

April 2014

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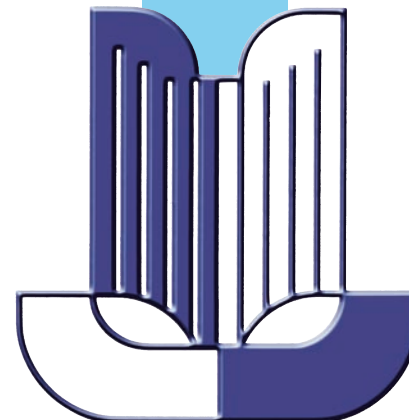
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The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.406 VOI 35. APRIL 2014

Price £3.50 Free to Club Members.

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Pip Flegel, Derek Holman, Simon Morgan,
Jane Rowley, Frank Spencer,
Victor Thompson, Vivien Thompson.

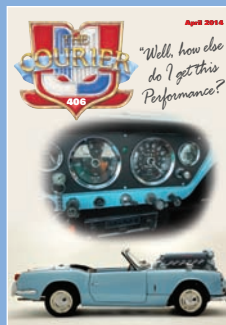
For a full list of TSSC officials see page 72.

HONORARY MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox. Dave Glead.
John & Pam Griffiths. 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.

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FULL STORY IN
SPITFIRE I/II/III REGISTER

PICTURES BY
SUZIE SINGLETON

Contents

April 2014

Events Calendar	4
CoMment	5
Council of Management Feedback ..	6
Herald 948/1200/1250 Register ..	8
Herald 13/60 Register	12
Spitfire MKIV/1500 Register	16
Spitfire I, II, III Register	18
Vitesse Register	22
GT6 I, II, III Register	28
Club Shop News	33
Big Saloon Register	34
Stag Register	40
Specials Register	44
Bond Equipe Register	48
TR4/4A/5/250/6 Register	52
TR7/8 Register	58
The Hills are Alive! - Hillclimb 2013 P.2 ..	60
Area Showtime	66
TSSC CLASSIFIEDS	68
TSSC Officers	72
Area News Review/ EVENT Adverts ..	75

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 9 10 11 MAY 2014
TOTALLY TRIUMPH NORFOLK
BROAD FARM HOLIDAY PARK,
FLEGGBURGH, GREAT
YARMOUTH, NORFOLK. NR29 3AF
www.totallytriumph.org

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 NORTANTS 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)

July 2014

FRI SAT SUN 25 26 27 JULY 2014
SILVERSTONE CLASSIC
Ticket Hotline 0871 231 0849 code C14040

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

September 2014

SAT SUN 27 28 SEPTEMBER 2014
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SYWELL AERODROME NORTANTS
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CoMment

What are You Restoring?

BY DEL HOLMAN

COUNCIL OF MANAGEMENT

CoM recently received a request to investigate the effect that the forthcoming closure of all local DVLA offices would have on classic car enthusiasts who might need to have their restoration project inspected.

There was the belief that, at the same time, Britain's enthusiasts would be subjected to the same restraints as European colleagues – with no modern engines, no suspension modifications, and in general no 'engineering' changes. This belief proved to be wrong.

It fell into my lap to clarify the position with DVLA, and here is a summary of their responses:

1. If you are doing a restoration of a vehicle known to the DVLA (and probably you have the registration document V5C) then there is little to worry about.

2. Provided the year of manufacture of any car not previously known to the DVLA, can be ascertained, the car can be given an age related number plate. This seems most likely to apply to imports.

3. The TSSC can play a part in this process by assisting in the identification of the car – as it has done in the past. There seems to be no change here. An inspection or extensive photos are required, much as we do now for valuations.

4. Data to obtain an age related number plate was previously checked at the local office by a 'DVLA officer' – often an unqualified clerk. If DVLA is not fully satisfied with the confirmation given by the club, a further inspection will be arranged at a local VOSA site.

That's an MoT test station to you and me, so make sure you are on good terms with yours!

5. The rules for the modification of vehicles to bring them up to modern safety standards have not changed provided that the structure of the chassis has not been changed. As far as our chassis'd cars are concerned, it is the chassis that is allocated the Vehicle Identification Number (the VIN) recorded on the V5C document. No record is kept, or use made, of the assembly line number on the tiny plate, often on the front cross member, and which has usually



rusted away. It is the registration of the chassis that should enable us to create Vitesse estates, and GT6 soft tops without any major registration problems.

6. The DVLA recommends reading their leaflet INF26, in which the current on-line version contains one notable change. Back in 2011 when I represented the club at a DVLA conference, it was not possible to escape a dreaded Q-plate if the rebuilt car had a new (Heritage) monocoque body shell. (See Courier 372 for June 2011, page 66).

Irregularities in this requirement were identified by representatives of the motor-cycle and steam traction engine clubs representatives, and that regulation has now been updated. You can now retain the original registration number when using a new Heritage shell and rebuilding with the original remaining parts.

7. I'm afraid a replacement second hand body still warrants a Q-plate (if DVLA is informed).

If all of this info still does not clarify any problem that you have, please contact me via TSSC HQ and I'll see what I can do to help.

David Embery - Feedback from the TSSC Council of Management



The recent major issues the club has experienced over the Web-Site and Internet Forum cannot be over stated. However, everyone again is showing what being a TSSC Member is all about, irrespective of whether you are on the Council of Management or not. Pride, passion in abundance and a real sense of that what happens in our Club, which we all share, really does matter to each and every member. Some members who are internet savvy have expressed their opinion on-line at the Club Facebook page and others have been e-mailing into the Club and COM Directors. For that Pride and passion, can I on behalf of COM say thank you. It is much appreciated.

I would just like to take this opportunity to confirm a few facts and allay any fears that members may have about the website and members forum that may help enhance the message that has been given out by the Club since the start of the year. The website is being re-built from the ground up! We have no doubt that the old web-site was deliberately 'hacked' and the effects of that sabotage are still being felt and COM is under no illusions to their significance. The new site will be a vastly superior and significant improvement of what has gone before. Many thanks must go to Simon Morgan and his team at Linx Design for their efforts. I won't steal Simon's thunder here by explaining all. Instead COM asks for TSSC members understanding and patience to continue a little while longer whilst we get things ready. The wait will be worthwhile!

It has always been and continues to be COM's intention to have a Member's Internet Forum. Feelings expressed about the Club not having a forum have been unfounded and factually incorrect. Technical articles, Q&As, links to Register Secretaries for help with car related issues etc will be brought into being as soon as it is logistically possible! At the January COM meeting a Council member was tasked with and accepted the responsibility to review any of the old forum that was still available and its technical issues and bring them ready for

inclusion in the new forum. Personal issues for that COM member meant that we have to now re-evaluate at the next COM meeting who is to take that task on going forward but nevertheless it will be done.

We do have an issue around the 'Off Topic Chat Room' element to a member's forum rather than whether we are having a forum or not! This we are looking at in terms of its moderation and moderators. Its rules of operation and where it should sit within the Club structure. More will be shared with the membership on this when COM has decided the way forward shortly.

An area of communication is being looked at in terms of COM and its need for a consistent message to the membership. This is being addressed as I write and in particular, focus given to how we best use ALL means of social media. More on that as soon as COM is able!

As ever, there are significant challenges for us all as I alluded to at the start. They are being met and conquered; it just takes a little bit of time! The challenges matched to the finite resource that COM members have to meet them (i.e. their spare time!) mean that priorities are inevitable and have to be agreed. It was felt issues such as re-building the Club's financial status, the web-site, improving Club services such as the functionality of the shop, and putting together members events such as 'TriumFest UK' were bigger priorities and in need of that finite resource, rather than devote it to the creation of a member's 'Off-Topic Internet Chat-Room'.

The forthcoming AGM will explain more of what has happened for the good in 2013 that will perfectly illustrate what I am trying to say here. In the mean time, I and the rest of COM ask the membership to continue showing what being a TSSC member is all about. Pride, passion and a commitment for our Club that is second to none. However, please continue to couple that with an understanding of the need to think for one another and have consideration for what it is that needs to be done with the resources available. Succeed in that and we'll inevitably Triumph together in 2014!



HQ OPENING TIMES

APRIL - OPEN AS USUAL

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Le Mans Spitfire Jubilee Open Day at TSSC HQ

SATURDAY 12TH April 2014 10.00am to 4.00pm

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MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

TSSC Annual General Meeting

SUNDAY APRIL 13TH 2014 2.30 PM - 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 open on the
TSSC HQ *Spitfire Jubilee Open Day***

Saturday April 12th 2014 10am to 4.00pm

To ensure we have the parts you need just ring the Club Shop the week before.

Telephone. 01858 434424



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Council of Management Meetings

MAY 25TH 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*

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

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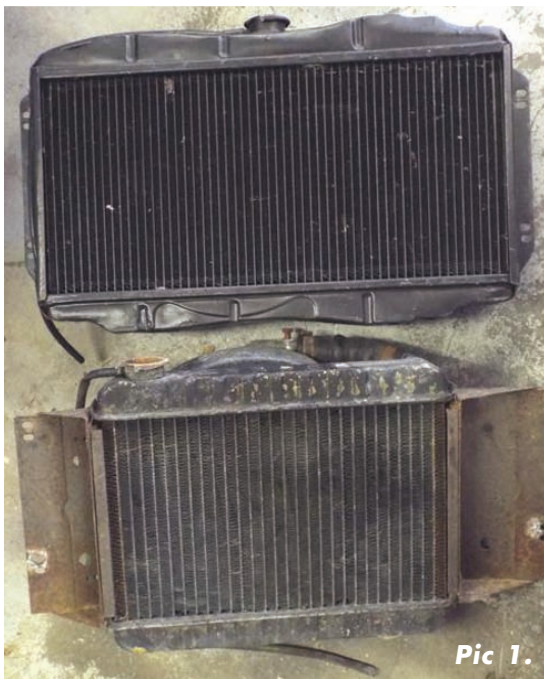
Colin Lindsay Keeping your cool

Now that the warmer weather has returned attention needs to be paid to our Heralds to keep them running at optimum temperature for the – hopefully – summer sun. Many of our cars have been sitting idle over the Winter and are due a good service before the show season starts; the last thing you want is to start the season with a breakdown, especially something as simply avoided as a burst coolant pipe or overheating.

The original cooling system is perfectly adequate; as a GT6 driver I'm well aware of the need to keep it properly maintained as any deterioration at all can have expensive consequences. I'd recommend a full-width radiator as a good upgrade; although even a good overhaul of the 15 inch version can greatly improve things. The wider 21 inch core gives another six inches of cooling; that's a 30% increase. (pic 1) I had mine recored to modern three-row spec and it cost less than £100.

One good aspect of the Herald is the amount of room around the engine; we're more fortunate than our 6-cylinder colleagues as there's always a good airflow.

If nothing else, flush your system – the colour of the water coming out of this one is a pointer to a lack of regular maintenance (pic 2). These are only the small water-borne



Pic 1.

particles.... all the other crud is inside the pipes, as



Pic 2.



Pic 3.

a look into the thermostat housing will confirm (pic 3). A good radiator flushing agent will often work wonders; I've heard of other chemicals being used so if anyone knows of a good household cleaner or readily available product that works, let me know.

Replace with a good anti-freeze – as even in the summer this acts as a coolant whilst preventing further corrosion.

Remember to check your thermostat and consider changing to a thermostat of around 82



Pic 4.

degrees, especially if yours is the 88 degree winter version. The temperature setting will be engraved somewhere about the rim or on the bottom of the valve (pic 4).

A proper radiator cap of the correct

poundage is also essential – early cars up to GA240781 use 7lbs and afterwards require 13lbs. This one is a style I found on eBay, with a lever to release pressure before the cap is removed from a hot engine – handy for emergencies where you don't have the time to wait until it cools and want to avoid a lobster-coloured face. (pic 5) Make sure your cap seats properly and that the rubber seal is intact - replacement seals are available



Pic 5.

separately from the trade.

I also like the look of the new silicone hoses currently available, and will probably invest in a set once the restoration gets to that stage – rubber hoses never seem to last these days, and I've been to too many shows where a regular drip under the engine has made me paranoid for the entire journey home. With no temperature gauge or even a warning light we need all the help we can get.

Keeping cool means having a good flow of water around the engine components which also includes the heater; don't forget that turning on the heater when overheating dissipates much of the excess heat away from the engine even if it does roast your knees. For anyone with a dodgy heater valve – or simply a lack of funds for a new and very expensive Delaney-Gallay version - this previous-owner modification was actually quite impressive in



Pic 6.

its' simplicity (pic 6). The original Smiths valve was replaced by a straight-through plastic valve from a Volkswagen Golf, and with a small clip for the outer cable cover attached this was a simple but highly effective replacement – when fully open it's just a straight-through pipe for maximum flow. Part number is MCO 171819 and they're still available on eBay. No doubt other similar valves abound in scrappies all over the country. Not that I advocate bodging, but needs must, especially if it

gets another Herald back on the road....

Here's two 1200 saloons that are going strong, photographed by Jerry Woodward at Romsey just after Christmas. At first glance they look very similar, even down to the Middlesex registration number being just 15 numbers apart; however the red model has the Herald bonnet lettering whilst the black and white version has the more common Triumph letters, along with sidelight adaptor plates, making it the earlier of the two - just!! I wonder what the commission numbers are?

Thanks to Jerry for taking the time to photograph them for us - two obviously cherished Heralds making me even more determined to get mine back on the road....

Colin





Spitfire Jubilee

Open Day at TSSC HQ

Saturday April 12th 10am to 4pm



Get Up Close and personal with the Jigsaw 2014 Le Mans Spitfire Team

An Exciting opportunity to pour over all 3 'Jigsaw Jubilee Project' Le Mans Spitfires for all interested & enthusiastic TSSC Members.

We will be offering light snacks and some liquid refreshments (for a Small Donation) From the 'HERALD' Members Bar which will, of course, include a Guest Ale for those of you who are not driving.

This Open Day is going to be one to remember. You will be able to meet TSSC Staff and Jigsaw's Mark and Jo Field and the 2014 Jigsaw Le Mans Team.

Ex Triumph Competition Manager GRAHAM ROBSON will also be holding a Question and Answer Session on the Works Le Mans Spitfires in the afternoon!

The Club Shop will be Offering 10% Discount over the Counter and for **Phone orders on this day plus Free Postage (UK Only)**

Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as Spring offers.



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See you at TSSC HQ, Sunderland Court, Lubenham.



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



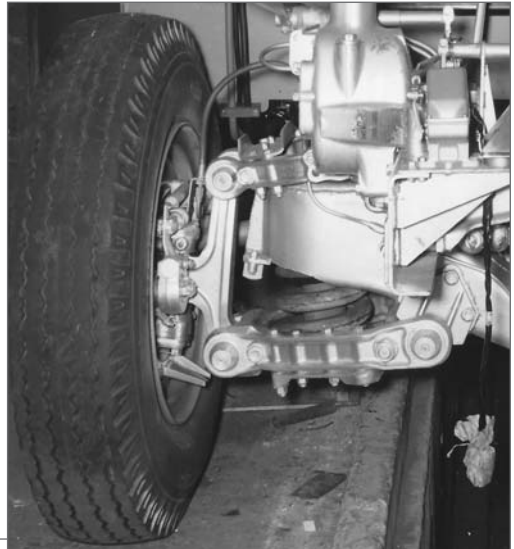
Phil Willson

Herald Suspension Design

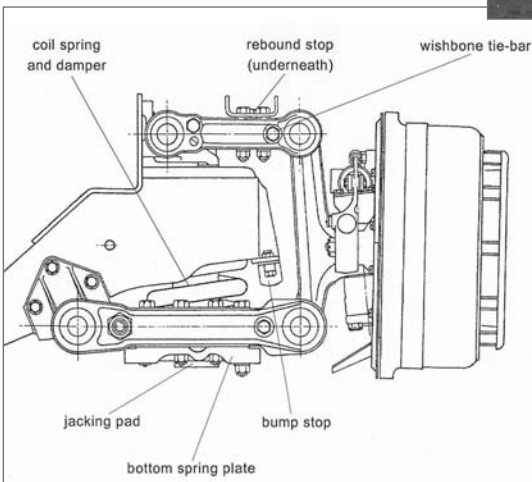
OK, so it's April. This isn't an April Fool but it's a bit of a quiz which I hope you will find interesting. The answers can be found on page

14 so no peeking until you've read on....

I love the Herald family's front suspension. It's a very elegant design, simple to work on and performs superbly. In my opinion, it performs as well as the MacPherson strut as used on Ford Anglias, Cortinas, Hillman Hunters and our own 2000 range but is much easier to get to grips with, although I admit we are rather spoiled by our cars' legendary accessibility. Somehow I never really liked or trusted torsion bar suspension as seen on the Jaguar E-Type and Morris Minor (now there's



Picture 2: *Or a Vitesse lorry?*



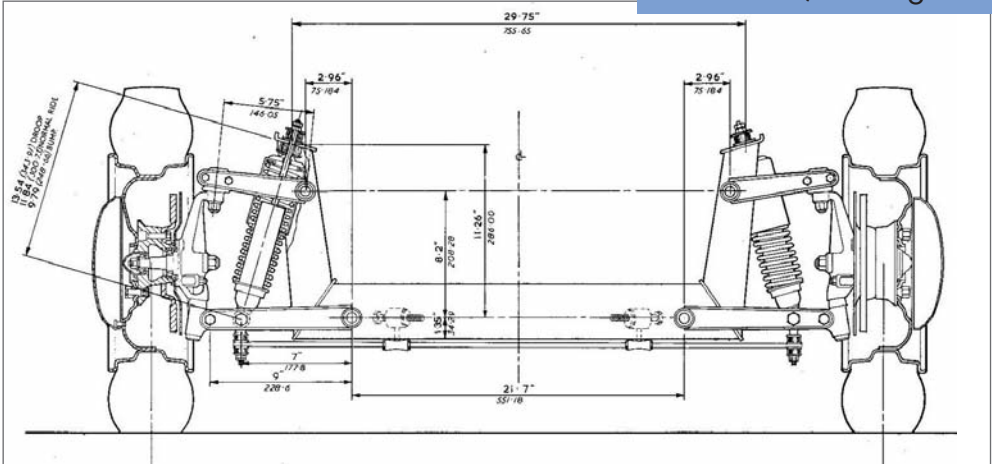
Picture 1: *From a Giant Herald?*

a contrast). But who else used the double wishbone setup with coil-over dampers?

A design that first appeared in 1954 can be seen in **picture 1**. It's a fairly massive piece of engineering and the spring/damper unit is partially enclosed. A photo of same is in **picture 2**. This type of vehicle is still very much in evidence today – happy 60th birthday. **What is it?**

Then comes this one from 1962 (**picture 3**). This is a bit of a lightweight, especially when compared to the previous one, but has a great sporting heritage.

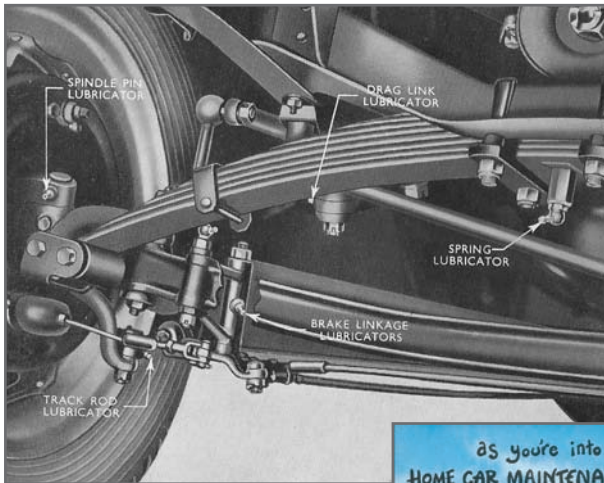
Our cars are in esteemed company by sharing this design. **What is it?**



Picture 3: *Very similar to a Triumph, but not*

Going to the other end of the Herald we come to the transverse leaf spring. This has never been a favourite of mine and again, in my

suspension system and did lead to an awful lot of wandering and body roll in this car. I had the 'pleasure' of driving one of these in the late 60's and I was not all that impressed. It was nevertheless a very popular car in the post-war austerity years. **What is it?** By the way, if anyone knows of a car that had a transverse leaf spring at the rear (other than the Herald family) then I would be interested to hear of it.

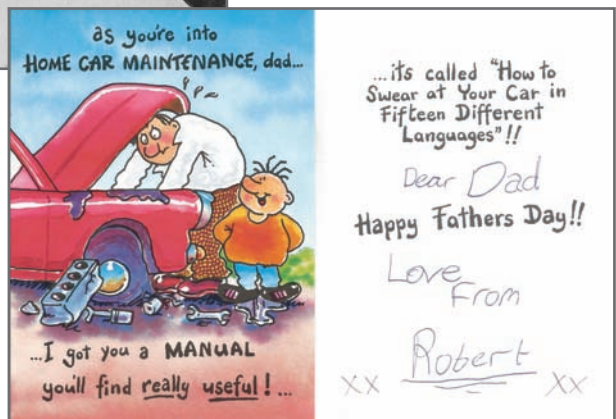


Picture 4: *Transverse leaf on a steering axle*

opinion, the problems were only resolved by the swing-spring setup used on the later Spitfires and GT6s. The Mk2 Vitesse arrangement performs very well but is too complicated. Going back to earlier times, picture 4 shows a transverse leaf spring at the **FRONT** of a car that is also kitted out with a beam axle. Therefore it is not an independent

Finally, having a bit of a sort out recently I came across this Fathers' Day card from 1995 (picture 5). It's a pity it's only a joke as I think it could be really useful!

Picture 5: *LOL?*



HERALD 13/60 Register

Here are the answers to the quiz.

Question 1: 1954 AEC Routemaster

Question 2: 1962 Lotus Elan

Question 3: 1950s Ford Anglia/Popular



Question 1: 1954 AEC Routemaster



Question 2: 1962 Lotus Elan



Question 3: 1950s Ford Anglia/Popular

SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Derek Ford



What Deseams to be the problem?

I took an Email this week asking my advice on deseaming a spitfire, as I have no experience on this subject I suggested that they contact a local Mini club, as 'deseaming a Mini' has always been a popular choice.

I have only ever seen one GT6 with deseamed rear wings and I must confess that I liked it. A colleague did point out though the massive implied problems should the vehicle be involved in an accident. Realigning the



new panels would be almost impossible.

The other question it threw up was, "where do you stop" as the two pictures I purloined of the interweb show, this owner has deseamed both rear wings and the bonnet crease. But what about the tail end around the lights, the bottom of the sills, or on a GT6 the rain gutters.

