic Car Shows. The TR7 & TR8 rare cars display invites all TR7 & TR8 cars, you don't have to be a club member.

There were 12 trophies each day last year for the TR7/8's with more planned for this year!

All attending Triumph Clubs are donating their TR7's to this special gathering.

Last year despite some poor weather 41 different examples of these very rare cars exhibited over the weekend, many travelling great distances.

The main event has 2,500 Classic Cars on display with 90 clubs stands 600+ private entries and 250 trade & Autojumble stands! TSSC, TR Register, TR Drivers, Dolomite Club, Triumph 2000/2500 Register, all these Triumph Clubs take large stands at this event!

Camping is available for those who want to make a weekend of it, there are showers, beer tent and live evening entertainment/disco.



Only £10 for tents and £20 for caravan / motorcaravan (2 adults per unit). Printable entry forms and full details on the main event organiser website, www.cheshireautopromotions.co.uk Click on individual entry form June Show, if you don't have a printer please send **S.A.E. to TR7 Event, June Show, C.A.P. PO Box 175 M32 8WN.** and we will post an entry form to you. My mobile is **07915 221 737** for more details.

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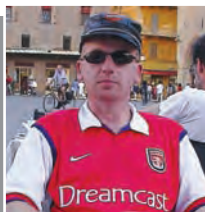
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Bernard Littlewood



TR Reserve Bonnet Pull

This is an issue that can affect owners of TR4, TR4A, TR250, TR5 & TR6 cars. I know that it is quite a well known issue, but for those who own one of these models and have not heard of the potential problem, this article could save you a lot of grief in the future. If you do not have a reserve or secondary method of operating your bonnet release mechanism I would advise that you do it sooner rather than later.

For Spitfire, Herald & GT6 cars opening the bonnet is simply a matter of lifting the catches on the sides of the bonnet and lifting it up, but on the TR4 and its derivatives the bonnet (which is hinged at the front) is released by pulling a knob (which is under the dashboard) that is attached to a cable which in turn releases the latch that holds the bonnet down, with the latch released the spring then pushes the bonnet up slightly to enable you to get your fingers under the bonnet to open the it.

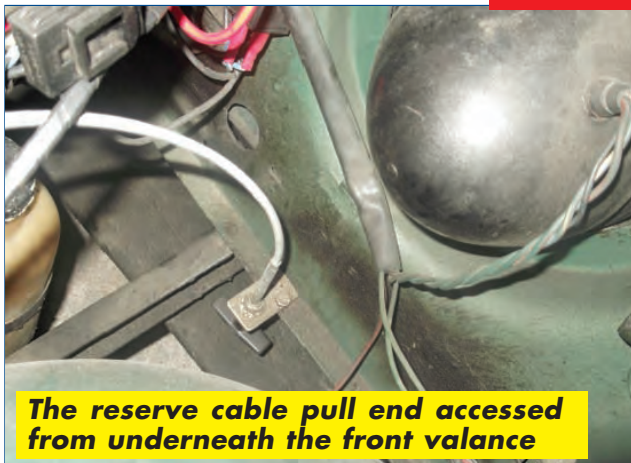
Now this latch system is located between

the central battery box and the master cylinders on TOP of the bulkhead (not the front of the bulkhead where you would be able to access it from underneath the car), so imagine the scenario you are faced with when one day you pull the release knob and the cable snaps or (as happened to my best mate Chipmunk on his TR6) the screw that holds the cable into the locking collar on the latch works loose and the cable just pulls out! Chipmunk was lucky, he had recently totally restored his car and it only

The two release cables and lever system fitted to the release catch



took 2 evenings with the car on a 4 poster lift and my help holding his endoscope camera while he used various bent bars to actuate the release mechanism from



The reserve cable pull end accessed from underneath the front valance

beneath the car (Imagine having to carry this out if you did not have access to a lift or endoscope camera and were relying on axle stands to give you decent height when lying on the floor in an attempt to gain access with a lever to the mechanism that you couldn't see), if his latch had been stiff, then I doubt that he would have managed to get enough leverage on it to open it. He even consulted a well known TR forum (we both used to be members of that club) and one piece of advice was to cut a hole in his bonnet (with dimensions and position given) to enable access to the latch system! Very drastic especially as Chipmunk's bonnet was a brand new Heritage item, but no doubt, someone, somewhere had at one time had to resort to this to open their bonnet.

Anyway as they say, prevention is better than cure, so after Chipmunk had encountered this issue we both decided to add a second or reserve cable. To do this on my car I drilled a hole in the latch operating arm and installed another cable fitting, I then ran a new release cable to the front of the car so that I could access it through the grille, as a further safety measure, I also fitted both release cables with a locking collar which would prevent the cable from pulling through the fittings on the release arm should the locking bolts on those inadvertently slacken off. A few months after this I saw an advert in a monthly Triumph publi-

cation for a clever little mechanism that would open the bonnet should the release cable fail, from memory it cost less than £20 delivered, and so I duly bought and fitted one, it is basically a lever which you attach by drilling a hole in the side of the bonnet release mechanism which is in turn operated by a small rod for which you drill a hole in the top of the bulkhead to allow it to be accessed under the dashboard, when you pull the rod it oper-

ates the lever which in turn releases the bonnet latch, very simple, very clever! So now I have three systems that I can use to open my bonnet and hopefully prevent the aggravation that a failed bonnet pull cable can cause.

I hope that any TR4 – 6 owners who read this and has not heard of this issue fits at least one of the above solutions before it happens to them. If you require any further information or images on this topic please e mail me and I'll do my best to help.

If any TR4/4A owners out there have any related information that they would like to see in print please let me know, also any images and/or stories about your car to share with other members would be appreciated. [Cheers for now...](#)

[...and keep those liners wet!](#)

Bern

And now some of the e-mail queries I received this month.

Wire Wheels

Bern,

I apologise for not getting back to you sooner, but I was in Norway on business all of last week getting back on Saturday 2nd March. But I did manage to get up to Stoneleigh the next day. I have never been there before – when I came off the A46 Warwick / Coventry Road I got "lost" around the "B" Roads (pleasant countryside),

and got there at 09.30. On the way out (at the third attempt since no "Exit" signs) the Car Parking Supervisor gave me the "short cut" directions back to the A46.

Anyway – I enjoyed the visit, and managed to get a new "Crankcase Breather Valve". I'm retrofitting this because (rightly or wrongly) I'm trying to get back to as much 1967 "originality" as I can.

Talking about "originality" – imagine my "shock-horror" when I read your "Courier" article "Spotting the Difference", with respect to the TR4A, which stated "The TR4A can be visibly distinguished bywire wheels ...".

My car is currently fitted with "modern" looking alloys, so I'm going to have to save up for a set of wire wheels! On the other hand my current wheels have 4 bolt securing, but wire wheels are normally "spin" on / off. I can't believe that a previous owner would have converted the wheel attachments from wire wheel "spin" on / off to 4-bolts.

Regards

Graeme K Morgan

Hi Graeme,

I have fitted Minilite replica wheels to my car, my wire wheels were well past their best and always looked scruffy as I am not a regular car cleaner! The Minilites look OK and



after a quick swill every few months they come up like new, add to that the improved handling of the car and it's an all round win, but I know that most people prefer wire wheels and I can understand why.

I may be telling you something that you know already, but to mount the original style spin on/off wire wheels on a TR4A (and a

lot of other cars) there is a splined adapter that the wheel slides onto and then the spinner nut is fitted to keep the wheel in place. This adapter has a flange which fits on the four wheel studs that your alloys are now fitted to, so to revert to wire wheels you just have to buy the complete wheel kit. One thing to be aware of, however, is that the TR4A wheel studs are shorter than those of the TR4 as the flange on the wire wheel adapter is counter sunk to its entire thickness to locate the nuts that fix it to the hub. It would be a good idea to check that the person who fitted alloys to your car has changed the studs to the longer type TR4 type, otherwise you may be driving around with your wheels not bolted to your car securely enough!

I have written an article about this and it will hopefully appear in a future Courier, let me know what wheel studs you find are fitted to your car, it may be that your findings warrant an article in the Courier to warn other TR4A owners who have already, or are thinking of fitting after market wheels. Some may only realise that they have an issue if a wheel comes off!

Cheers

Bern

Oil Filter Removal

Hello Bern,

I wonder if you can help me with the following problem I have. I converted my TR4 to a modern spin off throw away oil filter last year and I have just attempted to give my car its annual oil and filter change, the problem is, I cannot get the filter to loosen off even though I only put it on hand tight when I fitted it. I don't want to end up having to take the spin off conversion kit off the car to remove the oil filter as it was difficult to install the kit in the first place as the O ring kept falling out of the filter housing. I have a few oil filter removal tools, but the gap between the filter and engine block is too small to get any of my tools in! If you would like to print this please do as it may help others, but leave my name off and if you could reply to me via e mail I would be extremely

grateful as I want to get this sorted before the weekend.

TR 4/4A Register

A fellow Gooner

Hi fellow Gooner,

I also have the more modern spin off filter conversion on my 4A and yes, it is very close to the engine block, I have a strap type filter wrench and although I can get it around the filter I would have to remove the fuel pump to gain enough purchase on the wrench's handle. Here is how I remove my filter; I put a jubilee clip around the filter, tighten it up and then with a long punch on the scroll/screw part of the clip, I tap the punch to loosen the filter off, I can then usually undo the jubilee clip and remove the filter by hand, if not keep repositioning the clip and tapping it so that you can gradually slacken off the filter until it comes off by hand. Another method is to hammer an old screwdriver into the side of the filter and use the screwdriver to slacken off the filter, the problem with this method is that not only is it messy, but if you position the screwdriver

wrongly you could damage the thread that the filter screws on to, you would also probably end up having to make a few holes as there is not enough room to turn the filter very far with a screwdriver in it. If you do end up having to remove the filter conversion housing you will need to replace the O ring, but to keep it in place when re fitting the housing, smear the O ring with petroleum jelly (Vaseline) I hope this helps, please let me know.

If anyone knows of an oil filter wrench that may overcome this problem could you please send me the details?

Cheers

Bern

Hello Bern,

I tried your jubilee clip method and the filter was off in a few minutes, a simple, but very effective tip and also a reply on the same day that I e mailed you.

First class!

A fellow Gooner



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Peter James Insurance welcomes young drivers' scheme announcement

Peter James, director of Peter James Insurance has welcomed the announcement in the April courier of a new insurance scheme for young drivers.

Peter James Insurance has offered a scheme for 17-24 year-old Triumph vehicle owners since its launch in 2007 and Mr James said the introduction of a young drivers' facility by Footman James was good news for the industry.

He explained:

"All of us involved both personally and/or professionally with the specialist vehicle movement will welcome the announcement.

"The higher the number of facilities for young drivers, the greater the encouragement for them to become involved with the movement and we are pleased to see this new scheme added to the facility that we have offered for young Triumph vehicle owners and drivers since the inception of Peter James Insurance in 2007.

"The young drivers insured under our scheme have continued to justify our faith in their abilities by giving Insurers an acceptable underwriting result. I am pleased to advise that our scheme is continuing to develop and in recognition of the fact that young driver risks vary drastically, we look individually to see what is appropriate in each case.

"So rather than have "hard and fast" rules we can vary what is on offer dependant on the individual circumstances. Mileage alternatives of 1500, 3000, 4500 and 6000 miles are available and on occasions there may not be either a "use of second car" requirement or a "garaging/parked off road" requirement.

"Club Membership is clearly a "must" and we will always look to see whether the young driver has "grown up" with such vehicles - the way the vehicle is used illustrates that we are involved with an enthusiast.

"Our 35-year involvement with the provision of specialist vehicle insurance has given us a unique understanding and expertise to know what is required to make such a scheme the success that it is today."

For more information on the Peter James Insurance Young Triumph Drivers' Scheme, call **0121 506 6040**.



Stirling Moss
Sir Stirling Moss CBE



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Feedback from the TSSC Council of Management Meeting

Sunday 17th March 2013



Finance

It was agreed that CoM would seek a volunteer Director to take responsibility for Finance, who could work closely with Trudi to ensure robust governance processes are in place in relation to the Club's finances. An advert was agreed to go in the Courier to see if a suitable volunteer will come forward.

Membership

Membership remained above 5000 for the whole of last year and for the first two months of this year. CoM are also monitoring the number of new members each month to see if there are any patterns.

Business Planning Process

Some firm plans have now been agreed and David Embery is to deliver a presentation at the AGM outlining these to members present.

Insurance panel

As the panel has not been reviewed for a number of years, it was agreed to review the and re-launch the panel before the summer to make sure we are offering members the best options we can and that we are achieving the best deal for the Club.

Website development

A specification is being developed so comparative quotes can be obtained. A presentation is to be delivered at the AGM to outline some ideas and get feedback from members.

STAR 90

CoM was given an update on this celebratory event organised on behalf of the Standard Triumph Forum replaces this year's Standard Triumph Marque Day.

It is a weekend event commencing with a BBQ at the **Chesford Grange Hotel on Friday 17th May** and culminating on **Sunday 19th May at Gaydon Heritage Museum**.

Next CoM meetings:

The next COM meetings will be held on **25th March, then 10th June**.

Vivien Thompson

General Secretary
Triumph Sports Six Club

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



Trevor Collett

A Best Friend

Spring is finally making a hugely welcome appearance, I'm hugely delighted to bring you a story of what must be the perfect automobile to engender that first day of spring feeling, every day of the year. The words are supplied by **Paul Bowden**; Paul Bowden – I've named him twice not because he's so good, even though he is, but because I want you to remember the name.

Paul is Editor of a new e-magazine, *Classic Sports Car and Special* – a kindred spirit you see – look out for it:

"OMG, what's that?" That wasn't really the reaction I'd hoped for when my partner **Julie** first set eyes on the photographs of our

pointed it out as a possible replacement for our ailing Spitfire, and had dug out some old magazine articles and the original sales brochures. Julie had been rather taken by the sleek black sports car with its long bonnet and cycle wings set off by twin aeroscreens and 15-inch wire wheels.

The advert said the car was based on a GT6, and that meant a 2-litre six under the bonnet as well; this was sounding promising.

I rang the seller and yes the car had a six cylinder engine with an overdrive gearbox and it had the later Rotoflex rear suspension, this was looking really good. He was an engineer and had built the car himself, although it hadn't been on the road for a while



As Bought - Julie Putting on a Brave Face

new toy, a Burlington Arrow.

I have to admit though, she had a point.

When I'd first seen the advert for the car in the small ads section of *Classic Car Weekly* I'd

due to a light front end shunt. The head was off the engine, which was now seized from standing. All this did not worry me unduly as I had a spare Triumph engine lying around

and he said he had all the bits to repair the accident damage. Oh, yes, and the car came with another Mini based kit car, and no he wouldn't sell them separately.

I arranged to view and set off. Julie wasn't able to come with me so she left the decision up to me; she knows better now. When I got there the car wasn't quite what I expected. Whereas the Burlington had been designed to put the radiator in line with the front axle, like the majority of pre-war cars, this one had a snout that extended way out in front of the front wheels.

The car had been fitted with a weird roof, which was half badly-shaped aluminium and half canvas. Under this top things didn't get a lot better. There was a roll bar made from square tube that had been bent by cutting slots, bending and welding, giving a threepenny bit effect. The entire dash area was made from sheets of thick aluminium dotted with random switches and instruments, the most amazing of which was a massive oil pressure gauge made by converting a locomotive brake pressure gauge. The builder proudly pointed out most of this while making disparaging comments about the original Burlington plans.

The overall effect was **Mad Max does the Lands End trial.**

Opening the bonnet was also rather a shock.

The steering column was homemade and had four linkages welded in to allow it to go around the exhaust.

All of these had play in them and the top one hadn't been welded properly and could rotate slightly before it jammed. This gave the steering wheel about a quarter of a turn before the front wheels were affected at all, and as for the wiring, well I've seen some bad kit car

wiring before but this was amazing - bits of household flex scotch-locked onto the tattered remains of the Triumph loom, with household connectors randomly scattered around the

place, and no colour continuity at all.

So what did I possibly see in this car? Well, the log book said Burlington Arrow and as we'd been hit with the dreaded SVA a couple of years earlier this had a value of its own. The car had retained its original registration, which made it tax exempt, and I figured that the bits contained in the Arrow were worth at least as much as the asking price, so a deal was done. I took some photos and set off to make arrangements for collection.

Now this was in the days before digital cameras so we had to wait a while for the photos to be developed and I suppose that in this time my natural optimism had blinded me to the car's faults. Once Julie had seen the pictures, and had had the reaction quoted above, I realised I was going to have to move fast. I did some mock ups on the computer to prove my sanity but still endured a couple of frosty days while we made two long distance trips to pick up the Burlington and the unwanted Mini-based car on a borrowed trailer. I then spent a while getting the Mini running and moving it on. Nobody wanted it on eBay so eventually I ended up giving it away and then got started with the Arrow.



Shortening the Bonnet

The hard top and windscreen were quickly disposed of along with that ridiculous roll bar and I then turned my attention to the snout. It was fairly obvious that the builder had followed

the Burlington plans, which were for a four cylinder car, and had made no allowance for the fact that a six is at least fifty percent longer. He'd then discovered that the engine was going to stick through the radiator so had quickly fabricated an angle-iron box that he'd welded to the chassis. The radiator cowl perched on the front of this and the headlamps and huge indicators hung off the side.

A few minutes work with a cutting disk and the box fell off along with the radiator cowl, lights and indicators. I propped the radiator cowl in its new position and called Julie for her opinion. She grudgingly accepted that it looked a bit better.



Smiling at last.

Now the real work started. Using the remains of the GT6 block and a trolley jack we found the best position for the engine, about eight inches back from its present position.

This allowed the clutch to work and gave just enough clearance for the radiator.

