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The Courier

The Official Monthly Magazine of The Triumph Sports Six Club

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CLUB HEADQUARTERS

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

Tel: 01858 434424 H.Q. Fax: 01858 431936 H.Q. e-mail: info@tssc.org.uk http://www.tssc.org.uk

Headquarters open 9am - 5pm Mon to Fri

GENERAL SECRETARY

Vivien Thompson. Woodside Cottage, 35 Fixby Road,Fixby, Huddersfield. HD2 2JG Telephone. 01484 541185

email: gensec@tssc.org.uk

COMMERCIAL MANAGER	
Bernard Robinsor	e-mail: courier@tssc.org.uk
OFFICE MANAGER	
Trudi Prettyjohns	e-mail: trudi@tssc.org.uk
TSSC MEMBERSHIP	
Angie Hill	e-mail: info@tssc.org.uk
CLUB SHOP MANAGER	
Garth Jupp	e-mail: clubshop@tssc.org.uk

Courier Editor Bernard Robinson

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COUNCIL MEMBERS 2014

Bill Bate, Ben Broadbent, David Embery, Pip Flegel, Derek Holman, Simon Morgan, Jane Rowley, Frank Spencer, Victor Thompson, Vivien Thompson. For a full list of TSSC officials see page 74.

Honorary MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox. Dave Gleed. John & Pam Griffiths. Pip Flegel. John Macartney. Fred Nicklin. Paul Richardson. Bill & Jo Sunderland. Frank Spencer. Paul Swanson. Peter Williams.

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2014





My 2500S Spitfire Convertible Picture by Martin Marrison

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

PLEASE SEND ALL 2014 EVENT INFORMATION TO TRUDI AT CLUB H.Q. e-mail: trudi@tssc.org.uk

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

April 2014

SUN 6 APRIL 2014 TSSC WESSEX AREA NEW FOREST RUN CONTACT TREVOR 01425 475376 www.triumphnewforestrun.co.uk

SAT 12 APRIL 2014 TSSC HQ OPEN DAY FOR LE MANS SPITFIRE JUBILEE (SEE ADVERT PAGE 69)

SUN 27 APRIL 2014 TSSC DEVON AREA DRIVE IT DAY MEETING AT CREALY PARK CONTACT SUE & JOHN 01548 821348

May 2014

FRI SAT SUN MON 2 3 4 5 MAY 2014 25TH ISLE OF WIGHT CAMPING WEEKEND APPULDERCOMBE www.triumph-iw.co.uk Camping/ caravan bookings 01983 852597

SAT 10 MAY 2014 TOTALLY TRIUMPH SHOW WALLACE PARK, LISBURN NORTHERN IRELAND CONTACT PAUL 028 9029 2722

FRI SAT SUN 9 10 11 MAY 2014 SOUTH OF ENGLAND MEET CAMPING FROM FRIDAY EVE SAT FUN SPORTS DAY SUN TRIUMPH SHOW CONTACT MICKEY 07773 623807

FRI SAT SUN 16 17 18 MAY 2014

TSSC TRIP TO SPA CLASSIC CONTACT HQ 01858 434424 BOOKING FORM EMAIL info@tssc.org.uk

FRI SAT SUN 30 31 MAY - 1 JUNE 2014 TSSC NORTHANTS AREA CAMPING WEEKEND CONTACT DAVE 07955 198232 BOOKING FORM EMAIL traceyhawes3@googlemail.com

June 2014

FRI SAT SUN 13 14 15 JUNE 2014 OLD MANCDONALDS FARM MANCHESTER AREA WEEKEND CONTACT PIP & FRANK 01524 791607

SUN 22 JUNE 2014 DERWENT VALLEY'S PEAK RUN CONTACT COLIN 01773 531580

FRI SAT SUN 27 28 29 JUNE 2014 CORNWALL CAMPING WEEKEND ST IVES (TBC) CONTACT MIKE 01872 573 763

July 2014

FRI SAT SUN 4 5 6 JULY 2014 TSSC TRIP TO CLASSIC LE MANS CONTACT HQ 01858 434424

> SAT SUN 26 27 JULY 2014 PLUS CAMPING ON FRI 25 TSSC TRIUMFEST UK DONINGTON PARK (SEE ADVERTS)

August 2014

THUR FRI SAT SUN 14 15 16 17 AUG 2014 TSSC CUMBRIA AREA LAKES CAMPING WEEKEND POOLEY BRIDGE CONTACT ROY 01229 474077

FRI SAT SUN 15 16 17 AUG 2014 TSSC LEICS & RUTLAND AREA 29TH SUNSHINE RALLY RUTLAND CAMPING SITE. GREETHAM. CONTACT NEIL 07530 307371 DAVE 07774 276564

September 2014

SUN 28 SEPTEMBER 2014 DUXFORD ALL TRIUMPH DAY CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

April 2014 SUN 27 APRIL 2014 NATIONAL DRIVE IT DAY (SEE AREA NEWS REPORTS)

June 2014 SUN 8 JUNE 2014 BROMLEY PAGEANT OF MOTORING www.bromleypageant.co.uk

SUN 22 JUNE 2014 STANDARD TRIUMPH MARQUE DAY BROOKLANDS (SEE ADVERT)

66600 Ment Looking Forward

know it's hard to believe, given all the terrible weather some of us have been experiencing since December, but it's coming around to the time of year when we start to think about the spring and looking forward to better weather and for those who don't put our cars through all year motoring, (yes I know I cosset my beloved Triumphs too much) getting them out of mothballs. A real sign of this is the thought of our forthcoming Annual General Meeting on Sunday 13th April 2013 at TSSC Headquarters, Sunderland Court, Lubenham. Although it's by now too late to raise any items for the AGM, it is an opportunity to hear what's happening with our Club. it's a very exciting time with lots of fresh ideas and developments. We've always said ours is the Club that's going places and here is an opportunity to get involved and be part of what's driving our club (excuse the pun).

If you haven't been before the day starts off in the morning with the Area Organisers Seminar, chaired by Pip and Frank.

This meeting which is for Area Organisers or their representatives is always very lively and interesting, often generating some useful ideas which we do listen to and do our very best to take on board.

It also a very useful forum for AO's to listen to their colleagues in other parts of the country, and share ideas as to how we can make our local Area meetings enjoyable for members and try to get more involvement at the grass roots level.

The AGM is the more formal element of the whole event. However a great deal of work has been going on to develop the club.

So there will be reports from lead Directors explaining what the Council of Management has been doing to not only address the many



challenges we're facing in these still very difficult times but also what is happening to help the Club to grow.

I'm sure there will be die hard friends who always come along and those who have particular interests, but we need the AGM to be reflective of membership as a whole, including the often silent majority. So do please see this as an opportunity to get involved and share your views.

Why not make a Weekend of it as the day before, Sat 12th April sees TSSC HQ Open for a Celebration of the Le Mans Spitfire Jubilee! We have invited the Jigsaw Triumph Le Mans Spitfire Jubilee Team and they have agreed to bring all 3 Le Mans Spitfires to Sunderland Court. All the usual Open Day trimmings as well, 10am to 4pm!

Before this is the ever popular Stoneleigh Spares Day, on the 2nd March. I know this year Triumph owners are sharing it with our MG friends, but let's show them how it's done and you'll be assured of a very warm welcome on the TSSC Stand as we'll be in the heated hall this time!

NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC TriumFest UK at Donington Park

Hopefully you have all made a note of the dates for this, the Club's Main Event this year, happening over the weekend of **25/26/27th** of July 2014.

We thought we should give you an update on what's has now been confirmed and booked.

Starting off on Friday 25th where you can camp from *Midday* on the adjoining Donington Park Farmhouse campsite (50 Electric hookups available) we have arranged with them to hold a **Beer Festival** and Noggin and Natter at the Campsite's Oak Room facility. Bar snacks etc will be available. On Saturday 26th the main event moves up to the adjoining Donington Park Launchpad Centre. This includes the **'Heritage Loop'** which you will have the opportunity to drive around (Non Competitive, Drivers Briefing, Drivers to Sign a Risk Acknowledgement).

We are delighted to inform you that Club Insurance Partner **Heritage Classic Insurance** have agreed to Sponsor these 'Heritage Loop Laps'!

Sometime over Both Days the Loop Hill Section will hopefully stage the **Inter Area Triumph Gravity Races** (Triumph Styled Soap Box Derby) More news and rules etc when organisers confirmed.

Still to be 'Officially Confirmed' is the 'All Triumph Parade on the Main Circuit' but we are hoping that will take place after the racing on the Main Circuit finishes on the Saturday at 5.30pm. Sunday Parade TBC.

During the Day on Saturday inside at the Donington Park Exhibition Centre will be the *TSSC TriumFest UK International Concours* and we're also delighted to say that Club Insurance Partner **Lancaster Insurance** have agreed to Sponsor the TriumFest UK Concours.

A **Shuttle Bus** will be operating between the Launchpad Centre and The Concours Centre and will also include drops at the F1 Donington Museum and Cafeteria.

Back at the Launchpad site you will find the Trade and Members Autojumble area plus TSSC Areas and Other Club Displays AND this is the Main Area to Display and Park YOUR Triumph at the event in the Marque Parking areas.

Moving on to the Saturday evening, at Dusk will be the Start of the **TriumFest UK 'Drive in Movie!**'at the Launchpad Site. We need your Help here with suggestions as to what Movie you would like to see? If you have a suggestion Please e-mail it to info@tssc.org.uk and we'll organise the Most Popular Choice. Following the Movie inside the Launchpad Centre will be the traditional **Saturday Night Party** with a Live Band. The Fancy Dress Theme this year is '**Triumph Fest-ival**' So get your Thinking Caps on?!! Club Insurance Partner **Peter Best Insurance** have agreed to Sponsor the **Drive in Movie and Party.** Many thanks to them.

Sundays programme will again include the Main TriumFest UK Concours up at The Exhibition Centre and Tony Simpson tells us he is hoping to include a 'Non Triumph Open Classic Class' so that will hopefully attract even more interesting Classics to the event than usual.

The Trade and Autojumble and all the Displays (Although as we now have the Exhibition Centre we can Move the Trade and Displays etc into this IF the weather is poor over the weekend) will still be at the Launchpad site Plus a couple of more events we are still confirming may go ahead both days (Possible Auto Solo Event, Limited Number Sunday Lunch Triumph Parade) A Booking Form for this event is on Page19.

Updates:www.tssc.org.uk/tssc-triumfest/index.htm TSSC HQ Team.



info@tssc.org.uk 01858 434424



clubshop@tssc.org.uk 01858 434424



TRIUMPH SPORTS SIX CLUB

info@tssc.org.uk 01858 434424

INSURANCE PANEL

Lancaster Insurance 0800 013 0080 www.lancasterinsurance.co.uk/tssc

APRIL - OPEN AS USUAL MONDAY - FRIDAY - 9.00 AM - 5.00 PM Le Mans Spitfire Jubilee Open Day at TSSC HQ SATURDAY 12TH April 2014 10.00am to 4.00pm

TSSC Annual General Meeting

SUNDAY APRIL 13TH 2014 - TSSC HQ - LUBENHAM The Area Organisers Road Show will also be held prior to the

AGM starting at 10.30 am at the same location

The Club Shop will be attending the following Show International Triumph & MG Day Stoneleigh Park - Sunday 2nd March

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 E-Mail: clubshop@tssc.org.uk

Council of Management Meetings

MARCH 16 AND MAY 25 2014

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, Woodside Cottage, 35 Fixby Road, Huddersfield West Yorkshire. HD2 2JG. or email: gensec@tssc.org.uk Plerase 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

> Footman James 0843 357 1790 www.footmanjames.co.uk

Peter James 0121 506 6040 www.peterjamesinsurance.co.uk

Heritage Insurance 0121 248 9280 www.heritage-quote.co.uk Peter Best 01621 840400 www.peterbestinsurance.co.uk

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- Classic car cover for drivers from 17 upwards (Peter James)
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Feedback from the TSSC Council of Management Meeting Sunday 12th January 2014

Business Planning

Bernard Robinson was successful in selling the 1500 Spitfire and plans to sell 3 other cars to make space in one of the conservatories so it can be used for other purposes and also invite more interesting Triumphs, thereby changing the museum display on a more regular basis.

It was agreed that priorities for the first half of 2014 would be:

IT, marketing and social media Club Shop TSSC TriumFest UK Donington Classic Le Mans/SPA Classic Car sales Affinity schemes

For the second half of the year we will focus on membership.

Web update

We discussed the development of the new website. As this was underway it had been decided not to spend a great deal of money trying to resurrect the old site.

The Facebook page had been finished and launched early to ensure on-line presence and communication. It was thought it would be better to have a Question & Answer Area for Technical help rather than an open chat forum.

TSSC TriumFest UK Donington

David Embery provided an update and planning is well under way. Projected costs were shared and entry/camping prices were discussed and agreed.

by Vivien Thompson

Any Other Business

At Pip Flegel's suggestion it was agreed that a card and flowers were sent to the family of **Carol Boyland** who had sadly passed away as many Council members and Staff had known Carol well.

Vivien Thompson tabled an email from John Davis regarding the effect the closure of local DVLA offices would have on members who modified their cars. Del Holman agreed to investigate this in terms of what difficulties it might cause and how the Club could help.

The reports to be presented to the AGM were agreed. This year there is to be a change and the reports will be presented before the formal business of the meeting.

To comply with the Articles of Association, Three CoM members have to resign and stand for re-election.

Of four who were eligible three were picked at random.

Next CoM Meetings

The next two meetings are 16th March and 25th May.

Vivien Thompson

TSSC AGM 2014 - Motions put forward

TSSC Message Board

I wish to draw to the attention of the members the fact that the Committee of Management (CoM) has decided that we, the Club Members, will not be provided with a Message Board as part of the new website functionality.

A message board is an essential part of the website of any modern forward thinking club. It is essential that members can interact with each other to discuss problems with their cars, attending events and general social banter.

If the TSSC does not provide such a message board, it is highly likely that there will be a significant numbers of members departing the club and joining clubs that do provide such message boards, and in the domain of Triumph clubs there are several to choose from - CT, TRR and SOC to name just 3.

There is a significant demographic problem in the club, and prospective new Members, especially the younger generation, are highly likely to judge a club on the quality of its website and access to a message board to discuss issues with their cars.

If the TSSC does not provide a vibrant and active message board, then these Prospective members will look elsewhere and join a club that does.

The proposed "model specific Q&A/Technical database" area is not a message board, and will not allow a proper discussion of problems with the wide range of members that have accumulated decades of experience working with Triumph cars.

In this "on-line" era, people expect an instant response, and a message board is the only way to ensure that level of response.

Perhaps each current member of the CoM would like to inform the membership of the number of postings they made on the old message board - I bet that some have never posted a message, some have only posted one or two, and none have posted more than 20 times.

The CoM clearly do not understand the power of the internet, and not having a message board will result in untold damage to the reputation, membership and finances of the Triumph Sports Six Club. Consequently, I hereby propose the motion that the website shall be updated to provide private member to member communications functionality, and a fully featured message board functionality to allow TSSC members to discuss a range of topics, both concerning the running, maintenance and modification of their vehicles, attendance at and reviews of Club events and car related events not necessarily run by the Club, the Club in general, and general interest topics that are not necessarily directly related to cars or the Club.

The majority of the message board shall be open for anyone with internet access to read, but there shall be provision to restrict reading access of certain areas to Club members only, so that more frank discussions about the Club can take place without being readable by non members.

Provision should also be seriously considered for an area to provide guest access so that prospective Club members can post questions seeking help so that they can be encouraged to join the Club by the quality of the responses they receive - a sort of "Try before you buy" area.

Kevin Rochfort

AGM - Special Resolution

Clause 9 of the Club's Articles of Association allows the Council of Management to convene an Extraordinary General Meeting (EGM) if it deems it to be necessary. There is no allowance for members to request an EGM. The Companies Act 1948 does state that whatever is in an organisation's constitution, members can demand an EGM if not less than 10% of paid up members agree. It is felt that it is unrealistic to obtain agreement from 10% of the membership therefore an amendment to the Articles of Association is suggested.

It is proposed that an additional clause 9a be added to the Articles of Association of the Triumph Sports Six club which read:

"A member may whenever they think fit demand an EGM if 200 or 5% of the membership, whichever is the least, agrees to the EGM being called."

Colin Wake

GT6 Mk I - II - III Register



http://cookle.blogspot.co.uk/ e-mail.gt6@tssc.org.uk

Andy Cook

Let's get Going!

i, I'm **Andy Cook**, and I'm really delighted to have been appointed as your new GT6 Register Secretary.

Some of you GT6 owners out there will probably know of me and my car as I'm often seen at TSSC and other Classic car Club events but by way of an introduction here is some background on me, my GT6 and plans for future Register articles.

Working on the GT6

In 1988 having written off my Spitfire I realised a dream and purchased my current GT6.





About Me

I've been a pretty long standing member of the TSSC having joined in 1985.

At the time I owned a '76 Spitfire 1500 which had replaced my first Triumph a '76 Dolomite 1850. area who attended many of the TSSC events and were known for partying hard and some outlandish fancy dress!

In 2000 I moved down to Hampshire and later became the area organiser for the Hants and Berks TSSC area for a few



A clean shaven me by the GT6

years. The local area meets were always attended by members of other Triumph Clubs so after handing over the TSSC reigns to Alan, the current TSSC AO, I started up an official Club Triumph Area for North Hampshire and the monthly area meetings continue to be a combined TSSC, Club Triumph and Triumph Dolomite Club session with many of us being members of more than one club like myself.

Outside of Triumph's I'm a Telecomms Project Manager for one of the largest mobile phone companies in the UK. I'm also a part time single Dad looking after my Son James (12) and daughter Alice (11) every other week. In fact so I can

GT6 Mk I - II - III Register

continue to attend TSSC events when I have responsibility for the Kid's I've made the concession of buying a 2nd Triumph with 4 seats to supplement the GT6, a '79 1500HL Brown Dolomite.



My GT6

My GT6 is a '71 MK3 Rotoflex Model, in Saffron Yellow, which I affectionately refer to as "Nappy Ca... Yellow". I can't hate it too much as I've had the car re-sprayed twice in the same colour!

I've now owned the car for over 25 years, even after all those years it still puts a smile







on my face when I drive it. I tend to drive with the drivers window open most of the time so I can hear that beautiful exhaust howl from the smooth 6 pot engine.

The car has overdrive fitted from new and I have also fitted the optional rear seat conversion which I picked up brand new in the Stanpart box with all the fittings at the TSSC International when it was in Peterborough rather than Stafford. I've only seen one complete brand new seat kit since and that was this year which sold recently for over £600 on ebay.

The car also has a few subtle modifications.

Cosmic Allovs shod with 175/70 Michelins. Koni shocks all round with and uprated and lowered front springs. Rear chassis mounted shock conversion. K&N Air filters Semi Sports Bell Exhaust. SAH Rocker Cover Oil Cooler with Goodridae hoses and Spin on adaptor. Pacet Cooling Fan Goodridge Brake Hoses Lockheed Servo Diff rebuilt with new crown wheel & Pinion as 3.63 ratio (as per Spitfire 1500) in a 6 stud GT6 case. Fuse Box replaced with Blade **Fuse Holders** Air Horns Oil Pressure Gauge. Late GT6 Mk3 seats with headrests fitted with the early Early GT6 Mk3 PVC basket weave covers. Mountney Woodrim steering Wheel



GT6 Mk I - II - III Register

Over the years I've renewed or rebuilt just about every mechanical component, some more than once.

I've also had two fairly major bodywork restorations and resprays.

I carry out all mechanical, electrical and trimming jobs myself but tend to spend out and have any bodywork carried out by the professionals.

Some of the work I've carried out over the years of my ownership:-



Replacement Reconditioned Engine with unleaded head. 3 replacement reconditioned gearboxes. 2 replacement clutches.

Complete rebuilds to the front and rear suspension. With subsequent replacements of rotoflex couplings, UJs wheel bearings, bushes etc several times. Complete replacement of all brake hydraulics including servo plus subsequent replacement of components several times through the years 2 interior Re-trims with seat covers, door cards, carpets etc. Replacement Reconditioned Diff. Replacement Propshaft. All major electrical components replaced, some several times. Timing Chain and sprocket rebuild last vear when the crankshaft sprocket decided to shed it teeth.

I've been far and wide in the car, to France, Belgium, Germany, Holland, Luxembourg, Switzerland. lt's also completed the infamous Club Triumph Round Britain run twice, from London to John O'Groats and back to London, 2,000 miles in 48 Hours. On my third attempt I aot as far as John O'Groats but had to retire with a broken suspension rear tie bar caused by a spin off the road avoiding a rather large antlered Stag. I certainly got my money's worth out of the free recovery on the club insurance that time with a relay recovery from John O'Groats to Hampshire including a complimentary overnight stay in a hotel part way.

Other highlights of ownership are driving my GT6 around the Nurburgring, up the hillclimb circuit at Prescott, having the car



featured in Practical Classics Magazine with a professional photoshoot back in 2010 and winning the Appuldurcombe choice cup at the Isle of Wight camping weekend presented by the campsite owners to the members Triumph they would most like to own themselves each year.

Plans for GT6 Register Articles I will try to make the GT6 register reports as interesting as possible going forward and will always be open to ideas or articles that TSSC GT6 owners want to send in to me.

One idea is to publish at least one old

Triumph Tune goodies, through the stages of being a Nitros injected with a turbo charged 6 pot Triumph lump through to the Cossie Engined beast it is today.

It's also had some serious transmission, suspension and brake modifications over the years. I've already spoken to Colin about writing a report on his car so expect that to appear sometime over the next few months.

I'll publish some write ups of jobs I've done on my own car both in the past and going forward.

So to start off here is one of the oldest



GT6 picture each month from the large collection of photo's l've taken at events over the course of my TSSC membership since the 1980s.

I would also like to write a report on members GT6s that have an interesting history, good restoration story or unique modifications. If you have a car that fits the bill for this please feel free to drop me some details and photos and contact details and I'll consider a write up. A good mate of mine, Colin Geer owns a Red Sierra Cosworth Turbo charged GT6 that is quite well known in the club. This car has evolved from having a tuned Triumph Engine with triple webbers and all the 14 GT6 photos from my archives, this was taken in about 1985 at the TSSC Birthday Barbeque that used to be held at Shelford Rugby Club near Cambridge each year. Apologies for the poor picture quality but it's scanned from an old 35mm colour print that's been in a box in the loft for the last 29 years!

The Magenta GT6 MK3 in this picture is now owned by Robin Nichols the Dorset South Area Organiser but I don't have a clue who owned it back when this picture was taken,

If it was yours at the time let me know! That's all for this month. Cheers!





SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Derek Ford

Voltmeter Addition

aving changed the dynamo on my Vitesse over to an alternator this week, I was searching for a

similar idea for an article. As all MKIV/1500 Spitfires already have alternators then a straight forward record of what I did would be of no use whatsoever.

However it did remind me of one of the first modifications I did to my own Spitfire, which was the fitting of a Voltmeter gauge.

The initial reason for fitting a

Voltmeter came from an alternator failure way back when I first owned the Spitfire and was using it as a daily driver. This failure left me walking to work until a replacement alternator was located. If I had had a Voltmeter fitted at



the time I may have had some warning that the alternator was on its way out.

The wiring is straight forward as you can see from the diagram. The biggest question is where to mount the gauge. Some choose as I



did to locate the gauge where the light switch is originally located, and move the light switch. Others use a mounting plate as in the photograph.

Use at least 5amp cable and fuse the live feed to the gauge, making sure that the live feed is ignition controlled, or your gauge will be positive all the time and drain the battery.