I don't wish to either support or malign anyone doing this but if you have any thoughts on the matter, why not share them with us. Your advice may just be invaluable to someone.

TRIUMPH SPORTS SIX CLUB

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Booking Form on www.tssc.org.uk/tssc-triumfest/index.htm



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Main Street, Lubenham, Market Harborough. LE16 9TF

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SPITFIRE I - II - III Register



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



Suzie Singleton

Still more to come?

Although, as most of you probably know by now, I have a strong preference for originality there are occasions when even I can agree to a bit of modification, if there's a good reason for it. For example, when Guy originally restored Sybil, our 1962 Spitfire4, he wanted to fit an

too good to be true so took the plunge and agreed to buy it. They do say, don't they, to check the small print as it wasn't until we arrived at the address in Biggin Hill that we realised that what we had bought was a Rolls Royce Merlin Spitfire engine!

Oh well, nothing ventured and all that ...
It took a bit of head scratching and a re-jigging



overdrive gearbox even though this was not an option at the time such an early car was produced and sold. In order to keep the car looking original he needed to find an alternative to the column or gearknob mounted overdrive switch so used a foot mounted dip switch.

Anyway, the engine he used in Sybil wasn't her original one as she came with a later engine but it seemed adequate at the time. However, last April we spotted an advert for an early Spitfire engine at a price that was almost



Possibly more to come?

of engine mounts, not to mention finding a way to hook it up to the gearbox, but, all credit to Guy, he did – with some help from our friend Bernie – get it all in and looking good. As you can see it did also involve some minor alterations to the bonnet, and forward visibility is somewhat compromised, but certainly not the momentum!

It was interesting to see what unusual readings this gave us on the dash gauges once everything was coupled up and we took her down the bypass for a test run, but it may be a blessing that there was too much traffic around to build up



to take-off speed - although 110 MPH in a TRIUMPH Spitfire is quite quick, we think there is still a bit more to come!

I thought the gauge readings meant that I

should be on the look-out for more appropriate gauges so I was pleased to find a possible solution at an auction at Castle Combe recently with a job-lot including an aero rev counter which read up to 14,000 RPM. However, Guy now tells me that this is far too high – the optimum revs for the Merlin being 3000 rpm, so it's probably a good thing that the auction lot sold for quite a bit above my budget, although I have managed to source the white silk scarf, walrus moustache and briar pipe accessories for the new, 'improved', Sybil.

These modifications, however, are not very kind to the pocket, fuel consumption having gone up greatly, so I think I now have to consider finding one of the above 1939 Velocars for local use.

As you may know, **Mark Field** and Jigsaw Racing have been very busy over the last





couple of years building additional replica Le Mans Spitfires in anticipation of this year's Le Mans Classic, 2014 being the 50th anniversary of the three works Spitfires first running the 24 hour race there. They hope to race all three cars, ADU 1B and the two new replicas, to recreate the 1964 team.

I was recently sent a copy of a brochure produced by Classic Grand Touring who are organising a tour to include Le Mans Classic (If you haven't already booked to join us at Tertre Rouge with the TSSC camping contingent I understand that this is now fully booked). They are also, on behalf of Jigsaw Racing, arranging a gala lunch at the Hotel de France at La Chartre sur le Loir. The following is from their brochure.

*"In 1964 the Standard Triumph team stayed at a hotel that was fast getting the reputation amongst the race teams, as the place to stay during a Le Mans event. The Hotel de France at La Chartre sur le Loir has been used by the John Wyer Ford GT40 team, Aston Martin racing to name a few. The list of racing drivers that have stayed there is as long as your arm! The 2014 celebrations will start at the famous Hotel de France at La Chartre sur le Loir, situated 40 kms south of Le Mans. The Triumph team used this hotel as their base in 1964 & 1965, so it is only right that we return to the hotel for a lunch which will take place on **Wednesday 2nd July 2014.***

We will be joined by the race cars and race team on the day. There is also the opportunity to photograph your car outside the hotel as the Spitfires did back in '64 and '65! We are

hoping to get as many Mk1 Spitfires together as possible for a special photo.

The price of £55 per person includes: a welcome aperitif, a three course lunch with wine and coffee and also a commemorative rally plaque."

If you are interested and would like further details of this lunch event or to book please contact **Thomas Brimblecombe** on thomas@classicgt.co.uk or 01483 281282. There is also a web site at this address www.classicgt.co.uk.

Recently **Burkhard Cox** sent me some more



'alternative' Triumphs for my collection including these speakers. It's amazing how many things have been given the Triumph name, but I think it would be quite a task to fit these into a Spitfire!

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Having made the previously described modifications to Sybil, with originality gone out of the window, now is probably the perfect time to fit this 'warm steering wheel' to keep my hands warm when driving!

This came from an article on motoring accessories circa 1906 published in a 1966 issue of Old Motor.

And finally, a snippet from my old magazines I've been reading lately:

Here is an advert from a 1973 issue of the Motor.

If you thought some of the 50s and 60s magazines a bit chauvinistic – what do you make of this one?

Suzie



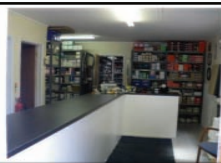
the adjustment of the cam ensuring correct setting of the jaws. It is fitted with a self-opening spring useful for repetitive jobs; the price is about 77p including VAT from appropriate shops.

Super-stiks from Simoniz

Simoniz have introduced the Super-stik range of repair and embellishment tapes. There are five of them: Super-stik "Pin-Stripes" are 14 yd rolls of 1/4 in wide self-adhesive vinyl in red, yellow, black and white.

One roll costs 35p and is more than enough to apply a coachline to the longest car. "Hose Bandage" is intended for emergency repairs to radiator and heater hoses; it is a strong cotton fabric coated with tough, waterproof polyethylene—and the adhesive sticks instantly. A roll 4 yds x 1 1/2 in costs 40p.

"Exhaust and Silencer Bandage" is aluminium foil reinforced with a scrim of glass fibre; this attaches itself to the faulty pipe with a thermo-setting adhesive that provides a permanent bond after the first heating. A strip 1 1/2 yds x 1 1/2 in costs 35p. "Seat Bandage" is a transparent, very thin polyester which does not creep when applied to another surface; it is intended for woven materials and costs 35p for a 2 yd x 1 1/2 in roll. "Body Bandage," in which the girl in the photograph is tied up, is an aluminium foil with self-adhesive qualities; it is intended as backing for a hole in bodywork before application of filler, but a small hole could be covered with Body Bandage and sprayed over. The foil is 1 1/2 in wide and a 6.7 yd roll costs 70p.



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Dave Rumens

A Vitesse to Croatia

Hello folks. April is now with us and hopefully the weather should be improving. I should say as I am typing this in February and the heavy rain is still here. So this is said in anticipation and maybe I am being a bit foolhardy, but after such a wet Winter there is every chance we will get a good Spring and Summer. This month just to wet your whistle for the coming season we have a superb account of **Anne and Alan Pitt's** trip to Croatia in Anne's Vitesse. Over to Anne and Alan.

"It all began with a visit to the Classic Car Show in November 2012. My wife Anne loves to drive but cannot manage the heavy steering of my Riley RMB and so when we visited the Triumph stand she fell in love with the Vitesse. Helpfully guided by the Club members we were put in touch with a member looking to sell. A quick visit and cursory approval saw Anne as the proud owner of the white MK1 convertible.

A chance read of an advertised Classic Car Tour to Croatia fired up an image of the opening scene to the 'Italian Job' with a

Ferrari speeding up the hairpin bends of the mountains and Matt Monroe singing 'On days like this'. The deed was done and with a deposit paid we were committed.

A more detailed look at the car revealed, with 2,500 road miles to be covered, work needed to be done. Poly bushes to the steering rack and rear suspension, shock absorbers, differential oil leak, silicon hoses, steering trunnions, distributor red rotor arm, condenser and points plus new battery and a pair of twin tones to warn the locals of her approach.



Picture 1.

A box of essential spares, two soft luggage bags and by mid-May we were in the Tunnel en route to catch the Motor Rail at Dusseldorf.
Picture 1.

Late afternoon saw us tracking the Rhine south



Picture 2.

through Germany and into Austria waking up next morning at Villach near to the border with Slovenia. *Picture 2.*

trouble finding our way on a well sorted route around Croatia, the roads were excellent and certainly the views were spectacular all along the coastal plain from Opatija down to Dubrovnik (especially through the mountains on the return journey). *Pictures 5 & 6.*

Overpage.

Interest in the cars (Old timers they call them) was fantastic with a Civic parade laid on for us in SPLIT and a very moving reception arranged for us at Novigrad, a village violated by ethnic cleansing.

Problems? Well the speedo cable broke on day four which made following the Road Book mileage tricky out of town and impossible in the Cities, also the horns became irresponsible, sounding off intermittently or continuous before being disconnected. The weather ranged between perfect, top down sunshine, to torrential rain and hailstorms. The return train to Dusseldorf was cancelled due to the floods



Picture 3.

Here we assembled with the other Classic cars in the tour party, before driving to our first overnight stop.

We were in very exotic company, Jaguar XK140, Alvis, AC Ace, SS Jag DHC (1937) Triumph TR3 and TR6 etc., (Anne thought her car was the prettiest!)

Pictures 3 & 4.

Given a very detailed Road Book we had no



Picture 4.



Picture 5.

in Germany so this necessitated a ten hour drive to Munich through horrendous weather and traffic.

Anne drove her Vitesse the full 2,500 miles on this journey with great enthusiasm and determination.

I am full of admiration for her and the strength of the car. Driving her 1967 Vitesse was exciting and also gave her a great sense of

achievement, which will last for a long time.

Thank you both for an interesting and well written article. As most club members like to read of others' experiences with the Vitesse I am always looking of articles to feature, so let's hear about you and your Vitesse. That's it for this month.

Safe Driving & Keep Running On All Six

Dave.



Picture 6.

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Herald 13/60 front wings	£100.00
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Front wing 'D' plates 703627/8	£10.50
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Sills 803070/1	£26.50
Tread plate repair panel	£8.50
Front Footwell	£72.50
Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703625/6	£16.00
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£31.00
Herald 948/Vitesse rear centre valance	£81.00
Herald 1200/13.60 rear centre valance	£88.00
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£59.50
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extn	£22.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£125.00
Rear overriders 703708/9	£49.50
Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
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Accelerator pedal bracket 147655	£12.50
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Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
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Brake pads type 16P/16PB	£10.50 set
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TR7

Early type bonnet (single bulge) WKC170	£155.00
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Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
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LH rear wing Coupe, original	£350.00
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Petrol tank retaining strap TKC131	£8.00
Petrol tank	£192.50
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Rear lamp assembly R/H TKC232	£95.00
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TR7 distributor cap	£9.50
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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
Upated 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
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Service exchange oil pump 215573	£35.00
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Clutch kit TR8 Q/H	£110.00

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Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
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TR6

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Bonnet hinge pivot box RKC362/3.....	£49.50
Chassis front gusset 218526/7.....	£19.50
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Rear wing non O.E.....	£130.00
Rear wing front repair panel.....	£21.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£87.50
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Boot lid 91327.....	£475.00
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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 non 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
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Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£22.00
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Brake shoe non rototex GBS746.....	£20.00
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Delco distributor cap.....	£9.75
HT lead set.....	£12.50

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Mk I front panel (nose cone) 903258.....	£75.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
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Rear centre bumper (estate) for insert 917813.....	£97.50

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Rear quarter bumper (estate) 923444/5.....	£60.00
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Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£55.00
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Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
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Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Dolomite 1300/1500 recon exch distributor.....	£47.50
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GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>
e-mail. gt6@tssc.org.uk



Andy Cook

Occasional Rear Seats

Over the years since I've been taking an interest in GT6s one topic that has come up regularly is around the occasional rear seat that was available as a factory accessory for GT6s. There has been a renewed interest on this topic recently with discussions on various Triumph web forums and facebook groups. This is as a result of an unused NOS (new old stock) seat kit complete with all fittings, instructions and packaging coming up on ebay recently.

In auction it reached an amazing £604 proving that there is quite a demand for these kits amongst GT6 owners.

Also a second brand new kit came to light on the Triumph GT6 facebook group shortly afterwards.

I was lucky enough to find a similar complete seat kit for my own MK2 GT6 at



Rear Seat as installed in my GT6 MK3

which I reckon was a bargain, especially when you consider that I had never seen another new kit for sale until the recent ebay auction.

Officially the factory only sold the kits for GT6 MK2 and MK3 models but the early GT6 Mk2 versions can be fitted to MK1s. There are early and late version of the kit for the MK2s, the early version having a different mounting arrangement due to the longer luggage deck fitted before commission number KC75031. This included a sturdy horizontal support bar. The early version is the one that can be made to fit MK1 cars and is upholstered in smooth fluted vinyl (or leather). The later version made for cars of commission number KC75031 had the later basket weave type upholstery and was essentially the same as the version for early MK3 cars. This kit used the existing horizontal support bar at the front of the



the TSSC international back in 1988, it was also a boxed brand new kit complete with the fittings and I paid £75 for it

rear luggage deck boards.

For MK3 cars there were kits upholstered in both the early vinyl basket weave upholstery to match the front seats fitted to cars before commission number KE20000 and kits upholstered in the nylon corduroy to match the front seats fitted after commission number KE20000.

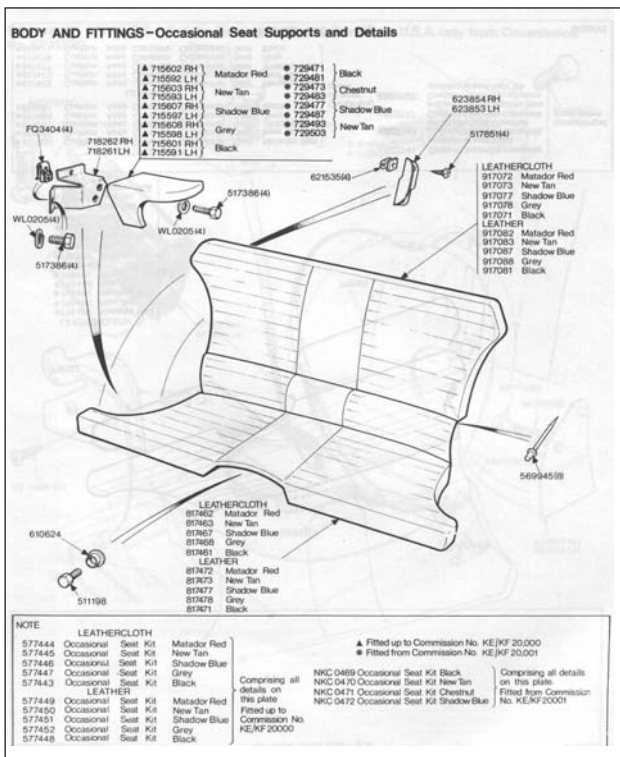
Kits were available in a range of colours and also available in leather to fit cars fitted with optional leather seats although this is a pretty rare option on an original GT6.

The seat itself has two main components, the back squab which is securely fixed in place and the horizontal seat cushion which is loose and seats on the carpeted shelf behind the front seats and ahead of the luggage area. The rear squab is hinged where it is attached to a horizontal support bar to allow it to be lowered to provide extended luggage space (like an estate car). There are brackets that hold the seat in an upright position using a pretty basic shoot bolt arrangement. There are also brackets to support the seat when in a folded position. On the early cars the front board of the luggage deck has to be discarded and the kit comes complete with a shorter board and boot floor carpet to fit the shorter luggage area.

I fitted the kit from scratch to my car 25 years ago, although I don't have the instructions anymore I do remember quite a bit of the procedure of fitting it so I'll describe this. Strangely the factory workshop manual doesn't seem to have a section on the later seat kits but does cover the earlier ones.

The following picture from the parts catalogue shows the arrangement.

The rear horizontal support car at the



bolted in place in the cavity behind the rear trim panels just above the front of the wheelarches, these are held in place with hex headed screws and caged nuts in a square hole which is already there as part of the body work. I've found best way to fit the support is fit the brackets behind the panel in place fully tightened, then loosely fit the supports to the bracket and slot the rear quarter trim into place.



Side support brackets behind the trim



Side support brackets in place

There are 2 more caged nuts that fit behind the squab/shoot bolt retaining brackets on each side, again the bodywork already has square holes in place to accept these.

The headlining needs to be pierced to allow the mounting screw to access the upper of the caged nuts.

The rear quarter trim panels have a hole in the board behind the vinyl and foam in the right place for the bolt to access the

lower caged nut, the vinyl and foam needs to be pierced to allow access.

Once the caged nuts and all side support brackets are all fitted the rear quarter trim panels can be replaced. The squab/shoot bolt retaining brackets can then be bolted into place through the trim panels into the caged nuts.

The horizontal support bracket complete with squab can then be bolted into place and the rear luggage deck boards and



Horizontal support Bracket in position

carpet replaced. From experience this is easiest to do with the seat in the folded down position.

The cushion can then be placed on the shelf behind the front seats.

Most kits have a retaining strap with a pop stud that is fitted below the cushion to hold the seat in the folded down position. My kit didn't have this facility.

Fitment to earlier cars is covered by the Triumph factory workshop manual as extracts **Opposite** show.

It has to be said that the practicality of the seat is pretty limited. There is not really any leg room between the rear seat and the front seats so ideally the passenger needs to sit sideways on.

If the passenger(s) are very small children then it's just about possible for them to sit normally I have seen one GT6 owner's car that has seat belts fitted for this purpose

5-238

BODY

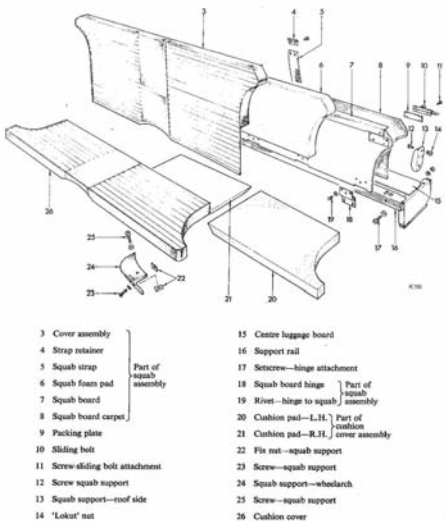


Fig. 66. Occasional rear seat arrangement

BODY

5-239

OCCASIONAL REAR SEAT
FITTING INSTRUCTIONSOptional Extra on GT6 Mk. 2 Models Only
Stapport Kit No. 37529/9

Preparation

To Remove—Front Seats

Remove two bolts (2) (Fig. 79) and two bolts (4) (Fig. 30). Lift out the seats and pick up the spacing washers.

To Remove—Luggage Floor Boards

Remove and discard:
—the rear floor carpet by releasing the pre-stated fasteners;
—the front floor board with rail attached, by unscrewing the two outer counternut screws adjacent to each wheelarch.
Unscrew four counternut screws securing both rear boards and pull each board forward to release its rear edge from the spring clips. Do not discard these rear boards.

Installing Occasional Seat-squab

Squab Support Bracket—Wheelarch (Fig. 66)

Position the internal bracket (24) over the angled support welded to the front of each rear wheelarch, and secure with cross recess screws (23) and (25), washers and spire nuts (27).

Squab Hinges (Fig. 66)

The hinges (18) are supplied as part of the squab assembly and are riveted to the squab board (7).

Sliding Bolt (Fig. 66)

Assemble the sliding bolt (10) together with packing plate (9) and secure them to the squab back with cross recess screws (11).

NOTE: Tapped holes are provided in the squab back for mounting the sliding bolt assembly. Before fitting the squab to the car, secure the support rail (16) to the squab hinges with eight set screws (17), washers and nuts.

Referring to Fig. 66, position the squab assembly complete with support rail as shown, and secure the support rail to the centre crossmember with screws (29) and hexagon headed screws (28), plain washer, spring washer and nut. Fit four spire clips (27) to the support rail.

Squab Support Bracket—Roof Side (Fig. 70)

Using finger pressure along the trim on the roof side panels locate the two hole positions for the bracket (13).



Fig. 69. Support rail fitted to centre cross member

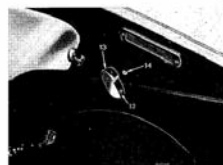


Fig. 70. Fitting roof side support bracket



Fig. 71. Luggage floor layout with the squab in the down position

BODY

5-239

OCCASIONAL REAR SEAT
FITTING INSTRUCTIONSOptional Extra on GT6 Mk. 2 Models Only
Stapport Kit No. 37529/9

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Fig. 69. Support rail fitted to centre cross member



Fig. 70. Fitting roof side support bracket



Fig. 71. Luggage floor layout with the squab in the down position

sitting sideways as per the pictures below



Sitting Sideways in the rear seat, as demonstrated by my Daughter Alice aged 11

that he has rigged up himself but the standard factory arrangement has no provision for seatbelts. As soon as your kids start to grow it's strictly a 1 child seat

of Alice and no sensible way of fitting a seatbelt. It's therefore very much an "occasional" rear seat.

The seat does however finish off the car interior stylishly and provides a useful barrier to prevent luggage flying forward from the boot area on hard braking.

Now some interesting news regarding the availability of seat kits. **Richard Briscoe of RB Mobile Classics** has picked up on the interest and is looking to remanufacture and sell both complete seats and separate fitting kits for both early and late models. He hopes to have a sample available at the **Donington TriumFest** in July.

Best of luck with this business venture Richard! I also think it's a good plan to sell separate fitting kits as I know there are quite a few owners who have picked up 2nd hand rear seats in the past minus the brackets and without these it's pretty difficult to fit the seat.

From Cookie's Archives.

This month's pictures from my archives are from the 1985 taken at the TSSC Birthday Barbeque at Shelford Rugby Club and feature a Red GT6 MK3 PU0716M that was an excellent low mileage concours car and used to win top prize at many a show back in the day. At the time the car was owned by TSSC member Sharon Espin (pictured standing

nearest to the car in the photo). When I first saw this car in 1985 it had a mere



8,000 miles on from new. I haven't seen this lovely car for years now so I don't know if she still owns it, according to DVLA



records it's currently on SORN so I don't even know if it is still in use but at the time it was certainly the ultimate unmodified GT6 and a car to drool over!



Sharon Espin's GT6 in 1985



CLUB SHOP NEWS

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by Garth Jupp

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Mark Blease

Lethal Drizzle

They say "it never rains but it pours" but ever since becoming the custodian of Syd, our 1966 2000, I have become increasingly aware that "it never rains but it drizzles". The wiper switch on a Mk1 big six is not operated by a new-fangled but ever-so convenient column mounted stalk, but by a chunky rocker switch mounted on the right hand side of the dashboard. Whilst it does fall fairly easily to hand, when the dreaded drizzle strikes, taking your hand from the wheel every few seconds to operate the switch can become a little tiresome.