I then set to work on fabricating some new engine mountings, while Julie sorted out the braking system.

Once the mountings had been sorted a Triumph 2000 engine was dropped in and the gear change remote was shortened to put the gear lever in a sensible position. The steering system was removed and an extended Spitfire steering column was fitted along with the rack. Solid mountings were used throughout as we wanted direct sports car steering.

It was around this time, I think, that the name

"Muttley" started to be used. I really can't remember who came up with it but it seemed appropriate as he was *'a bit of a dog'*. And we also had a stroke of luck when we found a set of fifteen inch wire wheels in reasonable condition at an Autojumble, for a tenner. I had these checked over and enamelled black, new tyres and tubes were fitted and some splined adapters sourced.

Things were starting to look up.

The dash was mocked up on the computer and then we scanned the instruments full size.

A plywood blank was made and temporarily fitted and print outs of the instruments were bluetacked in place. This allowed us to find the best positions for the dials. The instruments and switches were fitted next and the dash attached.

I then turned my attention to the wiring. First thing was to rip out every wire I could find. I then got a GT6 wiring diagram and ordered some appropriately coloured wire reels from Vehicle Wiring Products and set about recreating the Triumph loom for the Burlington. I did a couple of mods, like

using eight fuses in two fuse boxes, but followed the diagram as closely as I could, knowing that in future some idiot would have to work on it again and that the idiot could very well be me.

After I was satisfied that everything was working as it should, Julie set to wrapping the new loom with insulating tape.

The engine we'd fitted was an unknown quantity, so I removed the head. The bores looked brand new with honing marks still visible, so I dropped the sump to check a couple of bearings and it was the same story. Everything looked fine so we started to fit it up. A standard Mk2 GT6 exhaust was ordered and then modified to incorporate two straight-through silencers.

The original carbs were fitted and the radiator was plumbed in. With fluids checked, battery

connected and fingers crossed I turned the ignition on and pressed the starter button.

Muttley fired up almost immediately, oil pressure was good, nothing was leaking, but the tick-over was very erratic. The carbs were tamper proof so I was thinking that I was going to have to find some more when my Kiwi workmate and motorbike guru **Paul Dobbs** turned up. Half an hour later 'Mutts' was ticking over smoothly, a little faster than I would have liked, but good enough. Nearly there I thought, just a few odd jobs left.

Those few odd jobs can really take some time. The wire wheels were fitted, which really improved the look of the car, but the front mudguards were now too far in to cover the wheels, and were too close to the tyres. A day spent modifying and fabricating sorted that out. Aeroscreens were fitted along with mirrors and some headlamp brackets were fashioned. A Les Leston steering wheel that I'd kept waiting for just such a project looked the part against the new dash and a pair of seats were sourced from the Stoneleigh Kit Car Show to replace the GT6 items that were far too large for the cockpit.

Some Spitfire springs were fitted to the front as, with the engine now a lot further back, Muttley had taken up a rather 'sit up and beg' posture with the Standard GT6 items.

I also completely re-bushed the suspension and replaced the Rotoflex couplings and wheel bearings. The cooling fan posed a bit of a problem as there wasn't much room in front of the engine and for some reason I didn't

like the idea of siting a fan in front of the radiator. My solution came about when I found a small electric fan from a 900cc Triumph Daytona motorbike in the skip at work.

My logic was that the Daytona produced more power than the Triumph 2000 engine and power is directly related to heat production.

Therefore if the fan could shift enough air to cool the motorbike, it would also be effective on the car. OK you can stop laughing now. More about this later when **John Cook** continues Muttley's story...

So it was MOT time, and much to my amazement he passed first time. So now we had a fully working Burlington Arrow. It still needed a lot of work but Muttley could now be considered a rolling restoration.

So after all this, would Julie forgive me for buying Mutts in the first place? Well I think the answer was yes. Julie very quickly fell in love with the car and I couldn't blame her. There was something incredibly involving about driving Muttley, or as we were now calling him, **'The Muttley Speedster'**. The steering was very direct and the view down the bonnet to the front cycle wings that moved with every bump in the road and steering input was almost hypnotic. You didn't have to drive fast to have fun in this car, although it would easily see 90 on the speedo. We later checked this out through the speed traps at MIRA and found that



The First Drive

at an indicated 90 Muttley was actually just breaking the ton (John has since had the speedo recalibrated).

At this speed the bonnet started to open, so it was never wise to go any faster.

Mutts was used for work, race meetings, kit and classic car shows and to take us to our



Muttley was always being driven

on the English canal system in a narrowboat. But what to do with Muttys? A friend offered to store him for us, however it was out in the open in a field with only a tarpaulin cover, and after six months it was obvious that deterioration was setting in, so we reluctantly decided that we were no longer in a position to look after this fabulous car.

We had both been working as volunteers at Coventry Airport on a DC3 project and it was there that we met a young

latest hobby, moped racing. Everywhere we went we got a positive reaction. People tried to guess the make, the best ones being a Fraser Nash and an Aston Martin Ulster. We even had some enthusiastic remarks from Bugatti owners.

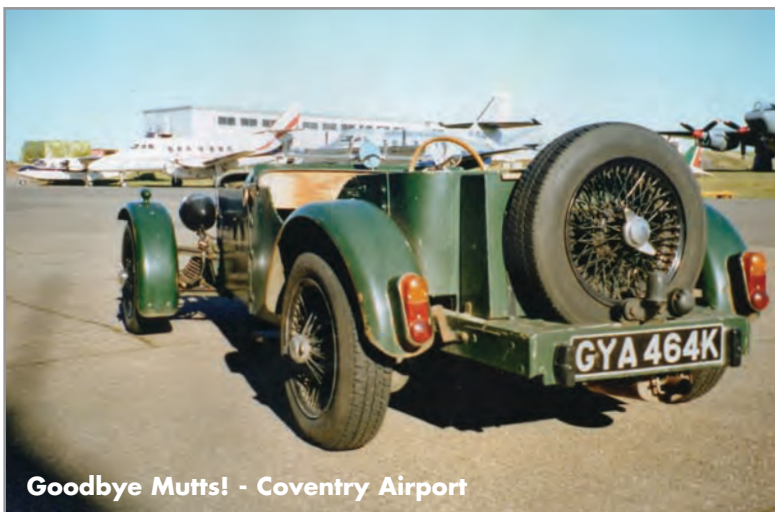
One of the big problems with Muttley being so enjoyable was that we were always driving rather than carrying out any improvements and as such only regular maintenance was carried out.

I did have several attempts to improve the awful hand-brake cable routing

as, if you adjusted the brake to work as recommended, then the rear drums started to overheat as you drove along, but I never really got it right. Also the cooling was a bit marginal. I flushed the block and radiator and this removed loads of rubbish and improved things, but I knew that the real solution was to fit blanking plates around the radiator and stick a ruddy great fan in front. It was one of those jobs I never quite got around to doing.

After driving Muttley for a few years we went through a rather radical lifestyle change that involved selling up everything and setting out

aviation engineer called **Rory Cook**. Rory has a fascination with vintage machinery and was rather taken with Muttley. His father John, who was also a volunteer DC3 restorer, was



Goodbye Muttys! - Coventry Airport

consulted and he too liked what he saw and so on a cold but clear day on Coventry airport a deal was done and we watched Muttley drive away with Rory at the wheel.

That was quite a few years ago now but we still have fond memories of that little Triumph special and Julie still rates Muttys as the best car she has ever owned. So maybe I have been forgiven for buying that strange looking, poorly built Mad Max refugee all those years ago."

That's Paul's Muttley story, next month the tale, or tail, continues thanks to **John and Rory Cook** – a real shaggy dog story.

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Suzie Singleton

50th Celebration

I had a great article sent to me from **Nigel Penistone** at the end of last year and I've been looking forward to sharing it with you. This is the story of one Spitfire's (From its point of View) journey to the other side of the world.

50th Birthday Celebrations

"What did I do to celebrate the 50th anniversary of the Spitfire, well actually I emigrated to



washed, polished and hoovered in the warm air of a typical English summer. Typical being a very apt description because the day after I was cleaned it started raining. It poured it down all the way to Bradford, to the shipping agents and it poured it down the next day too, the day of my owner and his partner's beach themed 50th birthday and leaving party. While I was stored nice and dry inside my 20 foot steel

Australia. It was quite an interesting journey too. Just before the start of the adventure I was

container waiting to be shipped some 10,500 miles to Freemantle, near Perth, all my owner

could worry about was whether anyone would turn up to the party! He did have reason, the road to the venue was flooded. Anyway, where there's free food available any Yorkshire man worth his salt will make it. First to arrive was Paul and Lynne Pickles in their non-Triumph camper van, others soon followed and a good night was had by all.

I left Tilbury docks in England on the 14th July and arrived in Australia on the 18th August. Once unloaded and after paying what seemed like a never ending series of bills for unloading, customs checks and transportation, my owner was able to pick me up and take me to my new home, after paying for a temporary movement permit that is. As you can see in the photograph he was pleased to see me and the thought of his somewhat lightened wallet was soon forgotten as we drove up the coast with the hood down, the wind in his hair and the sun beaming down on us both.

Since arriving I've had some side mirrors fitted, been inspected and deemed to be roadworthy and now wear some new number plates in place of my UK Reg UBB 117G. I think my owner was more nervous than me when we went for the equivalent of the UK MOT test. Well he was either nervous or worried he'd miss his lunch. Fortunately the inspector was very impressed with how clean I was under the bonnet and underneath. All my lights, indicators and horn worked, there was no play in any joints. In fact the inspector commented that I was very sweet. I had a short road test in which the inspector had a big grin on his face all the way around the test route. He then told my owner how he used to do all the maintenance work on a friend's Spitfire, but it was never as tight and sweet as me. He then told us that I'd passed and that I was the only car he'd passed that morning. Phew!!

Well, what do I think about living here? Well I can tell you it's not all sun, beach and BBQs so don't believe what people tell you. We have had some good storms, especially as we have

gone from Spring into Summer. You know the ones, like the ones we get in the UK on a really hot day. Sunny and hot one minute, then there's a dirty big black cloud and whoosh.. Its thunder and lightning. Reminds me of the trips to Stafford for the International Concours events. You would be all clean and tidy, gleaming in the sunlight as you set off, then somewhere on the A38 just before you get to Stafford you'd hit a thunder storm. Then the next day would still be stifling hot again.

They measure things in strange units here, well they are marked on my Speedo, but they are in small letters which makes reading them more



difficult. In fact it's sometimes easier to work out your speed from my rev counter! It's a 53 km drive into work through the country park, we don't see much traffic and we have great fun through the twisty bits of road. Driving with the hood down in the morning sun is a fantastic feeling soaking up the sun and the morning air.

The dead Kangaroos at the side of the road spoil the morning fresh feeling as they really smell once they've been there a while, the live ones however are fine, if somewhat a little curious. The sun is a bit of a devil in the early morning as we drive straight towards it on the drive to work, but we can both live with that. I came across with a brand new Kenlowe fan in the boot. I wonder if he knows that it won't do me any good being in there and it needs fitting, although the temp is still in normal range at the moment. Just like back in the UK he has another car, a more modern little number, but I know he loves me more than her as I get washed and polished more than his other car.

Well that's about it, my 50th birthday adventure to a Land Down Under. All the best to my Spitfire mates in the UK."

With the cold, rain and snow we've had here in the last few weeks, the thought of a hot summer's day sounds good, I wonder if we'll get one this year - a summer, that is.

As you can see, Nigel sent some photos on his car's behalf. When he mentioned kangaroo I was hoping to get a picture of one in the car, or even driving it, but it seems that's one shot Nigel hasn't managed to get yet!

To stay with the overseas theme, after

England Meet (SEM) he sent me a couple of photos of Spitfires for these pages from a



holiday in Malta. You may recognise the Spitfire in the museum in Malta as I used a photo of it a couple of years ago in these pages.

And to round things off this month, **David Scott** sent me an email and some photos recently:

"I have just been reading your column in the



April Courier and thought about some photographs I took about 3-4 years ago whilst I was visiting my daughter in Boston, Massachusetts USA. We went to the Larz Anderson Auto Museum in Brookline, Boston. On the day we visited they were having a British day with lots of classics, Triumphs, MGs Jaguars and a J2 Allard, but one car was very interesting it was a Spitfire with a short block V8 engine I cannot remember the engine make but it may have been a Ford. It

I met **Claude Buntinx** from Belgium with his Vincent Hurricane last year at the South of 52



may be of interest to some Spitfire owners"

So, any V8 aficionados out there who can identify the engine?

Here's hoping to see a great turnout of Spitfires at this year's SEM, just because the anniversary year is past, that's no reason to hide those cars away. Hoping too for some decent weather to make getting the cars out worthwhile!

The Shrophire Spitfire

Following on from last month's article describing our success at Stoneleigh where we exhibited the completed rolling chassis, the next stage is to plan the work necessary on the body.

To this end the regular group met at **Tim Ward's** facility on April 6th.

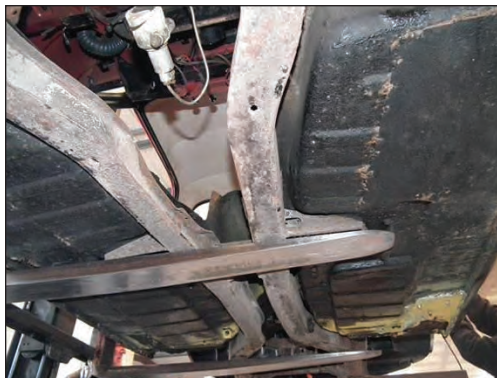
We welcomed **Martyn Baker** of **MBR** www.bakerrestoration.co.uk who has generously offered to spray the body when completed, he advised us to subject the body elements to a shot blast process to



allow an accurate assessment of the body condition and thus establishing the work criteria.

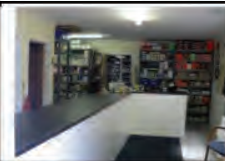
We also welcomed **David Snell** to the review, who has donated a body rotating fixture and is in the process of a body off restoration of a 'round tail'. Arrangements were made to organise the body shot blasting, once we have completely stripped the body tub, bonnet, boot lid and hard top.

We all look forward to the next



phase, having as a group found the experience to date most rewarding working on Severn Hospice related project.

Bill and David



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CLUB SHOP NEWS

Tel. **01858 434424** web. **www.tssc.org.uk**
e-mail. **clubshop@tssc.org.uk**

by Garth Jupp

New Postage Rates!

The Royal Mail are scoundrels!

Just days after the new 2013 Shop Catalogue hit your door mats, the Royal Mail changed all their prices again!

To the best of my knowledge they did not let us know before hand. Unfortunately this looks like this is going to be an annual event, but we can't put the catalogue back a month to allow for it, as it is then too late for people who are readying their cars for the forthcoming season.

What has made it even worse this time is that they have introduced another category for packages along with a substantial hike in prices.

We had only just revamped our post and packaging prices due to the increase in cost of the jiffy bags, cardboard tubes, bubble wrap etc used in packaging, so this rise by the Royal Mail is a double whammy.

I am working on finding a cost effective solution so we can keep any extra price rises to a minimum, so for the time being, if your order's postage does seem a little higher than you expect from the catalogue, this is the reason why.

We are sending your orders out using the cheapest practical way we can at present.

As soon as I have finalised rates with our courier then I will let you have a new table of P&P rates, until such time please bear with us, it is just as frustrating for us as it is for you.

Borg & Beck Clutches

As stated in the new catalogue we are going to be able to offer **Made in the UK Borg & Beck 3 piece clutch kits.**



Vitesse/GT6 2 Litre	£77.00
Stag	£143.00
TR6	£133.00
Spitfire MKIII/IV/Herald	£56.00
Spitfire 1500	£83.00

Remember these are genuine Borg & Beck, unlike some of the competitors who quote "Borg & Beck type" on their websites.

We will be carrying the Spitfire, Herald, GT6 & Vitesse clutches in stock, the TR6 and Stag ones will be ordered in, but should be available within two days.

GT6 Drop Glasses



By now you should have received your drop glass if it was being delivered, the balance is here at the Club HQ waiting to be picked up or to be taken to the up and coming shows.



MAY SPECIAL OFFER

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e-mail. clubshop@tssc.org.uk

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These kits not only provide the reliability and safety demanded, but also eliminate spongy pedal feel and improve the appearance of your car.

Kits Available for all Triumphs and can be ordered as:

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FULL CAR SETS

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www.tssc.org.uk/stag

e-mail. benbroadbent@btinternet.com



Ben Broadbent

'Frugal' Restoration - 2

Hello, hope you are all well. This month **Sue Franklin**, the TSSC AO for Devon, reports on the further restoration of her Stag 'Frugal'. I'm so grateful to Sue for providing this report at a moments notice. (I'm otherwise occupied with family health issues, a big thanks to Sue).

Just after Easter the phone rang – it was Ben Broadbent asking if we had done any more work on our 1972 Stag known as 'Frugal'. Coincidentally, we were about to collect her from phase 2 of her restoration by **Andy Moss** in Plymouth. Since my last ramblings about the car, just after Stafford last year, we continued to use her round and about Devon, taking in longer distance runs to Taunton and Exmoor, before last winter's appallingly wet and icy weather intervened. We had already arranged for her to go back to Andy in the New Year for works to the engine bay and interior. I wish we were able to do the work ourselves, but we simply do not have the facilities available, nor I must admit, the expertise, so Andy was the obvious choice again.

Since he last worked on her, he had taken the brave step of moving into a unit at Plympton, Plymouth where he is operating as

AM Restorations - www.amrestorations.co.uk, where he is now packed out with Stags and other classics, including dare I say, the odd MG or two.