SPITFIRE MkIV/1500 Register











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TR7

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Door skins YKC74/75 £52.50
Body shell convertible£4,575.00
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Late type boot lid XKC3854 £180.00
Rear deck assembly convertible WKC4255 £67.50
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Door/glass outer weather strip R/H YKC101 £6.00
Radiator grille R/H convertible WKC3674£30.00
Petrol tank retaining strap TKC131£8.00
÷ .
Petrol tank
Petrol tank sender TKC3408 £27.50
Rear lamp assembly R/H TKC232 £95.00
Recon TR7 (exchange) distributor £95.00
TR7 distributor cap £9.50
HT lead set (early) GHT 167£12.00
Gearbox 4 speed (exchange) £285.00
Recon steering rack (exchange) £55.00
Front strut assembly recon (exchange) £67.50
Front lower ball joint GSJ154£11.50
Front suspension strut gaiter UKC4981 £8.50
Rear shock absorbers£20.00
Upper steering joint UKC2449 £45.00
Lower steering shaft TKC1084 £47.50
Track rod ends GSJ185£16.00 pair
Steering wheel (early) RKC509£25.00
Brake pads GBP233£9.50 set
Brake discs TKC780£17.00 each
TR7 brake master cylinder recon (exchange) £85.00
Brake servo recon (exchange) £85.00
Uprated brake master cyl/servo assy (exchange)£250.00
Brake pressure valve TKC 3667 £49.50
Recon exchange brake caliper£46.00
Brake shoes 4 speed GSP794 OE Unipart £17.50 set
Brake shoes 5 speed GBS813 £18.50 set
Wheel cylinders 4-5 speed £15.00
4 speed differential TKC2619 (exchange) £250.00
Jackshaft 215207 £195.00
Recon starter motor (exchange)£87.50
Service exchange oil pump 215573 £35.00
Fan idler pulley bearing£9.50
Recon w/wiper motor (exchange)£69.50
Clutch kit TR8 Q/H£110.00

STAG

Front suspension leg insert	£35.00
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Gearbox (exchange)Reconditioned	
Recon exchange J Type overdrive	
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Rear sub frame mounting 150382	
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Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
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Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
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Seatbelts non-sensor	

TR6

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Rear quarter bumperO.E	£80.00
Seat belts with sensor wire type	. £95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£62.50
Front trunnion 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£350.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPITFIRE MK I & II & III

Spitfire MKIII Bonnet Assembly less tubes	£1050.00
Nearside/offside front wings	. £95.00 each
Front wing 'D' plate 706311/2	.£14.00 each
Front outer wheel arch 903137/8	£59.50
Front inner wheel arch 706548/9	£59.50
Bonnet hinge tubes 811679/811680	. £48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£61.50
Battery box 806707	£25.00
Rear valance lamp panel 569900	£85.00
Boot lid 575787	£395.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£160.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£315.00
Rear leaf spring 305894	£99.50

Recon exchange brake caliper type 12 £46.00
Recon exchange brake caliper type 14 £41.00
Original head gasket GEG314 £9.00
Distributor cap £5.50
Front valance support bracket 712567/8 £6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	. £19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£49.50
Front wheel arch inner 909797/8	
Headlamp support panel assembly 818871/2	2 £40.50
Front guarter valance 815391/2	
Door skins	£61.50
Sills non original. 903097/8	
Sills O.E. 903097/8	£69.50
Sill reinforcement panel 806634/5	£7.50
Inner sill 806638/9	£27.00
Front sill end plate 706422/3	£8.50
Half floor (deep pressing)	
'A' post lower filler panel 706288/9	
Bonnet hinge pivot box RKC362/3	
Chassis front gusset 218526/7	
Bonnet hinge tube L/H-R/H 911107/8	
Rear wing non O.E.	
Rear wing front repair panel	£21.50
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	
Rear valance 908970	
Boot floor.	
Deet id 011007	0475.00
Boot lid 911327	£4/5.00
Rear inner wheel arch 725563/4	£145.00
Rear outer wheel arch 909661/2	
Windscreen aperture drip channels	
Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	
Door hinges 607824	
Exterior door handle (black) YKC2837/8	
Window regulator 911271/2	£65.00
Window regulator glazing channel	CGE 00
Front outriggers 209398/9	
S/steel tread plate finishers	
Oil pump TKC 1974 (exchange)	
Water pump 216939/GWP128 (exchange)	
Radiator support cradle TKC 1761	£16.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	
Front shock absorber GSA364	C20.00
Front suspension vertical link	
Front suspension top ball joint GSJ155	
Stub axle UKC697	
Recon steering rack exchange	£55.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Gearbox exchange	
Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	£320.00
Recon exchange J Type O/D 1500	
Rear wheel bearing kit GHK1029	
Early/late rear drive shaft	
Recon exchange drive shaft assembly	
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	
Recon exchange brake caliper type 14	
in the second se	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

Brake disc 208715 £13.50
Brake disc 208715 Drilled/Grooved £42.50 pair
Caliper repair kit inc pistons type 14 £20.50
Handbrake front cable 121766 £5.00
Handbrake cable end fork 104749£3.00
Rear wheel brake cylinder ·7 dia GWC1110 £12.50
Rear brake lever 123135£6.50
Brake shoe set GBS749 £10.00
Clutch slave cylinder GSY103 £35.00
Clutch kit GCK160£77.50
New distributor 1500 (exchange) £59.00
Recon distributor 1500 (exchange)£47.50
Distributor cap Mk IV£6.00
HT lead set£8.00
Recon starter motor (exchange) £45.00
Recon w/wiper motor (exchange) £45.00
Universal joint with grease nipple£9.50
Dash top cover 815281£40.00
Seat cover set, brown houndstooth material £115.00
Gearbox tunnel retaining plate 608383£1.80
Wheel arch to bulkhead seal 613666 £3.00
Hoods original I.C.I. material inc zip window £190.00
Hoods vinyl inc zip window £160.00
Inertia seat belts less warning light wire £65.00 pair
Inertia seat belts less sensor OE£70.00 pair
Inertia seat belts less warning light wire Red £60.00 pair
Inertia seat belts sensor type£70.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes £1,050.00
Bonnet assembly Mk III 913766£1,050.00
Front wings Mk II 908113/4£115.00
Front wings MK I 907154/5£95.00
R/H front overrider Mk I 710717 £42.50
Boot floor carpet Mk I/II 810841£35.00
Main carpet early Mk III new tan 819813 £32.50
Main carpet late Mk III new tan 822633 £27.50
Dash veneer set Mk III 820073£160.00
Steering lock 216449/UKC2719 £85.00
Recon Steering Rack (exchange) £55.00
Seat belts £65.00 pair
Recon (exchange) water pump GWP201 £29.50
Manifold banjo bolt 145155 £9.00
Gearbox (exchange) £285.00
Recon exchange D Type O/D£320.00
Clutch kit£80.00
Front suspension vertical link£108.00
Front shock absorbers£20.00
Track rod ends£9.50
Rotoflex coupling 152273 £35.00
Rotoflex bush kit inc tubes
Brake shoe Mk I/II/III rotoflex GBS750 £17.00
Brake shoe non rotoflex GBS746 £20.00
Front side/flasher lamp assembly 155416 £20.50
Delco distributor cap£9.75
HT lead set £12.50

TRIUMPH 2000/2.5 PI/2500

N	lk I	1	ront wing L/H-R/H 570195/6£250.00
N	lk I	1	ront panel (nose cone) 903258 £75.00
N	lk I	I	headlamp panel 575894/ZKC1972£75.00
N	lk I	I	bonnet 910507 £135.00
N	lk I	I	rear lamp panel 910509£145.00
N	lk I	I	boot reinforcement panel 910505£75.00
E	on	n	et seal 613894£12.50
F	lea	r	centre bumper (estate) plain 576530£97.50
F	lea	r	centre bumper (estate) for insert 917813 £97.50

Rear quarter bumper (saloon) plain 910158/9 £67.50
Rear quarter bumper (estate) 923444/5 £60.00
Rear bumper moulding (saloon) 824479 £27.50
Interior door knob 615888£1.50
Dash veneer set 2000TC/2500TC - ZKC1552 £65.00
Dash veneer set 2000TC/2500TC - 730397 £65.00
Interior grab handle ZKC 701/711 £20.50
Boot carpet 728551 £22.50
Late Mk I 2000 steering wheel 307493 £25.00
Recon power steering rack (exchange) £140.00
Recon manual steering rack (exchange) £55.00
Gearbox (exchange) £350.00
Mk II front side/flasher lamp 216149/216150 £42.00
HT lead set £12.50
Clutch kit £80.00
Recon (exchange) water pump GWP201 £29.50
Rear wheel bearing kit £19.50
Rear shock absorber£20.00
Recon exchange brake caliper £56.00
Brake shoes Mk I (axle set)£27.50
Brake shoes Mk II (axle set) GBS803 £16.50
Rear wheel cylinder GWC1205 £17.50

DOLOMITE RANGE

Toledo Static Seat Belts O.E £35.00 pair
Front underrider XKC 83/84£25.00 pair
Rear lamp assembly 1300 F.W.D. 211874 £37.50
Dolomite Rear lamp assembly R/H TKC938 £52.50
Head lamp assembly 1300/1500 Dolo (square) £75.00
Headlamp bowl 1300/1500 Dolo (Square) £28.50
Rear screen rubber 913937 £37.50
Boot floor carpet 1300 F.W.D. 617831 £25.00
Recon windscreen wiper motor (exchange) £45.00
Dolomite 1300/1500 new exchange distributor £59.00
Dolomite 1300/1500 recon exch distributor £47.50
Dolomite Sprint recon exch distributor early/late £160.00
Set of HT leads 1300/1500 £8.00
Set of Sprint H.T. leads
Set of HT leads 18.50
Distributor cap 1300/1500 GDC136 £4.75
Oil filter 1300/1500 GFE119/150£5.00
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Sprint gearbox (exchange) £350.00
Sprint clutch kit £80.00
Gearbox exchange 1300/1500/18/50 £285.00
Gearbox exchange 18/50 3 rail£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160 £87.50
Front subframe mounting cup washer 138626 £7.50
Recon steering rack (exchange) £55.00
Track rod end£9.50
Upper steering column joint 157659 £36.00
Lower steering column joint FAM1718 £22.50
Front/Rear shock absorber (Dolo) £22.50
Toledo front shock/spring assembly £48.50
Front lower ball joint GSJ135/RH £65.00
Anti-roll bar mount bracket 154868£7.50
Anti-roll bar mount bracket 153669£12.00
Dolo recon exchange caliper £41.00
Brake pads Dolo/Toledo £10.00
Brake pads Sprint £12.50
Dolo 1500/18-50 brake shoes GBS746 £20.00
Dolo 1500/18-50 wheel cylinder GWC1502 £15.00
Sprint wheel cylinder GWC1121 £15.00
Tank sender 1500HL/1850HL/Sprint 215652 £27.50

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX Telephone 01952 619585/620434 Fax 01952 610510 Web: www.tdfitchett.co.uk

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Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



HERALD 948 -1200 -1250 Register



www.tssc.org.uk/herald e-mail. herald@tssc.org.uk Colin Lindsay A Patch in time?

've just spent the last three days lying under a Landrover Discovery with diesel running everywhere from a ruptured fuel line; freezing cold, totally miserable and longing for the relative simplicity of a Triumph. Said Triumph of course is snug and dry in my garage which was the reason for having to work outside in the first place...

It's also in bits so time to get cracking and get it to a rolling state where it can at least be moved by one person. I've been assessing the underside of the rear tub – the bulkhead and bonnet have gone for professional welding and are long overdue returning to me, so it's a matter of poking around the bodytub to find weak spots and then decide on the best course of action to fix the combination of rust and fresh air that is the underside (pic 1).

It's amazing the number of panels which are available for our cars; and equally, there are still a few areas that rot for which

no panel is currently available. Sides are always available – wings, lower repair sections, boot floor side closing panels, and of course treadplates, which rot due to being double skinned and are therefore often replaced in single skinned heavy duty metal.

Doors are equally well catered for, with full skins or frame repairs readily available.

Where things start to fall apart – literally – are the floor areas.



These are often the most serious areas to go, where moisture soaking in carpets and underlay eats its' way through over the years, and often the hardest areas for which to find repair sections.

This explains the number of cars I've seen where floors or boot floor are flat sheet steel, even to the extreme where the spare wheel well is even absent entirely.

There are a few remedies, however, although original Stanpart boot floors are now only a dream.... (pic 2)



HERALD 948 -1200 -1250 Register



trimming to fit.

Corner repair sections, where the boot outrigger bolts through the boot floor are also available.

Sadly I have been so far completely unable to find any replacement front floor section, by which I mean the sloping panels under the seats. Mine are heavily patched, including a worrying crack where the seatbelt clamps to the floor – I can reinforce this but it won't be pretty (pic 4).

This remanufactured boot floor panel (pic 3) became available a few years back, and I've seen more than one come up for sale through auction sites recently. They're still available new, but the price of over £400 is quite heftv. l′ve heard a few derogatory comments - mostly that the wheel well looks like a cake tin – but the sad fact remains that for many there is no replacement panel other available. The wheel well is still available as a complete

assembly, and there have been attempts to use other wheel wells, such as that from a Vauxhall Astra, but they do need drastic



The best I could find was a rear corner repair section (pic 5), but there are no complete floor pans as in the GT6 or Spitfire.



The repair panels for under the rear seats have always been available, with the kidney - shaped dimple and the drain hole. Quality does vary so shop around (pic 6).

I also contacted **Bill Davies of** rarebits4classics who tells me the rear spring tunnel patch has in fact been discontinued for quite a few years, presumably due to lack of demand

Again mine is heavily and not very prettily welded in this area (pic 7). It's going to have to

be a decision between finding properly contoured panels, or welding in sections that will be known only to Me, God and of course the MoT Inspector

Brown, a Classic dealership where each advert contained a disembodied pair of legs under one or other of his usually expensive vehicles, the fun was spotting it in every ad.



I mentioned last month about feeling like Arfur Body... ... this was a feature of the full page magazine adverts, I believe by John 24

Well, it passed the time for some of us... things were more innocent in those days.



Welcome to NEW MEMBERS

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



Middx

Robert Bailey	Beds
Richard Keating	Cheshire
Adam Corrie	Cheshire
Richard Linthwaite	Derbys
Richard Leithall	Devon
Claire Purser	Devon
David Townsend	Essex
Mark Wilson Smith	Glos
Lee Cooper	Hants
Bill Fairfield	Hants
Melvern Munro	Herts
Francis Laurens	Jersey
Paul Buckland	Kent
Thomas Williams	Lancs
Anthony Birkbeck	Leics
Tony Hall	Lincs
Edward Shulver	London
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Brian Taylor Patrick Morris Alastair Flint Keith Mackay Neil Jenkin David Hemmings Paul Parsons David Gower Paul Jennings Keith Powers Mark Mccall Leonard Fox

Norfolk Shrops Somerset Staffs Staffs Staffs East Sussex Warks Warks West Midlands Worcs West Yorks

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

HERALD13/60 Register



www.tssc.org.uk/herald e-mail. herald1360@tssc.org.uk Phil Willson

1969 - Looking for a New Market?

ow times change. By 1969 the Standard Triumph marketing department was then

picking up on

the growing trend for two-car families and pushing hard to get men to buy them for their wives. So no change in the old stereotyping there, then!

Their angle in these adverts, though, was that the 13/60 was so appealing that the men wanted to drive them in preference to their own machines. The second version of the advertisement (using identical wording) shows more of the consequences of this because Hubbie is going off to work with bowler hat and briefcase and leaving the Roller at home. Does his wife know that she is stuck with the huge barge in which she is supposed to do the shopping? I hope she's happy with the situation.

It is interesting, though, that Triumph was apparently no longer pushing the Herald as the main family car. It was by this time becoming rather small for this function and the competition had grown in size, comfort and performance - and that includes Triumph and other British Leyland models. There is no doubt that the Herald still had its following but the design was 12 years old and things had moved on, as they always do.



The number one number two car.

So many men boy the Triungh Heraki 11460 as a The F second car that it's almost certainly first in this field. But second cars are intended for viryes. So before you decide on a Heraki far your wife read this. You see, where you have a Beraki 13400 as ha Nour see, where you have a Beraki 13400 as ha number too cars.

Trought nave toot in this is what suppers. Mostly, they say, because it's just so much more convenient. Which sums up Triumph engineering, Clever, practical ideas that make a more convenient car. A car you get more out of.

has a zoomy 12% cc engine, delivering 61 bhp. Which mean lens gear changing. Safer overtak Faster acceleration. (0-50 in 12 seconds.) It simply eak its way through town traffic. And

the tightest parking situations it escapes without a scrape. Slots cosily into spaces only 3 feet longer than it with Turns full circle in only 25 feet.

It's equally cosy inside. Six-footers drive in comfort, And people in the back have plenty of leg room.

Triumph put in what the others leave out

The Triumph Would (1960 at choice of the two-cur family

der chassis. Crunchless rubber bumpers. Minium servicing. All-independent suspension. And ont discs and bester are standard.

when you've bought the Herald 13/60 as your numbertwocar, how do you prevent it becoming your number one-car?

Triumph Herald 13/60 £763 8s. 7d. Convertible £822 3s. 7d. Estate £841 15s. 3d. Ex-works inc. n.t.

Standard-Triumph Sales Ltd. TRIUMPH

Picture 1: There's no easier car to park than a Herald

Herald 13/60 Register

"Ladies, get your hands on the Number One Number Two car – murder your husband"

"The Triumph 2000 leave the Herald with the Wife"

"Will you do the shopping on the way home. dear?"

I'm sure that there are many more where they came from. Printable (and better) suggestions are welcome.

Finally, also showing how times and the of words meanina change, I offer you this (photo 3) from the Herald handbook.

I particularly like the idea that the air conditioning also includes opening the window. Presumably putting the hood down on a convertible is the ultimate implementation of this particular system.

MWK 669H The number one number two car.

Picture 2: Hope she's not looking!

ten buy the Triumph Herald 13/60 as a that it's almost certainly first in this field of cars are intended for wives. So before on a Herald let your wife read this, when you have a Herald 13/60 as her or ar it has a masty habit of becoming your

RHG BEG B

dd us this is what hannens. Mostly t's just so much m or. Cl

The Herald 13/60 is splendidly racy to look at. It is a zoomy 1296 cc engine, delivering 61 bhp. Which means liess gear changing. Safer overtaking: aster acceleration. (0-50 in 12 seconds.) It simply eals its way through town traffic. And in the tightest parking situations it escapes without a

cosily into spaces only 3 feet longer than it-

Sides costly into spaces only 5 reet, only 25 feet, edit. Turns Kull circle in only 25 feet, It's equally cosy inside. Six-footers drive in comfort. And people in the back have plenty of leg room. Then there are all its other virtues. Like its real steel

Triumph put in what the others leave out

girder chassis, Crunchiess rubber bumpers, Mi mum servicing, All-independent suspension. A front discs and heater are standard. When you've bought the Herald 13/60 as yo

dard-Triumph Sales Ltd. TRIUMPH

What the advert doesn't tell you is the reaction of the wives who were regularly having their cars taken, probably just to be parked all day at the station. Did this lead to frequent marital breakup or worse? Why didn't the husbands buy themselves decent cars that they could enjoy driving? How about some alternative straplines....

AIR CONDITIONING

Fresh air enters the car through a unit heated by water from the cooling system. Suggested control positions, to meet various requirements are tabulated below.

WARNING: Modern methods of body sealing effectively prevent the egress of air from the car interior. Thus, pressure generated when the heater is operating resists the intake of fresh air, resulting in the air becoming stale and the occupants drowsy. This is prevented by having a ventilator slightly open.

Picture 3: The Air Conditioning system?

- Toledo/Dolomite 1300/1500 Register -



www.tssc.org.uk/dolomite e-mail. TriumphToledo@aol.com

Andrew Burford

Blimey, that went quick!

i and welcome to the small saloon register. I'm sorry for the lack of articles although I have still been answering your enquiries and trying to

help in the background. It was an incredibly busy 2013 for me with work at a major project and every time I thought about the magazine deadline something always got in the way. That's how life is sometimes but this year I hope I will get back on track so starting on the right

note with an article for the New Year.

So much happened on the car scene its difficult to know where to start but as best as I can I will go through what I remember and then we can go forward from there.

On the ebay front I've noticed a upward trend on car prices and there's been quite a few 1300 FWD drives fetching above £2.5K and there was also a nice Brooklands green

Dolomite 1300 in November with 13,000 miles from new that was also spotted, keenly, that fetched nearly £3K.

I did also "miss" the chance of an SE that had low mileage but the silly ebayer was questioning the seriousness instead of sending me and others the pictures we wanted. It was in Perthshire so I certainly wasn't going to visit unless I saw more proof on the car, hence it sold for £1,200. Was it a bargain? I don't know, if the new owner is reading this perhaps they would let us know.

Continuing the theme on auctions there were 2 cars that came up for sale which on the face of it sounded the perfect dream.

One, a Sandglow 1500HL with less than 80 miles from new, and the other (a personal favourite), a 1500 SE again with 67 miles from new.



The estimate was 14K to 18K but undeterred I went to Norfolk to go and view as the pictures looked tempting.

The chap was cagey about the values or reserve but having viewed the cars I told him what I thought.

Neither car was perfect and the years of

Toledo Dolomite 1300/1500 Register



Going on to another Theme I was sent this picture from a guy in New Zealand from a scrapyard of a rather sorry Toledo. (Picture Below) By the over riders and the short bumper it appears to be a rare 2 door and I must admit I never knew they were sold down there. So that set me thinking where else in the world have these ended up? Please do let me know, maybe we should have an award for the farthest travelled. Lol.

incorrect storage had taken their toll.

Inside it was as you would expect really and I'm sure they would have made concours cars but under the bonnet and other areas was a different matter and the SE was recently undersealed (very badly!) so wondering why? and it certainly made for a big put off to me.

I duly paid the fee to bid and was surprised that both cars (from memory it was September) started around £8K.



interest didn't last too long and the Sandglow was finished at 9.2K and the SE at 9.6K but neither had sold. Speaking to the auctioneer in the week following he told me the reserve and I wished him good luck with that.

Will they appear again in 2014 for sale with a realistic reserve ? I don't know...they need work and then what do you do with them other than a museum piece...it's always a Dilemma! Just completed the New Year run and did see the "usual" Dolomites there.

New Zealand Scrapyard Find

Next time I will try to get some of your cars included and some of the things I have come across but this was a short Register for the moment and hopefully we will get more next time.

As always please keep sending me your articles and pictures.

Until next time, see you at the shows.

Safe Winter Motoring.

Andrew

VITESSE Register



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

of



Dave Rumens Wheels and Boots

ello everybody, March is the month I take my Vitesse out hibernation for its MOT and the coming season. I am looking forward

later this month to those evocative smells and sounds of the Vitesse after its winter lay up. Let's hope this time we get a warmer Spring than we had last year.

A question I was recently asked was concerning the original tyres and size fitted to the Vitesse. Back in the early 1960's when the Vitesse was first introduced Cross Ply tyres were the normal fitment and would have been Dunlop nylon cord tubeless (C41 type, Picture 1). As this type of Dunlop tyre was also a factory fitment on a number of the British Motor Corporation's models it looks like it must have been a popular choice with the UK car manufacturers.

Moving on to what the tyre fits on, the road wheel. As we know the road wheel's diameter and its rim width will determine the size of tyre needed. Having said that there is a small variation in tyre width that can be fitted to a given rim width. The original road wheel fitted to the Vitesse 6 Saloon and Convertible had a diameter of 13 inches and a rim width of 3.5 inches. Both the diameter and rim width were the same as fitted to the Herald Saloon and Convertible. However, wider tyres were fitted to the Vitesse.

The Herald tyre size was 5.20x80x13, where as the Vitesse was 5.60x80x13.

As interest, the wider tyres were also fitted to the Herald Estate and Courier Van. So was it



the greater weight of the Vitesse or to improve the road holding that made Standard Triumph fit the wider tyres to the 1600? I can only hazard a guess that it may well have been a bit of both. The wider tyres also brought other considerations as though the Vitesse 6 has the same differential ratio as the Herald 1200 because it is fitted with wider tyres this makes it slightly higher geared. The figures are 15.7mph/1000rpm for the Herald 1200 and 16.4mph/1000rpm for Vitesse 6.

This increase also applies to the Herald Estate and Courier Van. Though the change was small the manufacturers thought it worthwhile fitting speedometers with a reduced "turns per

VITESSE Register

mile" specification to allow for the reduction in engine speed. It may seem strange but increasing the width does increase the rolling radius of the tyre.

I checked with the parts book and it does reflect the changes in this order of events. Back in the 1960's wider steel wheels were



With introduction of the 2 Litre models in October 1966 this saw a change in the road wheel rim width to 4.5 inches, also by this time Radial tyres were becoming standard fitment on performance cars. As a result the Vitesse 2 Litre models were now fitted with 155x80x13 Goodyear G800 tyres. If I remember the standard tyre on the Herald at the time was still Cross Ply with a dealer option for Radials. Interestingly the Herald 13/60 Estate was also fitted with wider 4.5 inch rim road wheels as the 2 Litre models.

In the 1960's I had a 1965 Vitesse 6, Picture 2, and that was fitted with the 4.5 inch rims. I am not too sure if some of the late 1600s were fitted with the wider road wheels or was this just a one off? As an aside this car had one or two production changes anyway. The later radiator with overflow bottle had been fitted and as a result there was no header tank mounted on the inlet manifold. But as it still had the Solex Carburettors this would have been in readiness for the change over to Stromberg Carburettors.



available for the Vitesse but as far as I remember only through the after-market route. These include 5.5 inch rim width versions of the standard wheels from **Dunlop**, Picture 3,

and of course the Minilites from **SAH**, shown in Picture 4.



give the advantage of :-Lightness: One quarter the weight of steel. Two thirds the weight of aluminium.

The useful thing with **SAH** products, Picture 5, is that they could be ordered direct or through your Standard Triumph dealer's spares department.

I always found the staff at **Stevensons Motors Ltd in Tunbridge Wells** very helpful and a mine of information on anything Standard Triumph.

One thing I nearly forgot is that **Dunlop** wire wheels were available from the factory/dealer and **SAH** for the Vitesse, Picture 6.

That's it for this month, so safe driving and Keep them running on all six.

See you all next month.

Dave.



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SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire e-mail. spitfires@cadley.org.

Suzie Singleton

Over a Decade of Service

couple of weeks ago I received the following from Peter "Skippy" Truman (AKA "Grumpy") in Australia.

Our family's 13 year life with a Mk2 Spitfire - 2001 to 2014

My daughter Michelle has always loved Triumphs, particularly the round tail Spitfire, what hope did she have when there was always my '68 Mk2 Vitesse in the garage, and the first car she knew was a 2500TC.