Darren Grove's recent Courier article was very timely and really informative, intermittent wipers would definitely be a boon.



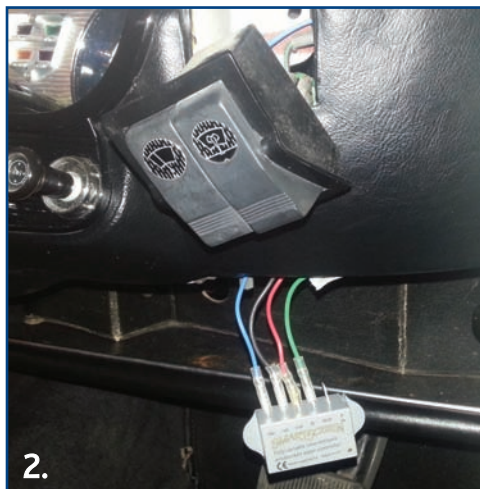
However the kit that Darren used involved soldering - something I am absolutely rubbish at, unless success can be counted by the number of blobs of solder on the floor.

I was also keen to avoid having to install any extras switches or buttons on the dashboard, so I decided to look at alternatives for those of us less electronically inclined.

+	fused ignition live
-	earth
Sw	connect to the wiper supply terminal on the wiper switch (disconnect the original wire which runs from this terminal to the wiper motor)
W	the original feed wire from the switch to the wiper motor (disconnected in the step above) is connected to this terminal
Wsh	connect into the supply wire to the washer pump (do not disconnect any original wiring)
P	unused

I found a product named Smartscreen, a programmable unit that works from the existing wiper switch, so requires no extra buttons or controls. A handy flowchart on their website helps you choose the correct version for your application. Working through the options available I settled on SS08/P - suitable for wipers that self-park, on a positive to negative earth converted car, with optional wash/wipe function and positive switched washer pump. This didn't seem to be available on the ordering page but an email to Smartscreen provided a prompt and friendly response - it was a "special" and would take just a couple of days longer to get to me.

Once it arrived I was impressed by how neat the unit was, just a small grey box with five spade connectors (Photo 1). The instructions provided were easy to follow, and for the intermittent wiper function the unit requires just four connections, with a fifth connection for the optional wash/wipe function. The wiring diagram here is based on the unit I



2.

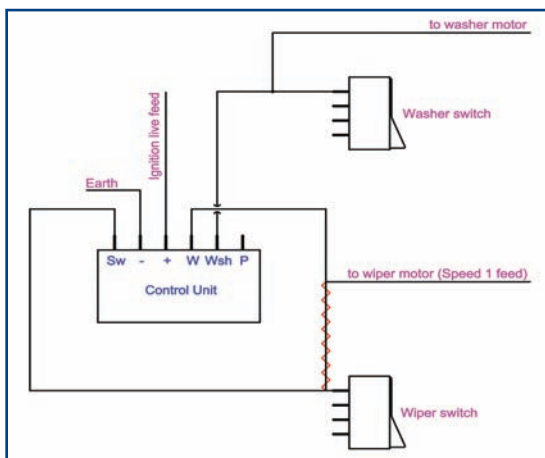
glass. To program the intermittent delay you operate the wipers for a single wipe, wait the length of time you would like the delay to be, then operate again for a single wipe. The delay is then programmed and the wipers will continue to operate at this interval. If at any stage you want to vary the delay, you simply repeat this process. To cancel the program, simply flick the wipers once again. Switching the wipers to constant will work as it would have previously, and will of course also cancel the intermittent program. As an added bonus, the optional wash/wipe functionality of the unit I had chosen gives three wipes of the screen when the washers are operated - just like a modern car!

There is a small LED lamp on the unit that helps with learning how to operate it (Photo 2), but it was very easy to use and within a couple of attempts I was happy that I could locate the unit discretely behind the dash using some velcro pads. Should the unit malfunction, which hopefully it won't, it is very easy to revert to the original wiring setup.

I haven't had chance to test the new installation out on the road yet, but with the British summer just around the corner, I should have many opportunities!

Until next month,

Mark



fitted, but I think other versions of the Smartscreen controller will all be variations on this theme.

The connections to the unit are as the Table Shown Opposite.

Programming the unit is very straightforward, and is achieved using the standard wiper switch. Since I was inside the garage at the time, I pulled the wipers away from the screen to prevent dry blades rubbing against

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Ben Broadbent



Carpet Replacement Revisited

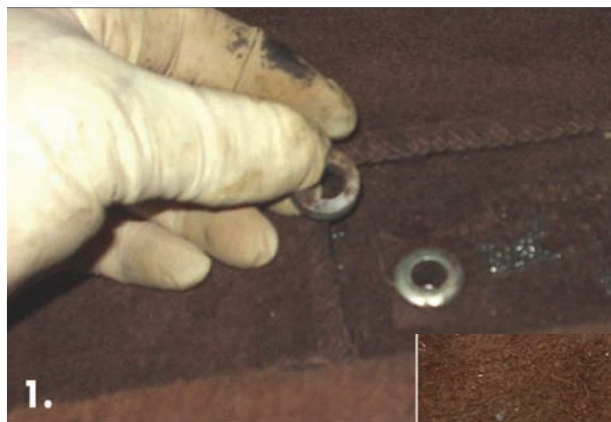
Hello again, well April already and I've seen the odd Stag on the lanes of Cheshire. I've also had a few conversations about adding the finishing touches to the winter restorations; with two new members asking about the carpets available from the Club Shop and how

Archive CD) so here is an abridged version of the article to help any other members who are considering fitting new carpets.

In early 2009 Richard replaced the carpet in his Dad's Stag, here is what he had to say:

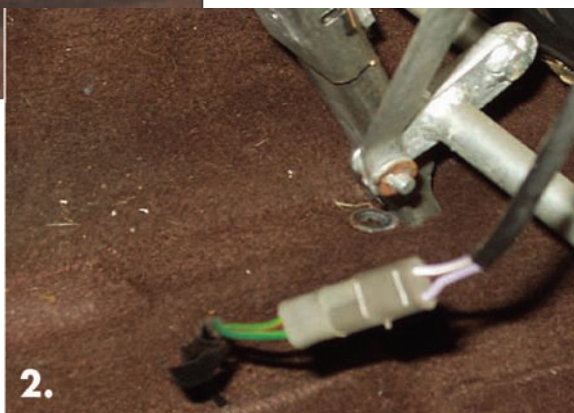
The Stag carpet set is one of the easiest I've ever fitted. It is also one of the most time consuming to do right.

The first job is to disconnect the battery and remove the front seats and mats. On removing the seats there are four spacers, which sit between the seat runner and the floor. (photo 1) These lift the seat slightly above the carpet to allow the sliding mechanism to move freely. On cars with a seat belt warning light you will need to be extra careful when removing the passenger seat as there is a sensor wire connected under-



to fit them.

Well, the first part was easy: contact Garth the shop manager, he will be pleased to discuss carpet quality and take the order for your new carpets. The second part, how to fit them? - reminded me of former Stag register secretary **Richard Briscoe's** article about fitting carpets in Courier issue 349 in July 2009. That's almost 5 years ago, and the two new members did not have immediate access to Richards article (which is available on the Magazine



neath. There is a grey connector block and the wires should be disconnected here (photo 2)

The rear seat squab can be removed next as this needs to be removed before the heel board carpet can be removed. This is a decision to be made next and it will all depend on the quality of your new carpet. Good quality carpet sets have a trim sewn in which fits over the access holes for the rear sub frame bolts under the rear quarter trim panels. (Photo 3)



To fit this carpet neatly the rear quarter panels need to be removed by undoing the five (or less depending on the cars history!) clips and the two screws on each side.

It is very easy to rip the vinyl trim so be very, very, careful .

The next choice is dependent on the quality of job you wish to make. The heel board carpet and sill carpets both meet under the "B" post trim. Some people have saved time here and cut the carpet around the "B" post. I think you can make a better job by removing the "B" post trims. Unfortunately this means you need to take out the seatbelts and remove or loosen the T-bar.

The centre console and parcel shelf now needs to be removed. This job is self-evident, but you have to be careful not to damage the plastic trim or the cardboard parcel shelf.

The final bit to remove is the seat belt buckle binnacle. This is done by opening the ashtray, removing the inner container then undoing the

two screws to remove the ashtray completely. There is then a single screw at the rear right, which can be reached through this aperture.

Once removed the binnacle can be knocked / pushed forward to disengage it from the buckles. Be careful if you are removing sensor buckles as the wires can be really easily damaged.

One last job remains before the carpets can be carefully pulled out and then removed.

There are two aluminium strips, one on each inner sill, which retain the carpet. Remove the screws and take off the door seal.

The carpet can now be carefully removed. Watch out if it is stuck down in areas where wires are located to minimise pulling the wiring loom.

Thoroughly check any damp sections of carpet as you remove it and use their location to check for any leaks. On my

dad's the driver's side the foot well was damp. Fortunately, it was easily diagnosed to the rubber heater hose being loose on the bulkhead side of the connection, which had caused seepage into the car on the driver's side.

With all the carpet removed the car will look



like it is extremely unloved! (photo 4) Take the chance to clean up any rust and repaint the interior to protect it and also use the opportuni-

ty to wax oil the inner parts of the sills and the "A" and "B" posts. I also sprayed the area behind the sound deadening pads on the bulkhead, as these pads are slightly

quality glue. The best I have found for carpets and trim is EVO Stick 528 industrial contact adhesive. It is difficult to get from DIY stores but is easily available from Screw-fix. It's not the cheapest but works!



The main problem is knowing where to start! Make sure your hand brake gaiter is in place! (Photo 5) Many people forget and have to place the gaiter on top of the carpet. It is not secured from new but by using duct tape it stays in position like shown.

I found the best place is to start by recovering the seat belt binnacle to practice your glueing skills and to get a measure of how quickly the glue sets.

TIP 1 - Do not rush. The glue can take a while to dry, so be patient. You must work at a steady pace and know when to

absorbent. To prevent them holding moisture, load them with wax oil! The two bulkhead to floor joints will also be protected by doing this.

Check your new carpet set has either a separate insulation / sound deadening pack or has them sewn in where appropriate. The carpets will fit better and last longer with the sound deadening in place. The kit I used was very good and had the insulation glued / sewn in. The only drawback was piercing the carpet to find the boltholes for the trim.

Refitting the carpet is much easier by comparison! You will need a large amount of good 40

stop. I took four days to do my Dad's car working around other jobs and I believe the extra time was worth it. A rushed job will show.





over the metal flange)
 * Sills (Use G cramps like in [Photo 6](#) to make sure the contours are kept)
 * The raised seat mounting platforms (making sure your sill carpets are fitted closely)
 * Main centre carpet
 * The rear and front mats. Once the carpet is in place make sure the glue is set and no tools have been left around. You can then start to replace the "B" post trim and everything else that you removed initially.

7.

TIP 2 - when you are sticking the heel board, sill and centre carpets in place you will have a section which folds onto the floor to give a nice finish under the mats.

Do not glue this section on the floor. Instead ensure the vertical surface is glued. This prevents the carpet wrinkling and allows you to lift the edges to dry them should you get the interior wet.

The car can then be trimmed in the following order suggested here:

* Heel board (ensure to fold the top inch or so

Ensure that the electrical connections are all reconnected securely and then reconnect the battery and test all systems. ([Photo 7](#))

Your car should then look smart and tidy!

Well, I hope that again helps any member planning to fit new carpets to their Stag.

Thanks to Richard for his original article, and remember the Club Shop can provide you with high quality carpet sets for your Stag. (and any other Club car for that matter)

Keep those V8's purring.

Ben

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Trevor Collett

One Burlington in Denmark?

Tim Hills lives in Moretonhampstead in Devon and he owns a Burlington Arrow. He has been affected by my pleas for kit car stories; affected

enough to actually write down some words. Hoorah for Tim say I. I'm really pleased to receive his story of his trip to Denmark, but as I read it I found it rather enigmatic – full of interesting nuggets but leaving me wanting to know more. See if you agree with me:

***"Don't do it. Only a madman would attempt to drive that old rubbish you potter around in all the way to Denmark."** This was the response when I suggested that I would like to drive over in our Burlington Arrow to see some good friends who reside in the splendid city of Aalborg in Northern Denmark.*

The longest trip I had made in a northerly direction was Bridgewater in Somerset and the only time I have visited a foreign country was once to Cornwall.

So this might require some planning!

With the go ahead from my long suffering wife, plans were put into place. A hood was essential as since construction twenty eight years ago the car has been purely a fair weather car. Some tinkering with the electrics would also be called for as night time driving had also been avoided - due to the lights being about as bright as a pair of NAFFI candles, and car headlights have to be on continuously in Denmark.

This had all started when we were sat in a local pub. Our Danish friends Lillian and Morten, who regularly visit Devon in their

Triumph, were musing over an old photo hanging on the wall of the pub of a 1951 carnival entry featuring an Austin 7, or similar, emblazoned with the slogan, "Paul and Chris off to Denmark via Sweden".

This Carnival entry was based on a story line from an episode of the long running Radio 4 series the Archers.

The decision was made to travel in early April. This, in hindsight, may not have been the best time of year to embark on a trip to northern Europe without an adequate heater, in fact, without a heater at all. Extra luggage racks were constructed, relays were fitted to the lights and electric fan and the wiring was further improved with more fuses installed. There followed several lengthy drives in the early morning gloom of February and March to assess the car's - and my - capability.

And we were off. The trip over to Denmark was so uneventful, with good weather most of the way with absolutely no problems whatsoever, only getting lost once, arriving at Harwich with loads of time to spare.

The ferry crossing to Esberg was excellent and the trip through Denmark straightforward, if not altogether particularly warm. We stopped halfway at Aarhus to meet Arthur and Jeannie from England who had arrived courtesy of Ryanair. The accommodation that I hurriedly booked on the internet turned out to be especially entertaining as I had not noticed that the Kabinn Hotel chain use bunk beds in their economy rooms. The spectacle of a gentleman of my age clambering off the top bunk was, I am led to believe, not an edifying sight first

thing in the morning just before breakfast.

On the Sunday Morten and Lillian called and we went for a short outing returning back to the summerhouse where we were staying rather earlier than I had anticipated. Imagine my surprise when a car not dissimilar from my own

by Henrik and was imported from England fairly recently. Apparently new kit cars are difficult to get on the road over there. Definitely a case of the haystack giving up its needle.

After a few very pleasant days in northern



Burlington Arrow hove into view, followed by several other Triumphs. Many thanks to **Morten and Lillian, Bjarne and Anna, Henrik, Lasse, Henning** and their son for making it a special day and for my humorous award for motoring sportsmanship.

The Danish Burlington (the shiny one) is owned

Jutland the return home commenced. An early start in drizzly conditions, not helped by a poor alloy adaptor causing the wiper to work intermittently, made the journey to the port of Esberg a tad entertaining, but we boarded the ferry with plenty of time to spare.

Heavy showers on the A40 from Harwich were





troublesome, but the weather soon improved and the remainder of the trip back to Devon absolutely splendid. A total mileage of around 1100 miles in four days, without missing a beat, I was quite pleased. I was however surprised to note that I used a pint of oil, oh, and 40 gallons of fuel.

The final words go Mrs Hills who said she enjoyed the trip but, and I quote...

...“It will have to get a bloody site warmer before I do that again.”

Well done Tim Hills; that’s well done for driving your Arrow all the way from Devon to Denmark and well done for taking the trouble

to tell us about it. I do particularly thank you for the picture from the pub wall – a graffitied Austin 7 – got to be one of the most arbitrary pictures ever to appear in this magazine! But, as I said in my intro – you’ve just whetted our appetites for more detail. What spec is your Arrow? Did you build it? What’s the story of the Danish Burlington?

And what about the other Triumphs in that Denmark circle?

I’ve indicated my frustration to Tim, and he’s promised to relieve me, just to make me leave him alone I think, by writing further words.

Watch this space.



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PRACTICAL CLASSICS ON SALE **APRIL 16**

The Professionals

A 10-page tribute: do the Dolomite Sprint and TR7 from the first series measure up to the Capri and RS2000 that Bodie and Doyle ended up with? Scores settled.



DON'T FORGET

PC Resto Show at the NEC,
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In your latest issue of PC...

Racing Spitfire build continues...

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Guy Singleton



Bonding Season Starts

T

he year marches on – April already – you could have fooled me! A reminder for next month – **South of England Meet at Leatherhead Leisure Centre on May 10 & 11**. This is the traditional start to the

Bonding season so I hope we will have a good turnout again this year.

We have just sold our Biod caravan and I am now trying to repair our “new” one – a 1980s Sterckeman folding caravan – not very pretty but a lot larger and less wind resistance when towing. And, I believe, it counts as a trailer on ferries. I think that its first outing may well be at SEM so do need to get it ready for then.

Also, as you will see from Suzie’s article, I have been busy fitting the new Spitfire engine into Sybil – Le Mans - here we come.

The last month has been quite quiet but now the weather is warming up and the evenings are getting lighter and one feels like getting the cars out to play with. I have sold a number of the new Commission Plates I had made but still need more interest before I can have the bonnet scoops made – don’t forget that these are suitable not only for the 4s & 2 litre Bond Equipes but also the Triumph 2000 Mk 1.

I recently had a call from **Simon Huntington** who is re-building a 2 litre coupe, followed up by some emails.

He was having trouble



Tub and floorpan still partly connected



Chassis and bulkhead



Floorpan finally free ready for repair

getting the fibreglass off the floorpan which he needed to do in order to replace the floorpan. Eventually he found the thing that I had forgotten which stops it coming apart – Bond bolted a bracket onto the B Post to fix the striker plate onto. This needs to be removed before you can get the body off the B posts. It was a case of *'been there, done that – and forgotten about it'*. Anyway, he has now sussed it and can get on with



the re-build.

I have found a 1965 Bond 4s on Car & Classics website. It looks quite nice and has been used to advertise the owner's business. In the blurb they say that according to DVLA there are only eight 4s' on the road - this is something I know is incorrect as the DVLA searches do not pick up a lot of the cars. If the logbook shows only 'Bond' not Equipe, or other model name or number, it will end up clumped in with various 3 wheelers which also do not have full details on their logbook. It would be lovely if

every dealer had correctly registered every Equipe with the correct model name but unfortunately this was not the case and not being able to do more detailed searches mean that it is not possible to get a more accurate information from DVLA searches or from the website *'How many left'*.

And finally, on the



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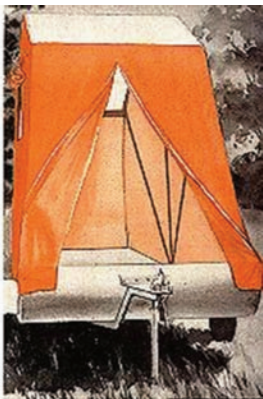


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subject of caravans, which is about where I started this month, Suzie found this Bond Trailer Tent for sale together with a Bond Bug (photo below), again this was on the Car & Classic website.

The leaflet shown here is the original publicity brochure for the Bond 'Instant' Trailer Tent!

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Bernard Littlewood



All That Glitters!

I have submitted this article to underline the importance of keeping our classic cars well maintained and also to encourage anyone with a MoT exempt car to have a regular safety check by someone who has experience working on classic cars if they do not possess the necessary skills themselves. I say to have it checked by someone with experience with classic cars as you will see if you continue to read this article that an mot certificate from a tester who doesn't understand classic cars can lead you into believing that your car is safe when it is far from it. The chap who owns the subject car has been meticulous with the maintenance schedule, relying on a "professional" garage to maintain and mot his car. It is absolutely immaculate and no one could have guessed about the horrors that I was to uncover.

It all started when the chap asked me if I could fit poly bushes to his top and bottom front wishbones and rear trailing arms, he wanted to be as involved as possible as he wanted to learn more about car mechanics so that he was able to carry out future work himself and "enjoy" the full classic car ownership experience. The car in question is as a TR6, but the suspension layout

and principles are very similar to many Triumphs. He was aware of some minor bumps and rattles and had been advised that poly bushes would eradicate them, he was also fully confident that the car was perfectly safe as it had passed its recent MoT and he had asked the tester (not our Area recommended MoT station) to give the suspension a thorough examination to try to locate where these rattles and bumps were originating from and the tester could not find any faults. Well I wasn't going to turn down the chance to work on such a beautiful car and on the day he brought it to my house we went for a short test drive. I was immediately aware of the noise from the drive shaft UJ's, there was a slight "knock" after hard cornering, but this can be caused



The polished area shows where the UJ bearing cap has been spinning in the yoke.

by the sliding in and out of the drive shafts as they can sometimes stick, there was also a few slight knocking noises from the front suspension when going over speed bumps, but nothing that seemed too serious!

I didn't (but should have) drive the car myself, but the chap hadn't reported any steering issues.

On stripping down the front O/S suspension I found the following-

- 1)** Excessive play in the lower trunnion with washers left out of the lower trunnion bolt so that the castellated nut could turn as the split pin (which was present and was stopping the nut from coming off) was not locating through the nut. There was no evidence of any lubrication in the lower trunnion.
- 2)** The one steering arm bolt was not secured by the locking tab
- 3)** Top trunnion rubber boot perished (not dangerous at this stage)

On stripping down the front N/S suspension I found the following-

- 1)** Extreme play in the lower trunnion, so bad that I would not have re installed it.
- 2)** The lower trunnion bolt had been tightened up so tight that to get the trunnion to swivel I had to use a 4 foot long lever!
- 3)** Worn track rod end.

When I stripped the two vertical links down I found that not only were the lower trunnions worn, but due to lack of lubrication the vertical links were also badly worn so the poor chap had a big parts bill to cover!

I cannot stress how badly worn the N/S trunnion/vertical link was, with the link in my vice and the trunnion in place I put a rule across the centre of the link and at the measurement where the edge of the tyre would have been there was $\frac{1}{4}$ of an inch (about 6mm) movement and that's without the weight of the car on it! Also after I had undone the nut on the lower trunnion bolt I

A 20 ton press could not press the trunnion bolt out



found that it was seized solid in the brass trunnion and I had to hacksaw the head off the bolt to separate the one lower wishbone.