The day came to take her in for further surgery – she must have known – as when the time came she moved not. The clutch was stuck solid. John tried several times to no avail before we gave up and rang Andy. His response – 'keep Sue out of the way 'cos this is a bit brutal but it will work'. It did, but John had to reverse all the way down the lane to the house until it let go with a big bang.

Problem solved.



Although the carpets were not too bad, (picture 1) the seats were so collapsed I had to drive her sitting on a booster cushion before I could see out and to stop the seat belt garrotting me. The

instrument panel, and all the woodwork, was in need of a lot of attention (picture 2), particu-

junction with Andy, he re-veneered the panels, using the one piece of light walnut veneer he had, and made good where necessary. (picture 3)

They then went back to Andy's where the instruments themselves were tidied up, and put back in place.

The engine bay was transformed, from a pretty tired looking bay, (picture 4) to something we can be proud of, now boasting the correct coloured air box and labels as well as replacing various cable ties, which were holding in the battery and expansion bottle, with retaining straps. (picture 5.



larly the offside of the panel where water had ingressed and rotted the rear of the veneer.

We investigated various alternatives – stick on veneer, refurbished own panels etc, before we had a bit of a brainwave and contacted a local bespoke furniture maker whom we knew. He had never before worked on instrument panels but was happy to give it a go. Working in con-



overpage) Almost all done, when Andy rang to ask if we had had any trouble with the brakes or the wiper motor? Not before, but water had got into the wiper motor, sticking the brushes, which at least was one job John was able to fix himself. The brakes were a different matter – requiring a new master cylinder and brake hoses. Still, I was glad it happened in the garage and not when I was driving the car – I do prefer to have brakes!



So, at the beginning of April, she came home – not this time to sit lonely in a shed up by our stables, but now warm, still in the shed but now on rubber matting and in a Carcoon (inflatable tent) to keep the dirt and the cats off – why do cats think our cars are irresistible?

Straight away pressed into service to take a friend's son to his wedding, backed up by my 13/60 Herald, (picture 6) and the plan is to take her to our Drive it Day outing in North Devon before travelling to the Isle of Wight for a week. She is booked to go to STAR90 in May and back to Stafford in August. So if you see 'Frugal' round and about the country this year, you will know she has received a bit of

TLC over the last year or so! For the first time, I can drive her without my trusty booster cushion which is something of a novelty.

Thanks Sue, that great news to hear that 'Frugal' is restored and ready for action. It will be great to see 'Frugal' at Stafford in August. I very much appreciate that Sue provided this article at very short notice.

Calling all other Stag owners; your contributions are very much appreciated, needed and underwrite the continuing promotion of the Stag model, so contact myself with articles about your Stag's. [Keep those V8's purring!](#)

Ben





LATEST ISSUE

Stag Rescue. The latest episode of this superb restoration. See how the boot floor was repaired and the method being used to replace the sills. Serious restoration for excellent results. Don't miss it.

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Readers Write

Fitting Tribute



Ex Race and Triumph Factory Rally Driver Simo R. Lampinen (69 years old), who signed the bonnet and hardtop of my car.

We had a ride in the country side and he was really amazed at my Replica Works Rally Spitfire and that he was sitting once again in a Spitfire after more than 45 years!

Kind regards

Hans George Stumpf
Berlin

Ethanol again

I would like to thank Mick Corbett for his very informative letter and research in Courier 393 (March 2013) regarding modern fuels. I have had a misfire in my trialing TR7 for about two years. It has cost me lots of trial sections and some complete trials. In the process of trying to cure it I have changed almost everything I can, at huge expense, but nothing has so far has stopped it ... until recently. I live in Cornwall, the deep Southwest and the test bed for new technologies, it seems. A chance conversation with a fellow TR7 trialer pointed me towards the fuel. I have now tested the car with a tank of Shell V Power and the misfire seems (?) to have gone away. Our rally 2000 suffers



I attach some photos which were taken last year during the Spitfire Festival in Germany. The elder chap beside me is the very famous
62

from the same problem and has the same cure. These are not isolated vehicles. It appears that ethanol, that has been added to

fuel, is 35% oxygen, leaning out the fuel mixture, overheating the engine and causing a misfire. Increasing the octane at the pump (using high octane fuel) gets around this and I have also noticed that the engine temperature returns to normal after hard work, now, which it didn't before. I am also carrying an octane booster with me for times when I can't get high octane fuel, but haven't used it yet – it probably works out slightly cheaper.

If any member has a car that is suffering with a misfire, I would suspect the fuel first. Modern car ECUs can deal with octane level changes, but our cars can't. Please be warned!

Regards

Mike Crewes
TSSC Cornwall AO

Safety Issue

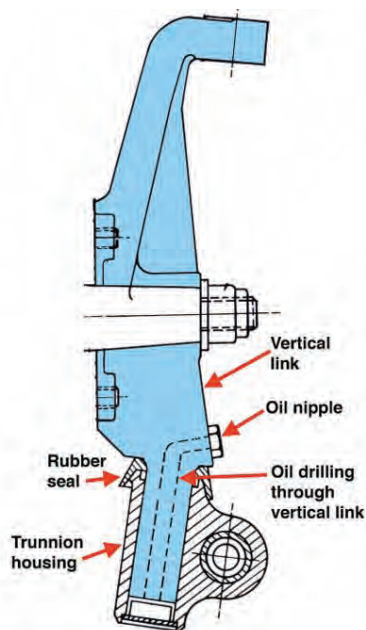
In the April issue of Courier you published two letters under the heading Trunnions – Which Oil?, which discussed lubrication.

I think it important to point out that 90EP (Extreme Pressure) oil was originally specified by Triumph for front steering trunnions because of the type of mechanical loading on this component. Grease should not be used because it tends to pack, rather than flow around the trunnion threads as the joint is worked up and down by road surface undulations. At a finer level, the extreme pressure oil is more resistant to being pushed out from between contacting surfaces than is grease, thus providing greater lubrication.

The correspondence mentions drilling the bottom of the trunnion and fitting a grease nipple so that grease can be forced in through the bottom nipple to flow up through the joint to emerge from the top nipple in the vertical link.

This is inappropriate because the existing nipple in the vertical link already connects with an internal drilling which takes the lubricant down through it to emerge inside the bottom of the trunnion and then flow up through the trunnion threads and out under the rubber seal.

The trunnion should therefore be lubricated using a 'grease gun' filled with oil, and connected to the nipple on the vertical link until clean oil flows out from under the seal.



The oil nipple (plug shown here) connects with an internal drilling in the vertical link, through which oil is forced by the gun until it flows back up between the trunnion threads to squeeze out under the rubber seal – indicating that the trunnion is filled.

This should be done every 6000 miles and, if 90EP is unobtainable in your area, 80EP is the second choice.

It is messy to keep a grease gun filled with oil for routine servicing, but this can be avoided by purchasing a non-leaking Trunnion Oil Gun and hose from the TSSC shop.

When the Herald chassis range of vehicles were in regular use as ordinary cars, there were several failures of the front trunnion, often attributed to the use of grease instead of oil.

Since the trunnion is a vital steering component, it needs to be regularly and correctly serviced, and not modified.

I hope this clarifies this important safety issue.

Regards,

Eddie Evans,
TSSC Technical Secretary 1977 to 87.
Membership number 77/0010

SOUTH OF ENGLAND MEET

1 1/12TH MAY 2013

by Mickey Hazell

Location:

**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**

A brief history now of the South of England Meet

Julie and I would like to welcome you to the South of England Meet at Leatherhead Leisure centre. We are taking over the running of this show from **Guy & Suzie Singleton** whom have done a great job since they took it over from **Mike Crewes** in 2005.

I have been going to SEM since I joined the TSSC in 1999, missing it only twice while working in Antarctica. Julie started to come to the show in the past 6 years and we enjoy meeting and make new friends.

This year we hope to bring Saturday back into play and we need you to help keep us all entertained by taking part in the fun sports day which we hope to include.

We are not sure what to expect this year but hope to improve this over the coming shows. Any ideas are welcomed. We also hope to have some toilets nearer the camping area although the shower and washing facilities will still be in the Leisure Centre.

This year there will be a marquee for the campers social area, where we will have some quizzes for you to enjoy.

Mike & Julie C have set up some road runs to local places of interest for those that want to enjoy their Triumphs on the road. We also have The Hairpin Run, as organised by the Surrey area couple of years ago.

We hope to keep the usual favourites like Engine Tuning & Trunnion oiling, Car Valuations, the TSSC Club Shop and of course the Members Autojumble.

So dust off your Triumph bits you no longer want to keep and see if you can find them a new home in the Auto Jumble.

It all started in 1982, **Leon Guyot**, the then Thames AO organised the first South of England Meet at Beaulieu.

After changing the venue to, first Syon Park, then Chessington Zoo, the show eventually moved to Leatherhead Leisure Centre and has been there ever since. It continued to be run by the TSSC Thames Area with Mike Crewes at the helm for many years.

By 2004/5 Mike had decided that he had just about run out of steam with regard to the event and was casting about for someone to take it on. Somewhere around that time he mentioned it to Suzie and Guy Singleton, and for some reason they forgot to say no! So, they took the event on from 2005.

Since then although it has stayed at the same venue, they have made a few changes, turning the field layout around and doing without the scaffolding tower and hired in marquee, and not having a live band in the evenings. All these changes were made to reduce costs. The biggest change they made was dropping it back to a one day show, due to the low turnout on the Saturdays. However, the original basis was still there - camping over the weekend, a chance to catch up with old friends and make new ones, auto jumble stalls and the Club Shop, Tuning Vans and Trunnion Oiling. And by making those changes they managed to keep the admission cost down to £5 per person, so that there has been no increase in the entry fee for the last dozen years or so.

After 8 years of running the show at a distance,

as it were, they thought it again needed 'new blood' and managed to persuade **Mickey and Julie Hazell** (current Thames Area Organisers) to take it on, which they will be doing from this year, bringing it back full circle to be run by TSSC Thames Area again.

Mickey and Julie have some new ideas for the event and they do hope those familiar with the event and those who have not yet been, will get all those Triumphs out and turn up to support the show and make the event better than ever.

SOUTH OF ENGLAND MEET CONCOURS WINNERS 2012

BEST HERALD

XRC 292H – 13/60

Stephen Pedley

RUNNER UP HERALD

957 BAB – Coupe

Jez Phillips

HIGHLY COMMENDED

FMM 714J – 13/60

John Hill

BEST VITESSE

443 VKO – 1600

Brian Chapman

RUNNER UP VITESSE

CPJ 662H – Mk2 2l

John Jay

HIGHLY COMMENDED

OVV 765J – Mk2 2l

Andy Smith

BEST SPITFIRE

RLM 504E – Mk3

Chris Tickner

RUNNER UP SPITFIRE

NKJ 961F – Mk3 –

Colin Robertson

BEST GT6

GTJ 102K – Mk3

Ian Gordon

RUNNER UP GT6

AOK 742K – Mk3 - Nick Ledger

BEST SALOON

HNR 108N – Toledo

Andrew Burford

RUNNER UP SALOON

WON 990T – Dolomite Sprint – ??

BEST SPORTS

VEW 349L – Stag

Mike Goolding

RUNNER UP SPORTS

JNP 909K – TR6g –

Paul Bordier

BEST SPECIAL

PDD 270G – Stanbury TT

Mark Farley

RUNNER UP SPECIAL

Q335 LEG – Midge

Robert Garrett

BEST BOND

EDZ 2300 – 2l Conv

Martin Cook

RUNNER UP BOND

NDF 181F – 4s

Andy Belcher

TSSC Choice

BEST SPITFIRE

RLM 504E – Mk3

Chris Tickner



SOFT TOP RAIN EXCLUDER

A POSSIBLE SOLUTION TO BEING CAUGHT IN THE RAIN

by Brian Mulraine



Ever been out in a sunny run, not a cloud in the sky, enjoying the scenery as well as the 'soundtrack,' only to turn a bend and there in front of you are looming great rain clouds. You stop and haul up the soft top well before it rains averting a damp disaster, only to be reminded as you're making your way back home and it really has begun to rain that your hood is really only shower proof.

This has only happened to me a couple of times in a couple of years, but that's possibly because like a lot of other topless drivers I only ever really go out in the dry. But those few times I have been caught out I find that the rain still finds its way in, and it bugs me !

It happens usually as a result of rain being driven over the windscreen onto the door windows, where it's further driven by the wind up the door window and in over the top and drip, Drip, DRIP, in it comes !! Soiling maps or God forbid you lady friends summer wear !!



A possible solution to this I've discovered might be found in your nearest tile store.

Yes, your nearest tile store. Topps Tiles did it for me! No I haven't got a T shirt to prove it ...

It was something of a 'eureka' moment, well what did you expect for a topless driver! There I was standing in our kitchen one evening gazing into space, waiting to be told what to do next, when I just happened to notice the shape of the tile trim that goes between the kitchen worktop and the tiles on the wall.

Eureka !!



There I thought to myself, if the tile trim was turned upside down and placed along the top of the side (door) window of the car it may just be enough to divert the driven rain that comes up from the windscreen, up over the hood.

First thing I did was measure the width of the side screen glass (6mm), then got onto the internet to find this profile of tile trim with a 6mm gap (in black preferably). That's where Topps Tiles came to the rescue !

From here I simply went along to the nearest store and purchased a 3mtr length (roughly) of

Soft Top Rain Excluder

'internal cove black 6mm' trim for £5.99.



Measuring the length across the top of each side screen individually, knowing my Spit they may well be different! I cut a piece of trim about a couple of centimetres too long, either end. Cutting the front end to the angle of the door post and the other end to much the same angle (so that the rain again will be encouraged to 'fly' off onto the boot). I then quite carefully also cut away all the extra plastic edge (where the wording is, the useful for tilers but not so much for Spit drivers) using a good sharp pair of scissors.



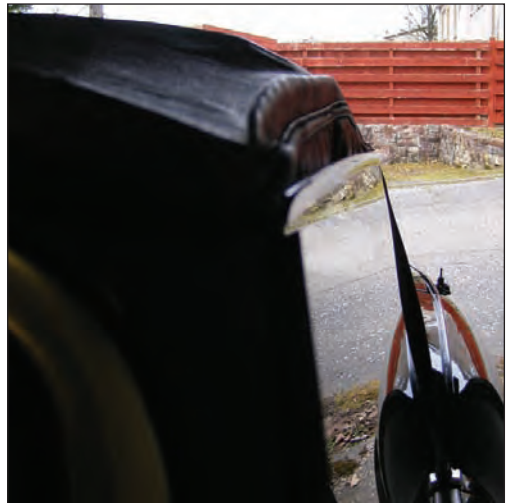
As often as you feel necessary, while filing the edges from any plastic burs, test and try the trim for size and fitting.

Once you have each one cut and trimmed to size and you're happy that this might just work, you've already found that though your window maybe around 6mm and the trim is

detailed as being 6mm it sits very loose and would most definitely just blow away with the motion of the car.

So all that needs to be done to solve this is get some padded sticky tape, a little like draught excluder but thinner, I used number plate double sided tape from Halfords and doubled it up, leaving the green paper on so it won't stick to the window when fitted.

Yes it's fiddly but with patience it gives you to a neat fit that won't blow away on you.



The 'rain excluder' from the front ... and from the rear



There you have it, a solution to getting caught in the rain, you're happy, your lady friend is happy and you're home safe and dry !!

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Spezere



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1500 29,000 miles. All MOT, s. Pimento Red. Cadulac Chemical undersealed. Genuine car with some updates. New hood, taxed & tested, ready to Go. Hardtop. £5,750. Ian (Matlock) 07734 314238.

1500 1975. 63500 miles. Taxed & tested to August 2013. New battery. Brakes, fuel system (carbs), running gear overhauled 2011. Stainless steel exhaust. £3,250. Stephen (Disley) 07894 903468.

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Vitesse



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MK1 CONVERTIBLE. 1963. Fitted 2ltr TR2000 engine. A1 condition. £3,900 spent last 4 years. MOT May. TSSC Agreed Value £5,250. OIRO £4,250 email armanda@tesco.net Adrian (Watford) 01923 224990

2000



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SPITFIRE Mk3 tonneau. White PVC, without headrests. A few minor scuffs from storage but otherwise in very good condition. £70. Micah. eMail: micahstanbridge@hotmail.com

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Mk1 VITESSE 2000cc Engine for sale. Block looks to have been fully rebuilt, comes complete with head and carbs. Please ring for details. Happy for courier to arrive or personal collection. £215. Simon (Coleford, Glos) 07769 206028.

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TRIUMPH SPITFIRE & GT6 Book. Graham Robson's book for sale. Duplicate purchase, hence unread. Postage costs only. Peter (Cambs) 01223 290540.

"SEATS"
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DOLOMITE SPRINT Overdrive gearbox. Excellent condition £125. Ian (Huntingdon) 01487 812838.

WIRE WHEELS X 4. Bolt-on. C/W pattern finishers plus 16 X Chrome nuts. Photos available. Collection only. bannister644@btinternet.com Cheshire. Bannister (Alsager) 01270 883416.

HERALD 12/50 Inlet/Exhaust Manifold. Free to good home. Collection only. Robert (Aylesbury) 01296 640121.

GT6 Rear Brake Drums. Pair of used but serviceable rear drums for a rotoflex MKIII

PARTS 4 SALE

FREE Courier & Turning Circle Magazines - Collection Only. (Cheddington, Nr Leighton Buzzard) Couriers From 1988 to 2006 and Turning Circles No's 2, 8, 11, 14, 17. Any enquiries welcome by email to anita_luscombe@btinternet.com or by telephone to 01296 662795.

WHEELS. Steel Rims 51/2j's Dunlop. very rare with Goodyears 175X13 Asnew. £500. David (Coventry) 07979 945578.

VITESSE Mk1 2L Clearance sale. Wheelarch repair panels, Trim, Instruments,

Distributor, Starter, Dynamo, Lights, 2L Engine block. Many other Herald parts. Ring for details. Roger (Worcs) 01684 833379.