When she turned 18 in her last year of school I was looking for a car for her, I had settled on a relatively new Honda Prelude, A/C and all mod cons. She said NO, she wanted a Spitfire, I said NO as I considered it unsafe for a young lady to be driving around to Uni in a 30 year old ragtop, besides we were very protective as at age 16 she sustained a broken back in an accident in the family's Jag when it was rammed by a semi-trailer. Thank god and the surgeons her damaged vertebra

was repaired with no nerve damage and she has been able to get on with life, now having 2 fine boys.

The father/daughter compromise was a near concours condition 74 Dolomite Sprint, always mimosa here in Oz. The Sprint was fully optioned with O/D and LSD. She loved that Sprint and it served her well over 5 years of Uni whilst she studied Aero Space Engineering. By now it was 2001 and she obtained a short term contract with Volkswagen in Germany. A month before leaving Oz she ran into the back of someone at a very busy city intersection, really the Sprint wasn't damaged that much that new front panels and a wing would have fixed, but the Classic Car Insurers chose to write it off. This suited me as I had always found the Sprint hard to work on, so cashed up and, with dad promising the cash balance, she was on the hunt for a roundtail Spitfire as a classic driver, which we found 2 weeks before her departure to Germany. It was a 1966 Mk2 rebuilt by a mechanical engineer, but needing some finishing, which I was up for whilst she was away, but what a colour scheme, bright red powder coated chassis, new Porsche blue body work, black carpets, and wait for it bland white upholstery!! The latter changed by her now upholsterer father-in-law to a Wedgewood blue, the car was delivered to him 10AM one Saturday & picked up at 4PM with both seats





rebuilt and recovered, as well as the door cards, and rear trims recovered FREE, it's a great job too.

Over the 13 years since she got it, I've fitted

a new hood, rebuilt the suspension, engine rebuilt, new clutch, diff changed, and a NEW prop-shaft fitted. I have a 1500 engine and J type single rail gearbox to check out and fit.

Michelle returned to Oz in 2002 and work with General Motors Holden, where she worked on various new models, once bringing home a development US 7lt version of the Monaro. She took Mum &

me for a drive in it. Now we live in a court and rather than having to do a two point turn in the bowl of the court I told her to "spin it out". Being a good daughter she always did what Dad said, much to Mum's disgust and screams, "never, never do that again!" Unfortunately GM has just announced they are stopping production of all Holden's here in Oz in 2016!

The Spitfire has been involved in two of our children's weddings, in both cases taking the bride to the church/ceremony. The first was Michelle's own wedding to Daniel in 2003 where I drove, and the second 10 years later for son Martin's 2013 wedding

SPITFIRE I - II - III Register

to Mia, where Michelle drove her sister in law. Unfortunately for Martin's wedding it was very windy so the roof had to stay up. The transport for the two bridesmaids was provided by fellow Triumph Enthusiast Guild (TEG) members in their TR6's.One of the bridesmaids spoke little English and my mate Colin whilst driving her asked her if she was married, she replied "No, I'm available", Colin kept quiet for the rest of the trip.

For you romantics Martin and Mia's wedding was held halfway along Kerferds Pier, Albert Park here in Melbourne, near where the F1 GP is

held. It was a very romantic setting, the kid did well, weather wise the sun was out with the temp in the low 20's, but windy, and it followed several very hot days, which was





good as there's no A/C in classic Triumphs. Mia's parents came from Taiwan for the



Martin & Mia's Wedding Triumphs

ceremony and we are going to Taichung for their family Chinese ceremony in early February.

You will note the change in registration plate it's now on "Club Plates" H for Historic and limited to pleasure & social use only, usage is limited to 90 days/a max, but reduces the annual registration cost from \$700 to \$130, plus quartered the comp insurance now around \$100/a. To qualify for this the car has to be over 25yrs old and you have to be a member of an accredited club.

Also changed are the wheels which went from white Ford reverse rim to Spitfire silver slotted rims to Superlites (permanently acquired from my Vitesse as daughters do!)

The Spit is obviously also used on many club events including interstate club trips, and on a recent TEG run I nearly stood the Spit on its nose as I braked very hard, just clipping a Kangaroo, fortunately it appeared to be OK getting up and hopping away. No damage to the Spit just some dust on the RHS of the bonnet from its coat, now I have a new nickname "Skippy", not bad for a Yorkshireman, but I have lived here 53 years now, being brought up here until the early 1960's and returning with my wife now of 46 years in the 70's.

Suzie note 1: I do sympathise with poor Mia not having a particularly easy time getting in and out of a Spitfire in a wedding dress, mainly, as Peter says, because it was a very windy day and they needed to have the roof

up. Michelle was a bit luckier being able to leave the hood down. Suzie note 2: Lunderstand that Peter has than more one nickname, as per my intro because, as Peter told me, "There's a group of us in our club TEG who are known as the dwarfs, I won Grumpy, glad I didn't get Dopey (he's a financial advisor)!"

Suzie note 3: It's interesting to hear about the significant savings that having a car classified as Historic can make in Australia. Of course, here in the UK we have free road tax for vehicles built prior to 1st January 1973, (soon to be extended a year to include cars built prior to 1st January 1974.) For the earliest Heralds and TRs, as well as other classic makes built before 1960 we also now have no compulsory MoT inspection (although the jury's still out on how good an idea that is). Most classic owners also benefit from insurance costs much reduced when classic insurance is obtained rather than going through the mainstream insurance companies. However, we are lucky in that usage of classic cars is not limited as much as it is in Australia, although limited mileage limits can help reduce insurance costs further.

Those of you reading this in the UK may wonder why I've listed information that you already know, but, of course, as proven by Peter's emails to me, we have members all over the world.

So, my next request to you all is for information on the conditions/situation for classic insurance, road tax, annual or other inspections etc required in other countries. It could be interesting to run a bit of a comparison in these pages sometime.

I can't remember if I've mentioned this before (it's age, you know, the memory's definitely going!) but the fastback Spitfire last month reminded me of a website I found a while back showing a reproduction Williams and Pritchard style hardtop and also the Lenham
body kits. at www.motobuild.com/mainsite /ashlevat/aallerv3.html and www.moto-build.com/mainsite /ashleyat/ spitfire kits.html





SPITFIRE I - II - III Register



magazines, this month from the April 1966 issue of Car Mechanics. So ladies – and gents - time to get out those curlers and add a very useful accessory to your car.

And finally, some more useful tips from my old

simple, and when the brake shoes are in place you can pull the plugs out with pliers. — J. W. Hesslewood, Worksop,

And I've even found a reasonably technical one for you too this month!

Suzie



Notts.

BEST IDEA OF THE MONTH!

... comes from J. L. Fletcher of Birmingham who wins two guineas for his neat dip-stick idea

STICK WIPER

Have you ever cursed the moment when, on trying to check your sump oil level, you find you have absolutely nothing to wipe

I have found a very good way of ensuring that this does not happen by fitting one of those foam rubber rollers women use for curling their hair, on to some convenient point in the engine compartment, as shown.

This makes a very good dipstick wip easily secured by a dab of Bostick.







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STAG Register



www.tssc.org.uk/stag e-mail. Stag@tssc.org.uk Ben Broadbent Tax Exempt Now?

ello again. Well, it's March already, and for many members it's

that time of year to think about getting organised to tax their Triumphs from April for the six months of the summer. Well, anyone who has a pre-1973 vehicle, the car tax (VED) has been

free -'nil value' under the 'historic vehicle exemption' scheme. However, as many

members will be aware, the 'historic vehicle exemption' scheme is about to be extended to include cars registered before 1st April 1974. This was an unexpected announcement in the 2013 Budget from HM Treasury, which was revealed in the House of Commons, by the Chancellor of the Exchequer's Budget Statement in March 2013.

The statement read "VED: Classic Vehicle Exemption – the Government will extend the cut off date from which classic vehicles are exempt from VED by one year. From 1st April 2014 a vehicle manufactured before 1st January 1974 will be exempt from paying VED."

Owners of cars registered before 1st April 1974, (Picture 1) will therefore be able to reclassify their vehicles as 'historic' and receive the 'nil value' tax disc. However, as of February 2014 the DVLA had not issued an up to date information document on the process to be taken.



The out-of-date DVLA leaflet is INF34 available at www.direct.gov.uk/motoring. (picture 2)



A filled-in 'Application for a tax disc' (V10), which you can get from www.direct.gov.uk/motoringforms. Post Office* branches that issue tax discs, or a DVLA local office. This leaflet outlines the procedure for identify-

ing a vehicle as 'historic' and provides a list of aualifying vehicles. It also states that "you will not have to pay vehicle tax if you have a historic vehicle, but you must still tax and insure it every year and display a 'nil value' tax disc"

The out of date leaflet that states that "the first time vou tax a vehicle vou must do so by posting the documents or taking them to a DVLA local office". Well, all the local DVIA offices closed in December 2013. Therefore, what to do? A guick browse of the web led me to a few other Classic Cars Club websites. The information from other clubs was to send all the documents. to DVLA in Swansea. However, these Clubs were stating that they were awaiting clarification from DVLA as to the process for dealing with these changes to 'historic' vehicles status. As of February 2014, the new process was not clear!

So what documents are required in order to change the taxation class and obtain a 'nil value' tax disc, the current INF34 states the following;

1. Vehicle Registration Certificate (V5C) -(picture 3) this must clearly show the vehicle was made or first registered before 1st January 1974. If you do not have a V5C, or if you think the age shown is incorrect, you will need to produce a Heritage Certificate or dating letter from a vehicle enthusiasts' club or evidence from the vehicle manufacturer. (See below about Heritage Certificates and dating letters.)

The DVLA also state that; (if a V5C indicates that the vehicle was registered from 1st January 1974 up to and including 7th January 1974, we will let you register it as a historic vehicle, based on the assumption that the vehicle would have been made in the previous year).

2. An appropriate test certificate (an MOT certificate)

3. A valid insurance certificate

4. A filled in 'Application for a tax disc' (V10), (picture 4) which you can get from www.direct,gov.uk/motoringforms or Post

L



STAG Register

¥10-0313



Certificate helps to identify your car and potentially supports the value of your car.

To recap. It would appear that from 1st April 2014, vehicles registered on or before 7th lanuary 1974, can be reclassified as 'historic' vehicles and therefore, be exempt from VED.

The DVLA are promising to issue quidelines during March new 2014 Consequently, these new auidelines will be discussed in next months Courier.

The information given in this article is given in good faith, only as a quide to the changing situation for the status of 'Historic' vehicles. Please consult the appropriate government / DVLA websites for the precise details.

Take care, keep those V8's purring Ben

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ostage for Certificates & Letters		Postage for Document Wallet	& Aston Martin Folder		В
x	\$1.70	UK		06-85	
lurope	64.45	Europe			
/SA & Rest of World	(6.85	USA & Rest of World		BRITI	SH MOTOR INDUSTRY HERITAGE TRUST
Pic 5.			O	с	ERTIFIED COPY OF A FACTORY RECORD
6 I I I		1.	BMIHT centifies that	the details gi	ven below are a true copy of an entry in the original factory reconds for the vehicle wi

Offices branches that issue tax discs.

Now what about Heritage Certificates and Dating Letters? Well, it is suggested that the 'Heritage Certificate' or 'Dating Letters', which are available from the British Motor Industry Heritage Trust at Gaydon, are considered by the DVLA as the most authoritative document to provide evidence of the 'BUILD DATE' for your vehicle.

The BMIHT's website can be found at www.heritage-motor-centre.co.uk/archiveservices (picture 5) The webpage states that you will need to allow 28 days for the delivery of your heritage certificate.

Please check the BMIHT website for current prices. There are various levels of Heritage Certificate, (picture 6) starting from £10 for the basic form, and £40 for the more detailed certificate. A Dating Letter cost £21 with postage for the UK at £1.70. (please see the Heritage website for more details!)

The cost can be restrictive, but a Heritage 42

ihe chassis number quoted. This Certificate does not constitute verificati	are a true copy of an entry in the original factory records for the vehicle wi ion of the present condition of a specific vehicle. These are the details of th tetrmes modified by the manufacturer after production and prior to shpaten				
Certificate Number: 2011/23239					
I. Make & Model	AUSTIN-HEALEY 3000 MARK III CONVERTIBLE				
2. Car/Chassis Number	II-IU				
3. Engine Number	29K-U-H/I				
4. Body Number	806				
5. Specification	RHD, Home Market				
6. Colour a) exterior	Colorado Red				
b) trim	Black				
c) hood (top)	Black				
7. Dute of Build	23 May - 3 June 1966				
8. Date of Despatch	10 June 1966				
9. Destination (Dealer)	Thompson Reid Limited				
0. Other Numbers (where recorded)	Gearbox number: 365				
1. Details of Factory Fitted Equipment	Wire wheels, Heater, Laminated windscreen, Roadspeed tyres, Less overdrive				
2. Other Information	The registration mark (quoted by you) was issued in Kingston upon Hull				
13. Issued to	British Motor Industry Heritage Trust				
14. Date of Issue	7 June 2011				
15. Signature of Archivist	6				



SPECIALS Register



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



Trevor Collett

A Foursome

he question is, can I write about Moss Malverns without mentioning my own car - oh, seems not. But that's it, promise, I've got four Moss Malverns

for you – well, three and a half – and none of them mine. And for the third month running my source for my featured cars is good old EBay.

I'll start with the half – in December 2013 EBayer dogmilo79 from West Midlands put up for sale some Moss Malvern body





panels. Not particularly interesting you might be thinking, but I find this item enigmatic dogmilo79 says, "All parts from 1968 car, not required in my rebuild". Apart from the obvious that there was no Moss Malverns in 1968 what on earth was rebuilt to leave these panels surplus?

What's more, the bonnet and side panel are

not from a Moss; the description says, "...but they could be made to fit". Fit what? It seems this lot found a buyer, who parted with 174 portraits of the Queen – what was he or she going to do with them? Were they for spares for an already built Moss Malvern or has the new owner got plans to build a new Moss Malvern. He or she would have to find a Moss nose cone, or make a nose cone, and then make the bonnet and side panels fit. Oh, and then plonk

the assembled body on to a Herald chassis. If I find out anything I'll let you know.

The next Malvern is a bit more complete, though quite far from turnkey. Looking at the pictures I would guess that this car has never been on the road, not as a Moss. The seller's description is frustratingly brief: *"For sale Moss Malvern kit car 1970 1.3 petrol. Triumph*



based. It has historic vehicle status so free annual road tax. Engine starts perfectly, chassis reconditioned. Left wing needs painting (paint included in sale). No lights or soft-top."



SPECIALS Register

One of the pictures included was of the registration document, which shows a date of first registration of March 1970 and a make, "MOSS MALVERN KIT". At least with that description there probably wouldn't be any bureaucratic barriers to getting it on the road. There are, though, some engineering and craft hurdles that will need to be carefully negotiated.

A couple of things come to my mind looking at the other pictures – the sevenbar grille suggests an early kit. This was the design supplied with the two-seater Moss when it was first sold in 1981, but it wasn't long before it was replaced with a grille with many more bars, a visual copy of a Jaguar grille.

The Moss Malvern kit was first sold in 1983; I collected mine in January 1984 and it had the new grille. Secondly, I can't work out the unpainted wing – the Moss bodies were normally supplied finished in coloured gel-coat, so how come we have this odd one?

Apparently, someone paid £1,270 for this little project – let's hope they enjoy the challenge.

Moss Malvern buying opportunity number three was yet another unfinished car; being sold by curlywury from Morecombe. Here's what we're told:



"Here is my Moss Malvern for sale, I just don't have the time or the space to finish it off so it has to go. It was built on a Triumph Vitesse 1600. I have spent a lot of money on it to get



closer to being made road legal than the previous one – assuming it is properly registered as a Moss and not as a Vitesse.

For this reason I'm surprised it made less money, only £1000.

Onto number four. And still not a car one can just jump into and drive away, though it was allegedly taxed up to June 2011, and is currently SORNed. It is said to be complete, it has a 2-litre engine, with overdrive, and the Staffordshire-

it started. I have changed the engine in it to a 1500 engine from a Spitfire, with new main bearings and all new gaskets. It has all new suspension which I got from Canley Classics, it's an upgrade to a swing spring, with new front anti-roll bar, it cost me £260.

I have put on new shocks front and back. Suspension and all

new bushes alone has cost me over £300. I've used new nuts and bolts and the frame has been repainted.

It also has five new tyres on it and all new brake pipes. I have put all the body on it, apart from the doors, it is ready to take apart for repainting. There is still some parts needed to finish the car. There is a box of stuff and other parts, like hood and carpets. I have spent well over four figures on the car just to get it to this stage. I do have the log book for the car but the 1500 engine needs registering."

I'd love to know if curlywury bought the kit directly from one of the Moss proprietors, and when, but on the evidence presented I think this Malvern is



based seller reckons, "*it's ready for the MOT*". I know there are some people that think the



SPECIALS Register





Moss Malvern is quite a good looking motor car, but it seems that one of the previous owners of this particular one thought he, or she, could improve its visual appeal by redesigning the shape of the nose – I'm sure there are mixed views on whether this is indeed a better look, or not. Someone saw enough appeal in this car to fork out £1371 for the privilege of becoming its new owner. Four cars but not a single current MOT, let's hope that they do all make it back to the Queen's highway soon.

If any of you recognise any of these cars and can fill in some history, or if you are now a current owner, please get in touch, I'd love to know more.

Talking of you lot out there, it's been a while since we've had news of your kits or specials – come on, send me a picture or two – we want to see them.





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TR 4/4A/5/250/6 Register



e-mail.

tr4-tr6@tssc.org.uk Bernard Littlewood

TR Wiper Rack Refurbishment



eturning from a run to the Bristol Restoration Show (November 3rd 2013) in the pouring rain I watched enviously through my rear view

mirror as Paul G's TR 6's windscreen wipers swept majestically across the screen wiping away the rain, he seemed to be taunting me as he flicked from first to second speed with the wiper arms reacting instantly. Enough of this I thought, I'll sort out my slow, erratic and hesitant wiper action before the next run (or at least for Le Mans in 8 months time).

If the wheel boxes had been slack on the rack causing the wiper arms to be "floppy" I could first of all tried disconnecting the rack from the motor gear box and twisting it I had had the wiper motor out a few years ago and reconditioned so I was reasonably sure that the motor and gearbox were not at fault.

The next day saw me in my garage and after checking that the motor was receiving sufficient current by connecting it directly to the battery and that making no difference I started looking at the hassle involved in accessing the various parts. I know I thought, instead of fiddling about under the dashboard I could use my plasma cutter to cut away the plenum chamber which would then give me good access, then weld the chamber back together afterwards, the only thing that stopped me from doing this was the fact that I would still have to fiddle around under the dashboard to remove the

around through 180 degrees before re fitting it, this would have turned any wear in the rack to the opposite side of the gears in the wheel boxes, then to improve things even more I could have slackened off the wheel boxes (gaining access from under the dashboard and removing the covers) and turned the shaft until an unworn section of the gear meshed with the rack, but as my issue wasn't "floppy" wiper arms a complete strip down was the best course of action.



TR 4/4A/5/250/6 Register

wiring and other combustible substances. Damn, I was going to have to do the job the boring way.

After disconnecting the battery I removed the glove box (longest part of the entire job was emptying the glove box and trying to fit everything back in afterwards), the speedo



and rev counter, then the heater vents (I didn't gain much room on the O/S by unbolting that vent as I would have had to remove more hardware to completely remove the vent from under the dashboard). I then removed the two bolts from under the dash that secure the wiper motor. Working in the engine bay I marked the position of the domed cover in relation to the top flat cover (this dictates the wiper arm park position) and then removed the top from the motor and gear box and after removing a C clip I was able to pull the central electrical contact off the gear wheel which in turn allowed me to remove the actuating arm and then disconnect the motor from the rack. I then removed the wiper arms and washer jet bushes (which I should have left in place until I had unbolted the wheel box clamping bolts). Once more under the dashboard I used a 5/16" socket (very tight fit) on the wheel box bolts that clamp the two halves in place and after removing the two bolts from both boxes I was able to remove the wheel boxes. It would helped to have someone hold the wheel boxes firmly from the top of the plenum chamber when carrying this out (as I had removed the washer jet bushes) and just as I finished this awkward task along came Mike The Cake, typical! I then drew the rack out and after degreasing and cleaning the rack and wheel boxes I gave them a good examination. The gears

seemed to be in excellent condition but the one wheel box was extremely tight to turn so after prising off the rubber seal from under the splined boss where the wiper arm fits I left it to soak in penetrating oil, I then repeated this with the other wheel box. Turning my attention to the rack I found evidence of wear in the areas where the wheel boxes locate so rummaging about in my spare part

cache I found a rack from a 1500 Spitfire which was in far better condition (and as the TR wheel boxes would locate in a different position to the Spitfire's there would be no



wear in those areas) and seemed like it would fit after being cut to length.

I then gave the wheel boxes a good oiling while rotating the shafts until they were nice and free and then I stretched three O rings over each splined boss to replace the rubber seals.

With the Spitfire rack cut to length I tested to see how smooth the rack felt in the three

tubes, I had to reform two very slightly to achieve a nice smooth operation. With the wheel boxes clamped in position on the rack with the tubes and all moving parts given a coat of copper grease I once more checked that everything operated smoothly. I then dismantled the rack assembly, placed the tube that attaches to the motor and the middle section tube on the rack and fed it carefully through the aperture in the plenum chamber. Then working from inside each foot well I installed the two wheel boxes and the end tubing through the wheel box cover apertures. This was a bit fiddly working on my own so to make it easier I loosely fitted the washer jet bushes to keep the wheel boxes in position. The motor was then re installed and the pre marked park position on the domed cover lined up with its corresponding mark. The washer jet bushes were then removed, sealant applied to their mating faces and then re installed

allowing them to park I installed the wiper arms and gave them another try.

Even with a dry windscreen there was a marked improvement.

I then took the opportunity to spray some cavity wax through the wheel box covers into the plenum chamber before re fitting the covers with new sealant. The vents, glove box, speedo and rev counter were then all put back in place. When I tried the wipers they seemed to be operating extremely well (nearly as good as Paul G's).

I seem to have been lucky with this job as I never had to buy any parts, but only time will tell how much of an improvement the work has made. Unfortunately I may have to wait a while to find out as I have checked the weather forecast in the hope of rain, but living here in sunny Wales we probably won't get any for another seven months!

Derek Russell's TR6



With the battery re connected and the ignition on I pulled the wiper switch and all seemed good. After turning them off and On Amber's run with TSSC S. Wales, December 29th 2013 I had the pleasure of meeting Derek and Victoria in their immacu-

TR 4/4A/5/250/6 Register



late TR6, I asked Derek to send me a few words about his car and like the true gent he is, he did.

Hi Bern,

You asked for some notes on my TR, so hope these help. I bought my 1970 TR6 about 3 and a half years ago from eBay, sight unseen. It turned out to be a good solid car, without welding, with Spax telescopic shock absorbers and running on reconditioned HS6 SUs.

My brother in law Roger Greening (also a TSSC member in the Midlands) undertook a major engine rebuild last year on the TR which involved fitting a stage 2 skimmed head, Chris Witor fast road cam and banana bunch inlet manifold.

I also have Lumenition ignition, reconditioned single vacuum distributor, sports exhaust manifold and a high torque starter motor. Reconditioned gearbox and type A overdrive was also fitted by Roger last year. The result is an enjoyable car which is fast, economic to run and highly reliable.

Next projects are to polybush the car and to change the MX5 seats for original TR6 seats - anyone know of a pair of good seats going spare?

Cheers

Derek

High Torque Starter Motor feedback

Thank you for the many e mails that I received regarding my High Torque starter motor comments in a past report. Some said that they were going to check to see if there was any evidence of damage to their flywheel ring gear when they laid their car up for the winter, out of the others who had checked, some found no evidence of damage while some found that there were marks on the gear where the starter motor Bendix had at times "crashed" into the flywheel gear, one member found that a gear tooth had a piece chipped off on the starter Bendix gear.

TRIUMPH SPITFIRE 1500

For those who are contemplating buying or have recently bought a Spitfire project (or similar) and are carrying out a light restoration on a limited budget the following may be of interest to you. I have recently bought a low mileage Spitfire that has been off the road for many years, it is a non runner with a seized clutch etc. I am currently bringing it back to a road worthy condition and you can follow the progress on the South Wales Area website under *"Spitfire Hanger."* http://triumphwales.moonfruit.com

Whether 6 cylinders or 4 a TR is more!









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TR7/8 Register



e-mail: tr7-8@tssc.org.uk Paul Lewis

Rain & More Rain

elcome again, hopefully by the time you are reading this the rain and winds have subsided and hopefully your TR is not a pond as

mine turned out to be a few weeks ago. Living in the Midlands the weather is generally sheltered from the extremes, but this year we have had our fair share of rain and even mini tornados.

Anyway back to the TR submarine! My Triton green 1981 TR7 convertible that I had loaned to my eldest son Stephen had stood outside his house since Christmas due to not starting. The choke cable had broken, followed by not being able to fire up. He slowly lost interest, not being mechanically minded and the car sat



outside. The roof has never been good and did let in the odd drop of rain but it has been no match to the downpours that we have had over this winter . I recovered the car back to my garage and started to fault find. The carbs were full of water and the float chambers had seized not allowing any fuel to enter, this is due to the position and poor fitment of the fuel cap on the TR7's, water seems to get into the fuel tank quite easily. I flushed out the whole system and drained the fuel tank.