With the necessary parts ordered I moved onto the rear suspension. The first thing I noticed was that when I jacked the car up the rear wheels left the ground before they should have meaning that the suspension



Full suspension travel lost because trailing arm locks against shock absorber

travel was restricted. As the car had been converted to telescopic shock absorbers I knew exactly where to look as I had installed these on my car many years ago and found that with the type I used (which were the

same on this car) the trailing arm locked up on the damper well before it reached its full travel. I had to cut and re weld my shock absorber brackets to reinstate the full suspension travel (and thus release the full performance of the suspension), how many other TR's out there have this issue and the owners haven't realised? After removing the O/S trailing arm and drive shaft I could see where the UJ noise was coming from, the cups of the UJ's had been turning in the yokes, but



Checking caliper for leaks using compressed air



Cutting thread for heli coil insert

condition) and a helicoil kit was on order.

There were other various issues that I came across, the bleed nipples in both front callipers had to be drilled out and two of the drive shaft UJ's had been turning in the yokes, I was able to address both these issues without adding to the parts bill, there was also the usual jobs that you find when carrying out suspension and steering work for example various new brake pipes had to be made and

when I put the trailing arm in my vice and removed the brake drum to access the 6 nyloc nuts that hold the assembly onto the trailing arm I saw that one stud was missing, the thread had been stripped in the trailing arm and the previous "mechanic" had left it out! So after removing the hub assembly I checked the condition of the remaining 5 studs to find that all the threads were border line on stripping. A quick phone call and 12 new studs (as I expected to find the N/S trailing arm in a similar



Trunnions soldered to make them oil tight

the stub axles for the front wheels had to be removed from the old vertical links to be installed in the new ones and these were extremely reluctant to separate from the links. But the total amount of work and faults on this TR6 just goes to show what an "immaculate" looking car can be hiding!

PS I will send in a report of how I had previously overcome the telescopic damper conversion issue on my car for a future issue.

Christmas holidays I finally planned and implemented a system on my TR4A, a full report on this subject will appear in next month's Courier, but for now you can see from the image that I can now manoeuvre my TR into the tightest of parking spaces.

Whether 6 cylinders or 4 a TR is more (sometimes)! Cheers

Bern

It only took a few turns of the wheel to park between a modern car and a Stag Saloon



TR Rear Wheel Steering Project

I had always admired the manoeuvrability and the ease with which rear wheel steered fork lift trucks could move in and out of very tight spaces, so with a few weeks with nothing to do over the



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TR7/8 Register



e-mail:

tr7-8@tssc.org.uk

Paul Lewis



Interior Refurbish £15!

Hopefully everyone who attended Stoneleigh for the Triumph & MG Show really enjoyed the day, it was an excellent turn out. The weather is being kind to us at the moment so please finish off the little jobs and get the TR out on the road.

Speaking of which leads me on to an event that has been organised by the **TSSC, TR Drivers Club & TR Register**. To celebrate the 40th Anniversary of the start of Triumph TR7 production prior to the January launch in 1975 we are planning a **road run** incorporating a visit to the three sites that the TR7 was produced, **Speke, Canley and Cowley**.

The run will finish with a display on the area known as **Millennium Place** outside of Coventry Transport Museum on the **21st September 2014** around midday. We are limiting the entry to 40 places divided roughly equally amongst the clubs. There will be a small entry fee of £12 that will go to Parkinsons UK charity. More details will follow next month but if you would like to express interest in the road run then please drop me an email. As soon as the official applications are available I will forward one on. The entry to just the Millennium place and Coventry Transport Museum is Free.

This month I am going to explain how you can revamp your faded interior for the cost of

£15! Sounds too good to be true I know but here goes. My Triton green TR7 DHC was suffering with the sun bleaching over the past 33 years on the beige interior. The door cards and were the worst area to suffer the fading as can be seen in (photo 1).

Replacement door cards are around £80 each if you can find the correct ones and





are becoming rare. So I decided to get my local paint supplier to colour match the original colour



from an area behind the door arm rest (Photo 2). For the sum of £15 he made up an aerosol of flexible vinyl paint. I masked off the checked door card area and sprayed the door card and arm rest with one good coat of the paint. **The paint is a flexible vinyl paint not an ordinary aerosol.**



The plastic door fittings were cleaned to an exceptionally high standard by my 3 year old son Carl who some of you may recognise from events we have attended. (Photo 3).



The door card when dry was then refitted back to the car (Photo 4). I am very pleased with the results and you cannot see that they have been painted. The rest of the car is now painted using the one can of spray



including the sun visors and knee pads (Photo 5).

That's all for this month apart from recently I asked for photos of your car for our wedge wall that is being displayed at various shows around the country this year. I have received nearly 70 photographs of cars already and were on display at Stoneleigh: http://www.youtube.com/watch?v=uTj2n_XwyS8

If you still haven't sent one into me then I will ask again, it can be an old photo or new, the car in restoration or even a car previously owned.

Paul

THE HILLS ARE ALIVE

WITH THE SOUND OF TRIUMPHS! - 2

by Paul Robinson



The next day we were all back at **Cairncastle** for another round of the championship and among the entrants in the historic class was a very nice Sunbeam Imp Sport owned and driven by Alan Lutton. This was the first time I had come across Alan and his Imp and it was clear both would be hard to beat. Conditions were again damp and my times were well down on the previous day (my best was 129.37 in practice) and I was pushed down to fourth place.

Nevertheless that meant another 2 championship points which put me in fourth position overall in the championship (Michael was in sixth with MGs in all the other positions)

At the end of Cairncastle I had very mixed emotions. On the plus side there had been no mechanical problems or crashes. I enjoyed both days and had gained a total of 5 much needed championship points. With three championship events left to go, a top three position in my class at the end of the championship was season was at least possible in theory. On the minus side I felt I should have been much quicker and I was convinced that I was not getting the best from the car.

The next event was **Eagles Rock** on the 20th

July and Michael Hudson and I were both entered. Jacqui and I, as we did in 2012, made a weekend of it and stayed at her parent's holiday home (an old railway carriage) at Downhill. Michael drove up from Belfast that morning. Conditions were almost too good with blazing sunshine and sweltering heat, so much in fact that the organisers announced that they would try and get the entire event over by lunch



Perfect conditions for Eagles Rock

time as there was a risk that the tarmac might melt. Eagles Rock, while not quite as long as Cairncastle, is extremely tough. The road surface is poor in places and overall it is very hard on the cars. For that reason, plus the distance from Belfast, explains why few classic cars enter. Robert Davidson was there, as expected, and there was nothing entered that looked like seriously challenging him.

Nevertheless this event looked interesting - it was the first time Michael and I were competing at the same time using Spitfires with 1500 engines - who would prove the quicker?

The cars were not identical specifications but close enough.

Last year the event was very slow getting under way but this year it started more or less on time. There were various hold ups but even so we got through practice very quickly. There was a problem getting print outs of the times but both Michael and I were doing very well. My best time in 2012 was 117.48 which I beat by 2 seconds on the first practice run. Michael however set an excellent time of 107.19 on his first ever run at Eagles Rock and his best time for the day was 105.70 seconds. My best was 112.75, almost five seconds better than last year but not even close to catching Michael. Robert Davidson as expected came first. Again, for me, mixed emotions: the Spitfire had performed without fault, I had significantly improved my times on last year and had gained three crucial championship points. On the minus side Michael in a very similar Spitfire had thoroughly beaten me. Such are the highs and lows of motorsport. So four

was the centenary of Craigtanlet and the Ulster Automobile Club pulled out all the stops to mark the occasion. Not surprisingly it was heavily over subscribed. Michael Hudson missed the deadline for entering (which was earlier than usual), John Hewitt had not yet got his car back on the road, leaving me as the only club member competing at Craigtanlet that year. However Michael Kernahan as usual was marshalling on the last corner and Alan Forsythe in his TR3 was part of a special cavalcade of cars demonstrating some of the cars that had competed over the years on this famous hill. There was a big entry in the historic class although only three (Robert Davidson, Michael Adams and myself) were championship competitors. For most of the day the weather was blazingly hot which is good in many ways but when wrapped in flame retardant overall etc. is far from comfortable for the drivers queuing for the start. Given the humiliating beating Michael Hudson gave me at Eagles Rock two weeks before my personal target was to beat his

previous best time at Craigtanlet of 72.44 seconds (compared to my own previous best time of 76.68 seconds).

Conditions were close to perfect but the high number of entrants plus British Hill Climb Championship entries made for very very long delays between runs. My first practice run went very well with a time of 73.7 seconds. Practice times do not count but it was certainly very

encouraging and made the wait until the next run even more frustrating. Alan French and Laurence Cochrane, along with Jacqui, were in the paddock providing support. I tried slightly different tactics for the second practice run but was slower (74.36 seconds). A pretty decent time nevertheless. The question was could I deliver a decent performance when it came to the official runs? The Spitfire was running well but I still felt I was not getting the best from it.



Michael Hudson setting a new club record for Eagles Rock.

points for Michael and three points for myself - two Triumphs in the top three was now definitely possible!

The event was over in the early afternoon and, after a day in the blazing sun wearing multiple layers of flameproof clothing, going down to the beach at Downhill and paddling in the Atlantic was bliss!

The next event was two weeks later, **Craigtanlet** on the 3rd August. 2013. This

It seemed to cope well with the tight 'S' bends at the beginning of Craigantlet which lead to the chicane. The chicane is just before Mays Cross and probably the most popular place for spectators. Club members reported that the Spitfire emerged from the chicane well and seemed as quick or quicker than the Sunbeam Tiger which was also in my class. The 1500 also coped well with the long straight after the chicane compared to the 1300 engine but again the blighter did not want to rev!

My normal strategy is to use the practice to learn the course and I take few chances - wrecking the car during practice does not make for an enjoyable days sport plus no points. Once I have the first official timed run under my belt I can concentrate on improving my times. As conditions were almost perfect I was not quite so cautious for my first timed run this year at Craigantlet and was rewarded by a time of 73.51 seconds, less than 1 second behind Michael Hudson's best from

are even more dangerous as it is enough to bring any oil to the surface of the road but not enough to wash it away. Even so I managed to set a reasonable time of 77.29 seconds but, even though I did get a third run, I did not



manage to better my first official timed run or beat Michael Hudson's time from the



the previous year. Another long delay until the second official run and, as I waited for the car in front of me to leave the start, the rain started. It was only a shower but in some ways these

previous year. Drat and double drat!

One of the things our Triumph Team had been trying out all season was using a race Technologies data logging device which Laurence brought along and connected to the laptop after each run. It worked well at previous events but I am not convinced that it was

entirely accurate that day at Craigantlet - I doubt I reached the 136.8 mph it recorded!

In terms of the championship Robert Davidson got another 5 points, Michael Adams gained 4

The Hills are alive!

points and yours truly 3. There was only one event left in the season and none of us were close to Robert in first place position. For the rest of us there was still plenty to fight for. I was now in second place with 12 points, Michael Adams third with 11 points, Chris Wilson fourth with 10 points and Michael Hudson trailing in fifth with 5 points. Second and third place in the championship, it seemed, would be settled at **Garron Point** two weeks later.

All top five competitors in the historic class were expected to enter Garron Point and conditions were almost perfect on the day. Chris Wilson turned up but explained that he was not competing as the Midget had

enjoy myself, get a few more championship points to guarantee that second place and last, and certainly not least, a chance to see if I can beat the TSSC record for this hill, 63.3 seconds set by, no prizes for guessing, Michael Hudson in 2012. My own personal best using a 1300 engine was 66.92 seconds also in 2012. Alan French and Laurence Cochrane came along to provide support and, of course, Jacqui was there as always.

First practice went well. There had been a shower of rain and I wanted to check out the new road surface before trying any heroics. My time was 69.33 seconds, nothing to write



Crossing the finish line on the first practice run

developed mechanical problems at Cairncastle which turned out to be more severe than he hoped - the engine was undergoing a full rebuild. Michael Hudson had entered but the Spitfire blew its head gasket that morning! Michael Adams had also entered but due to illness in the family had withdrawn. That left Robert Davidson and myself as the only championship entrants in our class. Although this meant second place in the championship was almost certain it was a bit of an anti-climax. But only a bit - the sun was shining, the car was going well, Garron Point is a fun hill plus the road been completely resurfaced earlier that year. The perfect opportunity to

home about. The road had dried up for the second practice and I managed a time of 64.21 seconds - less than a second behind the club record and I knew I had been holding back. I could hardly wait for the first official timed run. The first batch of cars went down to the start promptly and I was anxiously waiting for their return. I waited, and waited and waited for hours but all in vain - something had gone wrong with the timing equipment and the event was cancelled. Drat and triple drat!

Garron Point was the last championship hill climb event but I had still to marshal at a speed event. However this was easily sorted when I did a stint as a flag marshal at a sprint at the

**Receiving my prize in front
of 300 people at the
NI Motorsport
Prize Giving dinner.**



Nutts corner circuit, close to Belfast International Airport. It was another gloriously sunny and warm day which makes a change for the often windswept and wet Nutts Corner! A few people, seeing the Spitfire in the paddock area, assumed I had decided to compete in the sprint Championship as well. Maybe another year.

And so ended the 2013 Hill Climb Championship. At the beginning of January the final results were confirmed and I received my invitation to the Association of Northern Ireland Car Clubs Annual prize giving dinner. Our table consisted included Jacqui and I, Michael Hudson and, naturally, our support team - Alan and Laurence. There were over 300 people in the room including representatives from the different clubs, marshals, officials and organisers of all varieties, championship competitors and sponsors. The hotel staff were excellent, whole armies of waiters and waitresses streaming into the room to serve or clear way plates like a tide going in and out. The food was excellent, the speeches were mercifully shorter than the last time. As we dined four large screens displayed clips from rallies, hill claims and other motorsport events - we spotted Michael Hudson and his Spitfire in clip from Cultra Hill Climb.

Eventually it came time for the speed hill climb

awards and Class 16, Historic Road Going Sports Cars and Saloons. The championship is sponsored by Millers Oil and prizes were awarded by a representative from their head office in England and the Northern Ireland distributor. When my turn came to my delight a picture of my Spitfire competing at Croft hill climb (taken by club member Brian Gill) flashed up on the big screens - Triumph among the winners again! Shortly after, on that very same stage, came the main award of the evening, the Northern Ireland Motorsport Award. The winner was Kris Meeke, who spoke about his experience the week before competing in the Monte Carlo rally for the Citroen WRC team - a fantastic result with a 3rd place finish and the first British Podium since the McRae / Burns years in 2003. I think everyone was impressed when he described driving down ice covered mountain roads on racing slicks!

So a good evening was had by all and the stage is now set for the 2014 championship. If you have ever thought about taking part in motorsport I strongly suggest you do it **NOW**, this year - apply for your motorsport licence as soon as you finish reading the Courier (www.msauk.org)

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Pip Flegel



A weekend at home with **Lord & Lady Dolphinholme**

Invitation to *The Dolphinholme's 60th Birthday Bash, Shaw-End House Party Downton Abbey Style, Circa 1920*

Our Illustrious leader Pip is soon to be 60 and we feel that some honour should be bestowed upon her, so, to this end, Pip and Frank, will have the honorary title of... **Lord and Lady Dolphinholme.** It is therefore fitting that we

The perfect setting - Shaw End



Lady & Lord Dolphinholme

should hold a jolly Candlelight Soiree on the evening of Saturday the 8th March 1920.

All guests should be suitably dressed for the occasion and therefore we request that the ladies wear either

A tiara (try Aspreys or Claire's Accessories) or Catherine's dressing up box or A large hat.

Gentlemen either A bow tie or cravat or any other, 'dress' even if slightly ridiculous, circa of 1920.

We can leave our small and dreary homes sometime on Friday and arrive at Shaw-End any time after 1pm.

On Saturday we all have the honour of joining Lord and Lady Dolphinholme on an efficacious and bracing trip around the Lake District. We will enjoy the fun of waving at the Proletariat as we cruise around in our very expensive new fangled Motor Cars.

Area Showtime



Lord Dolphinholme & his Dresser!

For those just too lazy to drive, a Shooting-Party could be arranged by the resident Game-Keeper. Afterward anything shot dead (grouse, pheasant, hare or a passing Postman) should be deposited at the kitchen door for the resident Cook, Mrs Phartmore, to boil or braise and make into some disgusting culinary concoction.



Lady Dolphinholme & Birthday Cake (Just 1 Candle as we didn't want to finish her off attempting 60!)



Would One pass the sauce to One?



TSSC Manchester Area Photo Call



Queuing for Ferry on Saturday



Hope all have got their Sea legs!

We are allowed to absorb the atmosphere of our beautiful surroundings until 4pm on Sunday and, by then, we will all have recovered from drinking copious amounts of Port and Claret, Sherry for the Ladieeeses).

After that we can leave Shaw-End and the sullen House-Maids can clear up and ponder on what a barmy crowd we all are!!

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ALO REPORT . . . ANDOVER / NORTH WILTS AVON . . . EAST BERKS

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pipflegel2009@btinternet.com



It's that time of the year again the **A/O Seminar and AGM** takes precedence on **13TH April at TSSC H/Q** starting at **10.30**. If you are a member of the TSSC then you are welcome to attend.

There are some very important items on the Agenda and some very important discussions and decisions to be made for the future of our great club. The more members that attend

the more open and varied options can be discussed, so please come along and join in the discussions and decisions that will help take our club into being The Best Classic Car Club!!

Saturday 12th April H/Q is open for the celebrations of the **Le Mans Spitfire Jubilee open day** 10 to 4.00pm. With all the usual open day trimmings it would be great to see you all. (There are plenty of BBS and Travel Inns available locally if you want to spend the weekend in Lubenham)

TSSC TriumFest UK at Donington Park 25/27th July 2014.

Two things we are asking of our very helpful members. Frank and I are looking for volunteers for gate duty please can you let us know in the usual way if you or your Area can help, our contact details are in the Courier.

Inter Area Gravity racing (bogey racing)!! We are also looking for Areas to enter the Gravity racing Inter Area competition who can pick and build the best Bogey? What!!!!

We are going to have a brilliant year of events, from events put on by you the Areas (thank you) to H/Q organised events. Bring It On 2014!!!

Pip N Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

The Bruce Arms meeting consisted of Frank & Kelly, Burbage Bob and ourselves. Frank's GT6 is making good progress, engine back together now with rebuilt carbs, and is now awaiting paint and re-fitting.

We took our Mk1 Triumph 2000 Estate which was full of jumble (mobile shed) and whilst we had not problems going to the meet the next time we were out - an hour from home on our way to the show at Stoneleigh - she was running hot so we had to turn around, drop her back home, and head out again with the Volvo towing the new trailer with all our goodies to sell.

We didn't quite manage to come home with an empty trailer but did do reasonably well and did at least manage to lighten the load for the return journey. But, now I need to investigate the fault on the 2000 again and try to find a permanent solution to the problem.

Easter is coming up soon with the **Wyke Down show** so we're hoping for good weather and a good turnout on the **Club Stand**. It won't be too long after that the shows start coming thick and fast with **Popham, the Isle of Wight and SEM** coming soon afterwards. Do please contact us if you would like application forms for any of these shows as we do our best to get a collection of booking forms for various shows both nearby

and further afield.

Next meetings

Thursday 10th April - The Plough, Grateley, SP11 8JR

**Wednesday 16th April - The Bruce Arms,
Easton Royal, SN9 5LR**

Events:

**Easter Monday, 21st April - Spring Vehicle Meet at
Wyke Down, Andover SP11 6LX**

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

**Friday 2nd - Tuesday 6th May - Isle of Wight
Camping Weekend**

**Sunday 11th May - South of England Meet (SEM) at
Leatherhead Leisure Centre**

Guy & Suzie

AVON

Tel. 01454 327059

As I write this it looks as though Spring may be just around the corner. We have agreed that we will go to **St Fagans near Cardiff for the Drive it Day trip**. Anyone is welcome to join us - no prebooking required. We will meet at Aust services on **Sunday 27 April** ready to leave at 10am or if you prefer, make your own way there. The car park fee is £3.50 per car and there is free entry to the museum. It looks as though there is some development of the site taking place but it is still open for business and good value. (Don't forget your bridge toll as well!)

In addition to this, there is some interest in attending the **Castle Combe Steam Rally on Sunday 18th May**. Individual entry forms can be found at www.castlecombesteamrally.co.uk.

I will book a club stand for the **Castle Combe Action Day on 28 June** - maximum of 10 cars on first come, first in basis. The ticket covers car and driver - you will need to pay for any extra passengers.

We need two tidy cars for the **Bristol Classic Car show on 14th and 15th June** - don't need to be concours and no theme this year. They will need to be on display by 7pm on the Friday and can't be moved until close of show Sunday night. Let me know if you are interested.

If you can help to cover the stand and talk to visitors about cars/club that will also be appreciated. You will get free entry and a chance to walk around the show as well as free tea/coffee/biscuits when helping on the stand.

Linda won a club voucher at the Christmas raffle and spent it on the personalised mug, mouse mat and clock with a picture of "Harriet" - to be accurate as Harriet WILL look when painted. Please note Mike you now have something to copy to get the paintwork right - hope you are feeling better after missing the March meeting. Linda also received sponsor money for her pending hot coals walk for the local hospice. Good luck with that - can't wait to see the pictures!

Sue proved that a Vitesse can beat modern cars in the floods - this time near Gloucester. Her daughter filmed the Vitesse following a bus through the flood waters (principle being if the bus can get through the car can). The car did splutter to a stop after this adventure but Sue's initiative with a towel to dry the engine and liberal spray of WD40 got the car going again. If we had an award for determination in the face of adversity this would have to be a contender!! On return home, Steve discovered grass and debris over halfway up the radiator showing how deep the water really was.

See you all on **7 April**

June

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm

e-mail: mark@serapeum.co.uk

A good turnout this month, Mickey, Julie, John, myself and Sam, Colin, and great to see Trevor. Colin brought his Spitfire, and

BUCKS SOUTH CANTERBURY . . . CHESHIRE

TSSC AREA NEWS



I brought my new toy (mk4 Golf v6), rather uselessly since I meant to bring Dog the Spit but didn't, but hey ho I have an excuse as Sam is currently in "expanded" form - baby expected early April!

Not a whole lot to report just yet, but remember there's the **Isle of Wight camping weekend from 2-5 May**, and then the **SEM on 10/11 May**, **Beaulieu autojumble 17/18 May**, and the **Woking Hospice show on 8 June**. I'll have an events calendar worked out soon.

There were quite a few of us that went over to the Isle of Wight just over a month ago for Carol Boyland's funeral. Sad circumstances, but it was really nice to meet so many Triumph friends. I cadged a lift with Andy Cook in his GT6 mk3, and met Mickey and Julie over there. A good line up of cars and lots of people paying their respects to a truly lovely and remarkable lady. Hope to see her daughters at this year's shows in Carol's Spitfire and Acclaim.