SPITFIRE 1500 4/speed box, Propshaft & Clutch. New Lucas distributor. New electronic distributor. Set of 4 14" Minilites, good tyres. Good selection of other Spitfire spares. £750 or supplied free to purchaser of my Spitfire 1500, see Cars for Sale. Keith (Pontypridd) 01443 204453.

NOS 308788 CAMSHAFT. Genuine,

unused Stanpart 308788 Camshaft 25/65 for GT6, Vitesse and 2000 £195. NOS Front pulley/damper 154380 and 133238 adaptor £95. All plus postage. Lindsay. 01409 253737.

FIBRESPORTS/APAL Fastback Hardtop for Spitfire MKIV. Good condition comes with parcel shelf, fuel filler extender pipe, no headlining. More attractive than the factory standard. Could be used as is but benefit from some tidying. £120. Piers (Sussex) 07767 251124.

PARTS WANTED

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.

WANTED. Trim Clips for underdash mill-board plus 8 door card clips. Andy. eMail: andyandybrooker@aol.com

WHEEL ARCH COVERS in Light Green. I am looking for rear wheel arch covers in very light green as fitted to some early Vitesse

and Herald cars, or vinyl to make these. Simon (Cullompton) 01884 266408.

BOND Equipe Convertible Soft top frame or header rail. For a project to adapt a Vitesse hardtop to fit the Bond. Peter. eMail: gapplair@gmail.com

ROTOFLEX Rear Leaf Spring For Vitesse MKII 2.0 Litre. Must be in good condition. eMail: mas123mas@hotmail.co.uk

HOOD COVER/BAG for a 1500 Spitfire they are willing to sell? Prefer Black with Red piping but anything considered. George (Loughborough) 07973 414162.

VITESSE Rear Seat For convertible, in black. Would also like black door cards and trim. Dominic. 07850 323955.

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www.tssc.org.uk

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TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK

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Main Street, Lubenham,

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Tel: 01858 434424 Fax: 01858 431936

MAGAZINE COPY DATE

All magazine material must be received

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

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

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

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

HERALD 1360

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Tel: 01672 514241 e-mail: spitfires@cadley.org

SPITFIRE Mk IV/ 1500

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Tel: 01495 240884 e-mail: derek.ford@sky.com

VITESSE 1600/ Mk I/ II

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Tel: 01527 894125 e-mail: vickydredge@yahoo.com

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

May 2013



Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

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

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£5.00 Per Person

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AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

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

NORTHERN AREAS

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

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487623	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580	DE7 6FY	
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
NOTTINGHAM	Claire Hill: 07971 017012	The Brick & Tile - UNDERWOOD NG16 5GL	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embrey: 0121 552 0550	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	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
WORCESTER	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

WELSH AREAS

NORTH WALES	TBC	The Plough Inn, Gresford	1st Tues. 8pm.
		The Plough Inn at St Asaph	3rd Wed 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - Fen Ditton, CAMBRIDGE CB5 8SX	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927(Liaison)	The Bird in Hand WRENNINGHAM	2nd Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	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.

SOUTH WESTERN AREAS			
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.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
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	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
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		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
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NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Emmastraat 206862 GT - OOSTERBEEK.	
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TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: 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, Lothian and 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 myself 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.

Those Area Organisers that attended the AGM will have received their polo shirts, all those who were unable to attend, Angie will post them out to you as soon as possible.

The AGM and A/O Seminar will have been and gone and too late for the May edition of the Courier so a full report will appear in the June edition.

There will be an **A/O Seminar** as usual held at Stafford for which we will discuss ideas and opinions.

Area Draw Congratulations to **Gatwick £50 Avon £25, Wessex £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 section of the Courier (to me or Berni) to show and encourage members in your area (and others) what you get up to. Hopefully we will see you at a show in the near future.

Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

Not a great deal to write about this month as we've had a couple of quiet meets. Guy was at a Parish Council meeting on the night of the Plough Inn meet so Burbage Bob kindly gave Suzie a lift to Grately. Robin & Ann and Frank and Kelly made up the group. More progress has been made on Frank's GT6 and Robin is planning to do more work to his Spitfire. Molly enjoyed making a new friend who gave her a biscuit!

It was even quieter at the Bruce Arms meet, just us and Burbage Bob, plus a few of the regulars in the pub and another couple of dogs for Molly to say hello to. By this month the evenings will be lighter, and, if we're very lucky, a bit warmer so that we hope a few more will be able to get out and about to join us at both meetings.

Next meetings:

Thursday 9th May - The Plough, Grately, SP11 8JR

**Wednesday 15th May - The Bruce Arms,
Easton Royal, SN9 5LR**

Events:

**Bank Holiday Monday 6th May - Auto/Aero meet at
Popham Airfield, SO21 3BD. Space for a Club stand has
been requested**

**Sunday 12th May - SEM at Leatherhead
Leisure Centre, KT22 9BL
17th - 19th May - STAR90
(See advert in Courier for details)**

Guy & Suzie

AVON

Tel. 01454 327059

Out first event has been and gone - Coleford is renamed Coldford. Eleven of us braved the cold including one brave soul from Somerset but despite the weather it was a great show. We started with bacon rolls and coffee in the snow and survived to the end. It was good to bump into Nev and Albert - hope you made it home ok and have thawed out.

Not sure if we can claim the long distance record for attending a meeting - Mick's Dad had travelled 285 miles and I hope you enjoyed the meeting and felt it was worth the effort. Look forward to seeing you again soon.

We looked at possible shows to attend in **May/June** either as visitors or to display the cars and I have listed them at the end of the report. If you are interested in any, please email me at Junewrighton@tiscali.co.uk.

Next months meeting will be on **Monday 13 May** due to bank holiday/badminton horse trials.

Events we may support are listed here. Those in bold need to be prebooked, the others are ones that we may visit.

June

May

1st - 2nd SEM - see courier for details

18th Glos village fete

19th STAR90 - see courier for details

25-26 Tortworth car show

June

1-2 Vintage nostalgia, Bath

9th Cotswold car club meeting at Stroud

**16th Berkely castle show or Gloucester steam railway
classic car day**

**22-23 Wincanton show / possible camping weekend
at Brea**

29th Castle combe action day

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstsssc/index.htm

e-mail: mark@serapeum.co.uk

Well there was a good turnout this month - Mickey, Julie, John P, and great to see a new face in the form of Richard Underwood. Best of all, Trevor turned up, back in rude health - great to see you mate!

So, now the evenings are a bit lighter, and the weather seems to be warming up, we're beginning to get a few more cars. Trevor brought his lovely jasmine yellow Herald 1360, and I failed to bring any of my 3 Triumphs, although I have just taxed the GT6 (for free!) and I also taxed Dog the Spit the other day, but didn't have a chance to crank him over and bring him along this month. However.... Richard brought his Spitfire - a very nice looking orange 1500 - apparently... I say apparently because under the bonnet, not all is as it seems!... Yes, under the bonnet, which is a standard 1500 Spitfire bonnet with no bulges or anything like that, there's a 2.5pi engine, complete with Lucas injection! Moved back 6 inches, presumably using a spitfire engine front plate, with the gearbox moved back and the 3 rail extension shortened. I wish I'd had a chance to inspect properly before Richard left, but hopefully we'll see you again Richard! The car looked great, I have to say - the bodyshell has been dipped and bare-metal sprayed. But that's not all that Richard has in his fleet, no, there is also the Standard Atlas van, complete with 948cc engine and 1.666

BUCKS SOUTH . . . CANTERBURY



TSSC AREA NEWS

ratio diff, leading to a top speed of a princely 45mph! Needless to say, as another petrolhead after my own heart, there's a planned swap to a spit 1500 engine, but with the engine mounted between the front seats there's no room for an ordinary SU manifold because the carbs would touch the seat, so Richard is on the lookout for a single carb "log" manifold, such as off a Dolomite. I suggested looking out for one of the (rare) after-market downdraught Weber manifolds from the 70s to allow fitting of something like a 32/36 downdraught Weber from a Cortina. We look forward to updates on this!

Anyway, on to events, the **Isle of Wight camping weekend** is approaching (**3-6 May**) and I still haven't booked (as I write), so must get the proverbial into gear. Remember, the campsites can sort out much-reduced rates for the ferry! Then there's the **South of England meet on 10-12 May** - I intend to camp from the Saturday so as to get the early autojumble bargains on the Sunday. We may have a convoy there Saturday morning, probably starting from the Shire Horse, or possibly from Jack's restaurant/chippie, so let me know if you want to come along too. Also, there's **STAR 90**, which is happening at various locations over the weekend of the **17th to the 19th May**, notably at **Gaydon on the 19th**. There's also the **Chiltern Hills Vintage Vehicle Rally at Aston Clinton on 19 May**, which I should be attending in the GT6, or possibly in the brown Spitfire if it's back on the road by then. You'll need to book for that show, so look up the website or contact me for the booking form. Before all that, this weekend (again, as I write), there's a small show in Farnham to start the year, which I will report on next time. There's also a very good electric guitar shop in Farnham, so another excuse to attend!

Mickey reports that his Vitesse is currently being sprayed, and should be back on the road by the Isle of Wight. The rear axle (rotoreflex) still needs a bearing, but it's gonna get done he assures us! By the way, Mickey has tried and confirmed that it is possible to replace a rotoreflex doughnut without dismantling the hub, by levering the doughnut over the 3 prongs on the inside part of the outer driveshaft section. My brown Spitfire, Bob, is also currently being sprayed at JY Classics - in brown, and might just be ready by the IOW - we will see... Everything off the car is now cleaned, painted etc. and sat in the shed waiting for a car to fit on, and I have also fixed the roof on the new lockup garage I've got hold of to reassemble him in. Fingers crossed it don't leak no more.. Latest news is that Bob's doors are being prepped for paint, with the rest of the car to follow. We replaced the driver's side outer sill and A post in the end cos it wasn't as good as we thought. The front and rear wings / outer wheelarches are all new, and there's a replacement bootlid and rear lamp panel too.

Also, Garth has a box of suspension bits which he's going to powder coat, and they'll find their way on there too eventually, so everything should look lovely.

I can't wait to get driving these things again now that it's finally warming up and the rain has just washed the last of the salt away off the roads. The new events calendar is now out, so come along next time for your copy - you are ALL welcome, no matter where you come from or what car you have, or don't have! Come and tell me what you want to do with the club this year and I'll see if I can make it happen. See you all soon - the next meeting is on **Tuesday 14 May** at the usual venue - **The Shire Horse pub** on the A4 just outside Maidenhead going towards Reading.

Cheers!

Mark

BUCKS SOUTH Tel. 07788 436167
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Hi, hope you are well. At the time of writing this (last minute.com again, sorry Bernie!) it's a repeat of last year in the fact we have had some dry weather, and this wend, some sun too! How, concerning as it wasn't long before the rain started last year! Also,

today is the mark of another hero of mine passing away, Gentleman Jim Clark. Killed at the Hokenheim F2 race in 1967. If you have seen my Vitesse (Rover) you would have seen the black Lotus badge which was in remembrance of Jim.

Onto brighter things, it was great to see a good number of members turn up for the monthly meet at The Squirrel on the 20th March. Dan, Paul & Liz and the sheep, John and PJW, Dave B and Phil joined me in a good evening of chatter and all things car and Triumph related, and some not!

Thanks to all those that came and hope you enjoyed the evening as much as I.

Dan and I attended the Classic car night at the Ace café on the 12th March, and was it cold! So cold that we took a vote to which car we were taking as Dan had bought his Stag out to my home. As the temp was getting colder by the minute, the lure of heated seats and heater from a 4.4 V8 petrol was too strong, so my 540 was taken and after a bit of persuasion, allowed in the Ace café car park as a classic car!

So, hopefully May will be a bit warmer and a whole lot drier than last year! The classic car season starts in full with the **TSSC wend at the Isle of Wight, 3rd to 5th May. Sunday 5th May is the Beaconsfield classic car show** held on the football pitch which is unusual! Its held on the Beaconsfield and Slough football club site, so has a bar and food and some auto and general jumble and live music, mostly rock and roll. I have been going since it started, and gets bigger every year. Very informal, no booking, just turn up from 10am. **11th May is the Hyde heath village show** with a classic car show attached! It also gets bigger every year. Hyde heath is off the Amersham to Aylesbury road. About 5 mins from the last roundabout out of Amersham. Look for the separate turn right lane marked Hyde heath. Starts midday, but it does get busy, so you have been warned! They usually have a tremendous fly past too.

The South of England show at Leatherhead is on the same weekend, but two days, so your choice! There's also the first of three dates on the **Croxley green near Rickmansworth on the Sunday 12th**.

14th May is the Ace café classic car night. It gets bigger as the warmer weather turns up, hopefully! Let me know if you want to meet down there or tag along. **Wednesday 15th is the TSSC south Bucks meet at The Squirrel, Penn Street nr Winchmore hill.** Please feel more than welcome to come along. We generally start around 19.30.

One of the biggest Triumph events is the **Star 90** event on the **18/19th** which looks to be a great gathering. It unfortunately clashes with the **Chiltern hills show on 19th May** which is a shame as we have had a TSSC stand for 10 years! We will have to see what we can do. **25th and 26th** is the enormous **Enfield classic car show** with a huge auto jumble! There's also a **classic car show at the Chinnor railway centre** (OX39 4ER). I don't know much about it, but its on the **26th May** from 10.30 on.

So, that should find you something to do with your Triumph! Please let me know if you want further details, and if you hear of any shows in our area, let me know and I can pass it round to the South Bucks members.

Take care,

Carl

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Because we're British we'll start by discussing the weather: foul! April's meet was characterised by 3 degree temperatures and snow flurries, so no surprise that few Triumphs broke cover to grace us with their presence. Tim W turned up in his GT6 but then he's well 'ard.

We were pleased to welcome a new member; Neil who came

Canterbury Continues

along to look us over. Let's hope we didn't scare him off.

Those who were so inclined then met in the "snug" to discuss club issues. Main item was the website which has been completely redesigned and updated by Tim S J (he of hat but, strangely, no beard). Within minutes he was logged on to The Duke's Wi-Fi and we had a preview of the new look site.

It certainly is impressive and by the time you read this you will be able to log on to the usual address and judge for yourselves. A big thank you to Tim who put it together and let's not forget Bob who got us started with the original which served us so well.

Calendar events then preoccupied us for 10 minutes. Nobody felt really inspired to get their car out in the current climate so we agreed to try and start in earnest on **April 21st: "Drive it Day"**. This season opener will be a club run to "The Britannia" pub and restaurant at Dungeness for fresh fish and chips. Sadly, Diane who collates dates and things was not able to be with us.

After a supper of chips 'n dips, conversation turned to the usual car related issues. Peter had braved the conditions to attend the Chatham maritime do and reported that he froze. Reg and Phil the Stag were busy pointing out that they (inadvertently) appeared in a photo in the last Courier. We were impressed. Derek has a water leak on his Stag and thinks it's the head gasket. The two Tim's have taken my old 2 litre Mk I engine and put it into Tim S J's Mk IV Spitfire and report that it runs well with only minor cooling issues. A "Drive it Day" debut is expected, lads. Phil the Stag showed another of his many talents when he revealed a beautiful pen and water colour painting of Peter's TR4. I can see a lucrative side-line developing. I'll finish this summary by reminding you all that the website is back up and running and is current. Have a look and see what you think. But I can't end without wishing Mary a speedy recovery from her recent operation. All for now,

Phil R

CHESHIRE Tel. 01625 425845
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Some things I should have put in last month's report but, er, forgot. First, Totally Triumph now admit to being open once again for business. When the weather becomes more agreeable I shall drive on down there and see what the score is – if it's any different to last time I went. Also I must mention that the TSSC parts stand at Stoneleigh was both rather small (the man who served me used rather more colourful language to describe the space available) and very difficult to pick out – I must have walked past three or four times without spotting it. This in contrast to the club stand in the other hall which had a nice big sign to help those with small brains (i.e. me) to find it. And what a pleasant surprise it is to see a Vitesse driving round Macclesfield! This was Victor the Vitesse on the 20th of March, on the roundabout next to Sainsbury's. It's a bit cold for a rag-top (that's my excuse anyway). A little later I spotted a green Dolomite on Chester Road, but I was half asleep at the time and only realised what it was after it went past!

Our man from Crewe has been having fun with the electrics on the Herald (convertible). The charging system had been putting out 17 volts and consequently the battery decided to call it a day. A nice new battery from a very helpful shop in Macclesfield has resolved the failure in that area, and Hark the Herald has donated a control box (regulator) to resolve the 17 volt issue. At the same time our man from Crewe has acquired some books and a handwritten notebook from a Rolls-Royce

employee who went on a Lucas (Prince of Darkness) course including how to set up the aforementioned control box, and he is now determined to apply all this knowledge to at least one of his many control boxes. This despite the advice of 'don't fiddle' from certain people (i.e. me). A conversion to alternator was also rejected, as the car was being kept 'as original as possible'. When asked if the original type of tyres were also retained (those wonderful crossplies) the reply was a little evasive, along the lines of 'hard to get'. There are several crossplies (some actually legal) in my pile of bits....

And our Adrian has once again been buying bits of Triumph. This time it's been the front part of an overdrive gearbox, which is meant to go with the overdrive from the 1600 Vitesse gearbox that was also recently acquired. In answer to the question of 'how many gearboxes do you (now) have', I think there weren't quite enough fingers to get the number right.

Mind you, my three spare gearboxes are also using his garage as a holiday home so there may be some pot calling the kettle black here.

Our plans for Drive It Day have been circulated and discussed, and we all now hope for a nice day to go with all the county boundaries we are planning to cross. Report next month.

