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Triumph Sports Six Club

The Courier 407

MAY 2014



2013 Car of Show  
South of England Meet

*Could it be  
YOU this year?*

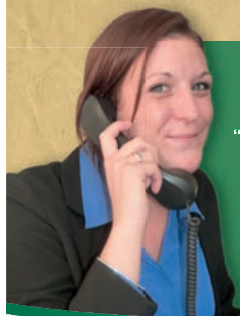


May 2014

## Proudly offering Classic Car Insurance for 30 years



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or order all products **Online** 24/7 at**

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

# The Courier

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

No.407 VOI 35. MAY 2014

Price £3.50 Free to Club Members.

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FULL REPORT ON SEM  
IN AREA SHOWTIME  
PICTURE BY  
MICKEY HAZELL

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## COUNCIL MEMBERS 2014

Bill Bate, Ben Broadbent, David Embery,  
Pip Flegel, Chris Gunby, Derek Holman,  
Simon Morgan, Jane Rowley, Frank Spencer,  
Victor Thompson, Vivien Thompson.

## 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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# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2014 EVENT INFORMATION TO TRUDI AT CLUB H.Q.**  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### May 2014

**FRI SAT SUN MON 2 3 4 5 MAY 2014**  
**25TH ISLE OF WIGHT CAMPING WEEKEND**  
APPULDERCOMBE  
[www.triumph-iw.co.uk](http://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](http://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](mailto:info@tssc.org.uk)

**FRI SAT SUN 30 31 MAY - 1 JUNE 2014**  
**TSSC NORTHANTS AREA CAMPING WEEKEND**  
**WICKSTEED PARK NORTHANTS**  
**MUST BE PRE BOOKED**  
CONTACT DAVE 07955 198232  
OR 01234 740548  
BOOKING FORM EMAIL  
[traceyhawes3@googlemail.com](mailto:traceyhawes3@googlemail.com)

### June 2014

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

**FRI SAT SUN 13 14 15 JUNE 2014**  
**NEWBURY AREA CAMPING WEEKEND, NEW FOREST**  
CONTACT MARY OR DAVE  
01635 868640

**SUN 22 JUNE 2014**  
**DERWENT VALLEY'S PEAK RUN**  
CONTACT RICHARD 0781 3397731

**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 AUGUST 2014**  
**TSSC LEICS & RUTLAND AREA 29TH SUNSHINE RALLY**  
RUTLAND CAMPING SITE. GREETHAM.  
CONTACT NEIL 07530 307371  
JAN 07799 804415  
DAVE 07774 276564

### September 2014

**FRI SAT SUN 26 27 28 SEPTEMBER 2014**  
**TSSC NORFOLK MILE OF TRIUMPHS**  
CONTACT MIKE 01502 476699

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

## CLASSIC CAR SHOWS (CLUB INVITED)

### May 2014

**SUN 18 MAY 2014**  
**TSSC STAND CHILTERN HILLS RALLY WEEDON PARK BUCKS**  
[www.chilternhillsrally.org.uk](http://www.chilternhillsrally.org.uk)

### 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**  
**PISTONS & PROPS**  
SYWELL AERODROME NORTHANTS

# CoM ment

## TriumFest UK

July 25/26/27 2014

BY DAVID EMBERY

COUNCIL OF MANAGEMENT

**W**ell, the AGM will have happened by the time you read this and I sincerely hope that everyone who was able to attend came away with lots of encouragement and information to share with their member friends across the wide spectrum of Area Groups that make up our wonderful club. As alluded to at the AGM, this is a great period of change and where we, as a Club, currently are, is a step in the right direction towards that successful future. However, the TSSC Council of Management is convinced that it is the right step to achieve all of our desires as a Club. We do need to continue that working partnership between those at HQ and the wider membership.

Working together and understanding one another's position so that we can create a superb platform for everyone to enjoy their TSSC membership to the fullest and support their Triumphs, which at the end of the day, is what we all enjoy doing!

There will be more detail about the AGM and what was covered in the next Courier.

Our focus now switches to **TriumFest UK 2014!**  
**A celebration of all things Triumph!**

I know that we have a fabulous range of planned events that will hopefully have something that will appeal to everyone. A beer festival on the Friday night welcoming those staying for the weekend, a chance on Saturday to drive your car on the Heritage Loop and also around the Donnington Track itself after the racing finishes.

The 'Soap Box Derby' promises to be a special event and Saturday night sees a Drive In Movie and a Live Band as the main entertainment.

The International Concours and a wide range of Traders etc will be around the whole weekend.

The aim is to bring a real festival atmosphere to the event. The potential of TriumFest UK 2014 will only be fully realised with the help of everyone chipping in. That means getting the message out to the wider



world that is Triumph just as much as it does helping out at the event itself.