Some progress on the cars - Dog the (2.5L) Spit's new carb needles have been fitted and adjusted and he runs much better on them - the flat spot as the revs drop when you pull away has gone. Bob the brown Spit is now ready for an MOT, I just have to get round to booking him in. Also, I've had a few bits and pieces blasted and primed - late gt6 mk3 rear drums and backplates for Dog (they're wider shoes than on the earlier GT6/Vitesse), and some rear axle bits for my Riley Elf (Ronnie). By the way, at this point I'd like to throw my support behind the idea that the new club website should have a messageboard. This was briefly discussed and everybody seemed to agree that this is really needed in today's age.

Right, as I write I'm sitting in my white suit, waiting for Sam so we can go off and get married - again! You might want to look up the April or May 2005 edition of the Courier to see a picture of the first time we did this. Hopefully this will be the last time! Best wishes to all, and see you next month at the **Shire Horse on the A4 just outside Maidenhead going towards Reading - Tuesday 8th April from 8pm**.

Cheers,

Mark

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

Hi all. A brief report this month as I have very recently returned from a superb holiday to the USA! Took in the Daytona 500 Nascar race and other various sites. Found two Triumph's, a non factory yellow TR6 on the back of a car transporter and a TR7 in a collection of many older American vehicles that had been left to cook in the sun!

The last monthly meet was just before I flew so I popped in just for a short time and saw Paul and Liz and the sheep, and Robin and his dog, that actually looks like a dog! If you attended after I left, sorry for not mentioning you.

Dates for April. Tues 8th April Ace classic car night from 6pm till close. Wednesday 16th monthly meet at The Squirrel. The IOW weekend is at the end of April into bank holiday for May. Well worth going if you have considered attending.

As for those who have passed, 1st May sees the anniversary of one of the all time greatest drivers, Ayrton Senna being killed in 1994 at San Marino. I went last year to the track at San Marino and seen the detailed sculpture of Ayrton. Very moving and still had flowers, pictures and cards being left at the scene. Roland Ratzenbuger was killed the day before in practice for the same race. A most dark weekend for motor racing.

Hope to see you at a monthly meet or event soon, and if you don't mind having a text message sent as a reminder for shows in the South Bucks area, please send me your number by text message and I will add you to the list! Take care,

Carl

CANTERBURY Tel. 07810 438074

e-mail: Progers01@onetel.net
www.canterbury-triumphs.org.uk

A good turnout as usual at the "Duke" last Thursday. I was able to pass on to those there that a positive response had been received from **The Kent Air Ambulance based at Marden**. They will be able to receive us on **"Drive it Day"** and receive our club donation. We have been allocated a 15 minute slot between 12.45 and 1300 so we had best arrive around 1230. I was unable to answer really hard questions like "How many cars will there be?" and "How many people will be turning up?" but I have promised faithfully to let my contact know a week in advance. Derek H our treasurer will be looking at club finances and letting me know how much is available to donate. I'll let everyone have a say before any decisions are made. Diane S is planning the route which will land us at Marden spot on time! No pressure, then.

It seems that the plan to attend the **Chatham Dockyard event on Easter Sunday** has been well received. A quick show of hands on Thursday revealed 8 applications had been sent off or will be shortly. The weather of course will be wonderful and I for one am looking forward to it.

Tim W drew my attention to a **"Ride for a pound"** day at the **East Kent Railway at Shepherdswell**. They are running 1950's diesel trains and brake van rides. Not a long run for some members but looks interesting if you fancy a stroll down memory lane....

Our web site is still playing up and not letting people access the calendar. Tim SJ has promised to investigate because we need this 21st century tool to communicate events and keep the membership up to date with what's going on. It's annoying and frustrating and mirrors what has happened with the main TSSC website. That was hacked and crashed before Christmas as many of you will know if you have tried to access it. A new website is being developed but there is division over whether it should include an open bulletin board for members' use. Opinion within the club seems divided and the issue will be discussed at the club **AGM and Area Organisers' meeting on Sunday 13th. April**. I can't go but if anyone else would like to go and represent us let me know and I will make the necessary arrangements.

On the car front, Derek H feels his Stag will be running next week after major surgery. Diane's Spitfire is running well after a carb overhaul and a good stiff talking to. Tim W's Spitfire is looking resplendent. I have given the Spitfire a long overdue service and it's running much smoother. More car reports when I see some more cars!

At next month's meet we will have the field open if it's dry so we can have our own little start of season show! See you there. All for now

Phil R

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

Five regular members (and one assistant) travelled down to MG and Triumph Day at Stoneleigh, in at least 3 cars. We were surprised to have to queue to get in to the showground itself, perhaps we should have listened to Mrs Google who might have navigated us round to come in the other way.

Then we parked in a new place and discovered that Stoneleigh was overwhelmed by people. So from the organiser's view at least, the day was a splendid success. We all bought a few bits and pieces, and some poor souls were treated to my ideas about how to make a Spitfire tick over (I didn't mention the large

Cheshire Continues

hammer, I think).

In an earlier report, I mentioned a yellow Spitfire in the vicinity of Chateau Henry, and today (meeting day) it was spotted again on Churchill Way in town. One day it'll be close enough to find out who owns it. Most also mention that while piloting Heap the Vitesse home from Chateau Adrian earlier this week, the driver noticed a familiar looking set of headlamps in the traffic light queue at the Flower Pot. This turned out to be Chris in his black Mk1 saloon. Sadly there was no time to stop, but it must be rare for two Vitesse to pass each other on an early March day.

For the benefit of certain Stagfordshire members, it has to be mentioned that, only 5 years and 3,000 miles after the previous such occasion, Heap the Vitesse has had an oil change. The battery remains the one installed in September 2003, however.

Plans are afoot for another joint venture with the Stagfordshire crew on **Drive it Day (April 27)**. The schedule looks similar to last year, meeting at Sainsbury's in Leek for an 11am departure, driving off into the Peak District behind a red 6 cylinder overhead cam car, stopping for a while to be entertained (there's money involved!!!) and then more driving round the Peaks to have a meal in a suitable hostelry. All details subject to confirmation, of course.

We welcomed Jack, who has just acquired a nice looking 1200 Herald. He also brought along several friends to make up his 'designated driver' so a beer or two could be safely consumed. Paul seems happy with his T9 conversion, which has a very short and precise gearchange, unlike some other gearboxes we could mention. And the speedo is apparently reasonably accurate, if I understood correctly. I must also apologise to Jeff for not recognising him in his full motorcycle leathers and helmet! And Mike appeared to report on his latest acquisition, an XK150, which we look forward to seeing before too long.

Looking at the events calendar, the **TSSC AGM is on April 13th**, and, as mentioned above, **Drive it Day is April 27th**. Our next meeting is on **Thursday 3rd April at the Cock and Pheasant**. See you there.

Henry

CORNWALL

Tel. 01872 573763

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

Our museum visit, courtesy of the TR Register was a small affair. Not many turned up and the pre lunch run had to be cancelled due to the weather. However, those that did go had a great Tricky's style lunch and a nice welcome at the private museum. The owner had put some of his traction engines in steam for the visit, so we were able to see how they worked. It was very enjoyable and everyone who went was glad that they had.

At meetings we have had a bit of date rearranging. This, hopefully, means that more people can come to the planned events. **Lunch at The Bowgie** has been brought forward a week so as not to clash with Mother's Day and the venue for our **Land's End Trial Dinner (Easter Saturday)** has been changed to **The Hawkins Arms Zelah**. Adam, the landlord, has also offered to allow us to enter the quiz that night too. This is good news, since we can get in some prematch practice for the **Isle of Wight Camping Weekend**.

Meetings continue to be up and down at the moment; we have had some diabolical weather recently. Still it's nearly spring again and many of us have been dusting off our cars ready for

the summer fun.

Sports news; Simon and I recently took part in a Navigational Scatter Rally at short notice. Sadly we didn't enter in a Triumph; Simon had already entered his Healey 3000 rally car. It was an exciting day out, which culminated in us winning our class (after employing some very good tactics to maximise points, whilst minimising penalties). Thanks for the day out Simon; another gong for the rallying trophy cabinet!

Dates:

APRIL

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

Sunday 13th TSSC AGM, Sunderland Court, Lubenham

Saturday 19th Lands End Trial and dinner at The Hawkins Arms, Zelah – Pub Quiz

Sunday 27th Drive It Day: Prehistoric Sites Tour, Hawkins Arms 10:30am

MAY

Fri 3rd – Mon 6th Isle of Wight Camping Weekend

Fri 3rd – Sun 5th Donington Historic Festival

Thursday 9th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 12th Route 38, Trerulefoot; Lunchtime

Fri 17th – Mon 20th Circuit de Laon, France

You see, before we know it, it'll be summer all over again.

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@mail.com

Hi Everyone. The "Smiffy Spitty" was joined by 2 other Triumphs and 14 other classic vehicles at the Heart of England meet at the Griff, Bedworth on a cold but dry Sunday lunch time on the 9th of February, too cold to stop outside so our group of 14 retired to the bar for a good chinwag and a bit of future planning, a very entertaining couple of hours was enjoyed.

Sunday 16th February was our Dalos Day (Drive and lunch on Sunday) Run. There was a good turnout of 16 of us in 8 cars, 6 of which were classics and all of them convertibles and yes the hoods were down as the sun was shining once again on our



Dalos Day. The route was planned by Keith & Trish which was an excellent drive through some very narrow, muddy and



flooded lanes of Warwickshire ending at the Bear at Berkswell for lunch where Keith presented all the ladies with a Cadbury's chocolate heart, yes he gets the creep of the month award.

DEVON



Once again a great day out, in great cars and great company. The "Smiffy Spitty" is now of the road for a while undergoing a bit of servicing and tidy up and by the time it is back on the road it will be tax exempt. So we are now in a Dagenham Dustbin, a "F" Reg Escort Cabriolet 1.6 All Blue Edition.

On our monthly meeting at the Bull & Butcher, Corley Moor on Tuesday 4th March the weather was good and although slightly down in numbers, 11 in total, there were 4 classic cars on show, 3 of them convertibles with the roofs down, Paul & Joan in their Spitfire, Rikk & Jeanette in their Herald Convertible and ourselves in the Escort Cabriolet plus Roger in his Humber Sceptre. We have now managed to plan the majority of the events that we will be attending this year which we presented to the meeting, a lot to be taken in on the one night but just keep your eye on the forth coming events.

On our April meeting at the Bull & Butcher the paddocks should be open, subject to the weather and the nights will be lighter enabling us to display our beloved cars once again so lets see a few more classic cars turn up.

Dust those Triumph's off and rev them up and bring them to show us. Here's to a successful season. Regards

Phil & Lyn

Forth coming events :-

Tuesday 1st April Our monthly meeting at the **Bull & Butcher, Corley Moor, 7.30pm**

Sunday 13th April **The Heart of England Meet at The Griffin Inn, Bedworth**, from 11.30am

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

Sunday 27th April **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 Merygold sfom@theopenroad.co.uk www.theopenroad.co.uk/Stratford-Festival-of-Motoring

Tuesday 6th May Our monthly meeting at the **Bull & Butcher, Corley Moor, 7.30pm**

Tuesday 13th May **Heart of England Meet at The Griffin Inn, Bedworth 7pm**

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

Sunday 26th May **Bidford on Avon Wings & Wheels, Bidford on Avon Gliding Club** 11am Just turn up.

Saturday 7th June **Kenilworth Agricultural Show Stoneleigh** limited places phillyncovtssc@mail.com

Sunday 8th June **Newport Pagnell & Olney Lions Club Motorama, Olney Market Place**. Lion Bob Benbow, 43 Dingleberry, Olney, Bucks, MK46 5ES, www.npolneylions.btck.co.uk

Saturday 14th June **Made in Coventry Show**, Broadgate, Coventry in association with ASOC. Contact Maurice Smith mauriceanns@yahoo.co.uk

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

Wednesday 18th June **Coventry & Warwickshire Motor Club meet**, Blue Lias pub, Stockton, Nr Long Itchington, Warks. 6.30pm just turn up



TSSC AREA NEWS

Saturday & Sunday 21st & 22nd June **the Peak Run Weekend**. Kim & Paul Dale 01335 345784 or Roger Bucks 07970 619149

Sunday 6th July **Hollowell Steam**. www.hollowellsteam.com hshs@hotmail.co.uk Allen Eaton, 01604 505422, Mob 07802570590

Monday 7th July 7.30pm **MVPS at the Royal British Legion Club, Kimberley Road, Bagington**. Just turn up.

Saturday & Sunday 12th & 13th July **Birdingbury Country Show with the HoE**. Peter Taylor, 01380 727110 peter-michaeltaylor@talktalk.net

Saturday & Sunday 26th/27th July **TriumphFest UK Donnington** see Courier Magazine

Sunday 3rd August **Mary Ann Evans Hospice Run** Eliot way, Nuneaton, CV10 7QL www.maryannevanshospice.org.uk

Saturday August 9th **ASDA DAY at Bruntingthorpe**

Sunday 10th August **Fillongley Show**, our local show where we have a stand. phillyncovtssc@mail.com

Saturday & Sunday 16th/17th August **Sunshine Rally, Rutland Waters, Leic's**. Leic's & Rutland Area TSSC. Neil Spencer 07530307371 tr6scimitar@yahoo.co.uk or Jan Muschialli 07799 804415 j.muschalli@ntlworld.com

Saturday & Sunday 23rd 24th August **Coventry Festival of Motoring at the NAC Showground Stoneliegh**. www.coventry-festival-of-motoring.com

Monday 26th August **Pershore Plum Festival**, Brian Bremmer 01386 556945 annebremmer@yahoo.co.uk www.pershoreplumfestival.org.uk

Sunday 7th September **Dudley Classic Car Show, Himley Hall, Nr Dudley DY3 4DF**. www.transtarpromotions.com

Saturday & Sunday 27th/28th **Sywell Piston & Props, Sywell Aereodrome, Northants, NN6 0BN** phillyncovtssc@mail.com

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

<https://www.facebook.com/groups/134271493433942/>

April already, and hopefully a good summer to look forward to weatherwise. We 'spring' off on **Sunday 6th April**, when we will meet at 10 am at the bottom car park at Haytor, near Bovey Tracey, for what sounds like a great drive from there up to Sticklepath near Okehampton. We finish at Finch Foundry; our visit actually coincides with 200 years of the Foundry and 20 years of National Trust stewardship. There will be a demonstration of the water powered foundry for our members too. There is an excellent village pub - The Taw River - bang opposite, and tables will be reserved when we know numbers. If anyone wants a little exercise there is a walk out of Finch Foundry alongside the Taw towards Belstone with a bridging point to make the walk circular. We are really looking forward to this outing, which is being organised by Jerry Stephens and John Bonnett. As usual, we will need numbers please the week before to enable the pub to be booked appropriately.

Dan and I will travel up to Lubenham for the **Club's AGM on the 13th**, and will represent our Devon members' views on Kevin Rochfort's motion (March Courier) concerning the lack of provision on the new website of a members' Forum.

If you have strong feelings about this, please do let us know before we go up.

Club Night at the Star Inn, Liverton will be our usual **third Wednesday, 16th** but you will have seen from my recent email that Steve is taking a short break from the monthly North Devon meetings due to the recent arrival on 20 February of son No 2 Anthony, brother to Alex, and a house move. However, all members in the North Devon area are welcome to ring him on 07968 702611 to check the current state of affairs. We are hoping that

Devon Continues

the North Devon group will shortly get going again, but Steve has been a little disappointed at the lack of support for the meetings over the last year or so.

The really BIG event, **Drive it Day**, takes place on **Sunday 27th April**. As you should already be aware, we are meeting at the **Crealy Adventure Park**, just outside Exeter EX5 1DR for what we hope will be the biggest gathering of Triumph cars in the South West. We already know that we have support from as far afield as South Wales, Monmouth, Bristol, Somerset and Dorset. Any Triumph which is remotely road-worthy, certainly not pristine, should be making the journey there. It should be a great day, meeting up with other Triumph owners. PLEASE DO come along, we will be there from 11am until 4pm.

Looking forward to **May**, the first of this year's South West Triumph Meets organised by Andy Moss will take place on **Sunday 11 May**, at **Windy Ridge Diner at Treulefoot Roundabout** instead of the usual Route 38, and there will be a carvery lunch available from 12 noon.

Hopefully there will be a run afterwards around the South East Cornwall coastal area.

Past Events and Date Changes

February fill-dyke weather continued for Club Night, but congratulations to Jasmine who brought her Stag and especially to Tony & Helen who brought their new acquisition (from Colin) 'Miss Daisy' all the way from St Austell. They now have Miss Daisy 2000, two 13/60 Herald estates, a Vitesse, Spitfire and several in bits around the place. Can any other active member beat that? I don't think even Dan with his assortment has more? Talking of Dan, he experimented in the floods at Teigngrace and found that though the Post Office Engineering van won't walk on water, it did a pretty good if scary job of getting through it. Not for the faint hearted and I remember floating an Astra back in the 80's!! Colin, having found a good home for Miss Daisy, now has a Valencia Blue 2000 estate previously owned by Graham Knott. We discussed the year's programme of events, and distributed entry forms for some. We are going to be represented not only on the Isle of Wight again in force, but a big group will be travelling to Donington Park for Triumphfest UK in July. A couple of important date changes for you to note. The **camping weekend at Martock in Somerset** organised by Colin has been changed to the **first weekend in July - Friday 4th to Sunday 6th**, so that we can take part in **Retrofundraising**, a classic event actually in Martock. Also we have been told that **Thornfalcon Show near Taunton** has been changed and will now take place on **Sunday 31 August**. The gap left in the calendar due to this change means that our **Scalextric Championship** will now take place on **Sunday 7 September** to be organised by the Northcotts.

Colin & Karen organised our run and lunch on 9 March and a big group met at the Burger King at Carkeel Roundabout just off the A38. Eight Triumphs and an assortment of moderns thoroughly enjoyed a 40+ mile drive up wonderful roads to Morwenstow, where we had lunch at the Bush Inn. We were joined there by Lindsay & Sheila (GT6) and Sarah & Andre (13/60), making a total of 10 Triumphs out. We had 2 Spitfires out, Dan's and Mike's, Tony & Helen brought Miss Daisy the 2000, Colin & Karen drove the TR7, Allan drove Jackie's 13/60 estate, Ann & Richard had the Herafire, Bob & Marcia the Vitesse and Marc & Sam were in the GT6.

We were Triumphless this time as Jassy our 13/60 had fallen foul of the changed brake tolerances in the MOT (by a measly 2%) and our Stag is having her bottom cleaned which is as painful as it sounds. It was a brilliantly sunny spring day so we were lucky once again.

Huge thanks to everyone who has volunteered to organise an run for us this year, it really helps! We look forward to seeing

lots more of you at our various events during the year and new members in particular are made very welcome. We have so much planned for the year, there must be something for most members to enjoy.

Keep purring along.

DEVON DIARY

Sunday 6 April Drive to Sticklepath - Meet 10 am at Haytor car park

Sunday 13 April TSSC AGM at Lubenham

Wednesday 16th Club Night at the Star Inn, Liverton

Sunday 27th DRIVE IT DAY at Crealy, Exeter from 11am

Fri 2 May to Mon 5th 25th Isle of Wight

Camping Weekend

Sunday 11 May South West Triumph Meeting at Windy Ridge A38

Sue & John

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I hope the good weather is here as it is time to wake up all the cars that have been slumbering in the winter and blow the cob webs off and get them out on the road to enjoy our lovely summer. I still think an Amphicar car would be a good investment.

My office - has been busy this month, a new steering rack on Rosie and starter motor, alternator, and brake caliper on my modern MG, that's what you get for not using a Triumph for an everyday car.

Kirks office - Kermit has been getting some attention with nice green powder coated bits should look fantastic for the Isle of Wight. His dad's 2.5 had a minor service before going to Stoneleigh even the diff was topped up.

Out and about - Club day Sun 16th We had 3 Spits, a Vitesse, a Herald, a Stag, a 2.5 and a Toledo, quite a mix of Triumphs this month, very nice to see. Plus Joe in the Mini.

We arrived first shortly followed by Mike with his new Dolly Sprint wheels all shiny on the Spit. Brian and Jean arrived in their new Vitesse, we were soon inside ordering food. Ian and Cheryl arrived on their own in the Spit. Followed by Jed, Vera, Kirk in 2.5 and Toledo, Ray, Lesley, Maisey, in Stag, and later on Steve and Janet in their Herald. Brian showed us his plans and video for the building of his new trailer, the Mac truck as in Disney's cars. Marion had a 3D app for the McLaren P1, which was fun to play with. Soon there was a very large group of us



happily eating and chatting. We did the 50/50 raffle which Jed won, but Vera didn't tell him and went to buy the drinks on Jed. Bronwen and Jack arrived in modern car but Jack enjoyed Uncle Joe taking him to look at the cars. Everyone had drifted away by about 4pm another

good meeting.

Stoneleigh Sun 2nd - We had 5 members brave the MG and Triumph show Jed, Vera, Kirk, Stuart, Kerry from the feedback I got, Kirk got lots of bits, even two Dolly Sprint wheels for Mike, but there were mixed reviews on whether it worked being mixed with MG, we will have to see what happens next year

Craft centre Sun 2nd - A mixed day of Triumphs and plastic cars, good runners and not so good runners, the first casualty was Joe in his Mini, miss firing under load, he went back and picked up his plastic car and met us there, that left Ray, Lesley, Maisey in the Stag and Janet and I in the Spitfire, we were meeting the rest there as they were running late. Brian and Jean were going to meet us there. Within 300 yards (yes I am old fashioned) of getting to the craft centre the Stag stopped and

HERTS & BEDS WEST KENT . . . LANCASHIRE



we must have been quite a sight. A local in an MX5 stopped and offered assistance but with a push and then another go



with the starter it went. Jammed starter we thought but in the car park the engine bay was being steam cleaned by the water coming out of the expansion bottle, but the engine was not hot!!!!!! Anyway off to lunch let it settle down and you know how we like our food. After lunch we topped up the Rad and it started but with some very funny noises, but off they went only to stop further down the road this time at a pub with Footie on the telly. It is such a hardship waiting for the breakdown truck this way! All got home eventually but I don't know the Footie score. Will have to do more investigations under the bonnet of the Stag watch this space.