I also expect sales of CV joint grease to peak as people read and digest the article in Courier 394. At least it shouldn't leak out of the grease gun – when I 'filled' the gun with EP90 most of it fell on the floor before I had a chance to get anywhere near a grease nipple.



And a footnote – Hark the Herald went for a romp round Goyt Valley and the environs on Saturday, after the management indicated a desire to be in a ragtop on such a nice sunny day. There is still a lot of snow up there, hopefully Bernard can find space to print the picture with the report. Hark needed a bath to get all the dust off before setting out, and another bath on return to get all the mud (and presumably salt) off.

Our next meeting is on **Thursday 2nd May at the Cock and Pheasant**. See you there, hopefully in a Triumph.

Henry

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The Gregory Grands Prix was such a success that we're still talking about it! I even went to the TR Register and they were talking about not being there and how they missed it. Seems everyone had a great time and many felt they had missed out – watch out next year!!!

The event of April was the Lands End Trial and Dinner. Team Forever 21, our intrepid team of 3 TR7's entered and all nearly completed the trial. It was very cold, but quite dry, apart from the early sections and those on Exmoor amongst the snow. A week before the trial Simon's car was condemned, so he bought a new (very nice) car and spent the week swapping all the mods. He made it just in time and had a very good trial; I think he was two sections away from a medal. Jane did very well and if she hadn't hit the new wall on Blue Hills 2, she would have got a Bronze medal, so close ... Me? Well, my car behaved itself much better, even though it broke down twice

COVENTRY

two days before the trial. A complete rebuild of the fuel system and we were running again, albeit very rich (15mpg). The car gave me a good run, but the power steering was playing up. On Durracott I damaged the steering rack, but after some toe in adjustment managed to carry on (thanks Mike Warnes for your help here). I was literally flying up Crackington when the engine suddenly lost power and we stopped. Against the odds we managed to pull away again and claimed a moral clean! We cleaned Blue Hills 1 even easier than last year, even though it was more slippery and then climbed up to the start of Blue Hills 2 feeling confident. Straight off the start the engine lost power and I couldn't get it back, so we climbed to the restart box with a combination of high revs and slipping clutch. Flag down, clutch engaged and we stopped dead with no drive, clutch blown! Thanks to the Marshalls and Rob on the winch we got out and Mike Warnes towed me home on the way to the finish (thanks again Mike). Nearly made it, but not quite. I have decided not to continue with this car and I said I would retire when the car died. Now I have a choice; retire, or new car? My team are being very encouraging and I've not made any rash decisions. Anyone know where I can get a good FHC TR7 Sprint?

The dinner in the evening was a quiet affair and everyone enjoyed the night out. The Driftwood Spars, St Agnes looked after us very well again, Lou the Landlady even came in for a drink with us. After the excitement of the day we retired to bed early, exhausted!

Our next event is our biggy; Drive It Day. By the time you read this it will have been and gone, but I'll tell you all about it next month. If you came along, I hope you enjoyed it. By then my Stag will also be repainted, after it's trip to the welder for some well earned tarring up.

Diary Dates;

May
Fri 3rd – Mon 6th Isle of Wight Camping Weekend
Thurs 9th Meeting at The Hawkins Arms, Zelah;
8pm onwards

Sun 12th Heritage Coach Trip to South Devon Steam Railway, Buckfastleigh
Sun 12th Route 38, Trerulefoot – Lunchtime
all Triumph Meet.

June
Thurs 13th Meeting at The Hawkins Arms, Zelah;
8pm onwards

Fri 28th- Sun 30th Cornwall Area Camping Weekend,
Bude – site TBA, should be arranged by next month.

As you can see from our calendar, events have started to come in thick and fast, so if you're going to something that's not listed, please let me know and I'll pass it on – you might meet other members there as well.

Here's hoping we have some good summer weather to get out and about enjoying our cars.

Mike

COVENTRY

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Hi Everyone. What a March to remember or then again maybe better to forget it, a dreadful month weather wise, which saw a poor attendance for the Heart of England Meet on Sunday the 10th, didn't go in the "Smiffy Spitty" weather too bad, but still a group of 9 of us enjoyed a natter and a pint in the bar.

Dalos Day and still "Smiffy Spitty" didn't venture out as the snow was coming down like golf balls when it was time to leave home so into the Beama it was for the run. When we got to the start point at Corley, low and behold no snow and to put us to shame Paul & Joan and Steve & Sharon arrived with their roofs down, "The Pair Who Dare" well done. There was 12 of us in 6 cars, the rest of us in our daily cars. Off we set with the weather still overcast and guess what, yes the sun came out, well let's face it, it was DALOS Day and the sun always shines. The run was planned and led by Steve & Sharon and a great run it was, criss crossing the Warwickshire countryside

TSSC AREA NEWS



and into the West Midlands and back again before retiring into the Weavers Arms in Fillongley for lunch and great

value that was as well, only £6.95 which included a pudding. Once again a great day out in great company and at least two couples in great cars.

Unfortunately we had some bad news later in the week Keith had a very serious heart attack which needed immediate surgery, thank goodness he pulled through OK and is now on the mend, we wish him a speedy and full recovery from all gang at the Coventry Area TSSC, Hey Trish be gentle with him.

The Transtar show at Weston under Lizard on Easter weekend was cancelled due to the snow and has now been re arranged for the 23rd of June.

Tuesday 2nd April our monthly meet at the Bull and Butcher, Corley Moor and it was a lovely sunny evening, out came the "Smiffy Spitty" at last, it was joined by the Spitfire of Paul & Joan, the Herald Convertible of Steve & Sharon, the TR7 of Pete & Ann and the Moggy of Roger, not a bad show for the time of year. We were also joined by Steve & Nigel making a total of 11 for the meeting.

The next Dalos Day will be on Sunday 21st April, Drive it day. We meet at the Corner House, Nuneaton Road, Bulkington ready to leave at 12.30. The route being planned by Rikk and Jeanette, lunch will be at the Mill on the Soar so anyone wishing to join us we need to know by Wednesday the 17th.

We will be attending the Area Organisers Seminar and the AGM at Lubbenham on April 28th so if anyone has any points to make let us know so we can represent your views.

Now the light nights are with us the paddocks should be open for our next monthly meeting at the **Bull & Butcher on Tuesday 7th May**, so weather permitting let's hope for a good show of classic cars, don't forget all makes welcome tell your friends.

Sunday 14th April sees the last Sunday Meet of the Heart of England, **from May there will be 2 meetings a month on the 2nd and 4th Tuesday's of the month, 7.00pm start.**

Get them classic cars out and join us at some of the events. All the best

Phil & Lyn

Forth Coming events

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

Saturday 15th Sunday 16th June 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

Sunday 23rd June Broadwell House Driving Day & Picnic www.wnaa.co.uk or www.dlraa.co.uk

Saturday 6th Sunday 7th July Hollowell Steam 2013 Tel 01604 505422 or www.hollowellsteam.com

Saturday 13th Sunday 14th July 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

Saturday 7th Sunday 8th September Shackerstone www.shackerstonefestival.com

Sunday 15th September Gloucestershire Warwickshire steam Railway Classic Vehicle Day www.gwsr.com email



COVENTRY . . . CUMBRIA DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

Coventry Continues

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@ntl-world.com www.ketteringvintagerally.co.uk

CUMBRIA

Tel. 01229 474077

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

Unfortunately I had to cancel the Fell Run 24th March due to the weather. This is the first time in 8 years that I have had to cancel. The weather forecast a few days before did not look good so it was cancelled on safety issues. On the day though safety did not come into it, the roads were totally impassable with 12 foot high snow drifts. No one could get from the South of the county to the North. The roads over the fells are still blocked two weeks later.

A few members from the North managed to get to Brook house Inn for their lunch. Those in the South made it to the Farmers at Lowick. I am hoping to reschedule the **Fell run** for sometime in **September**.

Show dates for this Year: **16th June Silloth. 23rd June Grasmere**, There is a £4 entry for this show this year and I will block book for everyone if they let me know that they are going to attend. **7th July Distington. 28th July Ripon**, A small entry fee for this event and camping is available should anyone wish to camp. **18th August Dalemain. 25th August Hutton** in the Forest. **Monday 26th August Bootle show**.

We are still working on getting us into the **Croft Nostalgia weekend 3-4 Aug.**

Safe motoring

Roy

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

e-mail: roger@derwentvalley-tssc.org.uk

It Seemed more like a party, well I would say that face book has told everyone. It was my 52nd birthday and I walked into the room to kisses and cards on the table with buns coconut tarts, chocolate nests and a birthday cake with a picture of me on the new year run. It was topped off with rows of candles, thanks everyone for putting in a huge effort and for making a old mans day a lot more special.

Easter was this months theme so we started with Julie, a some what religious quiz in two parts which made time to do our very own Easter bonnet parade, it was obvious from looking at them all some of them put more time and effort in to the intricate design and beautiful presentation, others has just put a hat on. It was hard to pick a winner but Julie Hadfield and Lisa Hutchinson walked away with the top prize



of a big tin of chocolates. With help from some of our junior members by selling raffle tickets. Soon a table full of chocolates, goodies and beer had been rightfully claimed.

Then it was time for the second part of our quiz which was a little more light hearted until quiz master Julie my wife put on her teachers head and told everyone to Shut up and pay attention, cleverer clogs John/ Richard/ Bill and Stuart were the winning team with a high score 27 out of 30, very well done lads.

The rest of time was spent talking amongst ourselves, planning out what events we are attending this year including Drive it day, which due to the weather might be our first time out with our classic cars.

Diary Dates;

3rd-5th May – Donnington Historic festival

3rd-6th Isle of Wight camping weekend

7th May- Derwent Valleys monthly meet.

11-12th May – Newark and Notts county show

31st of May – 2nd of June-

Northants camping weekend

21st- 23rd June Peak Run weekend – ALL WELCOME!

Roger

DEVON

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Three 'new' faces at the Star for March Club Night. We welcomed Rachel who has a partially rebuilt MkIII 1967 Spitfire which she is hoping to re-start work on soon. It was welcome back to two of the Area's early members who are hoping to return to the Triumph fold shortly. Both from the Plymouth area, some of you may well recall the early 80's when Jon Chartres and Phil Edmonds were members. We spent some time hearing about those early day days of the Club down in Devon. Jon has let us have a picture of one of the very early meetings of the Devon Area – in 1982 on Plymouth Hoe. Apart from Jon and Phil, one of the early members there was Stan Walters who had South West Classics. It was a busy night, with plans being made for the Isle of Wight trip – what colour will our polo shirts be this year? Entry forms for various shows were handed round but, if you have not by now sent us your Powderham entry, regretfully you are now too late as the entries were sent in at the end of April. There were three Triumphs out, Dan's 2.5pi, Marc's 13/60 and Bob's Vitesse.

Steve Wilkinson, with all the added responsibilities of being a very new Dad, reports that after a long break due to bad weather, new additions and the odd saint, North Devon finally had a meeting at The Braunton Inn in March. It was really good to meet up with everyone: Ray and Wendy Sweet, Steve Knight & Dave and Kay Wilkinson. No Triumphs were present but a rather nice Reliant Scimitar was brought along by Mr Knight. All North Devon members are invited to join the sub group at the **Braunton Inn just outside Barnstaple on the second Thursday monthly or to ring Steve on 07968 702611 for more details.**

Skittles against Torbay Old Wheels Club and Westcountry Car Club was next on the agenda. Saturday 23rd saw us take on the others by invitation of TOWC at Newton Abbot. Hugh & Alison, Tracey, Marc and Sam Treleaven, Ian & Margaret, Maurice & Mary, and John & I beat one TOWC team, but ended up third overall. A really good evening, and we have been invited to join them again on **12th October**.

Some of our cars were out for one of the first shows of the year at Buckfastleigh Railway over Easter weekend. John took our Herald on the Sunday and joined Andree and Sarah Farmer with their 13/60 whilst I was at Hatherleigh for the Autojumble, leaving only when it started to sleet – this time last year remember we had a heatwave? The Herald went again on Easter Monday, meeting up with Shaun from Exeter who some time ago bought Dave Alexander's 'Molly', and also Chris from Paignton with a rare Tristan conversion 1200 Herald. He did

ESSEX

the conversion himself in the 90's but is now wondering where he can get a replacement hood.

Both our cars were pressed into service for a friend's son's wedding at the beginning of April. Fresh back from having her interior and engine bay fettled, the Stag took the groom and best man, and the Herald took the chief usher and the groom's father – best of all – the sun came out.

WHAT'S ON

May will be a really busy month for us. Starting with our annual Isle of Wight trip, we expect to take more cars than ever this time and are really looking forward to going over. As usual, we will meet up on the Friday and travel via the New Forest to take the Lymington ferry. The following weekend (**Sunday 12th**) is the first of this year's **Southwest Triumph meets at Route 38 Diner at Trerulefoot**. Always a good day, we will be there for 11am after meeting up at 10am at Pear Tree Cross, Ashburton. Let us know if you are coming. After lunch, there will be tea available at AM Restorations at Kay Close, Plympton where Andy Moss will show us his workshop. Coming straight after that, from **17th to 19th, is STAR90 at Kenilworth and Gaydon**, and we hope that some of our members will join us in travelling up for what should be a huge celebration of all things Standard and Triumph.

Club Night at the Star Inn, Liverton will be Wednesday 15th, with the North Devon group meeting the previous Thursday, 9th May.

The late Spring Bank Holiday weekend sees more shows down here, with the **26th being both Killerton and Pecorama, and Monday 27th is the VCVF show at Collaton St Mary at Paignton** – always a good one to buy bedding plants for the garden. We intend to have a Club display at Pecorama this year so please make sure that you have put TSSC on your entry form.

Looking forward to **June, on Sunday 2nd, Marc and Sam are organising another Go-Karting day**. Details from Marc are, meet at Tesco's Lee Mill car park at the far end by 10:30am please. The closest post code is **PL21 9PE**. Last year's was great fun so if you would like to come along, please let us know. Powderham entries have been sent off already, and we are looking forward to that one in July, which unfortunately clashes with a 2000 Register show up at Watchet on the North Devon coast, so we will be missing all our big 6's.

The show season is well under way now, and let's hope the weather is kinder this year.

Several new members recently, and we welcome you all to the Club locally and, if we have not already met, we look forward to seeing you and your cars soon.

DEVON DIARY

May 3 – 6 Isle of Wight trip

Thursday 9th North Devon Group meeting

Sunday 12th Southwest Triumph Meeting Route 38 Diner

Wednesday 15th Club Night at the Star Inn, Liverton

17 – 19 May STAR90 at Kenilworth and Gaydon

Sunday 26 Pecorama Show at Beer East Devon

Sue & John

ESSEX

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www.sites.google.com/site/tsscsexarea/

The weather is slowly getting better, the cars are starting to emerge from hibernations, it almost could be spring and the events are starting, yes I do believe another season has started, hope to see you and your cars out there somewhere this year.

My office - Very busy this month. Joe's Mini needed a head gasket, Tallulah was prepped for MOT and she passed and I had to clear some space in the garage for trunnion oiling and tinkering day. All in all a hectic time but the cars are on the road and we are taking them out this afternoon for an afternoon tea (you know everything revolves around food)

TSSC AREA NEWS



Out and about - Club Day - Once again an excellent turn out for a very cold day. we were joined by the chaps from the Gentry club with their Triumph based cars, one all the way from Little Hampton no less and another from Maidstone. Also a big welcome to Mark the owner of what looks like a very nice early saloon, hope to see the car in the flesh with Mark this month and we had a visit from another local club,



Dick from the Havering Petrol Heads.

There were the usual crowd all in Triumphs except for poor Rosie who was still unwell.

Paul, Bob and 2 others (Gentry Club), Brian, Jean, Ray, Lesley, Ian, Cheryl, Jed, Kirk, Vera, Leonie, Frank, Janet, Joe, Bronwen, Jack (the baby) and myself.

There was all the usual chatter and banter and Jack had a little sit in Lightning which he loved. Lesley and Ray bought a birthday cake for Bella as it was her "50" birthday the following day. There was a lot of discussion from those of us who are heading out to the IoW for the camping and road run in May. Let's hope the weather gets better. Ian reported that Rosie still not well and has high hopes for the coming weekend when Joe and I will be giving him a hand.

DAY TRIP TO JIGSAW WAS CANCELLED BY JIGSAW DUE TO HEAVY SNOW IN THEIR AREA. NEW DATE TO BE ANNOUNCED. Essex will be going if date is suitable.

6th Onion Trolling Jannaway Technology Centre - After get-

ting all the trunnions oiled yes I did remember to grease the back ones and then it was on with the tinkering jobs: tidying up some wiring, re fitting seats where the threads had striped, get the window washers working, touch up some under seal, fit nice shiny new side panel to a rad, and finish off the work on Rosie, she is now on the road with a working overdrive.



Up and coming

28th April TSSC AO meeting and AGM

May

3rd-9th Isle of Wight road trip

3/4/5/May Isle of Wight camping weekend

(contact IoW AO for details in Courier)

6/7/8/9 May 4 day road trip on Isle of Wight (staying in Shanklin in a B & B.

Itinerary planned for road runs/cream teas/etc

10/11/12 May South of England Meet, Leatherhead,

Camping weekend, Essex probably going on Sunday

17/18/19 May Star 90 All Triumph Anniversary

19th May Meeting at the Half way House Club Day

Allan & Janet, will be at club.

25/26/27 May Enfield Pageant,

Meeting up to go in together.

Birthdays - None we know of this month

Welcome to New Members this month, **Lesley Goldstone and Anthony Clegg**

Allan

IMPORTANT NOTE

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



HERTS & BEDS . . . LANCASHIRE LEICESTERSHIRE & RUTLAND . . . LINCOLNSHIRE

TSSC AREA NEWS

HERTS & BEDS Tel. 01582 750943
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The next Pub meet is **May 27th** at **The Three Moorhens Hitchin** 8pm, it's getting busy and capacity is becoming a squeeze, but don't let that put you off.