The next job was to sort out the points as previously when the car wouldn't start Stephen had called out his insurance recovery breakdown service, they had had a fiddle



and then decided they knew nothing about points and gave up. The distributor was also seized so it was impossible to adjust the timing of the



TR7/8 Register

distributor. To do the job properly the distributor was removed (Photo distributor location).

This is a time consuming job if you do not have the correct service tool spanner (Photo Service Spanner).

With the distributor out the surfaces between the engine block and distributor were cleaned and the points set correctly. After installation I static timed the distributor using a test lamp, The process is very easy,

Set the engine to 10 degrees before top dead



centre using the timing marks found on the crank front pulley

Check to see that the rotor arm points to the position of Number 1 spark plug lead on the distributor cap and to be double sure take off the cam cover filler and check the camshaft timing marks are lined up.

With a test lamp rated at 5 watts connected in series between the lead into the distributor and the positive side of the battery, the test lamp should be lit, if not turn the distributor anti-clockwise until lit. Now turn the distributor clockwise until the test lamp just goes out and tighten the clamping bolts.

This should get you somewhere close to an initial start point and a dynamic check should be made with the engine running using a strobe.

Back to my duck-pond, the carpets were mouldy so have been taken out and thrown in the bin, after removing the seats and trim I found that the water had been standing for quite a while under the carpet and rust was starting to set into the floor pans. I dried them out and de-rusted. The driver's side is pretty good so was painted with hammerite,



leaving a couple of days between coats to harden but the foot-well on the passenger's



side still has to be repaired.

As I am writing this the task is in hand so will keep you updated. I have a new carpet left over from the TR8 restoration and a NOS hood just been delivered. The seats now are keeping dry in the conservatory until the floor is repaired and the carpet in. Time is short due to using the car for the New Forest run but like everyone else who owns a TR we are up to the challenge.



That's it for this month, hope to see you at Stoneleigh, maybe not in the Triton Green TR7 just yet but it will be on the road soon, I promise.

BOND EQUIPE Register



www.tssc.org.uk/bondequipe e-mail. guy@bondequipe.org Guy Singleton

A Bond 4s Month?

he festivities This seems to be a 4s month - not entirely surprising as more of this model were made than any other - 2504 in all. First is a well known car that was pre-

viously owned by Derek Giles who was the Herald 13/60 Register Secretary of the TSSC for many years. It is now owned and has been



restored by Daniel and the car co-starred at his wedding to Sarah - Sarah of course was the real star – but the cake came in a very close third!





Next I have two cars looking for new homes, the first of these is another well known car MAB 405D which was owned by Derek Revell a well known Bond Owners Club member, he sold the car last year and the new owner had started some restoration but unfortunately cannot continue as he is unwell, I don't think it will need much to get it back on the road - I understand that he is looking for £1,000 for the car. If you are interested please contact me and I can put you in contact with the owner.

The second car is owned by Richard Crabtree who says "The car comes with lots of history and original paperwork, it was originally purchased in 1967 in Mayfair and then sold to

BOND EQUIPE Register





the Rt Honourable Oliver Beckett some ten years later. The car is used daily and performs without incident and I've just fitted a new battery and carried out an oil change and valve clearance check. She has a long Mot and is Taxed and comes with a stainless steel exhaust and electronic ignition. If I didn't need something that could commute long distances at speed I would keep her, but I don't have any storage and I feel it would be better for a Bond enthusiast to have her and keep her properly maintained as some previous owners had obviously not been interested in keeping her originality intact."

He is looking for £2,900 for the car - again if you are interested please contact me and I will put you in touch with Richard.

This month there have also been three 4s on ebay all needing restoration (one being sold in parts but hopefully someone will buy the whole car). Two are cars I had not previously heard of, so nice to be able to add them to the Register. I hope they find good homes.

Finally you will recall that Suzie and I met **Per** & **Eva from Sweden** at Gaydon, they kindly sent me a copy of their Triumph magazine from Sweden and the celebration of the Bond Equipe 50th and the Triumph Gloria 80th.



My Swedish being so poor – ok, non-existent – I won't offer a translation of Per's article but have included a couple of snapshots of them.



THE HILLS ARE ALIVE WITH THE SOUND OF TRIUMPHS! by Paul Robinson

t was back in 2011 when I first entered my everyday Triumph Spitfire in the Historic Road Going Class of the Northern Ireland Hill Climb Championship. In terms of racing specification it was hardly impressive - 13/60 Herald engine, Spitfire MkIV head and carburettors, 4 1/2 inch wide Cosmic alloy wheels and a second hand roll over bar. That season was my introduction to the world of motorsport, with plenty of high points and a couple of low points as well. The Spitfire performed well, both the car and I came out at the end reasonably intact (despite one crash). I was not fast but the Spitfire was utterly reliable and, to the surprise of many, I picked up enough points that by the end of the season I was third in my class in the championship, unfortunately behind a MGB GT and a 1500 Midget

For the second season I built up a new 1300 small bearing engine complete with Kent camshaft and big valve cylinder head. When the first event came around (Croft) my expectations were very high. However the expensive new engine did not last and half way through the championship I had to revert to the old 13/60 engine. Nevertheless the Spitfire and I tackled every championship event and we had another enjoyable year. My final placing in the championship was fourth in class - behind a Ford Escort Mexico, the MGB GT and the same 1500 Midget.

For the 2013 season time and money did not permit another new engine although I did manage to pick up a set of refurbished TR7 alloys wheels (5.5 inch wide compared to the 4.5 inch rims I had been using) for £80 for which it was easier to get suitable (wider) tyres.

The first event in 2013 was Croft Speed Hill Climb, Holywood County Down in April and both I and fellow club member **Michael Hudson** (Spitfire 1500) competed. Just before the event I had to replace the Spitfires gearbox and on the day the car performed without fault. Details of this event have already appeared in the Courier - suffice to say both Michael and I had a great day with Michael picking up 1 championship point.

The next event in the championship calendar was Drumhorc on 11th May. I am fond of this event, not least because it was the first hill climb I ever did and the welcome the other competitors gave me. However in 2013 it clashed with our own Totally Triumph Classic Car Show and both Michael and I gave it a miss. For altogether different reasons we both missed Spamount Hill Climb on 25th May as well. This was not good news for any hopes I had of getting a championship place, as normally I would pick up valuable points at both events.

After that was Cultra, a non-championship event but good fun and both Michael and I were entered. Always on the lookout for anything affordable that might help make my car a bit more competitive I had managed to pick up a second hand aluminium flywheel and a close ratio gearbox and the week before Cultra I attempted to fit both. For some reason my starter motor would not engage with the aluminium flywheel and, short of time, I decided to put the standard flywheel back on. The close ratio gearbox fitted without too many problems. It was about ¼ inch shorter than the standard Spitfire MkIV box but a spacer made from a cut down output flange sorted that. The first test drive was extremely encouraging and the close ratio seemed to suit the 1300 engine.

The second test drive on the Monday 27th May was equally encouraging right up to the point when I lost all drive! The engine was running begutifully, the gegrbox seemed fine and I concluded that I had broken the clutch. When I eventually got the car home (thanks to a recovery lorry) I pushed it into the garage and left it. The next day as soon as I got home from work I took out the gearbox and the flywheel fell to the floor - I had not broken the clutch. I had sheared the flywheel bolts. Part of each of the flywheel bolts was still in the crank and an initial attempt to get them out failed completely. I therefore took the engine out so I could get at the sheared bolts better. However it was still not possible to remove them.

The Hills are alive!

would make life easier, I opted for the Dolomite engine. Wednesday night saw the first attempt to fit the Dolomite engine and all went well until lowering it into the engine bay when I discovered/remembered that the sump on the Dolomite engine hits the cross member on the Spitfire chase!

Engine and gearbox back out, spare Spitfire sump located and fitted and then all back in again. When the engine and gearbox were finally bolted in I decided to call it a night (actually it was early Thursday morning) and see if I could get a half day off work the next day.

Thursday afternoon saw the Dolomite engine finally installed but despite working into the early hours of the morning I was unable to get it to start. So close but so far. Deciding that some help would not go amiss when I got home from work on Friday I phoned fellow club member **Alan French** and later that evening he came



along to give me a welcome hand. Despite suspiciously low compression on some cylinders and other problems the engine did fire eventually. However it was now well after 11.00 p.m., not the ideal time in a residential area to test engines. We let the engine warm up, it settled at the normal temperature and the oil pressure was good. Time to call it a night.

Four days to Cultra, what was I to do? Looking around the garage there were two choices – a 1500 engine with its head removed and a pair of carburettors that needed rebuilding and a complete 1300 Dolomite engine of unknown history although I had been warned that it needed bearings. Reasoning that being able to use my existing carbs, 1300 distributor and other ancillaries The next morning the car started easily and everything seemed fine. We packed up and, with Jacqui in our Herald as support, we headed for Cultra. Within 2 miles the oil pressure virtually disappeared and it was clear something was seriously wrong with the engine. However it was too late to turn back - it was Cultra or bust! We reached the event without any real issues (who needs oil pressure?) and there were no problems at scrutineering. However I could not find a way to improve the oil pressure and after two practice runs and two increasingly slow timed runs I decided to try and save whatever was left of the engine in the hope that it would at least get us home. Not exactly what I had in mind for Cultra but there were some positive points. The event itself was excellent, and despite the duff engine I did not come last. Michael set a new TSSC record for the hill as well as coming ahead of seventeen installed and, with yet more help from Alan French as well as a visit from some other club members, the engine fired. Test drives proved very satisfactory, the oil pressure was excellent and even the carburettor settings and needles seemed to right first time. Progress at last.

A week later was the Kilbronev classic car show in Rostrevor with the Trains, Planes and Automobiles show at Mountstewart the next day. We brought the Spitfire to both and apart from a slight vibration above 50 mph all



seemed well. On the Monday I had a meetina to go to in Cookstown and took the Spitfire. On the motorway on the way down the car performed well but the vibration above fifty was still there. On the way back again that evening on the motorway all seemed fine until I aot tired looking at the back end of a lorry and decided to overtake.

As the Spitfire quickly reached 70 mph the vibration quickly became alarming and as soon as I

other cars including three MG Midgets, a Sunbeam Tiger and a MX5. One of my fellow competitors had offered me a 1500 Spitfire engine for £50. among On the negative side the engine finally died half way home and, for the second time in a week, the Spitfire had to be rescued.

The Dolomite engine was clearly shot and with least three club events and two at championship hill climbs that month I had to do something quickly. Alan French managed to get the remains of the old flywheel bolts out of the old 1300 engine but I decided I should bite the bullet and try the 1500 engine. So I pulled out the 1500 Spitfire engine from the corner of the garage, guickly checked it over and put the cylinder head back on. I overhauled the carburettors including replacing the Waxstat jets with standard jets, fitting solid butterflys etc. The next weekend the 1500 engine complete with the close ratio gearbox was 62

could I slowed down to 50 mph. I limped home wondering what could be possibly be wrong now and not looking forward to stripping the car yet again - later that week I had two hill climb championship events to compete in!

It subsequently turned out that the problem was the second hand close ratio gearbox! So it was out with that aearbox and a standard mark IV aearbox was mated to the 1500 engine using a special clutch pressure plate (forward planning is a great thing - I had on the shelf pressure plates to allow a 1500 gearbox to mate with a 1300 engine and the other way round). The test drive went well, the vibration was completely gone and it looked like all was well. Which it really had to be as the venue for the next two championship events on the Friday and Saturday was Cairncastle, 1.65 miles and the longest and fastest hill climb in the United Kingdom. I competed at Cairncastle twice before, crashed the first year (although I did get

The Hills are alive!

second place) and retired the second year with a broken rocker shaft. I have mixed feelings about Cairncastle although the organising club is one of the nicest around.

John Hewitt, were not entered and so it was left to me to deal as best I could against Robert Davidson's class leading MGBGT, Chris



The Spitfire ran well on the way to Cairncastle and we were early enough to get a spot in the paddock reasonably close to the start. There were no problems with scrutineering and so it was off to sign on and check out the opposition. The two other members of the club locally who do hill climbs, Michael Hudson and Wilson's very fast Midget and the other entrants in the Historic Road Going Class. Conditions were overcast but fairly dry. As we waited for the start I realised that, despite having put quite a few miles on the Spitfire with the 1500 engine installed, this would be the first time I had used that engine for a hill climb.



Two things became very clear during the two practice runs. The first was that the extra torque of the 1500 engine made cornering a very different experience with the car feeling far more secure (for lack of a better way of describing it). The other thing was that by comparison to the small bearing 1300 engines I used in previous years, the 1500 did not want to rev! This made for a very different driving experience. Cairncastle has a series of tight corners near the start and then a long, long climb with various



more gentle bends and then, when you reach the top of the mountain, one last blind bend through a rock cutting before the finish. In previous years the Spitfire with the 1300 engine would sprint towards the first corners, lose speed on each of the bends and then run out of breath on the long climb towards the finish. The last corner would be taken as fast as my nerve and whatever power was left in the engine would allow.

By contrast the 1500 engine lost a lot less speed on the corners and felt faster on the long climb. On the other hand it never felt like it was trying particularly hard. Did I need to develop a driving different technique to get the best from this engine? Perhaps it was it not set up properly? All this and more was going through my head as I charged up the course. When it came to the final blind corner before the finish the 1500 was still going strong and finding just how much nerve I could muster was the biggest limiting factor. A light rain came down in the second timed run and I must admit I backed off quite a bit. Afterwards came the terrible news that another competitor had crashed and was badly burned. Driving past the burnt out remains of his car on the way back to the paddock was a sobering reminder that all forms of motorsport are dangerous.

I am happy to report that he made a full recovery in hospital.

The rain was heavier for the last timed run and so it should come as no surprise that this was my slowest time of the day. My best time was 123.11 seconds, compared to my previous best of 124.66 seconds in 2011.

A disappointingly small improvement given the bigger engine but enough to get me third place, another piece of crystal for the trophy shelf and three championship points. **Robert Davidson** in the MGB GT got his fourth consecutive first place which brought his points to 20 out of a possible 20. **Chris Wilson** in the Midget was second which gave him 4 points to add to the 2 he got at Croft. I drove home happy with 3 points and relieved that the Spitfire had been reliable.

More in the next issue.

STANDARD TRIUMPH AT BROOKLANDS

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Paul Richardson Fun & Games With Peter Cox

ooking through some of my interview transcripts with competition mechanic Peter Cox. I've found some interesting details Peter had about the company's apprenticeship

scheme and some of the senior company staff he remembered. On the particular day I went to interview Peter at his home in Kenilworth, he was busy in his garden putting the finishing touches to a long wooden pagoda he'd built across his lawn. As I walked towards him, he was having a tea brake sitting in a deck chair, and he said with a smile on his face, "If you'd arrived about half an hour ago, you could have helped me put the cross piece on the top of the last section, because it was a bit of a struggle lifting it and I ended up nearly falling off the ladder." We then sat on the patio and began to discus the subjects of my interview with him. I'd given him a brief on what I'd like to know about his career at Standard Triumph and asked him to mention some of the senior staff he remembered. After discussing various interview subjects, we went into his house to sit in his lounge where I switched my tape recorder on and asked him what were his most vivid memories of the Standard Motor Company when he joined.

"Well, as I informed you the last time we met up, I started my apprenticeship at Standard in 1951 when I was fifteen years old, and spent the first year being assessed during what the instructors called a probationary period in order that they could assess your aptitude and find out which section in the company would best suit your ability and desires before sanc-



Peter Cox - Competition Mechanic

tioning a five year apprenticeship. Anyway, I decided I'd like to work in the company's service department because you could learn all about every aspect of cars through the practicalities of routine servicing procedures and, of course, all the mechanical problems that always occur with engines and transmissions containing parts like pistons and gears that are constantly wearing out due to friction etc. and to be frank I was completely fascinated on how an enaine worked."

After mentioning that the company training school was based at Banner Lane where the Ferguson Tractor was being manufactured Pete extolled "There's no doubt about it our training

Fun & Games with Peter Cox

school was a first class facility with a wing for training designers and technical people and some of our senior engineers gave lectures there including Lewis Dawtrey who was a very intelligent and extremely nice man who ran the company's technical design department. In fact Lewis was generally recognised as the leading light in our design department."

After remembering several other senior members of staff he knew, he came to Chief Body Engineer Arthur Ballard of whom he recalled. "Arthur was a delightful bloke, who'd been with the company for donkeys years before the war when cars were built with wooden support structures included in the general design. This continued at Standard with the Triumph Roadster which Arthur was involved with just after the war and the Triumph Mayflower that went into production a year before I started my apprenticeship I think, and we had a Mayflower in our training school with cutaway doors and body panels to show the structural woodwork involved."

With a smile breaking out on his face Pete then said.

"I got to know Arthur quite well over the years and I remember a story about Arthur that I'll never forget, because he was a real craftsman. I'd been round to his house you see, for something or another to do with work, and the hallway in his house was all oak panelled. which he'd done himself and he'd made all the staircase as well. It was a fantastic example of craftsmanship that was. In fact I couldn't take my eyes off it because you couldn't see any gaps at all in the panel joins, either on the skirting boards or the picture rails. Anyway, Arthur obviously appreciated how I was admiring his work, and decided to show me some things he had in his shed, and strung along one side of his shed between two spring clasps hung a long bow he'd made to scale which was about six feet long. It was made of yew as old long bows originally were and the contours and shaping along the shaft were absolutely spot on and uniform, and he told me he'd made it entirely with a spoke shave. He found a couple of arrows he'd made as well, with goose feather flights, and we went onto his back lawn for a bit of archery practice. Arthur strung the bow, mounted an arrow on the string, and as he enthusiastically pulled the arrow fore and aft a few times to test the string pressure, the arrow suddenly slipped from his fingers and shot about three inches deep into his lawn only missing the side of his left shoe by about an eighth of an inch!!.

This really startled him you know because, as he said, he could have lost a toe or even worse. I had a go with that bow and I could hardly use it really because you needed a hell of a lot of strength in your fingers to pull the string back properly. If my memory serves me right I think Arthur gave that long bow to someone in our company archery club in the end because he had no sons only a daughter."

N.B. To put Pete's enthusiasm about Arthur Ballard's craftsmanship into context, especially for new Club members, Arthur was indeed a master craftsman who'd served his apprenticeship at Daimler before joining The Standard Motor Company in 1932. I think the best example of Arthur's skill was when he was sent down to the Bristol Aircraft company towards the end of the war to study the design of the Bristol Beaufighter bomber fuselage. After this Arthur designed and made production jigs so the Beaufighter fuselage could be produced back at the Standard factory at Canley as part of the company's aircraft production programme during the war.

Peter's memories of company in the early fifties moved on and he related with pride. "The Vanguard and Ferguson Tractor were the mainstay of Production at Standard immediately after the war, but when the TR2 hit the production lines in 1953 a whole new ball game opened up when your dad, Ken, started his competition department. I was still only three years into my apprenticeship then and working in the service department over at Allesley, but we all got to know about Ken's speed records in the TR2 over at Jabbeke in Belgium, through our public relations department who sent all the details over and all the motoring magazines highlighted the speed runs. That was one of the things that prompted my interest in racing and performance cars and it was right on the 67

doorstep as it were. I remember I really got stuck in at work after that and began to take a real interest in performance tuning on cars and how to increase engine power. However, there

selected permanent staff. (N.B. Ken moved his competition department from Banner Lane to a section within the Allesley service department in 1956. Ben Warwick was made foreman and



Pete became one of the permanent members of the competition team.)

Pete became a treasured pal of mine from when I first met him on a visit to the competition department with my brothers when we were taken there by our father Ken in the mid to late fifties. Dear Pete, who passed away in 2000 was such a fun loving pal, and I've already provided a full profile of him and his personal racing career with the Spitfire he built with his pal Pete Clarke (also a treasured pal of mine) with which

Pete Cox and Pete Clarke with ADU 467B

were still plenty of cars with side valve engines about at the time including our pre war Flying Standard range and the Mayflower and we were still servicing and repairing those cars at Allesley after the TR2 came out. We also had a special section at Alleslley that dealt with crash repairs including specialists who worked on Triumph Roadsters because the sills and some of the main body structures were wood framed and most of the bodywork was made of aluminium."

Pete then described how he began working on privately owned TR2's that came into the Allesley service department which were raced regularly by their owners. This also led to him attending club events at week ends to look after various TR2's for private owners he got to know well including John Wagstaff, and a USAF pilot called Joe Baird who raced his TR2 regularly at Snetterton circuit which was near the USAF aerodrome where Joe was based. Pete's skill was best exemplified by his boss at Allesley, Ben Warwick, who was foreman of the service department. Ben said during interview that Pete was always asking questions and his enthusiasm to learn and his thoroughness were to pay him dividends in the future when the competition department got underway at Allesley and my father Ken

he won the prestigious Freddie Dixon



Trophy series of races in 1967.

To conclude, I think one of the most priceless examples of Pete's memories of being a member of Ken Richardson's Triumph Le Mans teams was an occasion when he was accompanving Le Mans driver Ninian Sanderson to the teams hotel restaurant at Le Mans. Pete recalled

" There were many humorous episodes during the time I was in Ken's team. One in particular, remember, involved the late Ninian Sanderson one of our Le Mans drivers. Ninian was a habitual practical joker, and one evening looking at the restaurant trout tank he said. 'Those trout haven't got enough room to swim about in.' The next day people began to complain about all the trout darting about in the hotel swimming pool!!. There was hell to play and Ken had to sort it all out. There's more to being a racing manager than you think!"





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	SC Area Organisers are volunteers an		
Area	Area Organiser/s	Meet at	On the
	TISH AREA		
NORTH EAST	Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW G41 4SN 1 Various - see report in Area news or www.brmmbrmm.com/grampiantr.bb	st Wed. 8.00pm Last Thurs. Eves.
NORT	HERN AREA	5	
CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	
CUMBRIA MANCHESTER	Roy Ross: 01229 474077 Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Advertised in Cumbria News & Website Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA	Last Sun.12 midday 1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Geoff Dent : 07773 440201	Travellers Rest (A691)- WITTON GILBERT off A691 Durham to Consett Rd DH7 6TQ	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366 Mark Coward: 01257 482569	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1 st Tues. 8pm. Last Tues. 8pm.
	Andy Todd: 0151 339 4150	Canberra Club (BAE systems) Balderstone BB2 7LF Cottage Loaf - THURSTASTON	1 st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
SOUTH YORKS	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	
WEST YORKS	Victor Thompson: 07800 551363	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.
MID	LAND AREAS		
COVENTRY DERWENT VALLEY LEICESTER & RUTLAND LINCOLNSHIRE NOTTINGHAM	Neil Spencer: 07530 307371 Garth Jupp: 01529 307302 Claire Hill: 07971 017012	The Bull & Butcher - CORLEY MOOR CV7 8AQ Smalley Common Ex- Servicemans Club - ILKESTON DE7 6FY The Red Lion - HUNCOTE - LE9 3AU Swan Holme - Doddington Rd LINCOLN LN6 3RX Rolls Royce Club - (Gate 1) HUCKNALL	1st Tues. 7.30pm. 1st Tues 8.00.pm
EAST NOTTS	Matt Hill: 07505 008471 Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL. NN6 OBB	2nd Weds. 8.30pm
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 07701 049881 Bill Bate: 01952 581391	The Red Lion - WELLINGTON, TELFORD TF1 2TU	
NORTH STAFFS WEST MIDLANDS WORCESTER	David Woodward: 07939 603061 Roger Haywood: 07969 024999 Chris Allen: 07505 110922 Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973	George & Dragon - MEAFORD Nr STONE ST15 OPX Drakes Drum GREAT BARR BIRMINGHAM B44 8TR May to Sept New Venue being sought - Contact AO's Pear Tree - SMITE Worcs WR3 8SY	Last Wed 8pm. 1st Tues. 7.30pm. 3rd Tues. 7.30pm 1st Mon. 8pm
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CAMBRIDGE ESSEX M25 EAST NORFOLK SUFFOLK	FERN AREAS Kevin Rochfort: 07764 324345 Allan & Janet Jannaway: 01375 672072 John Hill: 07938 526324 Mike Carroll: 01502 476699 Colin Wake: 01206 250360	The Albion PH - RAINHAM ESSEX The Bird in Hand WRENNINGHAM NR16 1BJ Sorrel Horse - Barham IPSWICH. IP6 0PG	4th Sun. 12 Noon
	D Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBE	1 1st Wed. 8pm.

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SOUT	H EAST AREA	S	
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 OPX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st 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 Rising Sun, WESTON, SG4 7DR.	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 07884 006237	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	John Macrow: 01689 829231	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.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL CR5 3SQ	
SUSSEX	Martin Marrison: 01444 450941	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES		Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.
	,		An. mors. opin.
SOUTH	WESTERN AREA		
ANDOVER	Guy & Suzie Singleton: 01672 51424	41 The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
	3	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
AVON	June Wrighton: 01454 327059	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8.pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON TQ12 6EZ	3rd Wed. Eves.
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.
SOMERSET	Derek Giles: 01934 515376	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Steve Hopkins: 01278 653888 Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6A	S Last Thurs, 8pm
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16	
OVER	SEAS Contact	S	
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12		ABERG.
CANADA DENMARK	David Stock: Jens Konrad: 0045 86 85 19 98	R.R.I. Picton Ontario - KOK 2TO. Moselundvej No 8 8600 - SILKEB	ORG DENMARK
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	CASE DELIMITARIA
GERMANY	Hans-Georg Stumpf: 0049 (0) 572	4 9579552 Bergststr. 17 D-31688 NIENSTA	EDT GERMANY
GREECE	Nassos Sarris: 00 30 6937095200 Soulic Papathanaciou 00 30 6977		
INDIA	Soulis Papathanasiou 00 30 69772 Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Prad	esh) INDIA 500007
ΠΑΙΥ	Luca Bellinello: 00 39 347 740579	krishn_sk1981@yahoo.com MILAN.	