Up and coming April

Sat 12th Sun 13th Restoration show NEC overnight stay
(some of us are already booked at Coventry Antsy Premier Inn) we are doing 1 day and going on to the AO's meeting/AGM the next.
Sun 20th Club Day Halfway House
Sun 27th drive it day Coffee & Cream drive

May
Fri 2nd- Tue 6th Isle of Wight
Sun 11th SEM Leatherhead

A big welcome to new members this month, David Townsend. Birthdays this month, only Bronwen on the 16th this month.

Allan & Janet

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Well the weather is at last looking as though Spring is beginning to Sprung, snowdrops and buds appearing, so getting the cars ready for some drive time is looking productive.

Hopefully many have read the March page 9 article on motions for the AGM, and comments on the TSSC facebook link are showing real concerns and disquiet about the idea of a Q & A system not an open forum, having spent since 2007 posting nearly 10,000 technical replies and banter and diatribe I can understand the loss is not to be taken quietly, (think I said previously but I have resigned from COM) so just an AO again, and with no website, No forum and No moderating duties....peace!!

The **AGM is held on April 13th** and will be in the club show-room conservatory, not in the village hall, there will be Free snacks food and drinks available as normal. AO's have a meeting at 10.30am and the AGM is due at 2pm. It would be good to see some locals supporting the direction the club takes and whilst I will be there for the 10.30 meeting, I can offer a lift to some in the 7 seats in the Picasso, let me know!!!

The new Pub location is working well, the road sign to Weston has finally dropped in the hedge so getting the turn off the B197 Old A1 is like looking for a black cat in the coal barn.

refused to play. Whilst we were thumping our chins and looking under the bonnet, Brian and Jean turned up in their Vitesse, now three of us looking, with jump lead, petrol and another battery, at which point Ian turned up with Reece in his Spit, Cheryl and Troy in the plastic car,

TSSC AREA NEWS



Despite this 27 made last month trek to the sticks, its about ten minutes from the old pub, so not that desperate for once a month visits.

Our Calendar is out if you have not received my e mail let me know, this is a print your own at home service.

The Blow the Cobwebs run will be over but Geoff and Hazel are devising a **Drive it Day April 27th** run from 'where ever' via 'somewhere' to the **Hell Fire Club Caves at West Wycombe** unfortunately the shindigs and shenanigans of the Earl of Dashwood have long gone and the caves and tunnels are open for some dark and spookey experiences of visitors, car parking is in the nearby garage centre, full details will be e mailed when the plan is completed.

That's about it, regards.

Pete

WEST KENT

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I hope it's the weather that's keeping members away! The end of February meeting was again a bit thin though we did welcome John Hill from M25E.

The rest of the meeting consisted of Anne, Malcolm, Chris, Kevin, Colin, 2 Johns, and myself, though even we seemed to separate into two groups.

The big problem we seem to have, is sorting out our **Drive It Day** destination for **April 27th** - which we must do at the end of March meeting. Sorry, but I can't remember who volunteered to recce the route and destination.

If all else fails, we can join **M25E on a run from Bulphan (RM14 3RS) to Layer Marney Tower** (if you know where that is). The run is a 45 mile run through the Essex countryside, organised by the **Chelmer Valley Car Meet and the Charity Classic Vehicle Club**. Entry is £10 with donations to three charities; and don't forget the Dartford Crossing fee, twice.

Mention was made of a new meeting at Crystal Palace - **Motor Sport at the Palace** towards the **end of May**. Watch this space. And a chance to see the Supermarine Spitfires stored at Biggin Hill seems to be moving a little closer.

More news to come.

Stoneleigh will have been and gone so lets hope everybody managed to find all of the pieces they need.

Stop Press.

You will never guess who I had a phone call from this morning! Keith and Maureen Oliver are back in the UK, but now living out in the far end of Essex, near their family. Keith still has his GT6 and is playing with both a Vitesse and a 13/60. I invited him to our next West Kent meeting, but it's a bit of a journey so fingers crossed.

Keith and Maureen emigrated to France many years ago, and some of us made a wish to go and visit, but never did.

Del

LANCASHIRE

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Hi All. Well another year is upon us and it won't be long before we will be thinking about shows to attend and sunny Sunday drives.

We have a couple of shows that we will be attending starting with the **Practical Classic Restoration Show at the NEC Birmingham on the weekend of 12th & 13th April**. My GT6 was featured in their magazine last January in readers restoration and I have been invited to display my GT6 at this show which is a great honour and privilege.

We will be organising a run out for **Drive It Day on 27th April**

Lancashire Continues

more details next month. Looking at the **last bank holiday in August will be the Chipping Steam Fair** which we may attend.

We had a successful raffle at our February meeting, it would be good if more members could start to attend our monthly meetings, just remember it is Your Club, so the more the merrier. See you all soon

Mark

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Well folks, it's time to test out those new seats, fine tune that suspension, see if those overdrives work and polish that new paintwork. April is here and it's all systems go !!

The first outing for this year is the **Heritage Transport at the Kent County Showground on Saturday 5th**. We'll see if we can bag a space indoors this year as it was rather chilly last time. A couple of weeks later it's our old favourite - **The Medway Festival** and the month is finished off with the **Drive it Day Run** which, judging on previous years should be good.

Looking back now to the cold, dark days of February (hopefully it's not cold and dark now), we went to the Interclub Quiznight at which only the best car clubs in the area are invited ha ha. Well, I must say we did rather well. Our girly team finished strongly, well in the top half. But the boys team nabbed a podium finish, ending up in 3rd place. I think we lost out on 1st place by 1 point. Unfortunately though we didn't have our usual success with the raffle, Celia was our only winner and she chose a very fetching body warmer for Andy.

We had our monthly meeting at The Albion, probably for the last time. They weren't very accommodating to say the least. All the tables were reserved but strangely no one used them. The manageress was, let's say, less than helpful. We had to make do with a couple of tables by the bar, taking it in shifts to sit down to eat our grub. Oh well, their loss, plenty of other pubs in the area. The meeting itself was very well attended, 12 of us I think and 2 Triumphs in the car park. Brian and Jean put us to shame by bringing the Vitesse, as did Anne, who came all the way from Kent in her Vincent Hurricane. Top down as well !! Anne's now joined up with us for the trip to Le Mans and according to my totting up I think it's now 9 of our cars making the trip. The rest of us attended the meeting in our modern cars but we have good excuses though, all the cars are still in bits. Well mine isn't but I can't use it yet as it's got odd tyres ha ha (you know what I'm talking about you orrible lot ha ha).

The beginning of March saw a few of us head up to Stoneleigh for the annual Triumph spares day. Rich, Malc, Kev and Chris were all in Richards filthy Saab, probably the dirtiest car ever and Donna and myself were in the ST. The show was a lot bigger this year as it's been amalgamated with the MG Show. Lots of goodies were bought, mainly for all the rebuilding that's been going on. My mission was to start a collection of spares that I will be taking to Le Mans. I have bought various repair kits for brake cylinders, clutch cylinders and other bits and bobs. The question is, where do you stop? Too many spares and there won't be enough room in the car for us ha ha. The trip also gave me the opportunity to meet up with a friend of mine, Hans, a member from Germany. His group of friends make the trip over every year for their spares as there's no opportunity to go to shows on this scale back home. That's dedication for you. Hopefully they are going to be attending the SEM, so, we can meet up with them for a few beers.

Right, an update on the cars - Steve's gearbox has been a bit

of a mission, it's now in the car but it did put up quite a bit of resistance. Firstly the bellhousing needed swapping then we found an old stud sheared off, which yours truly tried to get out and managed to snap the stud extractor. This alone took us about 2 hours to put right. That's what happens when I'm let loose on things ha ha. Finally came the mystery of the new loom with it's confusing wires. As we go to press we think we have found out where they all go. Malc's Vitesse has been in the paintshop now for about 3 weeks but work is slowly progressing. More updates to come on that one.



Colin has completely removed all the rear suspension and is in the process of cleaning and renewing. He also had the unenviable task of getting rid of all the old underseal on the underside of the car, a really enjoyable job - NOT!! Unfortunately when this was removed there

were a couple of places where he could see through to the inside of the car. Looks like the welder is coming out.

Richard has given the floor of his Vitesse a nice new coat of red, prior to fitting his posh new interior. Finally, I managed to sort my steering problem out, it was the tyres, as suspected. A new pair of front tyres, tracking set up and all is well. The only problem is that the tyres that were on the car aren't made any more, so, I've now got different ones front and back (as mentioned earlier). So, now I will have to change the backs as well, it's gotta look right hasn't it ha ha.

Anyway, that's enough of my musings for another month. Cheers

John.

April Events
Saturday 5th - Heritage Transport Show
Sunday 20th/Monday 21st - Medway Festival of Steam & Transport
Sunday 27th - Off to the Tower (Drive it Day Run)

MANCHESTER

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We have just spent a fantastic Weekend at Shaw-End Kendal with 19 of us enjoying the beautiful and rugged scenery of the Lake District. The mansion was fantastic made up of several apartments a bit posh really for an area that is used to drunk & debauchery in a field, thanks Patsy for booking this venue and showing us how the other half live (a fantastic venue.)

After a Friday night in for a natter and after dinner drinks (take aways, pizza & booze.) Saturday saw us do a run through some beautiful and rugged scenery via Hawkshead ferry on to Windermere where after lunch everyone did their own bit of sight seeing.

Saturday night was the most brilliant surprise birthday party "Downton Abbey" style. Frank and I were dressed by our loyal subjects as Lord & Lady Dolphinhorne (minus the frock) and when we made our grand entrance to the main hall our loyal subjects had laid out a feast befitting myself and Frank.

TSSC AREA NEWS

We loved it thank you to Dave, Lynda, Patsy, and Frank 2. Pete, Janet, Mark, Tracy, Frank, Hugh, PG Tips, Kids, Steve, Nic, Catherine, Janet and Martin, that made our weekend the best ever. Manchester Area is more than just TSSC members we are also friends. Sunday morning it was chilling out and clearing up time not that we stayed, no we were off!!! To watch City get beat by Wigan in quarter finals of FA cup.

Congratulations to Janet & Martin Robinson expecting their first baby in September.

We had good turnout at this month's area meeting with 33 members joining us at Barton Aerodrome. Welcome to prospective new member Steve with his Mk1 2000, and welcome also to Chris son of Patsy & Frank 2 it was good to meet you all.

I asked for ideas for the **Club BBQ**. The date has been set for late **August or early September**; with Blakemere or The Fisheries as likely venues please watch this space.

The **TSSC AGM** takes place on **13th April at HQ in Lubenham**, please let us know if you have any questions you would like us to raise.

There will be an **Open Day on the Saturday 12th**, with **jubilee celebrations for the Spitfires at Le Mans**. 10 till 4pm Pete will be organising a run out around **Holmfirth** on **"Drive-It Day" - 27th April** more details at the Area Meeting in April. We are also taking bookings for **Tatton Park 31st May/1st June** names and car details were taken at the meeting, please let me know ASAP if you'd like to be added to the list!

Old MacDonald'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! All the "glamping" tents have now been booked, but caravan pitches and camping are still available, and local B&B at the Fleece and Fisheries. Price is £38 for the weekend in a tent/caravan, if you'd like to book, could you please bring your money to the April meeting.

We also need lots of hats of any size or description, please hand them to Pete or Janet, and raffle prizes will be gratefully received by Mark & Tracy!

Lymm Historic Transport Day - 29 June - we have been invited to this show on the final day of the 10-day Lymm Festival, with vehicle displays and a parade. Spaces are limited so please let me know ASAP if you'd like to attend.

TSSC TriumFest - 26-27 July - booking forms are now in The Courier for the new TSSC International event at Donington Park with weekend camping at £25 plus £5 per night for electric hook-up. Exclusive use of the Donington Farmhouse Campsite, with events including a Friday night beer festival, drive-in movie, live entertainment, free autojumble, concours and a cavalcade on the Donington Heritage Loop! Thanks to our Manchester Area bogey racing team of Neil, Mark K, Gary Steve & Phil - so far they have a chassis!

We are also looking for volunteers to do gate duty if you can spare a couple of hours to help us with gate duty it would be very much appreciated.

Dates to remember in April

April 1st (April fool's Day) Area meeting Barton Aerodrome 8ish

April 27th 'Drive It Day' (Holmfirth)

Keep Triumphant!!

Pip n Frank

NEWBURY

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Meeting at the end of February was well attended and lively. We had a general knowledge quiz which got the little grey cells working. The eventual winners were Colin and Nigel who raced ahead in the last round after trailing in the first two.

Two phones rang while we were in the middle of the quiz and everyone else listened carefully in case there were "Phone a friend" moments!!

We also had a raffle in which no one won anything to start with, as Mary was using the wrong coloured tickets - again!

Local events will soon be starting and as Easter is later they all get a bit bunched up at the end of **April/beginning of May**.

Wyke Down and Popham are a good source of general spares as well as lots of interesting vehicles. **Lambourn Country Fair** is a good show for all the family: as well as cars and agricultural vehicles/machines there are a few animals, crafts and a boot sale with lots of tools and country items as well as the usual things for sale.

The Wallingford Classic Car Parade is on 11th May, as is the South of England meet at Leatherhead.

Still no venue for the **Newbury Classic Car show** which is scheduled for **10th August**, but keep watching their website as they should have an entry form on there once the details are confirmed.

Meetings

9th and 23rd April at the Berkshire Arms starting at 7.30p.m.

Events

21st April (Easter Monday) Spring Vehicle Meet at Wyke Down

4th May Lambourn Country Show

5th May (Bank Holiday) Popham Airfield Show

11th May Wallingford Classic Car Parade

11th May SEM at Leatherhead

Keep 'em flying

Mary and Dave R.

NORFOLK

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A fantastic turnout for our February meet. 10 Triumphs and a couple of moderns gracing the car park at the Wildflower in



Kings Lynn following a scenic run through some beautiful Norfolk countryside in some very kind weather for February. My sincere

apologies for losing Mark & Toby along the route but you really must learn how to keep up with the pace of the lead car...

It was lovely to see old faces returning to support the local group and it's been particularly pleasing to see some new faces vindicating the decision to occasionally move the meets to new venues. We even managed to attract Justin Knight and Rod Taylor from Colchester I hope you enjoyed the trip. A promise to our members in the north of the county - we will return.

Twenty of our members enjoyed a meal before the meet and one ate during the meet although by all accounts Paul's wait was worth it.

I never made the Triumph & MG Spares day at Stoneleigh so my garage has a little more space to move in than it would have. By all accounts the Club put on a fantastic display.

A few dates for the diary the next meet will be held at the **Bird In Hand, Wrenningham** with the TR Register on **14th April**. Don't forget **Drive It Day** and **Totally Triumph Norfolk on 9th, 10th & 11th May 2014**. Unfortunately Totally Triumph Norfolk clashes with Leatherhead, a meet I have never yet made but there is always next year.

Norfolk Continues

Finally, my apologies for incorrectly stating that the dates for our very own **Mile of Triumphs**. It will be held at the **Hermanus Leisure Centre on the 26th, 27th & 28th September 2014** check out Mile of Triumphs on Facebook for details.

Regards.

Mike.

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Hi all. Another fairly quiet evening in the pub, and no club cars outside, probably due to the vile weather again, I think that's only once or twice in the 16 years I've been attending though that's happened.

We chatted about forthcoming shows we'd like to go to. These include Corbridge in July, Thirlestane Castle, CLM (for some), Pistons and Props, and various other bits and pieces.

There's an open day at the Allen Valley Railway up in Alnwick, however this is the same day as Thirlestane, though quite a bit closer.

We'll have been out on a cobweb run at the end of March, up into Northumberland and finishing in Corbridge, route by Geoff and food arrangements by Joe, thanks to both of them.

There was quite a bit of dismay at the magazine report that there wouldn't be any forum on the new website, General consensus is that this is a mistake.

Other than that, there's been very little happening around, some cars out in use, I've seen a couple of other Triumphs around, yellow GT6 howling up the central motorway in Newcastle for one which was nice. Michaels Herald with roof down, well done!

Sunday April 27th is Drive-it-day and our **Treasure hunt** is on, set by Andy. The start point is **Seaham Hall car park** from 10:30am. It's not a long route, unless you get lost of course. I've not got anything else to share this month, here's hoping for nice weather coming up soon.

Cheers

Mark

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Firstly, let me thank Tracey and Nigel for organising the Meguiars trip! YOB (my 13/60) is now suffering from 'THE TREATMENT' and I must say a vast improvement in its appearance, deeper colour and a lovely shine.

Thanks again to them for organising the bowling evening, report in the next Area News.

Well, it's coming up to that time of the year, the AGM, 2 days the HQ will be open with snacks available and hopefully some real ale from the Pot Belly Pig Brewery (donations welcome). The St John's Ambulance people will be on hand on the Sunday after the AGM to patch and mend.

The Stoneleigh event went very well, despite what you may have read on Foulbook. Our club stand was the largest there selling quite a lot of products and talking to members, signing up a few new ones and hopefully flying the flag for our club. I didn't get chance to go to the other hall where the other Triumph and MG clubs were but judging by the queues to get in and the volume of people it was a successful show. There were vitriolic comments from some of our own members about the event but all I spoke to, who were actually THERE! spoke highly of it,

there were even comments about the Triumph symbol being the wrong one! The CoM, Bernard, Garth & I packed up the van in record time but the trip home for me was appalling, high winds, rain etc and with only single speed wipers on YOB a slow ride home. Never mind, a successful weekend.

Took YOB over to Grafham Water this weekend (9th March) in glorious sunshine, ran well, shone well and was actually complimented upon by several people in the car park (watch out CONCOURS!).

John.

NORTHERN IRELAND

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The area dinner on 8th February in Benedict's Hotel in Belfast went extremely well. We had a few last minute cancellations but otherwise everything went very well. Nobody seemed to have any problems getting parked nearby (despite the hotel's city centre location). The hotel restaurant was full, the noise of multiple parties at times a bit overwhelming but the service and food was first class. As explained in last months article the annual dinner is when the winners of our local awards are announced - Michael Kernahan is Member of the Year and Christel Edwards-de Graauw received the Coupe Des Dames. While certainly not an official award by any means Alan French continued his tradition of making his own award, usually for some mechanical or motorsport mishap. This year the obvious candidate was Paul (if you read Paul's article in last months Courier on hill climbs you will know why), however having received a trophy years ago from Alan made from a melted piston, Paul sensibly made sure any bits of wrecked engine were well hidden. Not to be deterred Alan commissioned



Paul was this years recipient of an Alan French award - a picture by Pam!

his very talented wife Pam to do a picture of Paul and the Spitfire at Cultra which was presented at the dinner. It's really good and has pride of place on the wall in our house. The awards were not the only announcements at the dinner, Gary and Caroline (the newly weds on the front cover of the January Courier) announced that Caroline is pregnant while Richard and



celebrating Richard and Maureen's engagement

Maureen announced their engagement.

This report was written before the March area meeting took place and the Garden Centre Treasure Hunt so you will have to wait until next month for updates on both. The next club event will be the **Truncheon oiling on 5th April at Carrickfergus Castle**. — always a popular event and well worth going along to. Entry forms are now available for the **Argory (26th April) and Kilbroney Vintage Show (21 June)** - if you need a from please let us know.

As you would expect local members have been working away at getting cars ready for the new season. Dessie, Frank and Paul took Colin Lindsay up on his offer for parts from a Herald he is breaking and as far as I can tell they found homes for most of the parts. David has been helping John Hewitt get his Spitfire

NOTTINGHAM . . . NOTTS EAST



TSSC AREA NEWS

running again and, according to John, it is going better than ever. He is planning to take part in the 2014 Hill Climb Championship and is looking forward to the first event, **Croft, on 12th April**. Also hoping to enter Croft is Christel in the Triumph 2.5 PI. Our Triumph team should be the strongest yet for 2014 - although if Gordon Dunlop can find the time to get his Spitfire up and running again it would be even better! Spring will soon be here so it's time to waken your Triumph from its slumbers and get it out on the road where it belongs.

Best regards

Jacqui & Paul

NOTTINGHAM Tel. 07971 017012

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At the last meeting we elected for a few changes and also to try some new things in the future. For a number of years, Notts TSSC and Club Triumph have met together and sat as one sharing Triumph details on their cars etc. Claire our AO had been joint organiser for both clubs for a number of years, but decided the time had come for new blood for the Club Triumph side, so she has handed over the reins to Dave Langridge. The good news is we will still continue to meet together, attend events together and help one another whilst Claire can focus on the TSSC side as joint AO with son Matthew.

We also discussed some upcoming events such as **Thoresby on May bank holiday, TriumFest and Drive it Day**. Plans are still afoot and we will have more at the next meeting, but not in time for publishing here.

Hopefully I will have been able to update the website and details will be there on www.notts-tssc.org.uk or on our Twitter feed @notts_tssc

We also discussed the chance of having a camping weekend again in the near future. Can't say when and where yet as it's still in the planning stage, but hopefully if it goes ahead there will be booking forms here and on the website.

We will be holding our own **Classic Car & Bike Day** at our meeting venue on **Sunday 8th June 2014** - it will be a first being jointly organised by TSSC, CT and Rolls Royce social club. Anyone is welcome but if you wish to display your car, please contact Matt or Claire ASAP as space in the car park or field may be limited, it doesn't have to be a Triumph and can be two or 4 wheeled.

Or just come and see at what is on display.

James had his finished wheel on show which he was taking to Stoneleigh for display at the auto jumble. The whole set up is for uprating the brakes on his Triumph 2000 and looks very impressive (see photo).

Although he couldn't make it, we have heard that Phil Wright has the rest of his car back from the paint shops and is making some progress to rebuild his car for the second time since it joined his family when he was a very young lad! Where did he find a place that big to work in? Jealous?



That's about it for this month!
Upcoming events are:

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:

12th April - Le Mans Spitfire Jubilee open day at TSSC HQ.

27th April - Drive it day. TBC

3rd May - Donington Historic Festival

5th May - Thoresby Classic Car Show

16th May / 18th May - Spa Classic, Belgium.

30th May / 1st June - Northants Area Camping weekend.

8th June - Rolls Royce Classic Car and Bike Show, Rolls Royce, Hucknall.

13th June / 15th June - Manchester Area Fun Camping Weekend.

19th June / 23rd June - Derwent Valley area Peak Run Camping Weekend or Day event.

4th / 6th July - Le Mans Classic.

25th July / 27th July - Silverstone Classic.

26th July / 27th July - TSSC TriumFest UK. Donington. @TSSC_Triumfest

Best wishes and see you around!