Up and coming outings are:
The Secret Island (Gunpowder Mills)
Waltham Cross 12th May,
Star 90 May 18th/19th.
Local Walsworth 19th,
Wicksteed Park June 12nd,
Luton festival of Transport 9th June
RAF Hendon Run 23rd June
Kimbolton Sporting bears July 14th

Last month we had 19 visit the Roman Baths and the Mill at Welwyn with Pete, Jill Valerie, Audrey, Geoff, Hazel, Andy & Son in 3 Vitesses, Ray in his Coupe, Phil, Glynis, Maurice & Lynda in 2 TR7's, Martin, Denise, Alan, and Keith in 3 Spitfires, Barry, Val, Mazda and lain in a Jaguar.

A good turn out and a nice Cream Tea at Mill Green and don't blink! Sunshine ...Thanks to all who made the effort, flat batteries and all.

If anyone wants a pass for the Kimbolton or Luton Festival you need to see me at the pub.

The Kimbo pass is for a carful, £8, and you only pay on the day. LFT passes are free entry car + 2 adults.

For any outing details keep an eye on the forum, local areas, Herts and Beds, for any short blog I add, or your local circulation of my e mails to the group (if you have let me know your e-mail address that is)

If anyone wants our area photo calendar of events please let me know

Happy Motoring. Summer is coming....Hmmm wishfully

Pete

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Hi All. By the time you read this we will have had National Drive It Day.

Debbie will be giving her presentation all about **Hill Climbing at the April meeting on the 30th** so your support would be appreciated.

On the **17th & 18th May** is the **North Yorkshire Triumph Weekend at Runswick Bay Caravan & Camping Park** Where we will be taking the event shelter, for more information look on the web at **nytw.org**.

We will be shortly be having a **Sunday run out to Glasson Dock** which will be led by Debbie & Leyland, more information to follow.

As the clocks have now changed we will have lighter nights so if it's not raining we will start our May meeting outside and hopefully this will bring out the Classic cars.

Safe Motoring
Mark

LEICS & RUTLAND Tel. 07530 307371

Hi all. Frustratingly little to report about this month. Weston Park was cancelled due to snow on the ground!

Everything looked a bit rosier from now on and a large group of us will be doing the DID Stilton Cheese Run on 21st April (gone now of course).

Most of us have been busy getting our cars ready for this years events after the never ending winter. I only have my nipples to grease on the TR6 now and it's ready for action.

I have also fitted ONE of the stereo speakers in the rear cubby holes of Wendy's Stag. Don't rush me, I only bought the speakers 3 years ago!!

I am not the only L&R member with a Stag now. Ian and Vanessa have bought a White one and it looks A1 in the photos. Can't wait to see it "in the flesh" but collection of the car has been delayed due to the dipstick being lost!!!!

My 2.5Pi has FINALLY gone away to be welded. 6 months later than planned but that's car renovation for you.

The welding and painting is the expensive stage so I can't rush it but pretty well everything else is done and waiting to be bolted back on. I was hoping to display a part finished renovation at Stafford this year but time is slipping away from me so it's not looking promising.

Once again a reminder to send me photographs for next year's calendar please. Can't think of anything else to waffle on about so that's all folks.

Keep running on 4/6/8.

Neil

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Well now! After having my arm twisted to write an area news report I thought I had blown it. I sat down on 10th April to compose it but did a quick check on the deadline first - "Copy by 8th of each month" it said. "Oh bu"er" thinks I, quickly followed by "Well that's saved me a job". Having just returned from the our village hostelry this evening, however, I now find a missive from our very own Mr Jupp advising that if I can submit by 9am tomorrow morning Bernie can still take it (if you have seen the film "Despicable Me" do you not think Garth looks like the bank manager?). Decisions, decisions! Do I stay up half the night and create something worthy or rattle out drivel in the next few minutes.....? The latter methinks.

Eight of us gathered for our April meeting. I don't think we had a single Triumph in the car park as all seem to be in various stages of rebuild or in storage at present. By the sounds of it though we shall have some more very nice area cars in the near future.....and Simon's. No I jest, the race is on between Simon's Vitesse and Will's Spitfire to see who can convert boxes of parts into a passable car the quickest.

Keith is still to help us out with doorbraces for Will's Spitfire prior to removing the body from chassis so in the meantime we have been cracking on with overhauling rear halfshafts. Thanks to a borrowed hub puller from Keith, a massive vice, a substantial breaker bar and copious application of heat I have managed to put my back out in removing the hubs and am currently walking around like a duck (or Max Wall for those who remember him).

We had a discussion at the meeting regarding the correct specification of rear wheel brake cylinders for Will's Mk IV which led to Keith kindly offering him a brand new pair he had in store. Add to this Simon and Sarah's generous birthday gift and he went home a very happy bunny.

I on the other hand was not so happy. As Will has come of age I sent him to the bar with cash to get a drink for himself and one for me. He returned with a pint for himself and a half of bitter shandy for me! I suspect that the petrol additives that we

LIVERPOOL . . . M25 EAST

spent part of the evening discussing would have tasted better. The area website has now been updated with details of some of the upcoming events that we hope to attend as a group. Could I make a plea on Will's behalf? He would like to place a little updated information on the area website about us as members and our cars, with a photograph or two. I think experience suggests this would make the site of more interest to browsers, particularly if we want to entice a few more people along. Please email to him anything you have that is suitable for inclusion. And I'll finish with a joke.....What sort of cheese do you use to try and entice a bear from his cave? Camambert!

Phil

LIVERPOOL

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A small but enthusiastic gathering in March, chaired by Alex's stand-in from Meerkovo, due to his namesake being away earning some shekels.

In keeping with our area tradition of bringing big bits of Triumph into the Derby Arms, Dave McGowan only managed to bring a tatty WASO petrol cap from his Vitesse this time, and was comprehensively upstaged by new boy Stuart, who brought a complete set of newly re-polished Vitesse aluminium bumpers. They looked superb, and had been done by a chap in Bootle to a mirror finish. This however turned out to only be a tactical feint by Dave, who had left a Herald boot lid in his car outside, an e-bay purchase which he had collected on his business travels on Stuart's behalf. I therefore declare the "sneak the Triumph bits past the landlady" contest for this month a draw.

Discussion ranged across (deep breath), Stoneleigh, Herald stock cars (really), piping Triumph brakes, the merits of Dot 5 Silicone fluid, Reliant Scimitars, Ford Ka's, the demise of Manchester United in Europe, varieties of Herald hard tops, getting restoration projects to the psychologically important "running engine in chassis" phase, STAR 90, the behaviour of coach passengers, and the current state of the TSSC. A good natter was had by all, and we all look forward to seeing Stuart's Herald when it emerges from its rebuild – the pics look encouraging, and at least mine won't feel lonely at car shows.

This if nothing else, demonstrates that our meetings are not just about old blokes discussing applications for widgets. As a further demonstration of the value of turning up, we now know about a superb polisher, Stuart got his boot lid, and I may have bought another from him, and I have been directed to a hard-top on "fleabay" in a subsequent e-mail.

How's s that for practical value?

Where are the rest of you? Next month the clocks will have gone back, and it may be warmer. "Drive it day" is on the near horizon, **STAR 90** is not far behind, and the **June inter-area meet** lies beyond that, to kick off a busy summer of Triumph motoring. See you all soon, and remember, if turning up is always someone else's job, it becomes nobody's job - Seemples!

Regards

Steve

M25 EAST

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This years Tinkering Weekend was marred somewhat by the weather. No cars Saturday but we had visits from Graeme and then Vince and Amanda. Lots of chatting and cake eating took place. The weather was marginally better on Sunday and it gave us a chance to work on Lightning and Graeme's TR. It also gave me the opportunity to use my new compressor, must say very impressed. How have I survived all these years without one? Colin, Andrea, Malcolm, Lesley, Steve, Maria, Pauline

TSSC AREA NEWS



and Dave also joined us, no more Triumphs but everyone bought loads of cakes. A big thanks to Malcolm who brought round £30 from the sale of the calendars. That's now been put with the rest of our Area Funds. Late on in the day we heard the unmistakable sound of a Spitfire and it was Andy. He's just fitted his new seats and had come round for a pose. Very nice they look too.

The weekend after was Club Meeting day and the weather had got even colder, by now we even had snow. I thought we had seen the last of that some weeks ago.

Anyway, no-one was brave enough or should that be mad enough to turn up in their Triumphs. Modern day plastic cars were the order of the day.

Latest news is that Steve's seats are actually out of the box now and a bit of grinding work has happened. He's been side tracked now with preparing the steering wheel he bought. Malc reports that the Vitesse is getting smaller by the day as he keeps finding things to take off, lots of rear suspension work going on. We were joined at the pub by Fiona who we haven't seen for a while. Her Herald has got through its MOT, needing a new speedo cable. She tells us that the floors are getting a bit holey now so that looks like another job on the horizon. So, that will be our last monthly meet for a while as from April onwards, it's shows all the way, right up till October.

Well done to Colin who has now got the Vitesse MOT'd after its engine rebuild and by the time you read this it should have a few miles under its belt.

The first show we attended this year was the Medway Festival of Steam & Transport at Chatham Historic Dockyard. It was bl**dy freezing !! Still, we



managed to get 4 cars there. Medals definitely deserved for all those that turned out. Good job there is lots to see, many of the displays being indoors. Just right for a quick warm up. Despite the chilliness we all managed to have a good time. The ropewalk is very interesting, as now it's a guided tour. There was also a big display of 'Call the Midwife' stuff as a lot of it was filmed here.

We posed for some good pics of us supposedly riding their bikes (all of which can be found on our FB page).

Despite the cold day it was still very busy and the classic car section seemed as full as ever.

Oh, and Brian – the new exhaust sounded terrific going through that tunnel on the way home.

Only 4 days back at work before it was time for The Heritage Show at Detling. Just me again in the Herald, along with Brian and Jean and Kevin and Lisa. It was still chilly but the sun was out and definitely warmer than at Chatham, maybe things are heading in the right direction at last.

We were treated in the afternoon to birthday cake from Brian who was celebrating his 60 tenth birthday. So, many happy returns mate !! Another good day out and we're off and running at last.

STOP PRESS !!! – Steve's seats might be taking a little bit longer than planned.



TSSC AREA NEWS

M25 East Continues

Maria, apparently let him use a sharp tool unsupervised and the result was disastrous. His little thumb is now a bit littler – ouch !! Get better soon mate.
See ya'll next month.

John.

May Events

Saturday 4th or Sunday 5th – Merton Vintage Show
Monday 6th – James Oglethorpe School Show
Sunday 12th – Battlesbridge Show (Clubstand)
Saturday 18th – Little Totham Show
Sunday 19th – Herts Auto Show (Clubstand)
Sunday 26th/ Monday 27th – Enfield Pageant (Clubstand)

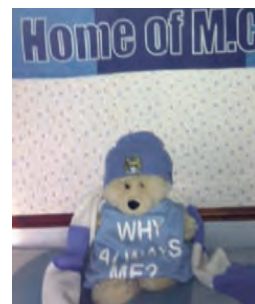
MANCHESTER Tel. 01524 791607
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We attended our first event of 2013 at Event City which is a fantastic indoor classic car show next door to the Trafford Centre. 7 beautiful Triumphs adorned our stand with 'The Kids' in their little Spitfire, Neil's Triumph 2.5 Saloon, Mark's Vitesse 6, Mark's Triumph 2000, Frank's Stag, Janet's Stag and last but not least Steve Bowden in his award winning Spitfire, your Spitty looked stunning. Well Done Steve!!!



Steve winning his prize from the Stig at Event City

The 'Kids' kept us well stocked up with Doughnuts and cashew nuts which is just as well as we needed warming sustenance



Bumble going to Wembley!!

Janet is still taking bookings for the Xmas Do including rooms at the '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 **Tatton Park 1/2nd June!!**

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. **Robin Hood weekend 14/16th June. The Peak Run 21/23rd June.**

It looks like Northern Ireland is the preferred destination for Manchester Area next year (2014) with plenty of fantastic scenery, and places to visit. Ferries are quite local Liverpool to Belfast so no long drives and great places to visit, Giants Causeway, Titanic Exhibition, Living History Museums, Ards Peninsular, Down Patrick to name but a few so we will be researching all types of accommodation from camping to cottages, so let us know your preference on times and dates, and get saving!!

Our next venue is **Lagafater Scotland 3/6th May** those of you who would like to travel in convoy? we will be meeting up at 10am Friday 3rd May at Lancaster Services (formerly Forton services) just before junction 33 on the M6. (anyone who still wants to book events below please let me know asap)

Dates to remember in May

7th May Tues Area Meeting 8ish (Barton Aerodrome)
17/19th May S.T.A.R
27th May Peover The Edge/Blakemere Run
31st May -2nd June Tatton Park

Happy Triumphanting

Pip n Frank

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Let's hope the weather is better as you read this and we can use our cars more.

The meetings in March were well-attended with lots of talk about up and coming shows/events. Don't forget that most of them will only let you get in free with a pass and some have cut-off dates for returning entry forms. So check the small print! Unfortunately the first casualty of the season due to the weather was Wyke Down on Easter Monday and at the time of writing a new date had not been announced. Please check their website for up to date details.

The big event of the month is **STAR 90 (17-19 May)** to celebrate all things Triumph and Standard. The Sunday at Gaydon should be a great event and if the 75th anniversary a few years back was anything to go by, when there were more cars than the marshalls knew what to do with, there should be lots of vehicles to see. At only £5 per car it makes a good day out. Tickets in advance via the TR Register website.

I haven't heard whether the Englefield country show is on this year (usually end of May); so please let me know if you hear anything.

Beale Park Boat show is 7-9 June weekend with a classic car show. Should be a good event too as I think you can look round the animal park for a reduced rate.

Newbury Show is on Sunday 11th August and we have booked a club stand there. If you haven't got an entry form please let me know. Things will be a bit different this year due to the housing development on the Race Course and the event also clashes with the TR Register International so there won't be so many of their members there. Nevertheless I am sure it will be a good event and it is all for charity so hopefully we can get a good turnout.

Events

5th May Lambourn Country Fair
6th May Popham Auto/Aero Jumble
17-19 May STAR90 at various venues
7-9 June Beale Park Boat Show, near Pangbourne
Keep 'em flying

Mary and Dave R.

NORTH EAST . . . NORTHERN IRELAND

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Hi all. Not the biggest turnout ever in April, but a good selection of club cars turned up making the most of dry but chilly weather. Spitfires, Bond, Gentry, Toledo and GT6 all showing up. So what happened? Well, Chris gave out info on the Drive it Day treasure Hunt which will have been and gone when this is published.

There might be a **South Shields curry night in May**. Those going to Silverstone had a chat about who was taking what and what they'd be staying in. Not much else really.

Gavin presented me with a couple of lovely pictures and some wine as a thank you for organising last years CLM trip from all who went. I was very pleased and so a big thank you to all who contributed, much appreciated.

Car news now, as that's we are all interested in really. Kevan turned up in a new (to him) P plate blue Spit 1500 with hard-top (wuss!) that he recently bought. Thanks to Gavin who went with him to look it over before purchase, had all the work done, a real solid car and a bit of a bargain.

The award for most coveted car has to go to Ian's Gentry. It now sports extra lights on the front and a full set of 15" knock off wires painted black, recently fitted. These make Whitney look lowered compared to the previous 13" ers and overall a lot more purposeful. She's a credit to Ian and the vision he had and has achieved for her since he got the motivation to re-commission her is fantastic.

Lil Bill has got twin 40 webbers on his pedal cart now, just needs to remodel the top of the bonnet to suit the change from the old downdraft carb.

I got my Spit back from Chris' in between snowstorms and got a successful MOT with a couple of advisories, grabby drums and front brake imbalance, all due to having been stood for 4 months. They've all cleared now she's been driven a bit. Unfortunately, the diff is noisy now and the O/D went a bit intermittent on the way back. Ho hum. Haven't yet found the mouse that lived in my car whilst it was down at Chris' either.

Chris inches ever slowly towards the Dolly Sprint completion and then it's Gentry recovery to follow.

Mark Ramsey brought his recent acquisition down, a Volvo C70 that seems to have a stuck roof or maybe it was just due to the lack of head insulation he had with him.

NO hat I mean! We'll have to get him a boater, some string track gloves, pipe and slippers now he's a Volvo-ist and seeing as he's 40 this year.

Ian gave Gavin a clutchplate to use, hopefully he'll get his engine swap sorted soon, especially seeing as he probably won't make a career as an extreme juggler now!

Righto, that's all for now, hope to see you and your Triumph out and about soon.

All the best

Mark

TTOTM Stepladders and chainsaws don't mix very well!

TTOTM2 Washing and Hoovering a car won't stop it (the diff) whining!

TTOTM3 Nor will a load of EP90!!

NORTHERN IRELAND

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The new season is now well under way and by the time you read this our first event, the trunnion oiling, will have taken place. Work is also well under way on the **Totally Triumph Classic car Show which will take place on 11th May in Wallace Park, Lisburn**. If you have not got your entry in already there is still time. Totally Triumph takes place at the same time



TSSC AREA NEWS

as the Lisburn City Council Mayor Parade and Family Fun Day. In addition there will be a pipe band competition at the other end of Wallace Park. The Council are expecting crowds of around 12-14 thousand so lots of people will see our cars. We have already received the Certificate of Exemption from the MSA and Paul has attended a meeting with the Lisburn City Council Safety Advisory Group to make sure we comply with all the necessary health and safety regulations.