LUXEMBOURG **NETHERLANDS NEW ZEALAND** NORWAY

SWEDEN **SWITZERLAND**

U.S.A. - NW

ITALY Luca Bellinello: 00 39 347 7405795 MILAN. lucabellinello@tiscalinet.it Jean Claude Cigrang: 00 352 44 16 47 53 Rue Des Aubépines L - 1145 - LUXEMBOURG. Guus Van Der Krogt: 00 31 2263 81233 Grote Sloot 78, 1754 JH - BURGERBRUG Dayle Montgomery: 00 64 9 818 6620118 A Archibald Rd., KelstoN - AUCKLAND. Knut Skoglund: + 47 91 16 17 78 Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org PORTUGAL Carlos Camacho: 00 351 962721862 Rua Dionisio S Matias 5G - 2270 Paco des Arcos Odd Hedberg: 00 46 173 17131 Pomonagatan 45 - 742 36 OSTHAMMAR. Switzerland Robin La Barre: 0041 523451805/0041 79 296 69 46 Philip Bellamy: 0041 79 347 1221 Switzerland **TASMANIA** Alan Donohue: 00 61 004 35 77 70198 Mount Road - RIDGLEY 7321. Dave Eaton: 00 1 360 459 1919408 Revere Court Lacey, Olympia - WASHINGTON 98503.



ALO REPORT ... ANDOVER / NORTH WILTS AVON ... BUCKS SOUTH

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607 e-mail: pipflegel2009@btinternet.com



There are 18 Areas that we are still awaiting registrations so please c'mon guys let's get registering it looks like the North are beating the south in getting their areas registered first, remember you are not covered by TSSC Liability insurance if you are not registered and you do get a Free and exclusive Area Organiser polo shirt!!

Due to malicious hacking on the TSSC website just before Xmas resulting in the total crash of the website, it was decided to rebuild the website from scratch using an external web company. The revenue-earning sections will go live first (shop & membership), followed by the technical database, information pages and forum. Frank and I would appreciate if you could explain to your members in your area that the web team are working extremely hard to build a fantastic new website and would like to take this opportunity to thank the majority of our membership for their cooperation and patience. The Manchester Area would like to express their appreciation for the work Simon Morgan and his team are doing under circumstances that are not Ideal.

A TSSC Face Book page has been set up by the Club for members to chat on line/ask for Tech help etc whilst work on the new website continues.

Following discussions at the January Council meeting it was agreed to ask A/Os if they would like TSSC Email addresses setting up and if they want this as a separate mail box? Please give this some thought and we can discuss it at the A/O Seminar before AGM in April (if any AOs would like to ask questions on any topic please email us, address in the Courier) We are also looking for the names of any youth leaders you may have in your area who would be willing to work with the 'TSSC young members Co-ordinators' this will also be on the agenda at the A/O seminar. Frank and I are looking for members to help out on gate duty at The TriumphFest UK weekend please, can you email us names of volunteers or we will collect names at the A/O Seminar.

We hope to see you all at the Area Organisers Seminar/AGM Sunday 13th April at 10.30am at TSSC HQ, anything you would like on the Agenda contact us in the usual way.

We hope you are getting your Triumphs ready for what is looking like a very exciting and busy new season.

Pibn Frank

ANDOVER Tel. 01672 514241 e-mail: guy@bondequipe.org Meetings Cover Swindon/North Wilts area

The Bruce Arms meeting was attended by Frank and Kelly, Graham, Burbage Bob and ourselves, and due to the weather no "proper" cars came out to play - they all stayed tucked up in their garages.

Frank has now got the engine in the GT6 running, so is just awaiting the chassis and body being reunited and the body-work painted.

Not a lot of news on our cars - the Bond Estate has come out to play when the weather has been a bit better - ie not ****ing down and not boxed in by a Landrover and 5 tonnes of gravel as at present! Hopefully I will get both of these moved out of the way soon - we have just acquired another shed which will allow some of the other things stored in the garages to be moved to allow access to the cars - or at least that's the plan. Booking forms for some of this years shows are starting to be made available so if you would like one and aren't on the appropriate mailing lists etc please contact us for a copy. We currently have the forms for the Easter Monday show at Wyke **Down**, back to their original venue after a change last vear mainly due to the weather and the show at Oare near Marlborough, on 7th & 8th June, a lovely venue and a wide selection of vehicles. We have booked a TSSC Club Stand for for the Popham Airfield show and do have a few spare passes so please contact us asap if you would like one, otherwise you just have to send an SAE to: The Manager, Popham Airfield, Coxford Down, Winchester, SO21 3BD requesting a free pass.

Next Meetings: Thursday 13th March - The Plough, Grateley Wednesday 19th March - The Bruce Arms Events: Easter Monday, 21st April - Spring Vehicle Meet at Wyke Down, Andover SP11 6LX

Bank Holiday Monday 5th May - Popham Airfield Aero/Autojumble

Guy & Suzie

AVON

Tel. 01454 327059

Don't know what happened to February - one minute saying happy new year now writing March report.

Apologies for no report last month and missing the meeting due to family circumstances.

The Panto was as good as ever starring Fairy Mary! and Chris looking like a rabbit in the headlights when the ugly sisters made a beeline for him. We then headed for a meal two minutes walk away at Megna restaurant - a huge range of food and enjoyed by all.

Message to a certain member - if you pay your membership fee you too can have the latest issue of the Courier delivered to your doorstep and know what is going on. Meanwhile do NOT hog other paid up member's magazines at the club meeting (ha, ha)!!

Bristol classic car show is in June this year and we need 2 cars and volunteers to man the stand on 14 and 15 June. As Bristol show does not clash with drive it day, it would be great to do a visit somewhere. Two ideas so far - Penderyn distillery near Merthyr Tydfil or back to St Fagans. Other shows are in the planning stage.

See you all at the meeting on March 3rd

Tune

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

Hi. Hope you and yours are well. As we head into the early thoughts of spring, the days seem to be just a little brighter for longer and hope that the weather starts to behave itself. I work in the car industry and even for our trade, the storms and wet weather effect everything from supplies to customers and dealers losing their cars to the floods. My thoughts with you if you have been affected,

As we do, let's go back to go forward. On the 14th Jan, I went along to the first meet at the Ace café . On that evening I was coming home through the Old town of Beaconsfield and thought, that looks like my '2000' outside the Dunlop garage. It

CANTERBURY ... CHESHIRE

had been there since before Christmas to try and solve the mystery cutting out problem. I went into the garage and was explained the ballast resister had damaged various electrical components which had all been replaced, except the rotor arm. After many checks and rechecks, it was found the arm had been cooked on one side, and when it got hot, it would then start to short, and cut the power and stop the car! Well, that was the theory. On a wet and cold night, and memories still fresh in my mind of the near death experience when the 2000 stopped on the A40 into London where it's three lanes wide and no hard shoulder, I opted to drive it home and take the 540 BMW instead! I'm most pleased to say that I have now driven the car on several occasions to try and recreate the issue, but all seems to be well (touch wood!). In fact, it seems to be firing just a little smoother. My old electronic ignition had also been fried, so I purchased a new on from the TSSC shop. Looks very neat as all under the distributor cap so no external boxes. So, as I say, fingers crossed and I hope all the dramas are behind us! On the 15th Jan, we had a good few members for the first meet of 2014 at The Squirrel Dan, Phil, Rob, Paul & Liz and one of their daughters and husband and with the sheep and myself exchanged stories of Christmas and New year and was good to know we all had a good festive time and all were well. As the rain hadn't stopped I took my Honda CRV to splash through the many deep puddles on the way to the Squirrel. Living in Beaconsfield, you generally have to go down hill to go anywhere else and the pub is two villages over and via the lower road which is at the bottom of the surrounding hills, so collects the water quite nicely!

So, onto the first shows of the year. Depending on when you receive this, the Spares day at Stoneleigh, Warks (CV8 2LG) Sun 2nd March 9.30am to 4pm is now a joint event with the MG spare day (come on, lets be grown up and see the bigger picture that we are all trying to keep these classic cars going and face all the challenges that modern life throws at us!). Wow, must be in a good mood today to say that, or it maybe that I know I should be in the USA on that dav!!!!!

The Ace café classic car night is Tues 11th March from 7pm on. The South Bucks club night at The Squirrel pub in Penn Street is Wednesday 19th March.

March 23rd marks the sad day that Mike 'the bike' Hailwood and his daughter Michelle were killed in 1981 when a truck collided with their Rover SD1 and killed them both. I travelled to the Ducati factory in Bologna last year, and just in case you had any doubt on how highly they rate Mike, there is a 'Hailwood room' with various memorabilia and one of his last bikes as raced in the late 1970's.

On a brighter note, as it the 25th running of the Isle of Wight camping trip (static caravans are available!) May 2,3,4,5. If you are thinking of going, and I thoroughly recommend you do, then maybe worth booking early as it will be popular this year I'm sure. Take care,

CANTERBURY Tel. 07810 438074 e-mail: Progers01@onetel.net www.canterbury-triumphs.org.uk

There was a good turn out last night at "The Duke" even though the weather was less than ideal. More heavy rain and strong winds combine to make classic motoring something to look forward to rather than actually do.

The Stag sitting on my patio is likely to get washed away unless we get some respite soon from this apocalyptic weather. Appearances can be so deceptivel As I type this I can look out onto a garden bathed in sunshine with the trees in the distance swaying in a gentle breeze. A quick peek at the Met Office page tells me that within three hours I can expect more heavy rain and 70 mph windsI Ah well, enjoy it while I can.

But back to the meeting....

Most of our time was spent discussing events for the first part of the forthcoming season. We had already agreed to visit the



TSSC AREA NEWS

Kent Air Ambulance base at Marden on 27th. April to make a long overdue donation. Dianne S is sorting out a scenic route, while I shall let them know we are coming so that we might have some sort of a reception. In addition, it was suggested that we might attend the Medway festival of steam and transport at the old Chatham Dockvard. This is on Sunday 20th. April. This was generally well received and I shall be forwarding application forms to members who would like to join in. As usual, we make our own application and then meet up somewhere to arrive en masse. We can then, hopefully, all park up together. Thanks to Peter for the idea and the application form. There was then administration to complete. Derek H informed me that the transfer of signatories on our bank account has now been completed so that the two Dereks are now the money men. I managed to find some poor soul to second me as AO for my 5th. (and final!) year.

Don't forget that we do ask for a voluntary donation at each meet. This enables us to buy anything that the club might need such as a gazebo or banner, and also to make charitable donations such as that made to commemorate Eddie Brown and the forthcoming one to the Air Ambulance.

Please keep forwarding invitation to shows and events so that l can upload them to our website where everyone can see them. We can then decide on which we would like to attend together as a club.

There was little news on the car front. Andy B has his BMW Triumph in bits renewing UJ's. He confidently expects it to be back on the road within a fortnight. Charles has bought a complete new tub for his Spitfire. Ray still has his TR 8 conversion sitting in the workshop. Derek H still has cylinder head woes with his Stag. I still have the MK III Spitfire under cover in the garage; at least I did the last time I looked. Steve B has removed the cover from his Stag as condensation was forming underneath it even in his garage, which has developed a leak. And so the evening passed, the chips and dips were devoured,

And so the evening passed, the chips and dips were devoured, and soon it was time to go home in the rain!

CHESHIRE Tel. 01625 425845 www.tssccheshire.webspace.virginmedia.com e-mail: cheshire@tssc.org.uk

The inclement weather has kept a number of Triumphs indoors (rain being one of the things that makes up old car solvent) but we had a sunny day earlier this week so Heap the Vitesse had a romp round the countryside and came back with coolant all over the place, emanating from about half way up one side of the radiator. So said radiator has been to the menders and will shortly be back in position.

This means of course that the threat of an oil change remains a threat, and the willingness to start with the 10 year old battery means that also hasn't been changed.

Meantime a GT6 in Leek has received a shiny new T9 gearbox kit following the demise of third gear in the Triumph gearbox. The word is, many of the teeth on both bits of third gear had felt that the bottom of the gearbox was a good place to be, rather than third gear or the layshaft (or countershaft gear cluster as it says in the official FM). Such a re-arrangement of teeth resulted in rather poor performance in third gear, with odd noises and jumping out of gear. I suspect that the Triumph gearbox was removed only just in time before it destroyed itself completely. By our meeting the T9 was in the car and most of the bits were done, but the final trim sorting remained so there are no reports of what it's like to live with just yet.

Paul also gets the prize for the only Triumph present at our meeting, where we once again welcomed Jeff and Graham, this time as proper members. There is progress on both cars, but I think it's too early to predict any finish dates. As the GT6 is



CHESHIRE CORNWALL . . COVENTRY

TSSC AREA NEWS

Cheshire Continues

requiring the fuel filler hole to be cut out of the old panel and inserted into the new replacement one, there was much talk of lead loading, and discussion of which Triumph left the factory with the most lead! We also noted that the people on YouTube make lead loading look ever so simple, just like they make bashing small dents out of panels look ever so simple. We also discussed the rust prevention methods employed when 'our' cars were built, most of that being unprintable.

Roger found some photos of a Stafford International from many years ago, when all the space outside was taken up with Triumphs, there was an autojumble in the back hall, and so on. We compared this with photos of Sunday 2013. We hope TriumFest will be better.

I must also mention the bootlid bought from Bernie's Bizarre Bargains. This obviously had a number of colours on it, but it seems it started damson, then primer and more damson, then primer and bright yellow, and finally more primer and signal red. All these coats of paint put up strong resistance to my best paint stripper. In the end they all succumbed but this took a considerable time.

There seems to be a rash of spares and restoration shows in early March – following input from the Staffordshire AO, I've finally come up with an event list. The first of these is before the March meeting, so we'll see what happens. Looking a bit further forward, the 4 Area Meet may be on June 17 at the Derby Arms, and our June 'run out' may once again be at the Swettenham Arms.

Our next meeting is on Thursday 6th March at the Cock and Pheasant. We look forward to better weather and more Triumphs!

Henry

CORNWALL

Tel. 01872 573763

www.//autos.groups.yahoo.com/group/cornwalltriumphs/ e-mail: cornwall@tssc.org.uk

The New Year seems to have brought more of you out and it's good to see so many at meetings. About a dozen of us had Sunday Lunch at County Bowks and then spent an hour throwing bowling balls down the alleys; some of it could not be described as bowling! We divided into two impromptu teams, Girls v Boys. The Boys won the first game and hardly crowed about it at all, but in fairness it was a close run thing, the second game was a draw, the first ever draw that anyone can remember. It was a nice lunch, good fun bowling and good to get out on a dismal winter's day.

In February there is a change of event, the Tregony Grands Prix has been postponed (with Bernie Ecclestone's help) and instead we have been invited by the Cornwall TR Register to visit a private Transport Museum near Redruth. More next month.

Our Sunday lunch venue for March is The Bowgie Inn at Crantock, this has great views across Newquay Bay and, if the weather is kind, there is a nice after lunch walk around the headland taking in Porth (Polly) Joke beach. If you want to join us, please let me know.

We have booked for the Isle of Wight Camping Weekend, although nobody is taking a tent. There is still one twin room left in a static caravan if you still want to go. We are booked on the Friday ferry at 2pm from Lymington.

On **Drive It Day** we are expecting to have a drive around the prehistoric sites of West Cornwall. If you've never been, they are very interesting and can be quite spooky. There will be lots to see, all quite close to each other, with a pub lunch thrown in.

We will meet at **The Hawkins Arms at 10:30am** for our convoy down, but if you want to join us enroute, let me know and we can arrange somewhere for you to join us.

The Cornwall TR Register will be coming along too. All Triumphs are welcome.

Dates: MARCH Thursday 13th Meeting at The Hawkins Arms, Zelah, 8pm onwards Sunday 30th Lunch at The Bowgie Inn, Crantock, 12:30pm APRIL Thursday 10th Meeting at The Hawkins Arms, Zelah, 8pm onwards Saturday 19th Lands End Trial and dinner at The Driftwood Spars, St Agnes Sunday 27th Drive It Day: Prehistoric Sites Tour, Hawkins Arms 10:30am

May starts getting very busy as the summer season starts, so get your Triumphs dusted off and serviced, we'll see you out on the road!

COVENTRY Tel. 02476 457487 e-mail: phillyncovtssc@mail.com

Hi Everyone. Firstly may we offer our condolences to Carol Boyland's family, we only met once at the Triumph Marque Weekend at Prescott, what a lovely lady we really enjoyed her company over the weekend.

Another quiet month, just the Heart of England meet on Sunday 7th Jan and our Dalos Day on Sunday 15th Jan to report on, the Heart of England meet was a cold day with approximately 20 cars on show, didn't go in "Smiffy Spitty" as it was off the road due to drive shaft u/j being replaced, because of the cold it was into the pub for a get together, 13 of us in total and a very hospitable hour was passed. The "Smiffy Spitty" was back on the road again by the Tuesday, thanks to Karl at KD Triumph for his help.



The Dalos Day run on the 15th was planned by Pete and Ann Martindale, we met at the Elms in Lutterworth, 7 couples 4 of us in convertibles and yes we all had the hoods down because as usual the sun was shining once again on our Dalos Day, we set off led by Pete & Ann in their Discovery on a fantastic run mainly through the county of Northampton and we managed to



miss all the flooding in the area, but there was plenty of mud and gated roads to negotiate on the way to our rendezvous for lunch at the Knightly Arms in Yelvertoft where we had a lovely lunch, veg was excellent, well done Pete & Ann.

We sent a thank you email to the MVPS for the new years day run and received back an invite to their meeting on the 7th of July at Bagington so another date for the diary.

CUMBRIA ... DEVON

The events for the year are now coming in so keep your eye's on forthcoming events to see which we will be going to.

Our monthly meeting at the Bull & Butcher was well attended, 14 in total with 10 of us enjoying a meal before the meeting, Maurice & Ann from the Armstrong Siddley Owners Club were present to discuss our joint venture with them, The Spring Rally at Church End Brewery in Nuneaton on the 17th & 18th of May. We will send a separate email out lining the suggested itenerary and if you want to join us or have any addition idea's for the event please contact us ASAP.

That's about all for now get those Triumphs revving.

Phil & Lyn

Forth coming events :-

Tuesday 4th March our monthly meeting at the Bull & Butcher. Corley Moor, 7.30pm

Sunday 9th March The Heart of England Meet at The Griffin Inn Beworth, from 11.00am.

Sunday 16th March Dalos Day Run, to be devised by ourselves details to follow.

Monday April 21st Easter Monday Weston Transport Show, Weston under Lizard Shropshire. A Transtar Promotion. http://www.transstarpromotions.com/

Sunday 27th March Dalos Day Run to be devised by Sharon and Steve, details to follow, also it's drive it day so why not come and join us.

Sunday & Monday 4th & 5th May Stratford Festival of

Motoring. Tony Mergold sfom@theopenroad.co.uk 16th-18th May ASOC / TSSC Spring Rally, Church End

Brewery, Ridge Lane, Nuneaton. phillyncovtssc@mail.com Sunday 25th May Ragley Hall, Alcester, a transtar event. www.transtarpromotions.com

Saturday 14th June Made in Coventry Show, Broadgate, Coventry in association with ASOC.

Sunday 15th June Midsummer Vintage Festival at Ashby Magna. Mrs S Leedham, Mill House Farm, Husbands Bosworth, Lutterworth, Leic's LE17 6JN 07748 564541. shirleymarlow@aol.com

Sunday 22nd June the Peak Run contact Colin 01773 531580 Sunday 6th July Hollowell Steam, www.hollowellsteam.com Allen Eaton, 01604 505422, Mob 07802570590

Monday 7th July 7.30pm MVPS at the Royal British Legion Club, Kimberley Road, Bagington

Saturday & Sunday 12th July Birdingbury Country Show with the HoE. Peter Taylor, 01380 727110 petermichaelteylor@talktalk.net

26th/27th July TriumphFest Uk at Donington see Courier Magazine Adverts.

Saturday August 9th ASDA DAY at Bruntingthorpe

Sunday 10th August The Fillongley Show, our local show where we have a stand.

Saturday & Sunday 23rd 24th August Coventry Festival of Motoring at Stoneleigh.

CUMBRIA Tel. 01229 474077 e-mail: roy.anne@tiscali.co.uk www.tssccumbria.co.uk

We had a very good constructive meeting at the Water Mill, Ings on Sunday 26th Jan followed by coffee at Dave's house in Staveley. Thanks Dave for the hospitality.

The Advert for our planned camping weekend was in the last issue of the Courier (inside back page). On the Sunday 17th August the Dalemain show will be held. After some discussion the camping weekend will also include the Dalemain show as it is only a couple of miles from the planned camp site. Entry for this is £3 per car and is not included in the camping price. I have been in touch with John Morrison, TR club Cumbria secretary, and passed on the camping details to him as he has expressed an interest in joining us.

At the January meeting many events were discussed and while many of them will still have to be confirmed, this is a list of them.



TSSC AREA NEWS

Easter weekend 19th/20th April meet at Brough. We are planning something for Drive it Day 27th April, details later. Monday 5th May Cumbria classic show in Penrith. May 11th Westmorland car gathering at the

> show around. June 1st Thirlestane show, camping? June 22nd Grasmere show. July 6th Distington Show. **Ripon Show 27th July.** August 3rd Millom Bike Show and also Croft Nostalgia weekend. August 17th Dalemain Show. Monday 25th August Bootle Show.

If anyone has anything else to add to the list please let me know.

In order to get any updates or details out to members guickly Dion, Ray and Gill's grandson, has set up a Face Book Page for us: TSSC Cumbria.

Another event that may be of interest to us is the Manchester Area Holiday weekend, as it is held just over our border. 13th to 15th June. Their advert is in the Courier (Old MancDonalds Farm). If anyone is interested in going please let me know. We could go down for the weekend or just a day trip.

As the last weekend in March is mother's day it has been decided that our monthly meeting will now be on the 4th Sunday in March which is the 23rd. Meet at noon, Hayes Garden Centre.

Safe motoring

DEVON Tel. 01548 821348 www.northcotts.clara.net/tssc/devon e-mail devon2005@tssc.org.uk https://www.facebook.com/groups/134271493433942/

Another filthy night for our January Club Night at the Star Inn - but there were three Triumphs out. Dan's Spitfire Mk3, Bob's Vitesse and Jasmine's everyday driver Stag. The rest of us wimped out. Nevertheless the pub was packed with Triumph chat, with prospective new members, both with DHC TR7s, David Watson and Jasmine's brother Luke. We hope they will decide to join us and we welcome several new members who have joined recently. Also with us for a short while were our honorary Devon members, John and Michael from Monmouth, on the way home after dropping off panels for the Acclaim at Andy Moss's workshop in Plymouth. Andy's brother in law, Jason, is busy working on the Herald he obtained from a mid Devon member recently, and Allan is getting on well with the work on his Vitesse which is also in pieces. I am hoping that by now we will have received more entry forms for local shows but, apart from Powderham on 12/13 July, we have details of another big show at Castle Hill in North Devon, to take place on 9 & 10 August.

Maurice & Mary even organised the weather for their run on 2 February. A welcome sunny and mainly dry day in the midst of the storms saw 8 Triumphs and assorted moderns meet up at Crediton. Joining Maurice's 1500TC were our 13/60 along with Jackie's 13/60 estate, Dan's Herald Estate, Ian & Margaret's 1500 Spitfire, Russ's Vitesse and Colin's 2000. Maurice had to change the route at the last minute as the ford on the planned route was running about 2 ft deep! We drove through new and in some cases challenging lanes, ending up at the New Inn at Sampford Courtenay where we had a brilliant lunch, even with our own printed menu. En route though proved a little eventful, with the exhaust bracket on Ian's Spitfire giving way. This necessitated impromptu repairs, with Keith getting down and dirty with Ian and eventually, with the aid of a coat hanger, we all arrived for lunch.



DEVON . . . ESSEX

TSSC AREA NEWS

Devon Continues

Thankfully lan and Margaret made it home without further incident and immediately ordered the offending part.

CÓMING UP IN MARCH⁺ At the beginning of March (2nd) is the Triumph & MG Spares Day at Stoneleigh, where apparently the organisers have promised warmer halls for the Clubs present. Because some of our regulars make the trip up to Stoneleigh, we have moved our March outing to the following week, Sunday 9th. Colin Watson is kindly organising this one and, for a change we will start in CORNWALL! The plan is to meet at the Burger King car park off Carkeel Roundabout at 10.30am and we will be heading up towards Bude. Lunch will be at the Bush Inn at Morvenstow and if any members from around there would like to join us, even if only for lunch, please do contact us to book in – we'd love to see you. So, a nice run planned in a completely different direction from usual. Please do come along and make this a really good event.

North Devon sub group will meet on Thursday 13th but please give Steve Wilkinson a ring for details of the venue – 07968 702611.