Andy

NOTTS EAST

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Just back from a much better Stoneleigh, seeing many more traders this year and I thought it was well attended. Catching up with friends, new interior for 2500s, TR4 bumper for Roger and various odds and sods picked up, was well pleased with myself and worth the journey down.

National Drive it Day is on 27th April 2014

East Notts are doing a joint driving day with Derwent Valley, we are starting at Sainsbury's car park at Ripley 10 am sharp, this will consist of a run in the countryside and finishing up at a country pub for a carvery meal at reasonable prices for more information contact Nigel or Adrian.

With this Nigel and myself are scrabbling to complete our 2500's - My engine is now going in then dashboard and interior. Nigel's also treating his to a different trim too. Now the light nights are here let's see you all at our meeting filling the car park with classics.

Adrian

Future Events

April

April 1st Derwent Valley Club Meet

April 6th Newark Auto Jumble Spares Day.

April 6th TSSC Wessex Area New Forest Run Contact Trevor 01425 475376

April 13th AGM Meeting at TSSC HQ Lubenham AO Seminar starts 10.30 am

April 14th East Notts TSSC Club Meet Contact Nigel 07976 163006 or Adrian 07837 110325

April 27th National Drive it Day Meeting at Ripley Sainsbury at 10am to go on 65 Mile Run With Derwent Valley Through The Beautiful Derbyshire Countryside and having a meal at the end (optional)

May

May 5th Andrew Greenwoods Classic Car Show Thoresby Hall

May 2/3/4/5th Isle Of Wight Camping Wkd

May 6th Derwent Valley Club Meet

May 7th Papplewick Meet at Griffiths Head Starts at 6.30 onwards



NOTTS EAST . . . PETERBOROUGH SCOTLAND CENTRAL WEST

TSSC AREA NEWS

Notts East Continues

- May 9/10/11th** Totally Triumph Wkd Broad Farm
Fleffburgh GT Yarmouth
May 10/11th Nottingham County Show Newark
May 12th East Notts Club Meet Contact Nigel 07976
163006 or Adrian 07837 110325
May 16/17/18th TSSC Trip to Spa Classic Please book
through the club on 01858 434424
May 18th East Notts Run to Sewerby Park Bridlington
Contact Adrian 07837 110325
May 21st Papplewick Meet Griffins Head 6.30 onwards
May 30/31st June TSSC Northants Area Camping Wkd
great camping for all the family Contact Dave on
07955 198232 / 01234 740548.

PETERBOROUGH

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

Finally the rain has stopped and for a brief moment or two we have seen sunshine! Time to dust down the Triumphs and get along to an area meeting! Not for me I'm afraid, my Vitesse is still languishing in the garage with only a SORN notice to its name. However as I arrived at the Red Lion, West Deeping for our March meeting I did spot one or two club cars in the car park so well done to those members!

There were some serious matters to discuss at the meeting, not least the open letter from TSSC member John Davies, who has seriously questioned the apparent decision by CoM to exclude a message board/forum from the new club website. Whilst it would appear from a straw poll on the night that only approx. 30% of our area membership have ever used the message board with any frequency it was nevertheless felt to be a useful communication medium and most believe it should be retained.

The issue also proved to be the catalyst for other questions. Paramount amongst these is the concern that we are still without a club website and have been since before Christmas. The feeling is that this is not good for existing members, but is potentially disastrous in terms of attracting new members. Then there arose the matter of why key club decisions are being made without consulting the membership – issues like the message board and the recent sale of a club car?

Finally I felt had to mention the fact that I telephoned the club a fortnight ago to renew my membership, but as of our meeting date have received no renewal details, have not received my March Courier and indeed no money has been debited from my credit card.

These are all concerns that we believe ought to be addressed at the forthcoming AGM and so Doug and I suggested that as many of our group as possible should try to get along. **Sunday 13th April at TSSC HQ, Lubenham**, the meeting starts just after lunch so best to arrive for around 1pm. Don't forget your membership card!

Onto more positive activities and in particular everyone was keen to thank and praise Colin for organising a really excellent 'February Feast' outing. Again I wasn't able to take part but I understand that a round 20 members in 12 club cars enjoyed a fabulous Sunday lunch at The Bedford Arms in Souldrop. Overall it was a drive of some 60 miles with two stops on the way and obviously a nice leisurely lunch as I am told it didn't finish until around 4pm. It sounds fantastic!

Colin has a rare talent when it comes to organising such events and it was mentioned that this coming September will be the 30th Anniversary of the TSSC Peterborough Area and that per-

haps we should celebrate with a 'September Saunter'. I think Colin is thinking perhaps someone else should pick up the reins for this one – any volunteers?

Another event attended by several of our group was the Triumph Spares Day at Stoneleigh. This year it was not without its problems. For the first time this was a joint day with MG and Triumph Spares and I think the organisers were caught out a little by the number of cars arriving, coupled with the wet weather which meant parking on grass was not possible. As a result many queued for a long while to get in and then had to park further away from the event than in past years. Hopefully the organisers will learn from this for next year as otherwise it appears to have been another good event, well supported by the trade and most traders were apparently happy with the level of business they were doing.

Our next area outing will be the **2014 Stilton Cheese Run**. This takes place on **Sunday 27th April** (which is also 'Drive It Day') and several of our group have already registered to take part. If anyone else is keen to go you do need to register, which can be done online by visiting www.stiltoncheeserun.webs.com. Don't delay as the cut-off date for registrations is **14th April**. That is also the date of our next meeting when we will co-ordinate a meeting time and place for all those that plan to attend.

I have used up my word allocation already but can't go without briefly mentioning Sav's impressive new motor. Ignoring the fact that it is in fact an MG, it is a rather special one. He has just bought a very rare MG RV8 Roadster, one of probably no more than 200 in the UK. These were produced for a couple of years during the recession of the early 1990s and most ended up being exported to Japan. It was a little too dark for a really good look but I am certainly looking forward to seeing it in the light when the clocks change.

That's it for another month. I do hope some of you will get along to the club **AGM on 13th** and then you can come along and report back to our area meeting the very next night.

Our **April meeting is on Monday 14th April at the Red Lion, West Deeping**. Do come along and join us for a pint and a natter. Plus we provide the snacks and the infamous 'quality' raffle prizes!

Don't miss it! Cheers.

Paul

SCOTLAND CENTRAL WEST

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The March meeting had 14 members out in the wet dark evening. All diehards. Now, I did say previously that we were the red Spitfire club, the balance is changing. Colin brought his new Vitesse Mk1 2L, which replaces his red Spitfire. Lovely car, we will see it more in the better weather once the lighter nights come. Ian and Euan were in a 13/60, with the rest in moderns. We were not outside for long. The barman at Lochinch is an engineer and almost a member. Triumph talk was of dials and doodahs, as everyone is getting ready for a new season. Rebuilding and fettling. I think there may be a bit of an Area workshop coming as we all try to get all the cars going. Not a lot of news to report as we are still deciding what to do, but it is coming together. Please see calendar below.

As you know there have been a lot of micro caravans being built recently. I have multiple vehicles. So I made the decision to turn my Vitesse into a four wheeled steerable trailer. Quite a simple task, but which one? Saloon (warm and watertight) or convertible (fold back roof, not been done before). Now it may be April, but I have actually had my 2 Vitesse out on the road, not under their own power though. I had to move out of my storage to a new location. It had been looming, so I used an A frame hooked to the back of the Merc and fixed to the front chassis/wishbones. Very basic but worked fine. Scared the living daylights out of other road users as the Vitesse being towed had no driver. Through Glasgow centre, then 50mph on dual carriageway, over bridge, through roadworks. So much fun I did

SOMERSET . . . SOUTHERN



TSSC AREA NEWS

it twice (2 cars remember). The cars have been moved about so much at the old storage area that everything rolled easily. The tyres mysteriously pumped themselves up and my blue Vitesse moved itself out to the exit point while I was out towing the red Vitesse. Now I have seen Steven King's Christine, but I think the b#s really don't like cars.

Parting is such sweet sorrow.

Only one car signalled to overtake at a set of lights as they thought the 'empty' car was abandoned. Got a fright when it started off on its own though. Thanks to Martin and David for helping out. Only problem on the day was up and over door that decided to be an up, up, stuck, fall off door. Still if anyone gets in, the car will get them.

I did not manage to Stoneleigh this time so I will wait to hear if the combined show was a success. The debate about travelling long distances to day shows goes on. A wee break from it might be a good thing.

Drive it Day is 27th April, and we have a day planned. The Area is going to **Dundee Transport Museum**. We have spaces booked and there will be sandwiches etc., for a small donation to the Museum. We will meet at the Garfield Hotel Stepps, 10am, and travel across Kincardine Bridge, Tay Bridge, to Dundee (Market Mews). Do not rely on Greg Nav though. If you are reading this why not come and see us, as we don't get through to the east much. I am grateful to the museum for having us. Hope it is dry. There are Triumphs at the new museum which is being refurbished..

The rest is in the provisional calendar below. We are 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. The **Cumbria Area Camping Weekend** is also a possibility, **mid-August**. We can have a stand at most shows providing there are sufficient numbers. We may not all be able to manage to everything and can go to local shows while others travel to Le Mans, Spa, Donington, or other events. Just let me know.

Provisional Dates for 2014.

Drive It Day - 27th April. Meet Garfield Hotel Stepps 10am then to Dundee Transport Museum

Practical Classics Restoration Show - NEC Birmingham - 12-13 April. For info only.

Hamilton - Saturday 14th June, Hamilton Town centre.

Le Mans - 4-6th July, let people know when you are going, travel together.

Erskine Hospital - Saturday 12th July.

All proceeds to hospital.

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 2nd April 2014**. Come with thoughts and ideas for the year. Please come to the meetings to beat 14. Remember we are able to help with anything (within reason) so pop in and see us.

Happy Easter when it comes.

Triumph On

Gregor G.

SOMERSET

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A low turnout for February meeting, I guess the poor weather didn't help. But hopefully with spring in the air, more "Somersetians" will be tempted to join us!

Just a reminder to outsiders that despite a large area looking more like a lake than fields our area (Somerset) is still "very much open" for business, so don't hesitate to come and enjoy what the county has on offer!

A new member - Keith Mackay - joined Somerset area and we would like to welcome him and hope he can find time to attend

our meetings very soon.

In the March Courier you will hopefully have seen our comprehensive list of events we hope to attend and/or promote. If you have any thoughts on other events or want more info about please contact Steve or Derek and we will raise them at the next meeting!

This month we have 2 drives planned, the first on the **13th is to Porlock Weir**, if you want to join us then we are meeting up at the Fox and Goose car park at 10:00 and then at The Windmill St Audries at 11:00. The second drive is on **National Drive it Day on the 27th**. We will be meeting at 10:00 at Taunton Deane Services (South Bound) for our drive to **Crealy Adventure park near Exeter** where will meet up with the Devon area and groups from around the South West. Entry is free and if last year is anything to go by then a huge turnout is guaranteed. I am reliably informed that the weather for both drives will be fine so no excuses.

One show has had a date change; the **'Thornfalcon'** gathering. This is now planned for **31st August** so make a note of it in your diary or you will miss it!!!

Cheers

Steve and Derek

SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi folks, I have just had a call from our chief scribe, which made me think it is about time I came out of hibernation (you probably won't).

January saw the threesome and Mark G attend the Hartley Witney breakfast meet with a Triumph Day theme. I took the 2.5PI, David in his TR6 and Mike H in his midget! Yes we have since forgiven him. February saw Healey day at Hartley Witney. Mike having only two wheels on his Healey, and David not wanting to get the TR6 dirty they both came with me in the PI. Only three Healeys, one Sprite, one 3000 Mk2 and one 3000 Mk3. A good number of other cars turned up. We indulged in breakfast, all in all an enjoyable morning out.

With the show season fast approaching lots of entry forms have been coming through the post. Yes I still get mine by snail mail, as I believe you enlightened people call it.

Mark G and I (not a lot of I) replaced the transmission mount on the PI and low and behold the vibration that has been with us since we purchased the car has disappeared. We had previously changed the diff, new balanced prop shaft, new u/j's, checked engine mounts all to no avail. It just shows you can always miss something.

Well enough of my rambling and over to my Hon. Sec. for onward transmission.

Mike

Thanks Mike

Neil has asked me to point out that **Drive it Day is on Sunday April 27th**, we will meet up at **The Seven Stars GU32 3PG** for 10.30am. There will be a stop for coffee and then on to another venue for Sunday lunch.

I was round at Wendy's the other weekend sorting through some of the collection of parts that Alan had squirreled away so if you have any parts that are needed Wendy may have it.

The new chassis for my Vitesse is now at the bodyshop and awaiting assembly while at home I am now getting on with the stripping down of the car

Up and coming events

April 1st Regular meets Seven Stars GU32 3PG
17th Roaming meet , The Bat and Ball, Hambledon
PO8 0UB

21st spring vehicle meet @ Wyke Down, Andover.
SP11 6LX

27th Drive it Day, meet at the Seven Stars @ 10.30 am,
stop for coffee and later Sunday lunch



SOUTHERN NORTH STAFFS . . . SUFFOLK

TSSC AREA NEWS

Southern Continues

- May 3rd** Surrey Heath Show, Frimley Lodge Park,
5th Goodwood breakfast Club, Super car Sunday.
5th Hants and Berks Show, Woodford Park, Surrey
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
1st SHVPS Rally @ Queen Elizabeth country Park,
you must be there by 9.30am
3rd Regular meet, 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
2nd 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 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
21st Roaming meet, The Golden Pheasant,
Farrington, 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

That's all for this month, take care

Mark

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I'm sure our thoughts go out to the many classic car owners who have suffered from the recent floods in many parts of the country, resulting in their pride and joy suffering severe water damage. Let's hope that the insurance companies come good and pay up, (or are they likely to say it's an act of god) and sorry but you're not covered. It will be interesting to see how they go on with their claims.

There's not a lot been happening at this time year, but by the time you read this hopefully the weather will have improved and work on cars indoors or out can be progressed and we can also start using our cars again in the spring

Having at last raised a small amount of funds over the passed year, we have enough money to buy some form of shelter, for when members attend the many shows over the season.

A pop up gazebo with 4 side sheets looked to be a good solution with strengthening roof brace, a sound addition from our experience at Stafford when the wind destroyed my old one.

The only problem being the size when collapsed is really too large to fit in most of the cars, we need someone with an Herald estate or a 2000 model, any one out there in north Staffs willing to join us? So at this point in time it's on hold, as the alternative types that pack up smaller cost much more than we have

funds for, so watch this space.

For various reasons little progress on the Vitesse bonnet have been made, mainly due the poor fit of panels.

After reforming the profile of the wing around the headlight, which is still not enough to bring two parts together close enough to weld. That process effects the position of the lower part of the wing, and other parts like the D plates. also the profile of the inner wheel arch is incorrect and needs cutting to try and get it to follow the curve of the wing. Not being skilled in metal bending, I may have to hand it over to someone who has the tools and skills to work their magic with metal.

The first show of the season is at **Weston Park**, but most members will be taking a holiday for the Easter break so as a club we won't be attending. I'm sure if the weather is good some of us may turn out..

I have put together a run for **Drive It Day 27th April** this includes a surprise stop at a unique venue that houses some unexpected treasures, it also includes some entertainment from one of the 76 yr old treasures.

Understandably not knowing what members are paying for at a cost £15 each person, I've only had small number showing an interest so far. I feel its worth the money but I may have to disclose the full details to get more to attend, which will loose the fun of the surprise. My judgement will also be tested for selecting it in the first place, which could result in no one wanting to attend, I will have to see what happens in the next few days.

I was hoping to include some more of the members cars in the Courier, however no one has given me any details about their cars, so come on Staffordshire let's show them off, please get in touch to include your car.

Next meetings **30th April, 28th May**. For up to date events list visit website or blog.

Keep driving the dream

Dave

SUFFOLK

Tel. 01206 250360

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Several Triumphs turned up so Spring is on its way. One Triumph was a red 1974 Spitfire Mk4 belonging to Theo who had come from Colchester. Welcome to our meetings, Theo.

Chris has had a few problems with stopping the inlet manifold leaking water on one of his Stags. It's a well known problem on Stags due to poor design and is made even worse when the alloy heads have been skimmed. In total it was on and off 6 times before he managed to get it to seal, having consumed prodigious quantities of studs, gaskets and sealing compound. Each time the manifold was taken off coolant would pour into the cylinder head ports even though the system had been drained, as it seems impossible to get all the coolant to drain from the manifold. This of course required oil changes. Fortunately after the first failure to seal the manifold the coolant only consisted of water so as to minimise the loss of antifreeze. Lyall said that Chris's battle with the manifold proved that he was not paranoid about Stag V8s and that 6 really is better than 8. But the Stag V8 sounds sooooo good.

Rodney sat clamping an interior door handle for his Spitfire, provided by Colin, to replace the one that had been broken. He ensured we all knew that it was Justin who had broken it! He also was having a new windscreen fitted the next day after his existing one accidentally broke! The questions are, would they know how to fit it, would they send 2 people to do it (usually needed unless the fitter has exceptionally long arms) and would they know how to fit the chrome strip? To be continued.

Several members went to Stoneleigh which this year was a joint Triumph / MG event. Chris bought some bits and Colin both sold and bought.

Brian is building a reduced-scale Mack to go with his Lightning McQueen look-alike Spitfire (from Cars and Cars 2). He is intending to pull this to its events behind his Lightning. It will have a full-length bed for him to use overnight. Still under construction, he brought along some pictures and video.

SUSSEX THAMES . . . NORTH WALES

We all agreed he had a very nice hat.
The next meeting is **1st April** followed by the **6th May and 3rd June**. So, see you at the **Sorrel Horse, Barham on 1st April** at 8:00pm.

Peter

SUSSEX

Tel. 01444 450941

We had our meeting on the 5th, firstly I would like to apologise as The Anchor was closed for refurbishment and we weren't given any notice. Ian did put a sign up on the fencing to say that we had moved to The Green Man so sorry if anyone didn't get the message. **Next month we will stay at The Green Man.**

We would like to welcome Gordon who has a MkIII GT6 which he brought for £50 and has restored and is back on the road. He will be taking it to Le Mans for the classic so more to join the Sussex contingent. He was picking peoples brains on the best way of doing things on the car. So hopefully Gordon it was helpful to you.

There was much talk of the meeting at Stoneleigh this year with the general consensus that the combined MG and Triumph meeting worked well. Pete sold all his gearboxes and overdrives. Clive sold all his Tut and Doug stocked up on two six cylinder engines to replace the ones he keep breaking!

Colin couldn't make the meeting as he was appearing at Crufts the following day!

Clive has had a change of heart with his Dolomite, he is now procuring a Sprint engine and an 18/50 overdrive gearbox to go into the Dolomite and thinking about doing the track day at Castle Coombe in April.

Pete and Clive are getting on with Clive's Spitfire. I hope the Dolomite work won't delay getting the Spitfire on the road?

Tim is still planning the electric Herald! I think it is a long term project but will be a very interesting car when it is done.

I'm midway squeezing some MX5 seats into the Spitfire. Also my car appeared on the front of March Courier which was a pleasant surprise!

One interesting point was that there were more Mazda Mx3's in the car park than Triumphs!

Future events that members from Sussex is taking part in

13th April AGM
10th and 11th May SEM
22nd June Standard Triumph Day Brooklands
26th and 27th July Triumphfest Donnington
probably going up on the Friday.

Next Months meeting **2nd April** is at **The Green Man, Lewes Road, Ringmer. Lewes Rd BN8 5NA**. We will stay here until we find out what is happening with The Anchor. Let's see if we can get more than one Triumph to the meeting?

Regards

Martin

THAMES

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Greetings to you all. We are still waiting for the warmer weather to come out to play and as such there's not a lot to report, but hopefully we will start seeing more of your Triumphs as the weather improves. SEM is looming nearer and we are still planning things. Show dates are still coming in and I hope to have some events list ready to give out at our next meetings.

SOCIAL EVENINGS AT THE FOX & CASTLE - 13TH FEBRUARY. With the local floods in the Thames area we were a little concerned if any members would brave the trip to the Fox & Castle, we even had a courtesy call from HQ. We knew that John C had cancelled as waste water was flooding into his house through the drains. Also there were a few roads closed due to the floods. I took the Vitesse as Julie was working late and was making her own way to the Fox & Castle. Once there

TSSC AREA NEWS



we were welcomed by Tony H, George B, Chris C & John P. So just my Vitesse on the Triumph front and ongoing work had been John P's Vitesse is now running top notch after he fine tuned his carbs. It was good to see you all and we had a lovely evening.

27TH FEBRUARY. I am out on my own as Julie is resting, I collect John C on the way through. At the Fox & Castle we are greeted by George B, Tony H, Bob, Mike H & Doug B. Tony and I were enjoying spare ribs most of the meeting (new on the menu and they were out to impress) they were delightful. No Triumphs in the car park tonight, but ongoing work on them has been. Tony cleaned up the alloy wheels on his Stag. George has had his Vitesse out on the road to clear the cobwebs. Bob's sorted out and cleaned up his garage ready to start work on his Spitfire rebuild. Doug has removed the seats from his GT6 ready for re-stuffing and to clean the seat covers. Tonight's raffle winners were:- Bob won the bottle wine, Mike won a set of funnels. Tony won box of Maltesers and I won a can of WD40.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **April on the 10th & 24th in May on the 8th & 22nd.**

Please come and join us for a warm welcome or call me on 07773 623807.

Upcoming events are

APRIL
6th Farnham Town Centre Farnham
12th HQ Le Mans Spitfire Jubilee Lubenham
21st Guildford lions Easter Fayre Shalford
27TH National Drive It Day
MAY
2nd/5th 25th IoW camping weekend IoW
9th/ 11th South Of England Meet (SEM) Leatherhead
16th/18th Spa Classic SPA
18th Chilton Hills Rally Aston Clinton
18th Spring Classic Breakfast meet Brooklands
25th Haslemere Classic Show Haslemere

Mickey & Julie

NORTH WALES Tel. 01691 600215
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Hello, everyone. Well, as we have said before, another month has flown by. Our Tuesday 4th February meeting at Gresford was a great get-together of our Chester and Wrexham group, and it's wonderful to report that Triumph owners are getting close to matching MG owners:- on the booking form for Weston Park Triumphs outnumber MGs! The previous week, after our OFFAL, we got home and went onto the internet to locate some name badges:- now, this may be an age thing, but someone can be in a position where they know the face, but cannot remember the name, and the idea had been mentioned before. It can happen to us all at some point in time, and can be quite embarrassing. However, we now have transparent badges that can be clipped or pinned on, if people want them, and MG Sam has printed some cards to fit inside with the Club logos, individual names and car driven. Pats' gigantic raffle was another big success, and it keeps the funds topped up without any need for a subscription fee. A good list of shows and events were discussed, and many entered names for **Drive-It Day**, where we will end our run at **Portmeirion**, ("The Prisoner" village) and have lunch.