In an attempt to get some free publicity for Totally Triumph we have produced flyers and been in touch with a wide range of clubs. Club Triumph have said they will publicise it on their forum, the TR Register forwarded the details to the TR Register Ireland which started a whole exchange of emails about possible events. The Thoroughbred & Sports Car Club not only went to the trouble of putting information (including photos) on their website, they also sent an email to all their members. We have also managed to get a mention on at least one of the local rally websites. Publicity never hurts!

The tea and buns stand will also be back at the show (a great source of area income) - all contributions will be very welcome. As usual there will be a communal BBQ available in the afternoon so you can cook whatever you bring.

April also saw the start of the Northern Ireland Hill Climb championship, with the first event at Croft, Holywood on the 13th of April. Three Spitfires entered but you will have to wait for next months Courier to find out how they did.

There was a reasonably good turnout at the April Area Meeting (12 members). Apologies were received from Philip, Michael and Douglas. Douglas, it turns out, was away with Heather at a ballroom dancing competition in Blackpool - watching, rather than competing, according to him! Members were asked to bring along books or other memorabilia which they thought might interest others and we got an excellent response. In fact there was so much to look at that it was difficult to get around it all. John G brought along some postcards from the early part of the 20th century along with some newspapers - including one with a picture of his fathers Rover stuck in a snow drift in Dundrod in the early 1950s. Michael K brought a series of articles on TRs, information from some of the Le Mans 24 hours he has been to plus various rallies including one in Cyprus. Laurence had a selection of original factory Triumph postcards, quite a few of which I had never seen before. Alan F had some fascinating old coach building books as well as an entry form for the 1947 Ulster Grand Prix. - the regulations seem quite bizarre to us now. Colin had photos and books on his beloved Royal Enfield, while Frank had a further selection of things collected during his trips to Russia. All in all there was too much to list here and I think people could have stayed on a for at least another hour looking at it all. Many thanks to everyone who went to the trouble to bring things - it certainly made the meeting very interesting.

The **May Weekend away event** this year will be to **Donegal with an overnight stay in Bundoran**. Philip has found out that there is classic car show on in Donegal town that weekend so that will probably form part of the itinerary.

Last but not least do not forget that **Chic Doig will be at Totally Triumph** so if you want to save money on postage etc. put your order in now and collect the parts on the day of the show.

Regards

Jacqui & Paul

IMPORTANT NOTE

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



NOTTINGHAM PETERBOROUGH . . . SCOTLAND CENTRAL WEST

TSSC AREA NEWS

NOTTINGHAM Tel. 07971 017012
www.notts-tssc.org.uk Twitter @notts_tssc

Well, reverse this month and starting with members cars - simply put there has been snow progress due to the white fluffy stuff and being incredibly cold. The TR7 still needs the floor work and Sybil on the chassis. Others are just trying to get their cars... out the garage... But now it's starting to hit 10 degrees Celsius or more we may be able to make a start again... Then it will be time for the holidays, just as the season starts. Looking forward to seeing what bling or refinements you have been doing over the winter months... If any!

We may be looking at a change of venue yet again... Seems to be a re-occurring theme, as the new landlord doesn't seem quite so accommodating. Shame, but it'll be his loss. Standby for news on where, but when will hopefully remain the same. Last Monday of the month at 7pm unless it's a bank holiday. We'll keep you updated via Twitter, Text or the Website on what's happening.

So next up will be **Thoresby**. The first big car show in the Notts area at **Thoresby Hall near Ollerton**. There are always plenty of cars and the trade stands do seem to be on the up again. That is **Monday 6th May**. Hopefully you will have pre-booked via Claire for you discount entry fee. We will probably be heading over in convoy from Ollerton Tourist initiation car park again, but tell you more closer to the date.

There are a few big events coming soon so keep your eyes peeled for any late announcements.

Short but sweet this month.

See you soon!

Andy

PETERBOROUGH
Tel. 01778 560507/01780470358
http://www.tssc-peterborough.webs.com

Well, the first day of spring was the 21st of March - has somebody forgotten to tell someone.

Our April Club night saw a few club cars in the pub car park - well done you brave souls. I am sorry I was a little late for the meeting (due to another meeting beforehand) but was very impressed to see 18 other folk huddled around tables and at the bar deeply engrossed. Peter and Linda Kelleher had once again come up with a car quiz and another good one too - well done Peter.

What an awesome array of food again. Many thanks again to Marie and the Team.

Paul has now sorted the event list for this year and for those who have not yet received your copy, please ring or e-mail him or for a copy to be e-mailed to you.

George Osborne helped a few of us in the budget with the Vehicle Excise Duty manufacturing exemption qualifying date for any vehicle to be up to the 1st of January 1974 - BUT - you will have to wait until April 2014 for this welcome news. With the September increase in fuel tax cancelled and 1p off a pint of beer - it should be regarded as a bonus for the drinking drivers of the older cars. Cheers George! I bet it has cost me an awful lot more somewhere else though!

For those of you who attended the BRM Celebration Day in Bourne on October the 7th - the Official DVD's of that memorable day are now available at £10.00 each. If you would like to purchase one of these for posterity please contact me. They are already on the 2nd printing!

Results of your questions to the AO's meeting on the 28th of April and YOUR CLUB's AGM will all be in June Courier. If you did have some questions and didn't get them to us for the AGM

in time, please be aware that there are no questions allowed at an AGM other than those that had been tabled before.

If you have questions - please send them to us and we will forward them through the Area Organisers arena.

The Peterborough Area were very lucky to win a bunch of Club Vouchers in the Club drawer last month - these will be allocated as raffle prizes throughout the coming year. As we always say - all prizes very gratefully received.

We look forward to a warm evening for our next Club night on the **13th of May at the Red Lion in West Deeping, PE6 9HP** from around 8.00pm. Come and join us for a noggin and a natter and more!

We hope to see more of the club cars at our next club night and that should give us a lot more to talk about when we are able take the duvets off the pride and joys!

PS Please bring your own warm weather, sunshine and sunglasses.

Regards

Doug

SCOTLAND CENTRAL WEST
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Our Venue was closed again for Commonwealth games work but the car park was open. So we will continue to meet there and move when required. The April meeting surpassed all. You may want to get a cup of tea at this point.. Lochinch was cold for the first official summer? Meeting. But we had 5 Spitfires (all RED) and 2 Heralds plus moderns. I had remembered to bring my timing light too. Now a Question. How many members does it take to tune John's Herald? Answer. 11. Note: The car drove to meeting. Here Goes. New shiny plugs-runs on 3 cylinders. Check leads clean caps- still 3 cylinders. Check dizzy - sparks. Put cap back on - not firing. Recheck - no obvious problems - no spark at plugs. Take coil off my Spitfire as spare - but coil now sparking. Remove dizzy cap from Brians pristine car! And try that - no go. Dismantle Brian's car further, well rotor arm. Hey Presto Herald runs sweetly. Try old cap back on- still runs. Verdict? Rotor arm failure - but no visible signs. Now we have 2 cars and only one rotor arm.. Cue mad car searches. I know my car is full of s.. spares but no Herald rotor arm..

Martin to the rescue! A trip to Martin's newly acquired Herald stored about 15 minutes away? To again acquire a rotor arm, dizzy cap and leads. Clever people also took a photo before removal, so we could put it back on. Back at Lochinch now. Cap and rotor on-misfire. Check photo - reconfirm order.

Car runs fine. Put Brian's car back together in correct order-runs fine. Put my spare coil back. Spitfire fine. Finally set timing on Herald. All seems ok. Seems ? It almost made it home, I got a txt to say it stopped and was recovered home. Cause? (Probably me working on it) it was condenser failure this time.

At this point we discussed events and decided to try SDCC Bridge of Allan on 19th May as a different show. As it was cold and we have been working solid for hours we called it a night. A very big thank you to Brian for the loan of various bits from his car and to Martin for driving to his garage and getting replacement parts back to the meeting. Also to everyone else who looked for spares in their boots, we had enough to fix Spitfire Delco dizzies but not a Lucas Herald one.

There have been no shows to report on but we have decided on which events to attend.

Dave and Karen have cordially invited those that are attending the Hamilton Show back to theirs for a meal. I think we may have to work on the Stag as repayment.

Let me have numbers please.

I have been out to see Martin's Herald estate and helped a little with the electrics. (Yes was still working when I left.) But not now that John has had its dizzy cap and leads. A little observation that again cropped up was a reconditioned wiper motor

SOMERSET NORTH STAFFS . . . SUFFOLK



TSSC AREA NEWS

was not the best. With poor machined edges and alignment and assembly. So check what you actually get. The quality of some new components is also poor, so if you can check before purchase or return if not as stated.

There will be a report on Drive It Day next month.

Please think about the dates below I would appreciate a good turnout to support Erskine Hospital, and The initial Mugdock Get Together weekend. We will probably have some Pub lunch runs too. Details to follow.

There are still spares turning up occasionally. Similarly if you have any let us know.

And the moral of this report? Don't let Gregor work on your car. Carry a few select spares (but obviously what breaks will be sitting on your garage shelf).

We have some dates for 2013.

Stirling District CCC Bridge of Allan - Sun 19th May
Hamilton Classic Car Show - Saturday 15th June.
Hamilton Town Centre. Plus meal at Dave, Karen's.
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 definite numbers before I can book, extra spaces are difficult to arrange.

NEXT MEETING will be on the **1st May**. Hopefully all back to normal and a bit warmer. I will not be working on any more cars so it is safe to attend.

Please come and see us at the meetings or shows if you can. Please remember if Lochinch is closed, we will be at the Rugby Club at Ibrox entrance to Pollok Park, our alternative venue.

Master Mechanic

Gregor G.

SOMERSET

Tel. 01275 340336

e-mail: somersetareameet@tiscali.co.uk

Not much to report this month, it has been so cold that very few of our cars have been seen out and about. The "Family Fun Day" at Taunton which we had hoped to visit as an area was not attended due to freezing temperatures.

I did make the trip to the Coleford Carnival of Transport which was the first time I had driven my GT6 outside our village. I met up with the contingent from the Avon area at Aust Services and 5 triumphs made our way through the Forest of Dean to Coleford. Despite the freezing temperatures and occasional snow flurries the event was well attended by both classic owners and the general public. I made it home with no major issues just a small water leak, but I don't think overheating was ever going to be an issue.

Thanks to June and the Avon members for making myself and Richard feel very welcome.

By the time you read this we should have met up with the Devon area at the Big Sheep for Drive it Day.

Hopefully we will have good weather and the hoped for 100 plus cars make it a day to remember.

That's it from me for another month, see you at the **Fox and Goose on the 14th of May**

Cheers for now

Steve and Derek

NOTE to ALL:

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

NORTH STAFFS

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http://triumph-sports-six-staffordshire.blogspot.com

The first event of the year on 10th March made for an ominous start to the show season as again the weather was some what wintry, resulting in a poor turn out from all car clubs. As the temperature was around zero and felt like minus 5 in the biting wind along with threats of rain lead to thinking all who attended were slightly insane.

On the 21st March a number of members attended a photo shoot for the Classic and Sports Car magazine at Curborough sprint course. This time the weather did stay fine but most were frozen by the end of a long day due to the biting icy winds blowing across the fields. The shoot was based on Triumph and MG cars from the fifties through to seventies with relevant Triumph models pitted against there MG counter part.

These ranging from TR2 against MG-A to Stags and MG -V8 all making for a interesting day, I may expand on this in more detail another time.

The next show is at Weston Park on the Easter Weekend with the number of club stand cars restricted to 12 on the Sunday, which is the day North Staffs are book in. It will be interesting to see if this will work as unrestricted numbers can attend on the Monday?

Well it doesn't get any better, the show at Weston Park was cancelled due to snow covered fields. last month I said that I hoped the temperature would raise to about 13 degrees and here we are in April and we still have piles of snow on the ground and the temperature is still hanging around zero at times. With the snow and continuing cold weather means that progress on clearing space in the garage has been on hold again.

I can't believe another months gone by, and a third of the year has nearly gone with very little done, still now the clocks have gone forward at least we will get some longer days so things should soon get better.

There was a good turn out for the March meeting and final details of Drive it Day were made, and the day will now end with a meal at a near by hostelry. Here's hoping the request I sent to the weather gods comes good, and we get some sunshine for a change.

We need a good turn out on **Drive it Day** as we are raising money for Cancer Research with each car paying an entrance fee and the proceeds of a raffle will be also be donated.

By the time you read this the big Star 90 event will be just a week or so away which I'm sure non of you will want to miss. Even if the weather is only a little better I don't remember having snow in May before, so you won't have to pack the snow shovel, but you may need a brolly, lets hope it's sunshine all the way. BFN

Dave

Next meeting: 29th May.
Pageant of Power Cholmondeley 14th -16th June
Trentham 16th June
Weston Park 23rd June (rescheduled from Easter)
save your tickets
Staffordshire Classic Doveleys 7th July

SUFFOLK

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Chris has bought another car, a Stag, however this was bought as a trade for bodywork / respray on one of his TR6 rebuilds. It went straight to the body shop so he doesn't have to store that car in the meantime.

The Club Triumph Round Britain run raised an amazing £65k



SUFFOLK SUSSEX . . . THAMES

TSSC AREA NEWS

Suffolk Continues

for the charity Children with Cancer. Chris, Russell and Colin raised around £600 of this. The cheque and various prizes were presented at Club Triumph's annual gala dinner. Chris, Russell and Colin went along to receive their tankards and due to a database error (don't you just love computers) Chris will now be known as Jeff. Incidentally, I was told that Colin looked very smart in a dinner jacket and dickie bow, as did the others.

Work is progressing well on Lindsay's Vitesse. The bodywork repairs are nearly all done and it will soon be ready for its sprayer. He is not separating the chassis and bodytub as there is no apparent need to, with no repairs necessitating this. Additionally, the body gaps are good and it is best not to disturb them.

Russell currently has problems with his TR6. When cold it runs fine but when it is hot it ticks over okay but splutters and misfires as soon as the throttle is touched. It doesn't seem to be the fuel pressure as that measures up to pressure. The coil has been changed and made no difference. More investigation is obviously needed.

Several of us are entered for the **Ipswich to Felixstowe run on 5th May**. This is a great event with all the cars and other vehicles lined up on the prom. Just need some fine weather.

With all his acquisitions, Chris is looking for a lock-up to store a car. Apparently it has to have mains water and drainage, and also be big enough to take a washing machine and tumble drier.

The next meeting is **7th May** followed by the **4th June** and **2nd July**. So, see you at the **Sorrel Horse, Barham on 7th May at 8:00pm**.

Peter

SUSSEX

Tel. 01444 450941

So it was snowing tonight but we made it Clive, Colin, Paul, Ian, Doug, Pete and Vic plus myself. Clive mentioned that he was considering attending the Lewes Beer Festival on either the 21st or 22nd June there was interest shown.

Vic was talking about his new Honda Jazz. He must be getting old. Good to see all the pensioners still have some money to spend.

Ian has gone back to his standard Springs and is changing over to an un-leaded head on his GT6. Paul is having problems with bubbling paintwork. Pete is spending time still fixing peoples gearboxes.

Next meeting **Wednesday 1st May at the Anchor, Ringmer**. Events we are going to:

12th May, Sunday, South of England Meet convoy from Pease pottage leaving at 9.00

17th, 18th and 19th Star 90 meeting. Clive and Pete have booked up their camping and mains hook up.

Looks like we will be going up to Stafford this year too. Regards

Martin

THAMES

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www.tssc.org.uk/thames

Welcome back. Cor where does the time go, writing this seems like days ago from the last one? Well time has come where Julie & I take over from Guy & Suzie, with the help of many others from Thames and other areas and we put on South of England Meet (SEM). We hope you can come and enjoy the fun on Saturday 11th, as well as soak up the atmosphere of

Sunday's car show and concours. We have started our show season with the first show at Shalford on Easter Monday. My Vitesse is still waiting to be painted due to a prolonged illness of its restorer. He has now taken on a new bodywork and sprayer to help him out. But will the Vitesse make Isle of Wight or even SEM?

SOCIAL EVENINGS AT THE FOX & CASTLE

14TH MARCH We have a warm welcome this mild evening at the Fox & Castle and have the pleasure of Bob, Tony H, George B, Martin F, John P, Mike H, Chris C and a warm welcome to Garry B on his first visit, he owns a Spitfire Mk3. Work on our Triumphs has been Tony's finally got his TR8 hot running sorted out by fitting a new radiator. John fitted newly refurbished brake calipers only to find one leaking badly. Garry's sorting out leaking float chambers on his Spitfire. Julie's raffle winners were:- John P won a tub of Swarfega, Mike H won a can of WD40, Chris won two screwdrivers, Bob won £5 TSSC voucher, Garry won the cleaning pads and I won the box of Maltesers which were shared around.

28th MARCH There's a chill in the air this Easter evening at the Fox & Castle. Inside the warm pub we have Graeme C, John C, George B, Oliver & Nikki on their first visit this year. They had a busy day as their Herald 12/50 was filmed for a TV car show. Triumphs in the car park were Georges Mk1 Vitesse & Oliver's new Mk2 2000 Estate. Work on our Triumphs has been Graeme's TR6 has passed its MoT, the timing chain oil seal has been replaced and a new duplex chain fitted. Oliver has brought a Mk2 2000 estate, and has a 12/50 Herald saloon he's selling for restoration in Cactus and Olive green (not the one used in filming). Julie's raffle won Flake Easter Egg, John C won the £5 TSSC voucher I won a Kit Kat Easter egg which was shared around.

SHOWS & EVENTS

1st April St Catherine's Fayre. George B was our only Triumph at this show (as I still waiting for mine to come back). Of the forty classic cars on display there were two other Triumphs a Mk2 2.5pi Saloon & a Mk4 Spitfire. Julie and I went along to keep George company for a while but the bitterly cold wind saw us leaving by noon. Not the best start for the season.