Sunday 16th March will be the lunchtime inter-club skittles at the Twisted Oak at Ide. We will meet there for 11am and then have a carvery lunch. Last time, we lost against the SOC Devon, so please come along for a friendly game – you do not have to be a whizz at skittles! Claire and Stephen from SOC are organising this one, but we will need names and numbers please at least a week before so that we can let the pub have the expected numbers. Contact us (01548 821348) if you would like to come. Ide is a nice central venue, and it would be nice to see more members there.

Just a small reminder to everyone, if you have booked in for an event and then find that you are unable to make it, it would be greatly appreciated if you could let us know in plenty of time, as the organiser of each event has to book numbers with the venue. Similarly, we would appreciate you letting us know if you CAN come too!! Devon's main Club night at the Star Inn, Liverton will be Wednesday 19th March.

Looking forward to next month, again we will have an interesting run on Sunday 6th from Haytor car park on Dartmoor, up to Sticklepath, where we will visit the Finch Foundry, before lunch. Mid Devon members, John and Jerry are organising this one for us.

At the end of April, Sunday 27th on Drive it Day, we are hoping to see the biggest ever turnout of Triumphs in the far south west, when we will be displaying completely free of entry charges at the Crealy Adventure Park, Exeter from 11am. Everyone with a Triumph of any description is invited! We already know that we will be joined by a groups from South Wales and Somerset TSSC amongst others. The following weekend, a group of us will be making our annual trip to the Isle of Wight, always a good weekend, and where we meet up with loads of other members from all over the country.

DEVON DIARY Sunday 2 March Triumph & MG Spares Day at Stoneleigh Sunday 9 March Run to North Devon – meet 10.30 Carkeel Roundabout at Burger King car park Thursday 13 North Devon get together – ring Steve for details Sunday 16 Inter Club Skittles with lunch Twisted Oak at Ide, Exeter Wednesday 19 Club Night at the Star Inn, Liverton Sunday 6 April Mid Devon Run – meet 10.30am Haytor Car park Sunday 27 April Drive it Day at Crealy Adventure Park

Sue & John

ESSEX Tel. 01375 672072 www.//sites.google.com/site/tsscessexarea/

If this rain continues, the value of Amphicars may double, in fact it may be the only way to get to club meetings in February! Let's hope the good weather will be here soon and then it will be hose pipe bans!

My office - Not much work on my car, cold and wet weather equals lack of enthusiasm or at least that's what I am blaming. But I had a member's car in for two days to sort out electrical problems, it kept blowing fuses, the problem was with the extra gauges someone had put in, the lights were shorting and eventually the wiring burnt. This was the initial problem but the rest of the light wiring had been played with and needed sorting out as well and just to finish I put a new fuse box in as well, it all kept me out of trouble for two days.

Out and about - Sun 19th Club Meeting - not a bad turn out for a January day. 19 people with 7 Triumphs, a big welcome to

some new members that turned out even in this weather! Stewart & Kerry in their Vitesse Nick in his MK3 spit, Steve in modern car (the Vitesse was at home). We also had 2 more Spits, one of which had a colour



coordinated engine bay. Another Vitesse, a Toledo and a Stag. After some bar meals it was down to sorting out paperwork for

upcoming events and looking under the bonnet of the new cars and comparing notes. Ian's Spit was seen nestling in the MG owners part of the car park.

On Friday 24th Allan and I set off on a day trip to the Isle of Wight to represent Essex at the funeral of

Carol Boyland (Acclaim). We arrived at Portsmouth ferry terminal to meet up with Andy Cook, Karen and Adam Chignell, there was also Garth and Nigel plus a few others.

We made our way to the Park side Inn for coffees and lots of reminiscing about Carol then headed up to the woodland burial site adjacent to the hotel. Carol became a friend of mine when we first camped over at Leatherhead on our own. She quickly became a firm friend and even though we met infrequently it was as if it was only yesterday when we had last met. Despite the rain which made the day very apt for camping, the funeral all went off well. There were lots of Triumph people from all over the country but this is the first time Carol had camped in the quiet area!. We all headed off to the Woodman's arms at Wootton where the family made us all most welcome. We left for the ferry and headed home, a long day which we felt we had to attend and show our respects. Carol will be very missed at the Isle of Wight camping weekend in May.

Afternoon tea 2nd February - There were 16 hardly souls who met on Southend sea front for an afternoon tea at Sands bistro on Southend sea front. Two Triumphs braved the weather and managed to park on the sea front. The tea and coffee flowed with lots of chatter. The afternoon tea was excellent and was brought up on 3 tiered cake stands. First layer was Sandwiches which were demolished very quickly, second tier of cakes which

HERTS & BEDS ... WEST KENT



were delicious and third tea and scones, jam and cream, that we had to suffer. Many thanks to Wes for organising via Adventure Island.

We had a pleasant couple of hours which ended all too soon. Something different for the car club, aimed more at the ladies

and may be repeated in the future. Up and coming

March Sun 2nd Stoneleigh Auto jumble Sun 16th Club Day Halfway House Sat 29th Trunnion oiling Jannaway residence April 20th Club Day Halfway House May Fri 2nd- Tue 6th Isle of Wight

Sun 11th SEM Leatherhead

Birthdays this month only Cheryl on the 15th A big welcome to new members this month, Steven Wayling, Tony Truesdale, Stephen Creasey, and Edward Hodge.

Allan and Janet

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

After a couple of dry sunny days I thought it's time to once again draft out a bit of what we will be doing this year, some areas are having a hard time with the persistent wet stuff.

Barry has devised the area calendar which will be e mailed around the 100 local members we have in the register, this you can print off for free at your leisure and pin on the wall in the little room.

The move to the **Rising Sun at Halls Green, Weston SG4 7DR** is a little further (out in the sticks) for some of us but its advantage is of benefit. They are friendly, you get served quickly and buffet is available if needed, we don't have to compete with restaurant customers.

Proof of the success was that we had 35 (thank you all for the effort) arrive for the January meet, we did throw in a buffet from area funds to tempt you all and it filled the conservatory and all the grub disappeared,

The first events to look out for are our annual Blow The Cobwebs Run due Sunday March 16th (contact Pete for more details) with a run to an American styled Diner and Drive it Day April 27th with a run to The Hell Fire Caves Nr West Wycombe so look out for final plans soon.

Î still have e mail problems with windows 8.1 and local circulation is not up to scratch. I've not given up but this awful unintuitive system bemuses me to despair, maybe its just an age thing but Grrr Pah!

So check your tyres, top up the levels, oil your trunnions and get ready to roll, our next pub meet is Feb 24th then March 24th, if you feel you would like a buffet then this will cost around £2 per head, we can't do it for free every time, sorry. See you all soon



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

Area News

Tel. John 01689 829231

Tel. Del 01732 743747

WEST KENT www.tssc-southeast.org

TSSC AREA NEWS

The meeting at the end of January seemed more like an Old Friends Reunion. The weather recently has been dreadful with floods, hail, tornadoes, winds approaching 100mph and still we had a relaxing meeting with eight of us old faithfuls – Anne, two Colins, Steve, Jim, Paul, John and myself. Even the pub was short on drinkers – just two others besides us.

However, the conversations revolved around SEM and Spitfires at Biggin Hill and of course, the failure of the club website. I was able to explain that the site died just before Christmas due to a failure at the host company. Because the site was due for a major up-date and we were looking for a new host company, it was decided not to attempt to resurrect the old site but to get on with the generation of the new site with a new host. Suspicions were that the old site was hacked and some kind of dormant virus was inserted that contributed to the failure at that most inconvenient time just before Christmas, when nothing would be done until the New Year. The invasion replaced everything with inappropriate adverts! (A fuller explanation was given as the editorial COMment in the February Courier)

At the moment, there are a lot of communications going via Facebook where there are two entries – the group pages at Triumph Sports Six Club and info from the club and members at The-Triumph-Sports-Six-Club so I am told. I'm not a Facebook addict. Our former West Kent site on freewebs is being allowed to die. And don't forget the site we have at www.tssc-ssoutheast.org.

There was a lot of enthusiasm for the new International Trium Fest UK at Donnington, and I tried to drum up some enthusiasm for the downhill dilly race (or gravity driven go-cart for the rest of you). One extreme idea was to turn a wheelie-bin on its side, and then improve upon that ! I saw a superb dilly at Prescott a couple of years ago – 4 racing cycle wheels, 4 cycle disc brakes, proper Ackerman steering, and a comfortable cushion seat. Anybody fancy a go for West Kent? Regarding the S.E.M, Mickey and Julie at Thames Area tell

Regarding the **S.E.M**, Mickey and Julie at Thames Area tell me that it's at Leatherhead as usual, date below.

It seems that at one of the hangers at Biggin Hill, there are four Supermarine Spitfires – and the caretaker seems quite happy for locals with their Triumph Spitfires to go along to have some photos taken. Must arrange a visit one day for us to get some pics for the Courier cover.

Finally, just a quick note that the Christmas dinner – six weeks ago, now, was the usual excellent fare that Glynn serves up. Attendance was down a bit, but five of us with wives enjoyed the evening.

Now comes the dates we have amassed so far for 2014. Here goes –

Stoneleigh, March 2. This time ST and MG combined and we have applied for a pitch in the warmest building.

Le Mans Spitfire Jubilee Open Day at TSSC HQ 12 April AGM at HQ 13 April

Drive It Day, 27 April. At the moment the start appears to be from the Cock Horse, the destination uncertain, but the Bluebell line seemed popular. Less enthusiastic ladies can

visit Sheffield Park too. More news I hope by the end of March meeting.

S.E.M. 9,10,11 May at Leatherhead as usual, camping from Friday evening. Spa Classic, 16-17-18 May,

Camping pitches or chalets booked via HQ Bromley Pageant, 8 June. It looks as though we could be linking up with M25E Area and having a 15 car stand. More news from Colin H.

Brooklands June 22 for the ST Forum's Marque Day. Classic Le Mans, 4-5-6 July. Bookings via the club HQ.



WEST KENT LEICESTER & RUTLAND . . . M25 EAST

Del

TSSC AREA NEWS

West Kent Continues

TriumFest UK at Donnington 25-26-27 July. the new TSSC International. Please do read the ads in the Courier. The Dering Arms run, 10 August, seems as popular as in the past few years.

Dorset Steam Fair 27-28-29-30 August. Anne recommended this one. There have been reports about this Fair elsewhere in the classics press; reported to be excellent. Duxford All Triumph Day Sept 21st Sorry. I've got no date vet for this year's trips.

If you can get through the floods, see you on March 3 and 25.

LEICS & RUTLAND Tel. 07530 307371

After the usual fairly dormant few weeks after Christmas we have now started organising this years events with the main one (for our group) being the revival of THE LEICESTER & RUTLAND SUNSHINE RALLY.

In the past this has been a one day car show but this year we have decided to have a weekend camping event in our own Rutland area

The dates are Friday 15th August to Sunday 17th August (extra nights available) at the Rutland Caravan and Camping site. www.rutlandcaravanandcamping.co.uk This is a gem of a site with an 86 pitch rally field that we have sole use of. There are 7 hard standings and 19 electric hook ups. The field is flat and well drained with banking around the edges for shelter. The toilet and shower facilities are second to none!

Friday night is a general get together in the Clubs' Le Mans gazebo. The local village with its 3 pub/restaurants is a 10 minutes' walk away.

Saturday is a planned route around stunning Rutland and Rutland waters with a half way stop for lunch. Many other places of interest will be listed as alternatives.

Saturday night is a pre-booked BBQ and get together in the gazebo with a quiz and other activities, or a stroll to the pub and a wobble back.

Sunday morning is a treasure hunt converging on The Horse & Jockey at Manton, Rutland for lunch and car show with peoples choice.

The pub has its own new rally field and outside catering will be provided for basic hot food with the restaurant open for those who prefer a little more comfort, but booking in advance is essential as this place is popular.

www.horseandjockeyrutland.co.uk.

See the advert in this months Courier.

Other dates we have on the Calendar are; Sunday 2nd March. The big punch-up at Stoneleigh otherwise known as MG & Triumph sparring day. Sunday 20th April. Weston Park car show. A big event but a swine to get in to.

Sunday 27th April. Drive-it-day. Many events to choose from but general opinion is The Stilton Cheese Run for our gang.

Sunday 4th May. Catton Hall.

Friday 9th May till Sunday 11th May. Dave Smith is organ-ising a trip to Wales to Porthmadog and the Snowdonia area with a trip to "The Village". (I am not a number, I am a free man!). Anyone under 50 will not understand that one. Sunday 25th May. Ragley Hall. Friday 30th May till Sunday 1st June.

Wicksteed Camping weekend in Northants area. Sunday 15th June. Trentham Gardens. A great day out. Friday 20th June till Sunday 22nd June. The Peak Run. Foxton Locks on the Sunday for those who don't fancy the drive.

July 5th. Classic Le Mans. Saturday 12th/Sunday 13th July. Powderham Castle in South Devon with the Devon gang. Sunday 20th July. Beaumanor Hall. Friday 25th July. The biggie...... TSSC TRIUMFEST UK

at Donnington. It's on our doorstep too. Sunday 10th August. Shugborough Hall. Friday 15th August till Sunday 17th August. THE SUNSHINE RALLY.

Saturday 6th September. Shakerstone. Another one on our doorstep. A great weekend with something for everyone. This is just a first draft and I am sure many other events will crop up as we progress through the year. Keep running on 4/6/8.

Neil

M25 EAST Tel.07938 526324 e-mail: herald1360@virginmedia.com www.tsscm25east.webs.com

Hi all. March already and it's nearly time to get all those cars out that you've been fettling over the last few months. I'm probably a bit behind the times as I'm writing this at the beginning of February but this is where we're at, at the moment.

Steve's finally getting going on the overdrive that he's had for a few months. The old girl (Herald not Maria) is up on ramps so I reckon it won't be long before he's enjoying some relaxed cruising. Richard and Barry are also getting stuck in with their overdrives. We've seen pictures of Barry's Vitesse with the gearbox



cover removed so things are steadily moving along and also pictures of Richards newly recovered seats have surfaced and

they do look good. He's had a colour change from tan to black and the back seat has been done with a non standard pattern that really suits it. Chris has recovered his dashboard and from the pictures he's posted on the FB page it looks like a nice job. will have to find out where he got this kit from. The biggest project this year has been Malc's Vitesse. A new bonnet has been welded and fitted, a proper mission reports say. He has now found someone to do the paintwork and a few metal repairs so, by the time you read this it should be wear-





ing a fresh coat of Valencia Blue. I keep finding small jobs on my Herald to do, nothing too taxing, a few squeeks here and there to sort out. did have a bit of a problem with the car being a bit harder to steer one way than the other. Thoughts of splashing out for a new steering rack crossed my mind before I tried swapping the front wheels over. Hey presto the problem changed from one side to the other. So, it looks like the tyres are the culprits. They are also both worn on the outside edge, hopefully a new set of tyres and having the tracking re-set should sort it out (hopefully !). A special build is being under-

MANCHESTER . . . NEWBURY

Area News

taken by Brian and it's a recreation of 'Mack', the truck from the Disney film Cars. In the film it was used to transport Lightning Mc'queen but Brian is building it as a trailer/camper that will be towed by his own Lightning. At the moment there are lots of sketches and a basic frame has been built. Jean say's she can't wait to see it finished and go camping in it ha ha. Watch this space for further updates.

Back in January we had our first monthly meeting of 2014 at The Wharf Pub. As with our meetings at The Albion we shunted the tables and chairs around to accommodate all of us. No Triumphs were on show as it was a bit of a miserable day. We seem to have found a decent pub here (thanks Vince), a big area for us to spread out, the food is really good and they do a good pint of Guinness. I had an exceptionally good day in that I went home with more money than I went out with. Only because I managed to nab everyone for their ticket money for the quiznight. Still, good to go home with a pocket full of cash, even though it's not mine.

Now we're in March and steaming towards the new show season it's time this month for the annual tinkering weekend. Don't be shy, all are welcome round the Hill Household for a full weekend of messing about with our beloved rides. We've got all the tools needed, so no need to bring any and some of us even have a bit of knowledge as well (only a little bit ha ha). Trunnions will be oiled, nipples greased (always amuses me that one) and a whole host of small jobs can be carried out. Even if you don't need anything doing just come anyway, Triumph or not.

There will be lots of cakes and samies to get through and more than anything it's more of a laugh with plenty of us. Right, I think that's it for this month, see ya'll. τ

John

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

We had good turnout at this month's area meeting with 29 members joining us at Barton Aerodrome. We discussed several topics including an update on the state of the TSSC website. After the Council meeting last month, due to malicious hacking before Xmas it was decided to rebuild the website from scratch using an external web company. The revenueearning sections will go live first (shop & membership), followed by the technical database, information pages and forum. We are really proud of our members not one complaint and in fact only positives came out of our meeting we would like to thank the Manchester Area for your patience while the work continues!

The 2014 Area Calendars are now available! Free to area members, the calendars are paid for from your club area funds that are collected every month from our raffle. Thanks to Pete for your hard work in designing our calendars again!

All those that owe the final balance of £40 for our weekend away at Shaw - End Kendal 7-9th March please pay the £40 total balances now, if you haven't already!

Pete is organising a Drive-It Day run around the Holmfirth area on the 27th April more details to follow. Old MancDonald's Farm 13/15th June. Manchester Area's

Old MancDonald's Farm 13/15th June, Manchester Area's annual event is at Featherdown Farm in Dolphinholme. We have the site for exclusive use, and there will be our usual fun & games and fantastic runs, so please lend your support for marshalling or making bacon butties in the mornings! Caravan pitches and camping are available and local B&B at the Fleece and Fisheries. There are also 6 permanent "glamping" tents with wood burning stoves, kitchen facilities, showers and flushing toilets, with each sleeping up to six people book ASAP. Prices are £38 for the weekend in a tent/caravan, or £60 for glamping, extra cars are £10.

TSSC TriumFest UK - 25-26-27 July - the new TSSC International event at Donington Park! Exclusive use of the Donington Park Farmhouse Campsite, with events including a Friday night beer festival, Drive-in movie, live entertainment,

TSSC AREA NEWS

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

Concours and a Cavalcade on the Donington Heritage Loop or main Circuit!

Manchester Area are proud to enter a team into the Inter Area Bogey racing (gravity racing) thanks Gary, Mark, Bill, Steve and Neil please speak to anyone of those guys if you want to get involved. Thanks also to our members that have volunteered for gate duty it is very much appreciated.

After talking to you gúys at the meeting about our Irish Summer Holiday to Rostrevor 9/16th August we have changed the Ferry travel arrangements to Holyhead–Dublin, this crossing is 3 hours, with around 4 hours driving. Let us know at the next meeting if you have a preference, or if you will be making your own travel arrangements. We will be visiting NI soon to plan routes. The NI area is keen to meet and take part in runs, and also offered a BBQ!

We also discussed our Area BBQ, if you fancy an Area BBQ this year, please can you have a think about dates and locations. Sunday Runs? let us know if you would like to do any Sunday Lunch runs, especially those that can't do the events or full weekends we are always interested in your thoughts and suggestions.

Dates to remember in March March 2nd Stoneleigh Triumph Day March 2nd Wembley!! March 4th Area Meeting Barton Aerodrome 8ish March 7/9th Shaw-End Kendal

Keep Triumphing!!

Pip n Frank

NEWBURY Tel. 01635 868640 e-mail: dave.rumens@btinternet.com e-mail: mary.rumens@btinternet.com

The meeting at the end of January was well attended with Malcolm and Josie paying a fleeting visit before going on to another event. Good to see Patrick and Jean as the floodwaters of Oxfordshire had subsided a bit. Mind you they did bring their passports in case there were any Border issues!!! There were lots of chocolate prizes in the raffle which delighted Helen (and a few others!). She was very kind and shared her prize with everyone.

Not much else to report on at this quiet time of year, but things will be hotting up soon as information about the new season's shows is coming out. Wyke Down Spring Vehicle Meet is on Easter Monday 21st April, Lambourn Country Show on Sunday 4th May, Popham Airfield on Bank Holiday Monday 5th May and Henwick Fun Day Sunday 29th June. If you enclosed a sae with your Wyke Down entry form last

If you enclosed a sae with your Wyke Down entry form last year, then you should have had a form for this year in the post. You need to apply to Popham Airfield direct for a pass for their show, see their website. I will be getting entry forms for Lambourn. If you have been to the Thatcham Fun Day before and given contact details you will have been e-mailed by the organisers. No entry form this year, just turn up as long as your car is road legal. As we have moved our camping weekend to earlier in June it would be good to support this local show again this year. If you haven't got details/ entry forms for any of these just let me know.

Newbury Classic Car show will be on 10th August but as yet the venue is to be confirmed. Developments at the Race Course mean that the site is no longer available. The new venue will be on the West Berkshire Classic Vehicle Club website in due course.



NEWBURY...NORFOLK NORTH EAST . . . NORTHANTS

TSSC AREA NEWS

Newbury Continues

Meetings 12th and 26th March at the Berkshire Arms starting at 7.30p.m. Events 2nd March Stoneleigh Triumph and MG Spares Day. 21st April Spring Vehicle Meet at Wyke Down Keep 'em flying

Mary and Dave R.

NORFOLK Tel. 01502 476699 e-mail: mike.carroll01@btinternet.com www.norfolk-tssc.co.uk

Another great turnout for the January meet during the winter months at The Bird In Hand with the TR Register. Feedback from some members was that the meeting was another step towards putting Norfolk Area back on the map. Again it was great to see some old faces and meet some new. Congratulations to 'Yellow John' for displaying his collection

of artefacts found whilst metal detecting. A good idea to show what you collect to add some interest to winter meetings that can be short on content.

By the time you read this we will have had our February Social Sunday and meet in the north of the county and weather permitting I am expecting a good turn out of Triumphs and Classics.

Although we have had our fair share of wind and rain here in East Anglia it seems we are experiencing better weather than the rest of the UK at present as I have managed some top down driving most weekends and today has been particularly pleasant with blue skies and a warm wind.

The next meet will be held in the Thetford area on 09 March 2014 once again after a scenic drive through Thetford Forest with the April meet returning to the Bird In Hand. Full details will be in the next newsletter so if you are not receiving it I do not have your email address. Please update your details by sending an email to me at mike.carroll01@btinternet.com or give me a call on the landline number above or 07828103064.

Don't forget the MG & Triumph spares day at Stoneleigh on March 2nd its a great start to the season and a chance to meet up with friends old and new with the benefit of being able to pick up some spares if needed. If you are like me you can even pick up some spares that are not needed.

Good news on a couple of events to be held in Norfolk, Totally Triumph Norfolk is a joint event being held by all the Norfolk Triumph Clubs on 09,10 & 11 May 2014 at Broad Farm Fleggburgh the old venue for The MOT.

Our very own MOT will be held once more at The Hermanus, Winterton-on-Sea over the weekend of 29,30 Sept and 1st October 2014. It's a great venue with good prices for accommodation. Friday night get together with a run on the Saturday followed by a meal, The 'Teddy Bear Auction' and a Disco to finish the evening off have all been arranged. On Sunday we shall have the usual Mile followed by a Peoples Choice at a venue where food refreshments will be available.

Really looking forward to the new season and putting some miles on my Triumphs.

On a final note it's sad to have to say farewell to a lovely lady Carol Boyland who lost her fight with cancer on 11th January her infectious laugh and sense of humour will be sadly missing at many events this year. Mike.

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

NORTH EAST Tel. 07917 738091 e-mail: northeast@tssc.org.uk http://tsscnortheast.blogspot.com/

Hi all. Quiet month February, around 15 of us were the only people in the pub. Three club cars outside on a clear, dry and not too cold night.

Not a massive amount to tell you about, definitely no car display at the Morpeth Fair this year. Joe has tried to get some information back from the Stanhope Railway about a display/event but has had no joy. Thirlestane Castle show on Sunday June 1st is one we're likely to attend and I've received an email flyer about a new show on the Whitley Bay Links, Sunday 21st September, open to all classics, plenty of time to decide about this one.

We decided to leave the area calendar till later on this year due mainly to a lack of suitable pictures, so get out and take some, we'd have to decide by November what was going to be in to get them back for Decembers meeting.

Our cobweb run in March will be towards the end, no definite date yet, we'll decide at the March meeting. Probably heading up into Keilder and coming back down to somewhere around Corbridge for some food.

The CLM crew were chatting about where to go and what to see apart from the Classic itself. Chris Fish reckons another month or two will see his Dolomite Sprint done, can't wait to see it finished.

Nothing else to pass on so that's all for now. All the best

Mark

NORTHANTS Tel.01234 740548 www.tssc-northants.org e-mail: d.richardson13@skv.com

Sorry about the hiccup in Area News. Decembers meet was the Christmas Dinner, held at The Miller, Wellingborough on the 13th. 28 attended and a superb meal and good time was had. The TSSC HQ is at the moment undergoing a paint job! Yes,

JF is painting throughout starting with the shop with new shelves for Garth and a new clean look overall. The new computerised stock system is in place and goods are now scanned so that stock control is better. The workshop also has received a clear out and is being turned into (hopefully) a recognisable place to repair and fettle vehicles.