MG Sam has received confirmation that our group are invited to attend **R.A.F. Shawbury Families Day** in our classics, and if past years are anything to go by that will be a spectacular air show. The forthcoming years events list is increasing nicely. Our Stag looks good with its new alloys, purchased at the N.E.C. show, and Spitty is being treated to a new screen rub-

North Wales Continues

ber and floor mats. Just got to get the housing drilled and tapped, then the temperature gauge can be fitted in Graham and Barbaras early Herald ready for its trip to Jersey.



Thirty Triumph and MG friends met at Grosvenor Garden Centre at Pulford on Tuesday 25th February for our monthly OFFAL. After morning refreshments we set off on a run organised by Julia and Alan, a pleasant drive with just the odd mis-



take to test us. We all eventually arrived at the Red Lion in Dodelston for an enjoyable meal and plenty of chat.

Well, that's about it for now, but please don't forget that our meetings are held at **The Plough in Gresford the first Tuesday of the month at 8.00 p.m.** There is also an additional meeting for the **North West Wales contingent at The Plough Inn in St. Asaph on the third Wednesday of the month at 8.00 p.m.** As we have said before, come along and see what we are all about, everyone welcome.

Hope to see you there!

Forthcoming events:-

April

1st April:- Monthly meeting at the Plough Inn, Gresford.

12th - 13th April:- Practical Classics Restoration Show, NEC, Birmingham.

16th April:- Meeting at the Plough Inn, St. Asaph.

20th April:- St. Asaph Car and Motorbike Show.

20th - 21st April:- Weston Park Transport Show.

27th April:- Drive-It Day.

29th April:- OFFAL.

May

6th May:- Monthly meeting at the Plough Inn, Gresford.

10th - 11th May:- Prescott Weekend.

17th - 18th May:- Anglesey Festival of Transport and Machinery.

18th May:- Wirral Classic Car Show,

Roydon Park, Frankby, Wirral, CH48 1NJ.

21st May:- Meeting at the Plough Inn, St. Asaph.

25th - 26th May:- Prestatyn Classic Car Show and Run.

27th May:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

www.triumphwales.moonfruit.com

e-mail: gwyndjevans@dolomite1300.plus.com

BRISTOL AUTOJUMBLE FEBRUARY 2014

As this event took place on the fringes of an area of our country that has suffered incredibly from flooding and as we consider them to be "neighbours" I would just like to take this opportunity to say that the members of S. Wales TSSC are desperately sorry for the victims of the bad weather and hope that there is a minimum of damage to their homes, property and cars, but above all else that they managed to remain safe and as well as could be expected. If there are any events in the future organised to help the victims please let me know and TSSC S. Wales will do their utmost to support them. We also send our best wishes to those in other parts of the country and hope that by the time this is published you have recovered as best as is possible from the trauma.

Only 5 cars turned up on the day, some members obviously sceptical of our AO's statement at our January meeting that "favours had been called in and dry sunny weather had been



arranged for the day" (he's got friends in very high places!) especially as the weather had been appalling for weeks. I arrived at Cardiff Gate with Ant in my TR4A to find Action Man, The Hammer & Mal in their 13/60 convertible, shortly after Young Eddie and Mo arrived in their 13/60 saloon, then Mike The Cake in his Spitfire MkIV. Mike then demonstrated his "fast Release" gear box mechanism, designed by his dad to enable Mike to make his weekly gear box change faster and smoother (Mike destroyed on average 3 gear boxes every month in 2013). At the allotted time we travelled east along the M4 to Magor services where Paul G was waiting in his TR6. We then took a direct route over the Severn crossing, through Bristol to Shepton Mallet showground where we all parked together (courtesy of arriving together).

Action Man, Paul G & Mo quickly set up our cooker and hot tea & coffee was served. I had been asked to check out a Stag



that was being auctioned for Robbo who had been to see it the day before and he wanted a second opinion before "phone bidding", but the organisers wanted another £10 for me to enter the auction barn (£9 entry each + £10 to look at cars to be auctioned + Severn crossing toll and they use our cars as part of the show = me probably not going there again).

We then split into small groups to look around the show with

TSSC AREA NEWS

a regrouping time of 1pm for lunch. There really wasn't a lot to see or buy, I would say that this was because of the terrible weather affecting stall owners from the West, but the last few visits to Shepton Mallet had also been disappointing and the best part of the event was looking at the cars in the car park, so Ant and I were back for lunch early and started setting up the cooker for when the others turned up.

At 2pm I decided that I would leave to get home in time to watch ARSENAL youth team (Champions league game on Wednesday) beat Liverpool in the F.A. cup and Paul G and Young Eddie decided to do the same. We said our goodbyes to the others and drove home in the beautiful sunshine, Ant and I both agreed that despite the poor show the day had been excellent, a drive in a Triumph on motorways and country lanes in fantastic weather, what could be better (oh yes 2 - 1 to THE ARSENAL) and what we lacked in numbers we more than made up for by the quality of those there.

Roll on next Sunday and the Swansea autojumble (£2 entry)
[SWANSEA AUTOJUMBLE FEBRUARY 23rd](#)

The weather forecast had been warning of horrendous rain for the day, so I was looking forward to finally testing the wind-screen wipers on my TR4A after the refurb that I had carried out recently. I didn't expect much of a turnout because of the weather prediction, but on the day there were 22 members in 7 club cars and 5 moderns. Myself & Ant (TR4A), Young Eddie & Mo (13/60), Mike & John (Acclaim), Mike The Bass, Jim, Mark & Greg, Rob & Pete, Ian & Louise (Moderns) Paul G (TR6), Paul W (Toledo), Tim, Gwyn & Babs (Dolly) and Action man, The Hammer & Mal (13/60).

Six cars left Cardiff Gate at the allotted time to travel westwards along the M4 to meet another 3 cars at Pencoed MacDonalds where Action man picked up a year's supply of sugar and "stirrer's" for our area beverages, we then continued to the venue, meeting the other 3 cars en route. I kept on scanning the sky in the hope that the promised rain would start to fall, but there was no sign of it. On reaching the venue most of our group managed to park together (the advantage of arriving

venue, still no rain!

We then all re assembled for more fresh tea and coffee and discussed the upcoming events, Stoneleigh being the next Sunday. As the time to start the journey home arrived, Paul Watson, Tim, Gwyn and Babs formed a "Small Saloon" Toledo & Dolomite Clique (Pete warned us this could happen) and they made their way home together (okay they live in a different area to the rest of us and they chose a more scenic route home). The rest of us travelled Eastwards along the M4 with cars taking their various turnings off. En route we were joined by Mike The Cake in his Spitfire, he had to go to work that day, but as soon as he clocked off he had jumped in his car to travel west along the M4 until he saw us coming the other way, he then turned off at the next junction to join us for the final part of our journey, top effort Mike, the Car of the year trophy may still be yours for 2015! I was still looking at the sky in the hope that we would have at least some of the promised rainfall, but none came. As my TR parted company with Eddie & Mo and Mike The Cake, Ant remarked on what a great bunch of people we had just spent the day with and that what we had in numbers had been more than surpassed by the quality, and you know what? I had to agree.

Bern

SUNDAY MARCH 23RD. RUN TO LLANGORSE LAKE

A run to Llangorse lake where we will stop for tea and coffee (please bring flasks etc). We will then drive to Brecon town where people can make their own arrangements for lunch (chip shop, pub etc) then meet back at the cars at a time to be decided on the day for the run home.

Meeting point 1 - CARDIFF GATE SERVICES 9:30am to leave at 9:45am

Meeting point 2 - MacDonalds Car Park Nantgarw Business Park 10:00am to leave at 10:15am

to save members travelling to Nantgarw and having to double back, please meet us en route along the A470

Full report on this next Month

Cheers

Bern



together) I say most as my navigator Ant whose anonymity I promised to protect guided us past the unmissable signs that were in place to guide us into the car park, another two cars did the loyal thing and followed me while the rest just laughed and followed the signs. Our first impression of the autojumble was that of disappointment until we realised that we were only in the hall where the overspill of stalls had been sited. A number of bargains were bought by most of us and our overall opinion of the autojumble was that of satisfaction.

Young Eddie even replaced the 50% of his remaining radiator cap with a brand new complete one. Ant & I had accidentally entered the main part of the autojumble hall via an unofficial entrance and later on found out that the others had paid £2 to gain entrance via the designated route, we will pay double next year (stop laughing Ant).

At lunch time we assembled in the car park where Rob set up our cooker and we were all soon enjoying freshly brewed teas and coffees. Mo had made some of her world famous pasties and I had to "sample" quite few before I could say with certainty that they were the best she had ever made!!!!

Most of our group then made another foray into the autojumble, while the rest of us spent a few hours looking at all the beautiful classic cars parked in the many car parks around the

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Despite the regular downpours, we have been able to start the year's round of events. On 15th February Gary, Martin and myself braved the elements to attend the Great Western Autojumble at Shepton Mallet. This year, we decided to give the cross-country route a miss and stick to the main roads. Even though we took Gary's Land Rover, there were still areas which showed the signs of the recent spate of bad, wet weather. The show itself proved fruitful and we managed to find some useful spares. Gary's dilemma of the day was just how many sets of spanners he could justify!!!

As I am writing this report, Jerry Martin and myself have just returned from the MG and Triumph Show at Stoneleigh, which was a very good day out. It certainly appears to have been a good idea to combine both marquees in one show - after all, there are many parts which are common to both.

The date for our area's annual **New Forest Run** is getting closer which, as previously advised will be on **Sunday 6th April**. This year we are ending up at **Bournemouth Seafrost** with a halfway halt at **Hale Village Hall**. The start will be from the usual place - **Avon Heath Country Park** around 10am.

If you would like more details see our website www.triumphnewforestrun.co.uk. This Run is always well supported by all the local Triumph Clubs and is held in support of the Federation of British Historic Vehicle Club's **"Drive it Day"** which encourages all Classic Car Owners to "take to the roads".



**WESSEX . . . WEST MIDLANDS
WIRRAL . . . WEST YORKSHIRE**

TSSC AREA NEWS

Wessex Continues

As in previous years, our Run is being held on a different weekend than the official day in order that people can join in with other events being held in support of the cause.

Looking past the end of April, on **11th May is the Basingstoke Festival of Transport**. We are going to team up again with our friends in the local area of the TR Drivers club for the day.

At the end of May there is a new event in Bournemouth titled "**Wheels Festival**" it is being held over the weekend of **24th to 26th May**. Basically the idea is to put on all sorts of displays and events with the whole of Meyrick Park being given over to Classic Car Displays.

More details will be available nearer the time but if things work out as intended it should be a good weekend.

With the, hopefully, improving weather we are thinking ahead to the summer month's and our monthly meetings. We have agreed that during the summer we will again "go on tour" aiming for a different meeting venue each month. We have agreed that we will decide on these at a later date.

The summer month's also see the return of **Classics on the Prom on Bournemouth West Overcliff Promenade**. This starts as from **Sunday 13th April** for 4pm to 6.30pm weekly throughout the summer.

That's about it for now. Full details of other planned events for the year will be available at our monthly meetings on the last Thursday of each month. These will continue to be at the **Avon Causeway Hotel** for the time being. Thereafter we will be on the move - so watch this space.

Trevor

WEST MIDLANDS Tel. 07969 024999
Chris. 07505 110922

Thank goodness at last the weather seems to be getting better and more like classic car weather. With a little bit of luck by the end of this month everyone will be getting their treasured cars out of their winter mothball and back on the road, washed and polished ready for at least the **'Drive it Day'** event on **Sunday 27th April 2014**. I am in the process of working out a route around the West Midlands area which I hope will be enjoyable and interesting to all who take part.

What a cracking meeting we had on Tuesday 4th March at the Drakes Drum with 38 people present and Triumph on the car park to advertise our presence.

Everyone seemed in particular good spirits which made the evening enjoyable for everyone.

If you went to the Mg & Triumph International Spares Day at Stoneleigh on Sunday 2nd March 2014, what did you think of it? Personally I was quite impressed. The halls were warm and bright which was a massive improvement on the cattle sheds which were used last year, and I am glad to say that I found and bought everything that I wanted.

Let me draw your attention to a couple of dates for next month, first **TSSC Open Day on Saturday 12th April**, at which the 3 Jigsaw Le Mans Spitfires will be on display. Light snacks and liquid refreshments will be available. This will be followed on **Sunday 13th April by the Annual General Meeting at the TSSC HQ Lubenham**. It's your club so come along and listen to the reports of the clubs activities and have your say.

See you next month on **Tuesday 1st April 2014, ALL FOOLS DAY**, no comment.

Cheers for now.

Roger

the Dodger.

WIRRAL

Tel. 0151 339 4150

Hi, again its a quiet month on the news front, last nights March monthly meeting was slightly down on numbers but this seems to be the norm for this time of year. The planning meeting went ahead in February, I was unable to attend as we were on holiday, but I believe the calendar for this years events will be available in April.

It won't be long now until the show season starts, so I expect I'm not the only person to be thinking of what work needs to be done on my Triumph to get it ready for the summer. Now that the weather is warming up(hopefully!!), getting into the garage will be a less daunting task!!.

That's about it for this month.

Take care.

Andy

WEST YORKS

Tel. 07800 551363

www.tssc.org.uk/westyorks

Thank you to everyone who came to March's meeting. We seemed a little low in numbers, however it was soon rectified, if the noise level was anything to go by, not that I'm complaining. It was great to see Giles again, who brought details of a local event in June (I'll put this in the news letter) and ex South Yorkshire area attendees Mike and Janet, hope to see you all at future meetings.

There seemed to have been a bit of a glitch in me getting the news write up into last months mag, so I've copied relevant bits below re our planned activities for **Drive it Day**:

Just to remind everyone, West Yorkshire Area will be going on mass to the **Carding Shed for Drive it Day** (link to the web site <http://www.thecardingshed.co.uk/>) on **27th April**. This is a very popular little venue with a classic racing heritage, there are some interesting curio type shops, classic cars on view/sale and what appears to be a very popular cafe. We will be joined by a Sheffield based classic car Club and a Rolls Royce Club so we'll be in good company. We intend to try to arrange to meet nearby so we can arrive and park together. If you don't regularly come to our meetings but are interested to joining us please give me a call on **07800 551363**.

The saga of our Yorkshire Dales weekend rumbles on, we've explored a number of options, however due to problems in finding a suitable hotel that can accommodate us and alternative camping options which people like. I think I've come up with a solution, we will go with one of our planned dates, second weekend in September and have a one day rally with the option of staying in a hotel the night before the run when for those that are interested we could have a meal. Alan has suggested visiting Lakeland Car Museum, so please watch out for more details re this.

We talked about having a Sunday lunch time meeting on the 6th April, however a number of our members mentioned that **Craven Old Wheels Society Car Club are having an 'April Fools Runs!'** on the same day. This will involve a run and carvery meal. Details are a little sketchy, but I'm assured it should be good. You will need to book, so if you want to take part, please give me a call and I will e-mail the booking form to you (number as above).

That's all for now,

Victor.

IMPORTANT NOTE

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

ADVANCE NOTICE!



Friday night - meet & greet
Saturday - Scenic drive
Saturday night - Teddy Bear auction
Sunday am - MOT
Sunday pm - Car show with peoples choice award



26th 27th 28th Sept 2014

SOUTH OF ENGLAND MEET 10TH & 11TH MAY 2014

Sat 10th

**Fun Games Day, Quizzes,
Campers Marquee
Bring a Picnic**

Sunday 11th

**Triumph Car Show
& Concours**

Autojumble & Stalls

Camping from

Friday 9th afternoon

£5.00 Per Night TBC

Entry - Pay on the Gate

£5.00 Per Person TBC

FREE Entry for children under 16.

FREE Autojumble pitches.

FREE Concours - All Triumph cars

TSSC Club Shop

Insurance Valuations

Location:

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



**For more information contact Mickey Hazell
Telephone. 07773 623807**

E-mail: chippymickey@yahoo.co.uk

WESSEX AREA PRESENTS



NEW FOREST RUN

Sunday 6th April 2014

Supporting the FBHVC 'Drive it Day'

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

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

Run Open to all

Triumph Owners and Enthusiasts

For further details/ entry form contact

Trevor on:

01425 475376

Or Visit www.triumphnewforestrun.co.uk

TSSC
NORTHANTS AREA
ANNUAL CAMPING WEEKEND
AT WICKSTEED PARK
MAY 30/31/1ST JUNE 2014
MURDER MYSTERY
1920's

Fancy Dress Optional !!!!!

Friday Night - Angie's Chilli / Fun And games

Saturday - Car Run Out with foot Treasure hunt

BIG FEAST BBQ Followed by

Murder mystery & Games

Sunday - Triumph and Classics Rally

Raffles and Peoples Choice etc

Free to have Fun of the Park

Camping :- £17.50 per Pitch per Night One Car is Included

Second Car is £6.00 for the Weekend (Need Reg No's for all Cars)

ALL Other Cars are £6.00 per Day

Chilli :- £2.50 per Bowl (Friday Night)

BBQ :- £5.00 per Adult (Saturday Night)

£2.50 per Child Under 14yrs

All Must be Pre Booked this Year !!!!

Dave - D.RICHARDSON13@SKY.COM

07955198232 / 01234 740548

Tracey - traceyhawes3@googlemail.com

Email Tracey for the Booking Form



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For more details:

Contact Pip & Frank on 01524 791607, email
pipflegel2009@btinternet.com, or consult the
Manchester Area website at
[Http://www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Item	Rate	Number
Camping / Caravan Package <i>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)</i>	£38.00	
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	
6 Berth "Glamping" Unit <i>(Please add £10 for each additional car) Only 1 remaining!</i>	£60 (add £10 for each additional car)	
Run Only (No Camping)	£10.00	
Total		

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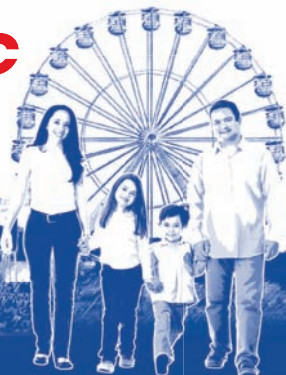


**"And on that farm he had some Triumphs
Eee-Ai-Eee-Ai-Ohhhh"**

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The Daily Telegraph





Lakes Camping Weekend

THURSDAY 14TH TO SUNDAY 17TH AUGUST 2014

Park Foot Camp Site - Pooley Bridge

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



Leicestershire and Rutland Area

Triumph Sports Six Club



You are cordially invited to the all new

29th SUNSHINE RALLY

15th-17th August 2014

**Our new venue is the Rutland Caravan & Camping Site
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An immaculate camp site with superb facilities

Our own flat, sheltered rally field with 7 hard standings pitches for campers, electric hook-ups also available (1st come -1st served), less than a 10 minute walk to Greetham village with 3 pub restaurants

Camping Friday 15th & Saturday 16th with option for additional nights

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Warm welcome, meet old friends and make new ones

Saturday

Optional planned drive around stunning Rutland and Rutland waters.

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Saturday night

Fun & games, BBQ, quiz and more

Sunday

Treasure hunt converging at a pub/restaurant for lunch with its own rally field for a car show with people's choice

Full weekend price from £33 per pitch

For more details & booking form contact:

Neil 07530307371 tr6scimitar@yahoo.co.uk

Jan 07799804415 j.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk

TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£43.50 UK £46.50 EUROPE £52.50 OVERSEAS
Young Member £21.75 (Age 17 to 25)

RENEWALS

£43.50 UK £46.50 EUROPE £52.50 OVERSEAS
Direct Debit Membership/Renewal UK £38.50
Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP INFORMATION PACK

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

TSSC INSURANCE

FOOTMAN JAMES & CO LTD
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Tel: 01621 840400 / 01376 573033

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Main Street, Lubenham, Leics. LE16 9TF
TEL: 01858 434424 Fax: 01858 431936

TSSC LIBRARY

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
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CLUB SHOP

e-mail: clubshop@tssc.org.uk

TSSC HQ, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
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All magazine material must be received
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DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

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

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SPITFIRE Mk IV/ 1500

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Tel: 01495 240884 e-mail: spitfireIV-1500@tssc.org.uk

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e-mail: pipflegel2009@btinternet.com

TSSC PUBLIC RELATIONS OFFICER

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

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

CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**

Julie Hazell **Tel: 07813 589799**

April 2014



Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



Triumph Sports Six Club

Devon

Area

DRIVE IT DAY 2014

SUNDAY 27TH APRIL

11.00 am - 4 pm

TSSC DEVON invite you to join us at



Sidmouth Road, Clyst St Mary, Exeter EX5 1DR

Just 4 minutes from the M5 J30 on the A3052 near Exeter

THRILLS AND SPILLS FOR ALL AGES

**PLENTY OF CATERING OUTLETS FOR ALL TASTES
LICENCED BAR**

FREE ENTRY TO ALL TRIUMPH CARS

We will all be **INSIDE THE PARK** with almost unlimited space

For more info please contact Sue & John Franklin

Devon Area Organisers on 01548 821348

or email devon2005@tssc.org.uk



AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
NORTH EAST	Danny Stroud: 01224 742315	Various - see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	Geoff Dent : 07773 440201	off A691 Durham to Consett Rd DH7 6TQ	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Mark Coward: 01257 482569	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
SOUTH YORKS	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
WEST YORKS	Victor Thompson: 07800 551363	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTINGHAM	Claire Hill: 07971 017012	Rolls Royce Club - (Gate 1) HUCKNALL	Last Mon. 7pm.
	Matt Hill: 07505 008471		
EAST NOTTS	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	Nigel Hill: 07976 163006		
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embery: 07701 049881	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	Chris Allen: 07505 110922	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
WORCESTER	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215	The Plough Inn, Gresford.	1st Tues. 8pm.
		The Plough Inn, St Asaph.	3rd Wed. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
NORFOLK	Mike Carroll: 01502 476699	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM 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.	Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		Ring A.O. Details	1st Sun. Lun
DORSET SOUTH	Robin Nicholls: 07920 549474	The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SOMERSET	Derek Giles: 01934 515376	The Swan - COOMBE HILL	3rd Mon. 8pm.
	Steve Hopkins: 01278 653888	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
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		MILAN.	
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