Our next meetings at the FOX & CASTLE are from 8 pm in May on the 9th & 23rd and in June on the 6th & 20th Please come & join us for a warm welcome or call me on 07773623807.

Upcoming events are:-

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 June

2nd Classic London to Brighton Run Brooklands

8th Triumph Car meet Ace Cafe London

9th Woking Hospice show at Mercedes Benz World Brooklands

9th Classic Wheels Event Tangmere

16th Brooklands Double Twelve Brooklands

21st/23rd Mid Summers Madness Easton Royal

22nd Royal Grammar School Classic Show High Wycombe

23rd Hedsor Classic Car Show Bourne End

29th /30th Cornwall camping weekend Cornwall (tbc)

Mickey & Julie

IMPORTANT NOTE

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

NORTH WALES

www.wrexhamgandtriumph.co.uk
email: northwales.tssc@gmail.co.uk

TSSC AREA NEWS



Hello all just a short notes for this month, just to say we had our skittles night which I was not able to attend but I was told it was a fun night with friendly competition. There are many shows up and coming and the calendar is filling fast.

On another note I have decided to step aside from the position of Area Organiser. I intend to continue helping out and organising the shows but there probably won't be anymore notes from me, the email address will still be working and I will answer any emails, so I encourage anyone who is in the local area who wants to take up some or all of the Area Organiser duties.

I will be happy to help if I can, I am also happy to continue with another helping.

All the best .

Sam

SOUTH WALES Tel. 01656 861709

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S.WALES AREA RUN TO WESTON – SUPER – MARE PAGEANT OF TRANSPORT 2013

We met as arranged at Magor services on the M4 on Easter Sunday, Jack & I in my TR4A, Rob & Pete in their Vitesse 6, Paul and Barbara in their Vitesse Mk 2, Mike "the cake" in his MkIV Spitfire (his passenger seat taken up by a jam & cream sponge he had made at two o'clock that morning), Young Eddie in his 13/60 saloon, Gareth "action man" Dyer, Stephen "the hammer" and Mal in their 13/60 convertible, Gerry Lloyd in his double fronted (two car front ends welded together, you have to see it, it causes great interest wherever he takes it) Rover 75 and Mikey J in his modern.

After a pleasant cruise in the pre arranged sunshine down the M4 & M5 and only a mile away from our destination we encountered a problem; Gareth's car stopped on a busy dual carriageway, we pushed his car up onto the grass verge and made the area as safe as possible. Luckily the TSSC TR4 register secretary was with us and between him and Gareth they soon established that there was fuel getting to the carburettor and a spark at the plugs. As the plugs were bone dry our TR4 Reg Sec announced that there was either a carburettor problem or compression had been lost either through a valve or piston related issue. As neither of these were going to be a quick fix we decided that we would get Gareth's car to the show and investigate it further when there. Rob stepped into our absent area super hero's shoes and quickly whipped out his tow pole and in a few minutes the Vitesse was towing the stricken 13/60 to our destination.



On arrival we quickly got into action, erecting TSSC regalia, making tea etc, then our TR4A Reg Sec turned his attention to Gareth's 13/60, after asking Gareth to remove the carburettor in the hope that it was the problem our Reg Sec removed the rocker cover to find that 2 rockers had broken and that one valve had dropped into number one cylinder = one destroyed engine." No problem" announced Gareth "I have 2 spare rebuilt engines in my boot", so while Stephen & Mal started erecting his engine

hoist Gareth disappeared into his boot. Two hours later he emerged "I can't find them" he said, "I must have forgotten to put them back in last night after I took them out to put the clock forward on my full scale model (is full scale only a model?) of Big Ben". Only one course of action was left so we all had a walk around the show, then on to Winstons Fish & Chip shop for a great meal. We then took a walk along the promenade and the famous Weston – Super – Mare Pier.

On our return to the show Rob brewed up again and Mike the cake shared his sponge among the members.

Gareth then decided it was time to call the rescue service. "It's Gareth Dyer, I've broken down" he said, after the operator stopped laughing he said "nice one mate, but it's not April 1st until tomorrow" and hung up. Gareth tried again "honestly, I have broken down" he said. "But we only charge you £1.12 per annum for your cover, as you never break down" said the operator "we can't afford to send out a truck" and hung up. Now it was Rob's turn, calling on his immense reserve of charm he asked to speak to a female operator and in no time a flat bed recovery truck had been arranged to take Gareth, Stephen and



Mal home. As it was now getting late Gareth told the rest of us to start making our way home, so before he changed his mind we all jumped into our cars and started

off! No, seriously it was only when all arrangements had been made for the recovery of Gareth's party and car and Gareth had insisted that we started home as he wasn't alone and we couldn't really travel in convoy with a recovery truck that we reluctantly departed, but not before we had made arrangements to help Gareth replace his engine and with Jack offering Gareth the use of his Toledo for future shows, should the 13/60 not be repaired in time, an offer that was then echoed by Rob & Pete as they will be getting their Spitfires on the road soon and the Vitesse will be available.

I must say that Gareth did not allow the upset of his car problem to spoil his (or anybody else's day), he remained cheerful which lifted the spirits of everyone present as when one member has an issue, as a tight group we all feel the disappointment. As the only Lady member amongst our group for this event, Barbara joined in with everything and hopefully felt the same level of friendship that the boys present felt from her. A fantastic day out with a first class group of people, and what we had in numbers was more than surpassed by the quality.

Bern

NOTE to ALL:

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



WESSEX . . . WEST MIDLANDS

TSSC AREA NEWS

WESSEX

www.triumphnewforestrun.co.uk

Tel. 01425 475376

The date for our area's annual **New Forest Run** is getting closer which means we are full on with the preparations. We currently have a total of 139 entries which, given the rotten weather to date, is absolutely fantastic so let's hope that the recent improvement in the weather continues and that **Sunday 14th April** turns out to be a warm, dry and sunny day! This year we are ending up at Sammy Millers Motorcycle Museum with a halfway halt at Copthorne 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. 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** at which 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.

We are looking forward to the planned visit by our neighbours in the Southern Area who 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. As previously mentioned, with the, hopefully, improving weather we are planning to "go on tour" for the summer months aiming for a different meeting venue each month for our monthly meetings. We have agreed on the following:

June (Thursday 27th) our meeting will be at the Avon Causeway Hotel.

July (Thursday 25th) our meeting will be at the White Buck at Burley.

August (Thursday 29th) our meeting will be at the Alice Lisle.

The times will be as per usual from 8pm onwards.

On **9th June is the Dorset Jaguar Enthusiasts show at Lulworth Castle**. This is the re-scheduled show previously held later in the year at Bovington. We have booked a club stand along with our friends in the TR Drivers Club. This show requires you to complete an entry form even though you may be part of a Club Stand. I have copies of these available if you would like to join in, the cost is £6 per vehicle.

Also during June, for the past few years we have ventured out into deepest Dorset to join with our neighbouring South Dorset area at their monthly meet which is on the last Monday of the month (**Monday 24th**). If anyone would like to come along for the evening please can you let me know.

In addition to the above, the arrival of "summer" heralds the return of **Classics on the Prom** which is held **every Sunday from 14th April onwards** between 4pm and 6.30pm. Also there are the **Friday gatherings on Poole Quay** and the **monthly Monday meetings at the Cock and Bottle at Morden** all of which are well worth a visit for the variety of vehicles that turn up.

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** which for the summer months will be as detailed above.

Trevor

WEST MIDLANDS Tel. 07969 024999

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 AREA NEEDS YOU!

If you are a dietician then it was a good job you were not at our April meeting, as it was our special Easter Egg draw day. At this special once a year draw, everyone is allowed only one ticket in the draw with a guarantee that everyone wins an Easter Egg, be it Small, Medium or Large.

Diets go out the window for this one special day. Calories are very important so what you have to do is follow some simple rules. If the guy next to you has a larger Easter Egg than you, then the calories in your egg don't count. If by chance you egg is broken when you get it then all the calories have escaped, this is an important rule when buying biscuits, broken biscuits have no calories, they have already escaped.

We had a cracking meeting and I am sure that everyone had a great time, by the look of satisfaction on their faces.

We also had a reasonable selection of Triumph cars on the forecourt of the pub, numbers are increasing as the weather gets warmer.

Our group goes from strength to strength and we look forward to the forthcoming season of rallies and meetings to try out our cars and to meet with and enjoy the company of similar enthusiasts.

It looks like one of our favourite shows, the Sandwell Historic Vehicle Show is not going to organised this year.

It is usually in May and up to the present moment no notifications have been given either on the Internet or the local press. Its a shame because being our local show we have in the past put on a cracking show of vehicles.

There are a few other shows coming our way so I will either announce them at our meetings or send them out to everyone via the internet. If I haven't yet got your internet address, make sure you give it too me at the next meeting or send me a text message to roghayawood@aol.com.

This weekend, the 13th & 14th April 2013 Stoke Prior, Worcestershire held its Sports and Country Club Vintage Gathering.

A number of our members attended for the full weekend I was only able to attend on Sunday 14th but I really enjoyed what for me was the first rally of the year, and I am looking forward to others.

Our next outing is Sunday 21st April when we will all have our cars out for Drive it Day. I am in the process of organising a mystery rally, its such a mystery that even I don't know where its going yet. We will be finishing up with a Sunday lunch a little different from the normal Sunday lunch.

Don't forget, throughout the year we now meet at the **West Midlands Police Social Club on Pershore Road, Edgbaston on the 3rd Tuesday of each month**. There is plenty of space to park our cars, a comfortable club room to sit and chat, and

WIRRAL WORCESTER . . . WEST YORKS



the beer and liquid refreshments are not bad either.
See you either there or back at the **Drakes Drum on the 1st Tuesday of any month**. Cheers.
Mine's a pint.

Roger
the Dodger

WIRRAL

Tel. 0151 339 4150

Hello again to all our readers in the merry month of May. As I write this early in April to catch the 8th of the month deadline for the printers it is still mighty chilly in the Wirral so I hope it has improved nationwide by the time you all get to read this.

Not a lot to report on this month as not a lot has taken place. I gather a few stalwarts did assemble on Sunday 24th March for a run out and Pub Lunch, but as this area had been hit by quite a lot of snow blowing over from North Wales the drive was somewhat curtailed. Bettine and I did not attend as we were in Scotland, where, to our great surprise there was very little snow up in the Highlands except on the mountains.

I am pleased to report that our team came third in the annual quiz organised by the Wirral Classic Car Club and took place at the Royal British Legion club in Heswall on Wednesday 27th February. Half the questions were car related and half general knowledge. As there were 14 teams competing this result was quite good. Our meetings which are combined with the Wirral Triumph Appreciation Club have been quite well attended since the start of the year despite the arctic conditions, although not a lot of Triumphs in the car park, they are all wrapped up in the garage.

At our most recent meeting on Tuesday 2nd April we had an attendance of 21 bodies, so well done those who managed to tear themselves away from the telly. We have a run organised for Sunday 21st April, which is "National Drive It Day" so let us hope the weather holds fair for us.

We have now produced the 2013 event list which looks quite a busy programme and for **May** we have a run and **Pub Lunch on Sunday 5th**, and **evening run on Wednesday 15th** and **Sunday 19th** take your pick of **Royden Park** locally or for those favouring a longer run the **Standard/Triumph anniversary rally** at Gaydon in Warwickshire.

We wind up **May** with the **Prestatyn, North Wales show on Sunday 26th May**.

A quick word regarding our walking wounded. Paul Griffies, our esteemed many times winner of prizes, and indeed Master Classes at Stafford with his TR5 was not able to attend our planning meeting on February 13th (unlucky for some) as he was indisposed after a slight accident. (Not car related I hasten to add) At our meeting last Tuesday he told me he was having physiotherapy for his injured thumb but so far no great improvement. Tell me about it, I had my carpal tunnel operation 15 months ago and my left hand is still not right. The good news is that the cataract operation on both eyes was a One Hundred percent success, so it proves the point, some you win, some you lose.

Any way, keep smiling and buff up your bonnets. Cheers

Ray

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

Well having survived the second coldest start to Spring since records began, things are starting to pick up pace. As mentioned in the last missive we had the Annual Dinner at The Pear Tree and it was the usual roaring success with good food and good company (I make this assumption as the noise level never went down and the plates were all cleared). We must have all paid up and behaved as we were allowed to have our next meet there without comment!

TSSC AREA NEWS

There were a couple of trips out for members, one abroad and one to what is becoming a regular stomping ground. A very select group of members (well three of us) went across the Channel to see what happened at the Avignon Motoring Festival. This festival is billed as the second largest motoring event in France after the Le Mans Classic and having been there it is a believable claim. There are several parts to the event, for some owners of pre-war cars there is a chance to do a road run for each of the three days that the event is on and we were lucky enough to join them on the Friday. The run that day was held in glorious sunshine and took in some of the best rural roads in the area, running by so many vineyards we lost count as well as several olive groves. Lunch was held at a chandeliery factory / museum - I suspect it was probably the first and last time that my meal was had whilst sitting under a light from the Palace of Versailles! The afternoon section took in the Marquis de Sade's chateau, which is currently owned by Pierre Cardin, along with a couple of fabulous mountain roads. On the Saturday we had a walk around the 12 halls which were packed with cars, autajumble, memorabilia and anything else to do with cars you can think of. The public car parking areas were just as interesting as they were packed with cars that you just don't really see in the UK, mainly French marques but I can't remember the last time I saw over 20 Alpines packed in the same car park. There were a few Triumphs on show, with TR6s, Spitfires and GT6s being represented and someone looking to sell their Herald.

The trip to what is starting to become our regular stamping ground was to the Shelsley Walsh Breakfast Club. Whilst several members go as and when, this trip was as a club for the first time this year and I booked in 6 cars with 8 going so I really must learn to count for next time! As expected the first sign of good weather brought everyone out and the meet was heaving with all sorts of cars. After a quick walk up the hill to walk off the extra sausage we all had because they had run out of bacon, we set off on a lovely run organised by Roger. Taking in lovely Herefordshire / Worcestershire countryside we went thru' the remains of snowdrifts and daffodils, don't you just love the British weather. We ended up at my mum's house for tea and buns and as promised there were a few different cakes on offer (don't worry Jane I don't think she noticed Jasper enjoying the remains of the coffee and walnut one!).

Well that's it for now, please remember that the next meet is the **second Monday of the month again** as the first is a Bank Holiday and we will give you the final details for our trip to **Star 90**, as well as the first pub run of the year.

Cheers

Vicky

WEST YORKS

Tel. 01535 634239

www.tssc.org.uk/westyorks

Thanks to everyone who came along to our meeting last month, thanks also to Brenda for doing the quiz. We had a bit of an impromptu Pie and Pea evening (thanks Alan for getting the food), after all we are good old fashioned northerners and we like our mushy peas. Anyhow this seemed to go down well, it was just a little thank you for your support and attendance, I bet more people will come now!

Hopefully our first Sunday lunch time meeting went well last month and our event for Drive it Day. If the Sunday lunch time meeting is well attended we'll arrange more in the summer (assuming we get one!), please watch out for details.

Welcome to David who attended his first meeting. David has two Triumph Spitfires a Mk3 and a Mk4, some of you will know his earlier Spit as it previously belonged to Colin. Anyway it was good to see you and we hope to see you at future meetings.

We now have a full schedule of local events in the news let-



WEST YORKS

TSSC AREA NEWS

West Yorks Continues

ter, if you know of any more please let me know and I'll include it. Our next big event coming up is the **West Yorkshire Dales run on the 9th June**. Plans are well underway for this so we'll

let you know as soon as we can. Let's hope we have a good day, I've specifically made this a free event as in these difficult times its good to go back to our roots and do something simple for members and hopefully we'll get friends outside of West Yorkshire attending.

Not much more to say, other than let's hope the weather is a little kinder and we can get out of hibernation, see you at the next meeting.

Cheers

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**

TOTALLY

TRIUMPH



CLASSIC CAR SHOW

Northern Ireland

Saturday 11th May 2013

Wallace Park Lisburn - County Antrim

Supported by

Lisburn City Council,

Chic Doig Classic Sportscars,

Details from e-mail:

northernireland@tssc.org.uk

or Paul on

028 9029 2722

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

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OUTDOORS"

SUNDAY RALLY

&

CAMPING WEEKEND

WICKSTEED PARK

ALL ASSES TO BE SHOWN AT GATE !!! ??

" A JOLLY GOOD TIME !!"

31ST 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

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:

For more information visit:
www.derwentvalley-tssc.org.uk

Kim and Paul Dale—01335 345784 or
 Roger Buck—07970 619149 or Colin Wright—01773 531580

Manchester Area's Holiday Weekend

12th - 14th July 2013



Tell us your name **Pike** - or else we won't know who we're booking 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		<input type="checkbox"/>

BARMY BOOT CAMP

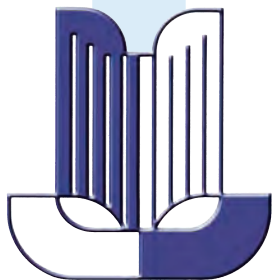
Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

For more details:

Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk, or consult the Manchester Area website at [Http://www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Please complete this form and send it with a cheque made payable to **TSSC Manchester** to Pip Flegel, Wyreside Lodge, Chipping Road, Dolphinholme, Nr Lancaster. LA2 9DQ





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17 & 18 August 2013

Stafford County Showground

TRIUMPH
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1963 - 2013



50
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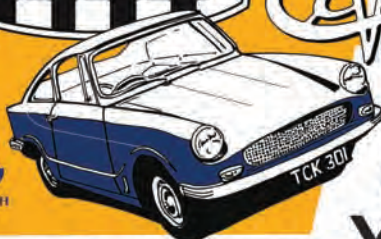


*All Triumph
Displays*



Equipe

1963 - 2013



50
YEARS

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