Christmas over. On January 25th about 10 cars and 20 mem-bers met at the McDonalds at Sixfields in Northampton for 9.45, coffees, burgers were consumed and then we convoved over to Maguiares in Daventry for a demonstration on car cleaning and polishing. BORING! Quite the opposite, the team there, Vicki and Dominic demonstrated how to wash without grinding in dirt etc. After about 45 minutes we went down to the workshop where Kevin's TR7 boot was to be used as guinea pig. It was sectioned off with tape and an orbital rotary tool and Maguiares cutting compound used. Amazing. Mirror finish whereas by hand not quite so good. Anyway, won't bore you. Several of us had a go and at the end, Vicki used the minimum of polish then wax to produce and astoundingly deep shine on Kevin's boot lid.

Quite a lot of us bought quantities of the product so expect Northants area cars to be the shiniest in the world!

A meeting was held at Tracey and Nigel's to plan for our very own Murder, Mystery DO at Wicksteed. Anyway, sorry that we have not been as regular as we should be but will try to make sure we are in future. I have just heard from Dave that Garth won the toilet at The Bowl, congratulations Garth. Nigel, Tracey, Butch and Angle came fourth.

BRILLIANT.

Finally, please bear with the staff at the Club HQ, they ARE trying their best in these trying times.

NORTHERN IRELAND . . . NOTTINGHAM



NORTHERN IRELAND Tel. 028 9029 2722 e-mail: northernireland@tssc.org.uk

January and February are normally very quiet months in terms of club activities. Even the most enthusiastic members struggle to find the motivation to get out into the garage. However not everyone has been hibernating and even in the depths of winter there are signs of Triumphs starting to stir and preparations being made for the coming season.

One of the first signs of great things to come was the news that Christel and David have added another Triumph to their collection - A mark 1 2000 rally car, complete with 2.5 fuel inject-ed engine and Stag suspension. The car has an extensive competition history including previous competing in the Circuit of Ireland retro. It was for sale locally on Gumtree with a very reasonable £900 price tag although Christel managed to get a bit more off the price before the deal was done — remind me never to try negotiating anything with her! Paul called out to see the car as well how work was progressing on Christel's herald and came back full of praise (and a little envious).

While still on the subject of motorsport the 25th January the Northern Ireland Motor sports Awards dinner in the Armagh City Hotel and five club members attended - Paul and Jacqui Robinson, Alan French, Laurence Cochrane and Michael Hudson - most of our local Triumph Competition Team. A good time was had by all, the meal was excellent (quite an achievement given there were 300 people at the event) and Paul was suitably delighted when a photo of the Spitfire competing at Croft Hill Climb was displayed on the large screens when he were to collect his 2nd in Class award.

Hopefully there will be a few more Triumphs competing in 2014 - including John Hewitt returning to the hills now that with Davids help his car is running again.

There was a very good turnout at the February meeting (12 members). Brian Spurle and Stephen Kernohan sent their apologies (I appreciate people taking the effort to let us know). A new face at the meeting was Bert, who last attended a club meeting around 14 years ago but clearly has not forgotten us. He is currently restoring a GT6 Mk 3. As in previous years this meeting also included our models, badges display. I never cease to be impressed by the different things members gather over the years. Douglas brought a sample of his truck and car model collection as well as brochures and book. Paul was particularly taken by the 1992 TriumphTune catalogue as well as Michael Kernahan's early 1970s Radiomobile booklet . Frank brought along more examples of his collection of Russian medals, badges and other collectibles while Paul brought examples of his car grill badge collection. Laurence decided to bring along a more unusual part of his collection - a brand new Quaife limited slip differential still in its box. They are not cheap but you get a lot of heavy metal for your money!

Paul gave out club calendars for those who had let him know in advance of the meeting that they wanted one. Please note the date of the next area meeting has been changed to Wednesday 12th March and will include a short quiz just to make things more interesting. The first club run of the year will be the Garden Centre Treasure hunt which takes place on 22 March staring at 10.00 a.m. at Hillmount Nursery, 55/56 Upper Braniel Road, Gilnahirk, BT5 7TX.

Hillmount is open from 9.00 and has a restaurant if you fancy grabbing some breakfast.

Frank confirmed that he has been in contact with Carrickfergus Council to make arrangements for our **Trunnion Oiling event** on **5th April at Carrickfergus Castle** and Alan Hayes has promised that he will have the rebuild of his 13/60 Herald finished in time to bring it along.

By the time you read this the area dinner will have taken place and hopefully everyone had a good time. As usual the dinner is used as an opportunity to announce the winners of our local awards - Member of the Year is Michael Kernahan and the

TSSC AREA NEWS

Coupe Des Dames was awarded to Christel Edwards -de-Graauw. Well done both of you! That's all for now. Best Regards *Jacqui & Paul*

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

Apologies for no area news last month, due to shifts and simply forgetting, I had a bit of a moment when I realised I had not sent anything through. So, that could mean a bumper bundle for notes this month!

I have recently had the engine out of my Spitfire for work on the clutch. It has taken nearly a week to complete due to limited hours available before working night shifts, but with help

from my father in law John Rhodes and the loan of my father, Ernie's drive and garage for storage, We lifted the engine & gearbox as one unit so it could all be degreased before separating to replace the clutch plate and housing. The opportunity was also taken to renew the clutch



fork bearing and the pivot pin and bushes before refitting. Issues with the dizzy being wired up wrong caused the first delays in starting, but after swapping for a unit that worked (brand new!) and reverting back to points and condenser, the car started almost straight away and better than previously. Sadly, we had to stop quick as we found that the water pipe through the manifold was too corroded to seal the water pipe

and found water spraying on to the already hot exhaust. With thanks to Nigel Hill of East Notts area, a new stainless pipe has been fitted and hopefully all is now well, once I charge the battery! Wish me luck... Oh, better tax her too! John Rhodes' TR7 is making progress to being back on the



road this season. The welding, painting and other repair work done in the last two years has improved this 2 litte 7 no end, with a change from Polar White to Inca Yellow. The interior is now refitted, doors hung (see above) which included re skinning the drivers and a new frame on the passenger door with a new skin too. Work completed includes: New suspension turret on right hand side. New bonnet. New door. Floor pan replacement. This is just leaving a few jobs to complete, including a little bit of touching up of the paintwork where accidents have happened during the rebuild.

Sadly, since the project started, John has had to finish work due to ill health with a back injury, and although there are only the rear shocks to replace, under seal the bottom and fit the exhaust, John is worried that his back may make it difficult for him to drive once the car is complete.

It would appear that Philip Wright is getting excited. After last

year sending most of his Spitfire Mk IV to Dudley to be dip stripped and then E-coated in black paint it moved to a garage in Alfreton for some final bodywork and paint preparation.

Philip has recently taken delivery of the first part of his car after painting, which has now





NOTTINGHAM NOTTS EAST . . . PETERBOROUGH

TSSC AREA NEWS

Nottingham Continues



returned home and he can now start bolting some of those bits back together to start making a rolling chassis. (See above photo)

We may just hear the noises of Brum Brum from Philips car by summer this year.

The January club meeting was very interesting with James showing us some adapters he has had produced for his Triumph Saloon as he is fitting racing brake discs and calipers.

It was great to see Bill & Margaret again and Bill was telling us of his dilemma when he was rebuilding the TR4a he is working on and getting stuck between the chassis and he floor whilst refitting the windscreen wiper systems before he put the engine and gearbox back in. Apparently the car had rolled and wedged in a drainage gutter at the entrance to the garage stopping the car rolling to let him out... How we laughed!

The next TSSC/Club Triumph meetings will be held at Rolls Royce on : 31st March 28th April & Tuesday 27th May due to bank holiday Monday.

Diary Dates

2nd March- The International MG & Triumph Spares Day, Stoneleigh Park.
5th May - Thoresby Classic Car Show
30th May / 1st June - Northants Area Camping weekend.
13th June / 15th June - Manchester Area Fun Camping Weekend.
19th June / 23rd June - Derwent Valley Area's 26th Peak Run Camping Weekend or Day event. 4th / 6th July - Lemans Classic.
26th July / 27th July - Silverstone Classic.
26th July / 27th July - TSSC TriumFest UK. Donington.

NOTTS EAST

Tel. 07976 163006 Tel. 07837 110325

Hi All. New season is all but here I've started to work on the 2500s now the new pedal box is painted and fitted (converting to manual)the engine is due back after major reworking and hopefully this will start a new chapter for our car with reliability being key.

Just back from the Derwent Valley Bowl an afternoon of fun and games which saw Leicester, Lincoln, Notts, Northants, Us & Derwent Area's battle it out for the coveted trophy (really?) Lincoln took the honours our only claim to fame was Jordan's 121 points – Last Place. As always it was a great afternoon being able to play silly games / catch up with friends from all area's and plan future activities. Here's a list of Future Events Our area is planning to supporting.

10th March --- Monthly Meeting

27th April Drive it Day TBA Last year saw us organise a run to Goathland then on to Whitby

Mon 5th May 38th Notts Classic Car, Motorcycle & Mini Show, Thoresby Park, Ollerton, Notts, NG22 9EP Normally nave a club Area stand here.

18th May East Notts Coast Run – EYTCC Sewerby Hall &

Gardens. Having attended this event last 5 years a well attended car show at the seaside set in beautiful gardens of Sewerby Hall with its own small Zoo and only a short walk into Bridlington a long the cliffs an event for all family.

30th May - 1st June – Northants Área Camping weekend. Annual event at Wicksteed Park very good event for family and adults lots to see at the park with its own lake/train ride & Theme park. Northants area put on a full weekend with a daytime run and 20's fancy dress and new this year a murder mystery – Recommended

13th June - 15th June - Manchester Area Fun Camping Weekend. Old MancDonald's Farm At Dolphinholme Manchester. It will be a great Madcap event, Caravan pitches and camping are available, along with local B&Bs. There are also 6 permanent tents with wood burning stoves, kitchen facilities, showers and flushing toilets, with each sleeping up to six people - book ASAP. Price £38 weekend, supplement for the permanent tents

19th June - 23rd June - Derwent Valley Area's 26th Peak Run Camping Weekend or Day event . Extremely enjoyable weekend of entertainment filled with fun games stunning run's in its 26th year and unbelievably gets better every year one not to miss come for whole weekend or just run on Sunday truly one of the best events of the year. Very nice camp site with very clean shower blocks and with function room for Derwent to entertain us. – Highly Recommended.

23rd - 29th June 2000/2500 Register National Banburgh Northumberland.

4th - 6th July - Le-mans Classic – TSSC Bookings open to all now. TSSC bi-annual event offering a tried and tested formula always gets great reviews from members Ask Nigel for more info as he has been many times.

25th July - 27th July – Silverstone Classic. Provisional Dates for One of The Biggest Classic Event In Britain 2014 Price £42 per Person for a 3 day all Access Pass/ 6 Live bands entertainment Friday & Saturday Evenings And All the Classic Motor Sport you Can Handlel All Works Out £14 A Day!!! With the Club Discount Code!!! Ask Adrian over this event been many times - Recommended.

26th July - 27th July – New Event TSSC TriumFest UK Donington Park. Formally TSSC International Family Weekend more news in this Courier.

Don't forget Our meetings second Monday of the month

Adrian

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

Well what more has the weather got in store for us? Extreme rain fall, winds and tidal surges – there can't be many more extremes surely? I believe all of our Area and its members property have got away very lightly but the extreme news footage coming from the South West corner of the country has been horrific. The sight of houses with water coming halfway up the doors makes me feel very fortunate. On a completely selfish note – how many of those garages had classic cars in them that may now be a write off? Oh dear.

Brian and Ann were absent from the once again well attended meeting but were on their adventure up to Gretna Green to get married and then to Cornwall!!! More info and possibly photo's next month.

My red GT6 finally made it home from the paint shop and now the hard work begins putting the jigsaw together. If only I could find the corners to start with. The headlining will be interesting - and you need warm weather for that apparently!!

The report on the trip to Colin's February Feast will be in next month's edition.

Many thanks go to Doug Kendal for his time in spent looking into a form for us all to sign to ensure as a Region we keep the right side of the Data Protection Act. For those of you who

SCOTLAND CENTRAL WEST SOMERSET

are not regular attendees at the meetings through work, other commitments, etc. we would like to keep everybody informed regularly of events by an e-mail if possible to save on mobile calls and stamps at 50p each. Also it will expedite things if an event is organised (or heaven forbid cancelled) at short notice. If you would like a form please contact Paul or myself.

Colin has organised a group visit to the International Triumph and MG Day at Stoneleigh on Sunday the 2nd of March. The meet starts from the Gems Diner at Warmington Services on the A605 at around 9.30am and on to Stoneleigh from there. Please contact Colin or via Paul or myself for full details and to confirm attendance.

For those of you who really enjoy a day out at Stoneleigh – the Race Retro event was being held over the 21 to 23rd of Feb – more of this next month where Jigsaw Racing were showing off four works Spitfires.

At the time of going to press I have been trying to find out who is registering the TSSC for the **Donington Historic Festival** on the 3rd, 4th & 5th of May as it has to be done by the 2nd of April. All package discount tickets need to be booked by the 23rd of April.

Paul still has the odd copy of his excellent and unique Club calendar for sale. Don't forget it won't be long before he starts pestering us again for photo's for next year's so get snapping as soon as you can.

Paul and myself look forward to seeing you all again on Monday the 10th of March at the Red Lion, King Street, West Deeping, PE6 9HP around 8.00pm. Join us for the usual raffle and refreshments and a few noggins and a good natter and reports of the events.

Thanks for reading these few words – and a pleasant note on which to finish - I look out of my office window and there are 2 daffodils now fully out! Coupled with the snowdrops these must be the green shoots of a beautiful spring and summer. So here's to the good times still to come. Regards

Doug

SCOTLAND CENTRAL WEST Tel. 0141 952 4624 e-mail: centralandwestscotland@tssc.org.uk

The February meeting had 11 members out in the fairly mild weather. There were no Triumphs present but we were all going over the work in progress. I'm sorry if I did not get round you all as there was paperwork required for getting another Triumph on the road. so I was dealing with that for a bit.

January seems to have been quite busy. There was the Area Night Out, Monte Start and Top Gear Live. The next two months are quiet and I am hoping to get my cars finally sorted out, I may bring one of my Vitesses out to play, more to follow.

may bring one of my Vitesses out to play, more to follow. Report on Night Out. Well! We started to meet in Central Station and went to a bar in the town before the meal. There seemed to be a black theme going on only shattered by lan's Inca? or Mimosa? Yellow jumper. Once all were present we had a few drinks and natter before a delicious Italian meal. We had a long table so there was a bit of musical chairs going on. With all the food and wine gone we paid up and ventured into the big city. Despite requests for Karaoke we refrained and after meeting a very nice security guard we moved to Sloan's Bar for the rest of the evening. We all were on public transport so made the last buses and trains out of town, so did half of Glasgow . Thanks to all who turned out and helped out, superb company, once again the usual banter was un repeatable and got worse as the night wore on. The girls may have been persuaded to come camping, we will have to wait and see. For those wondering about the on-going word search, let's just say grease nipples are not the only ones. . Next year will be a formal black tie dinner.

Report on Monte Carlo Historique start.. That time of year again but in Paisley this time, on a dry but cold January

TSSC AREA NEWS

evening. I elected to cycle there as my cars are in bits and there is limited parking. A brilliant event, with slightly less cars doing the Full Monty, more on the Heritage Runs. Triumphs were out (Craig and Steve in Spitfire and TR) and lots of interesting cars. The event celebrated the Hillman Imp which was built nearby in Linwood. About 10,000 people turned out to see Paddy Hopkirk flag the cars off. Pace car was a Standard 10 modified with parts from our cars and Le Mans Spitfire wheels. Cars were led off the ramp by A Hillman imp piloted by 1960?s rally driver Rosemary Smith, who gave an inspiring insight into rallying in the 1960's. Glasgow to Monte Carlo non-stop apart from fuel and comfort stops? No H&S back then, just go, flat out.

The SVVT Year book has not been published yet so we can only plan a partial calendar so far. Drive it Day is 27th April, so we need a travel direction and ideas. The rest is in the provisional calendar below. We are still looking for ideas for new shows and are planning to have at least one event a month if not two, but not on consecutive weekends. Due to the proximity of Le Mans to Donington we may have a depleted band for the latter. I have had 2 members from the Highlands who are travelling to Le Mans, there will be Triumphs travelling at all times/ days. You will meet the Scottish ones who are meeting the other areas further south, just introduce and join them. We will plan our events soon as we will have to pick carefully. We are also debating travelling to shows further away, is it viable or not? I will put as much info in the News as possible.

Provisional Dates for 2014. Triumph and MG Show- Stoneleigh March 2nd combined show for both marques. Drive It Day - 27th April. TBA Practical Classics Restoration Show -NEC Birmingham - 12-13 April. Le Mans - 4-6th July, let people know when you are going, travel together. Erskine Hospital - 13th July. Donington, TriumFest 25th, 26th, 27th July. Looks to be excellent. Kirkintilloch Canal Festival - Sunday 24th August. Family Day, Town Centre. TBC. More to Follow.

NEXT MEETING will be on Wednesday 5th March 2014.

Come with thoughts and ideas for the year. Please come and say hello at the meetings, even just for a short while, I can set aside time for any issues with cars, paperwork, etc, etc That is what I am there for. Just a short news again this month until things kick off properly. Remember we are able to help with anything (within reason) so come and join us. Keep Triumphing.

Gregor G.

SOMERSET Tel. 01278 653888 e-mail: somersettssc@gmail.com

Hi All. A good turnout at our meeting in January , nice to see new member Fergus, hopefully his Vitesse will be ready for our drives planned for April. By the time this drops through your letter box the first signs of spring should be appearing and with it, our cars, hopefully emerging from hibernation. We already have a pretty comprehensive list of events for the summer, if you are interested in attending any or all of them, then let us know and we can forward any information/entry forms .

Somerset Drive it day to Porlock Weir 13th April, (meet at the Fox and Goose at 10:00 and at the Windmill St.Audries at 11:00) Beach Lawns Weston Super Mare 19-20th April Coleford Carnival of Transport 21st April National Drive it Day to Crealy Adventure Park 27th April (meet at Taunton Deane Services @ 10:00) Mendip Vintage and Classic Tour 11th May





SOMERSET SOUTHERN ... NORTH STAFFS

TSSC AREA NEWS

Somerset Conti<u>nues</u>

Pecorama at Beer 25th May Seaton Tramway classic car show 8th June Bristol Classic Car Show 14-15th June Classic LeMans 4,5,6, July Powderham Castle Classic Car Show 12-13th July Sedgemoor Vintage Club Annual Show 12-13 July Isleport Steam and Vintage Working Show 26-27 July Paignton Green Classic Car Show 27th July TSSC TriumFest UK, Donington 25-27 July Morganians 9-10 August A Walk Through Living History Oak Tree Arena 24-25 August **Thornfalcon 7th September** Tredegar House 21st September

The Somerset Area now have their own Trunnion Oil Gun so if any one needs it then drop either of us a line and we can arrange to get it to yourself. As ever any ideas for events/drive you would like us to do then drop us a line, or come along to out next meeting at the Fox and Goose TA9 4HH on the second Tuesday of the month. Cheers Steve and Derek

SOUTHERN Tel. 01252 722432 http://triumphsouth.20m.com

Hi All, to catch up. January's regular meet was very well attended, as was the Sunday lunch meeting at the Hampshire Hog. We had five cars in the car park, Paul and Carol's TR5, Mike and Barbara's 2.5 PI, Gil's Stag, Neil's MK1 GT6 and for the last time for the foreseeable future my Vitesse. Kandi and her friend were chauffeured by Peter and Wendy brought along her grandson Theo. We had a good time at the dinner table, it was a shame some of the meals didn't live up to expectation.

Our February meet was again well attended especially due to the horrendous weather we have had recently. Mike G had brought along some entry forms for some of the shows and rallies on for the coming season, I have listed them below, but if you need any more info, best see Mike.

Peter was showing some pictures of his TR4 that he is rebuilding and I can say that he is making a grand job of it and hope to see the finished article within the next few months.

Just before I started to write this I had to phone Mike and he has told me that the chassis I am going to use on the Vitesse rebuild has now been sent to the sandblasters. Also I have just got back new samples of vinyl from Martrim and they have found a match for the MGF seats I am going to have recovered. Houston, we have lift off.

Up and coming events March 4th, Regular meets, Seven Stars, GU32 3PG 16th Sunday lunch meet Fishers Pond, SO50 7HG April 1st Regular meets Seven Stars GU32 3PG 16th Roaming meet. Bat and Ball, PO8 0UB 21st spring vehicle meet @ Wyke Down, Andover. SP11 6LX May 3rd Surrey Heath Show, Frimley Lodge Park, 5th Goodwood breakfast Club, Super car Sunday. 5th Hants and Berks Show, Woodford Park, Surry 6th regular meet, seven stars, GU32 3PG 10th - 11th TSSC South of England Meet. at Leatherhead Leisure Centre, Guildford Road, Leatherhead, Surrey, KT22 9BL 15th, Roaming meet, Pub with no name, Froxfield, GU32 1DA

June 1st, Goodwood Breakfast Club, Soft top Sunday 3rd Regular meets, Seven Stars. GU32 3PG 19th Roaming meet, The Ship, Langstone. PO9 1RD

27th -29th Cornwall Camping Weekend. see Mark S for details July 1st Regular meet, Seven Stars, GU32 3PG 12th Ash Fun Day, Ash, Surrey, GU12 5DP 17th Roaming meet, The Tichborne Arms, Tichborne, SO24 0NA 19th The Ripley Event, Ripley Green RH6 25th-27th Netley Marsh Steam and Craft Show, Netley 25-27th TSSC TriumFest UK Donington DE74 2RP August 1st- 3rd, Stroud Vintage Transport Show, South Cerney Airfield, 3rd Goodwood Breakfast Club, Thoroughbred Sunday 5th Regular meet, Seven Stars, GU32 3PG 21 Roaming meet, The Golden Pheasant. Farringdon, GU34 3DJ 24th Wallop Vintage Rally Over Wallop Sports Field, SO20 8JL 25th Wisborough Green Fete 30th Camberley Car Show, Camberley Town centre September 2nd Regular meet, Seven Stars, GU32 3PG 18th Roaming meet, The Jolly Drover, GU33 7QL 27th-28th Kingsfold Vintage Rally, Wattlehurst Farm **RH12 3SD**

It was good to see Neil Sharkey again, after a long absence and to know that Shona and Charlotte are now feeling a lot better. Which reminds me Neil sent me an email the other day, see below

Hi Guvs

Just wondered if you could let everyone know that there will be an Emergency Services Show including Festival of Music & Dance from 10.30am- 9.30pm in aid of the Help For Heroes & The Royal British Legion Charities.

We went to the first one last year with our small brass band to play some music - despite the weather it was a great event! Paul Wingate, the organiser asked me if I know anyone with a classic car they'd like to bring along this year. The event is going to be at the Headley Park Hotel, Picketts Hill, Bordon, Hampshire, GU358TE

More info, including Paul's contact details can be found here ... http://www.easthampshire.org/2014/01/bordon-999-emer gency-services-show-including-festival-music-dance/ All the best.

Neil

Well that's all for this month, if you have any details of shows or photos towards the calendar please send them to me. Take care

Mark

NORTH STAFFS Tel. 07939 603061 e-mail: triumphsportssixstaffs@gmail.com Web. www.tssc-staffordshire.co.uk

I haven't moved out of new year mode yet, and here we are writing the report for March, panic sets in again as time seems to accelerate with each passing month.

I hope to have finished a list of events for the coming season before you read this, and emailed or posted on TSSC-Staffordshire web site.

You will have noticed that I'm not the only one having problems with web sites, ours not letting me log in to update it, the TSSC site has been down for some time now due to suspected hacking, with possible loss of all data.

I don't have any details of what has happened or when it will be restored, however an official Facebook page has been set up, www.facebook.com/pages/The-Triumph-Sports-Six-Club/1391249377782323 to help members keep in touch with news and events, lets hope that normal web service is reinstated ASAP.

I have found an alternative way of logging on to our site and at last overcome the problem of adding photographs, the site is supposed to be only a temporary one which is driven by a web based interface which has some automated features that

SUFFOLK

should re-size pictures for the web which proved to be temperamental and not so automated.

The web site I did start to build with suitable software had features that only worked in some browsers so got put on the back burner, hence the limited temporary one. (which could become semi permanent because as soon as it gets a little warmer a Triumph needs re-building as you can't drive a web site) and does anyone ever look at it anyway???

The weather has been some what unpredictable and very wet of late, putting arrangements for our postponed first run of the year put on hold, so by the time you read this our first run should have been arranged.

As not much is happening at this time of year I thought that we could feature some of the members cars over the coming months, so if you would like your car in the Courier area news please get in touch, even if you don't attend any of the meetings, we would like to know what type of cars you drive in thr Staffordshire area.

So don't be shy send me your photos and story about your car, even if it's not on the road tell us about it. (there's a fantastic prize for the best story) Sorry just kidding unless the Ed: knows different, (you may get a free pint if you come along with it to one of the meetings, if you've not been before)

First up is Allison's Stag



The Triumph Stag owned by Alison, first registered October 1973. Purchased in October 2012, Magenta with Hardtop. It had been garage stored and only used in daylight and dry weather. The car had a rude awakening as it now lives outside and is used all year in all weathers.

The previous owner fitted a brand new (re-imported) American TR6 engine manufactured in 1974 with twin carbs. With the emission equipment removed. This being 18 years previous to purchase by us. He also carried out extensive body repairs during his ownership.

When we purchased the car it had only done 5,000 miles in those 18 years. We have now added 4,500 miles but it still registers less than 40,000 miles but, knowing how much has been changed I doubt that this is true. Since purchase, we have repaired the hardtop which was in quite good order, re-built the front seats from the frames up and started to sort out some eccentric wiring additions, many of which don't seem to do anything. I've already half filled a carrier bag of surplus bits.

The car is largely stripped out ready for a re-spray, once this is done the next job is to sort out the reversing lights. There is no power to them and the gearbox switch isn't even wired up. Then to re-fit the interior and trim ready for the season.

Thanks to Alison for providing us with some details of her car and will look forward to seeing it with its new coat of paint. Some events coming up.

New restoration show at a well known venue to Triumph owners Bingley Hall Stafford 16th March The Practical Classics restoration show NEC April 12-13th One of the first car shows of the season Weston Park April 20-21st

Check web site for latest list of what's on. That's all folks keep driving the dream.

Dave

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



TSSC AREA NEWS

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

SUFFOLK Tel. 01206 250360 e-mail: Suffolk@tssc.org.uk

Several cars have been bought in the last month, only one of them a Triumph. Chris bought the TR6 mentioned in the last notes. It was as good as described with much work done on it, body repaired and sprayed although not assembled. My wife described it as an expensive jigsaw puzzle. Russell has added to his Ford collection, already owning a 1950's Ford Popular (of the sit-up-and-beg kind). He now has a Ford Capri Mk1 RS3100 which is a very rare 3.1tr car in Sebring Red. It is also fast with a fuel consumption to match. Lastly a friend of Chris's has bought a Hillman Super Minx convertible. This is a nice looking car and is in quite good condition, except for the underside which is a bit lighter than it should be.

Mike is going to the Shetland Classic Motor Show held in June in his Herald Estate. He has booked it all so is definitely going. Look on a map and see how far this is. A trip to Le Mans Classic is a Sunday afternoon drive in comparison. The car still needs finishing but is on the road and is used. It now has an electric "sucking" fuel pump to replace the mechanical one that was causing problems. There are bits to finish on the interior and, once it is drier and warmer, the bodywork to rub down.

Chris and I tried to get one of his Stags running but it refused to start. This car is in a storage location so we only had the tools we took with us. The idea was to replace the twin points with an in-the-cap electronic system. Needed to know that it would start on the points system before fitting the electronic one. Problem was a lack of spark at the plugs. So, another attempt will be made but we will go equipped with more tools and bits.

Justin has discovered that the bottom of one of the A posts on his Spitfire has some filler in it so this has to be investigated. The door bottoms are ropey so he has the options of repair with new skins, look for better second-hand doors or buy new from somewhere like Fitchetts. Decisions to be made.

My Vitesse is always sluggish to start in the winter months and I have never been sure whether this is due to the battery being slightly discharged (only start it about every 3 to 4 weeks), a starter motor past its best with the additional effort required with cold oil or resistance somewhere in the supply between battery and starter. So I am trying a battery conditioner connected permanently. To see check it operates correctly I discharged the battery somewhat by leaving the headlights on. Discovered that one dipped beam no longer works. Fortunately I have a spare as I was told that these units, as opposed to the main beam, are now difficult to get hold of – we shall see.

And yes, the battery conditioner does work as although the motor was still a bit slow to turn the engine over it started after only a few turns.

I often take the mick out of Colin in these notes (as he does me when I cannot do them). But at this point I want to thank him. Without him taking the role of Area Organiser, which he has done for quite a few years, there would be no official Suffolk area and meetings. So thank you Colin for doing this.

The next meeting is 4th March followed by the 1st April and 6th May. So, see you at the Sorrel Horse, Barham on 4th March at 8:00pm.

Peter



SUSSEX THAMES . . . NORTH WALES

TSSC AREA NEWS

SUSSEX

Tel. 01444 450941

So we had a quiet meeting on February. I am sure the weather didn't help.

A big thank you to Pete for managing to strip my spare Rotoflex driveshaft and re drill it. It is always nice to have a spare. Also to lan for getting the welding done on my Radiator. Again much appreciated.

At the meeting plans were being made to go to Stoneleigh for the combined MG/Triumph meeting on the 1st and 2nd March. There was discussion about Leatherhead South of England Meet and it seemed to be that people thought it wasn't on this year but Colin Robertson has since informed me that it is on and the dates are the 10th and 11th May (Confirmed by Micky Hazell Thames AO. Ed.)

There was also talk about going to the Standard Triumph day at Brooklands on the 22nd June.

We would also like to congratulate Andy Cook for taking up the GT6 registrar position.

It's good to know it's in safe pair of hands.

Next meeting is the **5th March** and hopefully it will have stopped raining and we can get our cars out! Recards

Martin

THAMES Tel. 0777 362 3807 e-mail: thames@tssc.org.uk www.tssc.org.uk/thames

Welcome back. With the sad news that Carol (Acclaim) passed away we took the Vitesse over to the IoW and joined up with friends to remember Carol. It was a wet but beautiful day, we will miss Carol.

Things have been busy getting the South of England Meet (SEM) booked up for May (10th & 11th camping on Friday 9th) it is still at the Leatherhead Leisure Centre, Surrey.

SOCIAL EVENINGS AT THE FOX & CASTLE - 16TH JAŃU-ARY. Our first meeting of the New Year saw me going to the Fox & Castle. To keep me company I had the pleasure of Graeme, George B, Chris C, Primula (welcome back) and a big warm welcome to Doug B on his first visit. Doug owns a lovely looking GT6 Mk3 which he had brought photos of. Work on our Triumphs has been.- Graeme's top up the gearbox oil in his TR6, also he needs to sort out his choke cable. Chris has started to get his Mk3 Spitfire out of hibernation mode. Doug has a seat rebuild planned for his GT6. A great start to the New Year.

30TH JANUARY. I collect John Č on the way to the Fox & Castle. Julie was working late, so made her own way there. Inside we met up with Graeme, John C, Tony H, Bob, George B, John P, Mike H. Work on our Triumphs has been. Graeme is waiting to get a choke cable made up as he is not impressed with the ones on offer. Julie's raffle winners were, Bob won the bottle of wine, John C won the window squeegee. Tony won a can of De icer, John P won a set of funnels, and I won a can of WD40.

SHOWS & EVENTS - 1ST JANUARY. BROOKLANDS. I took the Vitesse in light rain to the New Year show. Once there and parked up on the old race track I saw there were quite a few classics already there. To keep out of the wet I took to the various hangers and looked over the Exhibits of old aircraft, racing cars, motor bikes, push bike and the bus museum. Later I met up with Dave L & Rob W in their Mk1 estate and saloon. As the weather was getting worse a lot of the classics headed off, along with me.

5TH JANUARY. This year's meal was held at the Fox & Castle. Enjoying the meal were George B, Tony & Penny, Graeme, Mike & Judy, Mike & Barbara, David, Val, Chris, Bob & Wendy, Julie and I. Most of us went for the roast dinner and it was very tasty. Julie's wrapped raffle prizes were won by Graeme got the star prizes of the TSSC weekend bag (when it turned up in the meantime he may use of a block of wood. Well we had to wrap up something) Mike, Bob & Val won a bottle of wine each, George & David won a box of chocolates each, Tony won Winter Drivers kit, Penny & Judy won toiletries, I won a triumph parking plaque.

A big thank you to all that came we had a great day out. Our next meetings at the FOX & CASTLE are from 8 pm in March on the 13th & 27th & April on the 10th & 24th . Please come and join us for a warm welcome or call me on 07773623807.

Upcoming events are MARCH 2nd International MG & Triumph spares day Stoneleigh APRIL 21st Guildford lions Easter Favre Shalford

21st Guildford lions Easter Fayre Shalford 27th National Drive It Day

Mickey & Julie

NORTH WALES Tel. 01691 600215 www.wrexhammgandtriumph.co.uk email: helenahill@btinternet.com

Hello, folks:- on our way through the winter, and looking forward to a decent summer to enjoy our classics. The January 7th meeting night at Gresford was again very well attended, with a couple joining us from near Bala, Barry and Lorraine who have a 1500 Spitfire. It's great to have the Triumph marque increasing in our group.

Celt and Inez displayed the new clothing range and took orders. Julia had a moment of panic, claiming she nearly joined "the dark side" when she noticed the MG motif on the jacket that she had just purchased. All was well, though, as this was swapped for a Triumph badged jacket.

Vitesse Roger has Stag Mick assisting him fit the hard top he bought, so that his convertible can also be a winter car. The saga of Micks Stag is as follows:- he decided to get his 1976 Stag checked over after 15 years and 80,000 miles as a few noises were coming from the engine bay. Just as well, as his local classic car restorer who took on the work to remove the cylinder heads could not remove the left-hand head, and had to revert to a heavy hammer to gain enough clearance to get a hacksaw in to cut the head studs which, being mild steel, had by corrosion become locked to the alloy head! It was then found out that NO left-hand heads were available, except for one second-hand, which they had to take. This proved to be o.k., but both heads had to be skimmed and extra-thick head gaskets used on replacement of the heads. The removal of timing chains was just in time, as the chains were starting to cut into their cover, and breakage of chains would have caused a lot of damage. Nickle plated head studs were used on the head replacement, plus all new coolant hoses and no anti-freeze, but 100% Forlife coolant as an aid to cooling and reducing corrosion. Further problems came with leaks from the water pump, so another replacement and a poor quality inlet manifold gasket gave problems with coolant leakage.

Since this work the car has completed several miles and is running well, as a Stag should.

Mick will keep a careful eye on the temperature gauge, and any leaks at the top of the engine. He suggests not to leave such work for the length of time he did!

Our groups new super quality flagpoles have arrived, and thanks to Pip for the info. Tuesday 28th was our OFFAL, organised by MG Chris and John. Blakemere Craft Centre at Sandiway was the meeting place, and after greetings and coffee the ladies had to have a little retail therapy before departing on a pleasant run around the countryside, arriving at the Helter Skelter pub in Frodsham for lunch. Twenty-five of us turned out, including Bob, who made the long trip to join his

SOUTH WALES . . . WESSEX



first OFFAL since the middle of last year. Really great to see him out and about. Good food and good company was the order of the day, until it was late afternoon and time to all make our way home.

Graham and Barbara have booked to take their Herald to Jersey later in the year, and they are looking forward to that. Graham is rather keen to check the engines temperature, so a gauge is going to be fitted as soon as Spitfire Sam has sorted the housing for the sensor.

Andy and Helen are causing a little concern, as Andy posted on Facebook that whilst tidying the garage he had found a car in there that he had almost forgotten he owned, this being their Triumph Spitfire. We hope that you will be joining the group again with your Spitty when the weather permits.

That's all for now:- we know that cars are being prepared for the coming season, which we are all looking forward to. Just a reminder that our meetings are held at **The Plough** in **Gresford**, the first Tuesday of the month at 8.00 p.m. We look forward to seeing you there. Everybody welcome.

Forthcoming events:-MARCH 2nd March:- International Triumph and MG Day, Stoneleigh Park. 4th March:- Monthly meeting at the Plough Inn, Gresford. 25th March:- OFFAL. APRIL 1st April:- Monthly meeting at the Plough Inn, Gresford. 12th - 13th April:- Practical Classics Restoration Show, NEC, Birmingham. 20th April:- St. Asaph Car and Motorbike Show. 20th - 21st April:- Weston Park Transport Show. 20th - 21st April:- Ulet's make sure we do!) 29th April:- OFFAL. Regards, Helena and Roger.

SOUTH WALES Tel. 02920 315260 www.triumphwales.moonfruit.com e-mail: gwyndjevans@dolomite1300.plus.com

AO'S BIRTHDAY RUN TO THE MUMBLES JAN 19th

Well despite my best efforts to keep my birthday a secret, the S. Wales area members somehow got wind of it and made it a memorable day out, with cards and presents and a great rendition of "Happy Birthday" sung to me in the Pier cafe, thanks to all of you I really was touched (and who said "in more ways than one!").

Jack, myself, Aran & Emma (13/60 Conv) met Young Eddie and even younger Mo (13/60 Sal), Paul & Barb G (TR6), Mike & John (Acclaim) Mike The Cake (Spit MKIV), Steve & Colin (Vit 2l Conv), Mike The Bass & Sandra and Paul & Neil (Toledo, recently bought off Jack) at Cardiff Gate services in the pre arranged glorious early spring sunshine and at the allotted time

we headed west along the M4 to Junction 35 where we rendezvoused with Ian & Louise (Spit MKIV making its debut after an engine rebuild), Kev and wife (sorry I didn't get your name, in their newly acquired immaculate Stag), Tony (LHD



TR6), Derek & Victoria (TR6), Action man, The Hammer, Rob & Pete (13/60 Cony). Again at the allotted time we headed further west along the M4 turning off onto Fabian Way where we met Tim, Gwyn & Babs (Dolly) at the McDonalds then made our way towards Bracelet Bay.

We then basically got split into two groups, the one group taking the correct route to our pre designated destination, the other group followed me! After a few phone calls we determined that

TSSC AREA NEWS

both groups were basically parked up either side of the pier so we all met up at the Pier cafe for refreshments. This cafe is a great venue with a very comprehensive menu and learning from past experiences we had timed our arrival for late morning and missed both the breakfast and lunch time rush which meant that this year everybody had a table, most were repositioned so that the bulk of the members could sit together. Rob managed to raffle off some of the remaining 2014 calendars, a big thanks must be said to Gwyn and Rob for their efforts with both procuring and despatching the calendars.

After the birthday song we took a stroll into Bracelet bay, Kevin decided to have a longer walk along the promenade, Derek and Victoria had to leave early and said their goodbyes. With a well formed plan we then split into our two groups to rendezvous at a car park near the old Vetch field, on our way we passed Kev who shouted his goodbyes (I didn't realise it was Kevin at first,

so sorry for not acknowledging you straight away, I thought it was just one more person abusing me because I was wearing a stupid hat with birthday candles on it, oops was that a giveaway?). At the rendezvous we

realised that we had lost John & Mike and with my mobile (operated by Emma) playing up we were lucky to make contact and met them a bit further up the road.

Bern

WESSEX Tel. 01425 475376 www.triumphnewforestrun.co.uk

As previously advised, this year's New Forest Run will be on Sunday 6th April. This year we are planning to end up at Bournemouth Seafront. It has been a good few years since we last ended our run at Bournemouth, so we are hoping this will prove to be popular ending venue. The halfway halt this year will be at Hale Village Hall. The run will start from the usual place - Avon Heath Country Park around 10am.

If you would like more details see our website www.triumphnewforestrun.co.uk. All we need now is for some dry weather to let the ground dry out a bit in order that we can begin mapping the route out which hopefully we will be able to do over the course of the coming month - fingers crossed!!

The 2014 events calendar will get underway properly on Sunday 2nd March with the joint Triumph and MG Show and Spares Day at Stoneleigh which we are advised will be held in the heated halls - so hopefully will not be the freezing experience of previous years! Alternatively, over the same weekend, Bournemouth Aviation Museum is holding it's Transport weekend.

Over the weekend of the 12th - 13th April is the Practical Classics Restoration Show at the NEC which is a new event to the classic calendar.



WESSEX . . . WEST MIDLANDS WIRRAL . . . WORCESTER

TSSC AREA NEWS

Wessex Continues

Later on in the year, between 4th and 6th July, there is the 2014 Le Mans Classic. We are all looking forward to another fantastic weekend of Classic Motoring and Motor Sport centred on and around the famous track.

Also in July, over the weekend of 26th - 27th is a new event to the Triumph calendar - "TSSC TriumFest UK" at Donington Park. This is being organised by our Club and promises to be good weekend which, will include the opportunity to drive your Triumph around the Heritage Loop.

That's about it for now, hope to see as many of you as possible at our normal monthly meetings which are held on the last Thursday of each month at the Avon Causeway Hotel.

Trevor

WEST MIDLANDS Tel. 07969 024999 Chris. 07505 110922

Rain, rain go away, come back another washing day. I bet the poor people down south are saying more than that and the thoughts of the West Midlands Area are with all of those people especially if they are proud classic car owners.

There was of course one Triumph engined car which could be of use during this disaster and that would be the Amphicar, which although not built by Triumph had a Triumph 1147cc engine the same engine as fitted in the Triumph 1200. The Amphicar was actually a German built vehicle and it was designed and marketed for the American market. A total of 3,878 were produced between 1961 and 1965 but of these only 99 were converted to right hand drive for the British market. The 1147cc engine originally fitted had a power output of 43 hp at 4,750 revs slightly more than the Triumph Herald due to the shorter exhaust. Later models were fitted with both the 1296cc and 1493cc engines. In the water the boat.car could achieve 7 knots and on land 70 mph. It was thought to be the fastest boat on the road.

Amongst the proud owners of the Amphicar was US President Lyndon B Johnson. A known practical joker he was known to frighten passengers in his Amphicar by driving down hill at his Johnson City home into the lake at his property whilst shouting out that the brakes had failed. If you fancy owning one of these rare Triumph engined models rather than a beautiful Honda engined Triumph Acclaim then try the American Classic Car site. There are a couple for sale at the present moment one for \$45,000 and the other \$69,000, could be a good investment if the floods continue. You could also use this type of information for a club quiz.

This now brings me onto our last meeting at the Drakes Drum. What a good night was had by one and all with the quiz organised by TJ and Ken, to whom I send our thanks. Six teams competed for major prizes, and although not able to prove it, I believe that amongst certain teams there was a degree, of how shall I put it, illegal use of I phones. I have got to say TJ and Ken were very generous towards our lady competitors (all 7 of them) by including amongst the questions quite a number of questions about current soaps. Sorry Jayne none about the Archers, perhaps next time. The eventual winners by their own good efforts were awarded glorious bottles of Spitfire Beer. Runners up had cans of white or rose spritzers, and third prize was a bunch of bananas. The whole evening was very enjoyable, with a great deal of good hearted banter amongst friends, It gave me pleasure before we started the guiz to welcome two visitors to our meeting Keith and Rosemary proud owners of a GT6, they stayed for the quiz and took part with the teams, welcome to you both we hope you will become regulars.

That's all for now folks. Don't forget the International Triumph and MG Day at Stoneleigh Park on Sunday 2nd March 2014, the TSSC Club Shop will be in attendance and advance orders are now being taken. Members ordering in advance will receive a 5% discount on their orders and by being able to pick up their goods at the show will save themselves pounds on postage. If you require any items ring the shop on 01858 434424 or 'E' Mail - clubshop@tssc.org.uk.

Koger the Dodger

WIRRAL

Tel. 0151 339 4150

Hello to all our readers. Yes its me again, Ray the co-writer with Andy who did put in an appearance in print in February "Courier". I'm afraid that like Andy I do not have a great deal to report but we do pass on our thanks to all those who showed up at our January meeting on Tuesday 7th, eighteen in all, and again last night Tuesday 4th February when we numbered fifteen in attendance.

Not bad considering the weather is still a bit Iffy!

I can confirm that the number of diners at our Christmas Dinner in December was forty eight, I think that is the most we have ever had and we filled the pub restaurant. A successful evening, good food, good wine, and good company. As an added bonus Bettine and I won an electric kettle in the raffle.

Sunday January 26th saw Six cars and Thirteen bodies out on our New Years run through the wilds of North Wales. Dave sorted out a most picturesque route through the narrow muddy lanes and floods. Although I had fettled the "Spiffire" the day before the run, come the Sunday morning and the heavens opened with rain of antediluvian proportions so it was out with the "KIA PICANTO" and the other five cars were likewise modern boxes on wheels. Not a "Triumph" in sight. After stopping for a call of nature I lost the convoy, but I did have a large scale road map so found an alternative route and arrived at the "RAVEN" pub in Llanarmon-y-Lol ten minutes after the main body of the Kirk and we all enjoyed a Sunday Roast.

All in all a good day out and believe it or not, some late afternoon sunshine.

On Wednesday 12th February we will meet up at the "Tudor Rose" pub for our annual planning meeting for the 2014 events and hope to distribute the lists shortly after that date.

On We'dnesday 26th February the Wi'ral Classic Car Club have invited us to take part in their annual quiz (Cars and General Knowledge) at the British Legion in Heswall. Last year we came second out of thirteen clubs involved so not a bad effort at all. We must get the thinking caps on and try and beat the Morris Minor Club or the Chester Vintage Car Club one of which invariably wins. Sceptics say it's a stitch up! Not me.

Unfortunately our brainy leader will not be available to us as he will be visiting his daughter in Canada.

That's all for now folks its Andy in April and I will be back (I hope) in the Merry Merry month of May

Meanwhile keep your wellies at the ready.



WORCESTER Tel. 01527 894125 www.tssc-worcester.org.uk

Hi All. Hope all is going well for people who are tinkering about in their garage getting ready for the season - you have all fully weather proofed your arks haven't you?

We haven't really got into the full swing of things yet but there are sightings of owners out and about with their cars. A couple of Shelsley Walsh breakfast clubs have been attended and a new breakfast meet was brought to our attention over at The Filling Station in Malvern. This of course had to be tested and

NORTH YORKS



I can confirm that the black pudding is very nice! We will probably be going back at least a couple of times this year just to make sure it wasn't a one off.

By the time this issue of The Courier has dropped thru' your letterbox, anyone who has given me their e-mail over the last twelve months should have received an invite to the annual dinner along with a menu, if you haven't please let me know as there is plenty of time to get you sorted, the date is Friday 21st March.

Thank you to Mike and Neil who braved the weather to come to our gathering this month, it's always nice to see new faces. Also thank you to the people who have phoned me recently asking about the club meets, hopefully when the weather becomes a bit more welcoming a few of you will be able to make it over this year.

Bye for now



NORTH YORKS Tel. 0776 6354449

Hi all. Well first time I've not forgotten to do a write up this year! Everyone seems busy at the moment with various projects and modifications. Recent discussions at meeting have been along the lines of steam boilers and LEDs. The cars do get an occasional mention as well. It was nice to meet John who has a keen interest in all things automotive.

TSSC AREA NEWS

The calendar has firmed up a bit this year. June has TBC on every weekend. There are a number of events so we need to consider this at the next meeting which will be before this has been published but after the deadline... No wonder my head hurts being an A.O!!! Oh in case you haven't guessed, I am the A.O. Again for 2014 mainly as I didn't run fast enough....) (text speak in a write up? I shall be had for lowering the tone!) Events for 2014 so far are:-

Sunday April 27th - drive it day to Ryedale folk museum and no doubt a place of food. Contact me for info.

16-18th May - Dent camping weekend. If you want a relaxing weekend with a Saturday excursion please contact me for info. It's not advertised in the mag and is of the usual "plan it when we arrive and have a pint" type weekend.

June - Many things but all TBC!!!

11-13th July - Levisham weekend. Book your own mentioning TSSC and Levisham to the organisers at NYMR. If you need a form call or email me before the end of APRIL!!

Saturday 23rd August. Cawood Craft Festival. As usual. Vicarage lawn on the Sat. Lots to see and eat, I mean do!

12-14th September - end of year bash / my birthday weekend. (Please bring a present - joke!) Provisionally to be in the Peak District. Camping and bed and breakfast available. Needs to be paid in advance so a May meeting deadline!! That's all for now.

Rich





	8-23-0-0
NARY CED	DIA BDO
Holiday Weekend	MARINE AND

Book your holiday away with the Manchester Area at our weekend retreat. Join us at "Old MancDonald's Farm" for fun, games and fabulous runs in the countryside.

venue:		2.5 N N N N N
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.....

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Pitches available for tents, trailers and caravans. Also there are luxury 6 berth "Glamping" units available on a first come-first serve basis. 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

Phone No:	Email:
Car Make:	Model:

el: TSSC Membership Number:

Item	Rate	Number	Please complete this
Camping / Caravan Package This includes Saturday night camp fees, entry for one car to Old MancDonald's Event. (Friday night's camping is thrown in free to those that can arrive on Friday)	Price to be Confirmed		form and send it with a cheque made payable to TSSC Manchester to Pip Flegel, Wyreside Lodge, Chipping Road,
Additional Car (for families lucky enough to have more than one Triumph)	£5.00		Dolphinholme, Nr Lancaster. LA2 9DQ
6 Berth "Glamping" Unit	Price to be Confirmed		
Run Only (No Camping)	£10.00		19(1000
Total			AS A DECISION

"And on that farm he had some Triumphs Eee-Ai-Eee-Ai-Ohhhh"







Situated on the shores of Lake Ulswater, the camp site has excellent facilities. Including a Restaurant and Pub with entertainment and a Take Away.

Camping: £25 per night per tent (inc car & 2 adults) and bookings can be made for the four nights or just one. Day visitors are welcome at £5 per day. Pets allowed.

Accommodation is available on a weekly basis for those not wishing to camp. To do this you will need to book this yourself. The weekend will include organised runs through the scenic Lakes.

A cruise on Lake Ulswater and organised games.

Cost of cruise is not in-cluded in the camping price.

A deposit of £5 per tent is required by 1st July 2014 and is none refund-able. Please make cheques payable to TSSC Cumbria and include your Email address or stamped SAE.

Post to: Roy Ross, 28 Duddon Drive, Walney Island, Cumbria. LA14 3TW. For further information contact Roy, Tel: 01229 474077 Email: roy.anne@tiscali.co.uk