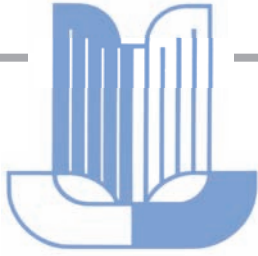
CoM's call to the whole membership is to start from here helping to get the message out there. **We want the event to be inclusive of all things Triumph rather than just exclusive to all things TSSC.**

Many of us at Area Group level have friends in other Triumph clubs. They are more than welcome to join us over the weekend. If you know of any traders that might be interested in attending, can you get the message to them and maybe also ask Bernard here at HQ to contact them about having a stand.

The more the merrier!

The partnership between HQ and the wider membership working together with a shared goal is crucial to this Club's future. Let's all join together in a combined effort to make TriumFest UK 2014 not only a notable event for this year but also a landmark TSSC event that will continue for many years to come. Hope to see as many of you there as possible!

*Do More with  
Your Triumph!*



# NEWS REVIEW

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

### Charity Teddy Auction Isle of Wight Weekend



There will be an auction of Carol Boyland's bear collection at the Isle of Wight weekend at the beginning of May. Carol's family have generously donated her collection to be auctioned in aid of [Cancer Research](#).

Anyone **interested in bidding** should contact **Angela Cotton** direct if they are **not** going to the weekend. Angela's Contact details are: Mobile number **0788 4006 237** or email [acot56@gmail.com](mailto:acot56@gmail.com)

### Heritage Rally Sunday 22nd June

TSSC Insurance partner **Heritage Classic Car Insurance** and the **Heritage Motor Centre** are offering an early bird discount for classic cars owners who fancy a 'wild' day out on this year's Heritage Rally, which takes place on **Sunday 22nd June**.

Classic cars aged 20 years and older are invited to join the rally which starts at the Heritage Motor Centre (HMC) and travels through the North Cotswolds to the Cotswold Wildlife Park and Gardens.

Until the end of April, drivers can book on the Heritage Rally at the reduced price of £32 per vehicle (based on two adults and two



children). Additional adult passes are available at a reduced cost. For the entry fee, enthusiasts receive Tulip route maps, a commemorative Rally plate and windscreen sticker plus entry into the HMC and the Cotswold Wildlife Park and Gardens. **After the 30th April**, the price increases to £42 per car.

There's also a great deal for classic motoring clubs who want in on the action with one free car entry for every four club cars entered.

**Mark Wilkinson**, Managing Partner of Heritage, said: *"Last year's inaugural event attracted such a varied collection of classic cars, all loved and appreciated by their owners. We can't wait to see what cars are on the starting line this year.*

*"Travelling to the Cotswold Wildlife Park and Gardens, which has over 260 different species of animals, makes this an ideal family day out."* **John Bishop**, Club, Groups & Rallies Senior Co-ordinator at the HMC, added: *"There is no time element involved so this is more of a fun event or a taster for a more ambitious event in the future. No skill is required and any car capable of driving on public roads can take part."*

For more information on the event please contact **John Bishop**, Club, Groups & Rallies Senior Co-ordinator on **01926 645032** or [clubs@heritage-motor-centre.co.uk](mailto:clubs@heritage-motor-centre.co.uk). For more information please visit the website at [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk).



# HQ OPENING TIMES

info@tssc.org.uk  
01858 434424

**MAY - OPEN AS USUAL**

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



clubshop@tssc.org.uk  
01858 434424

**JUNE - OPEN AS USUAL**

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

The Club Shop will be attending the following Show  
**The South of England Meet**

**Leatherhead Leisure Centre Sunday 11th May**

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or E-Mail: clubshop@tssc.org.uk



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

info@tssc.org.uk  
01858 434424

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

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

## INSURANCE PANEL

**Footman James**  
0843 357 1790  
[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**  
0121 506 6040  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**Lancaster Insurance**  
0800 013 0080  
[www.lancasterinsurance.co.uk/tssc](http://www.lancasterinsurance.co.uk/tssc)

**Heritage Insurance**  
0121 248 9280  
[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)

**Peter Best**  
01621 840400  
[www.peterbestinsurance.co.uk](http://www.peterbestinsurance.co.uk)

## The Key Benefits on all TSSC Insurance Policies

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

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



**Dave Rumens**

## Style & Originality



# H

ello Everybody. I am typing this up in March and I have just taken my Vitesse for its MOT.

It seems ages ago when back last autumn I serviced my Vitesse and put it away for the winter. Driving to and from the MOT after the enforced winter break bought a smile to my face. The smoothness and sound of the straight six engine is a joy, couple this with the Michelotti styling and you have a unique classic car from the 1960's.

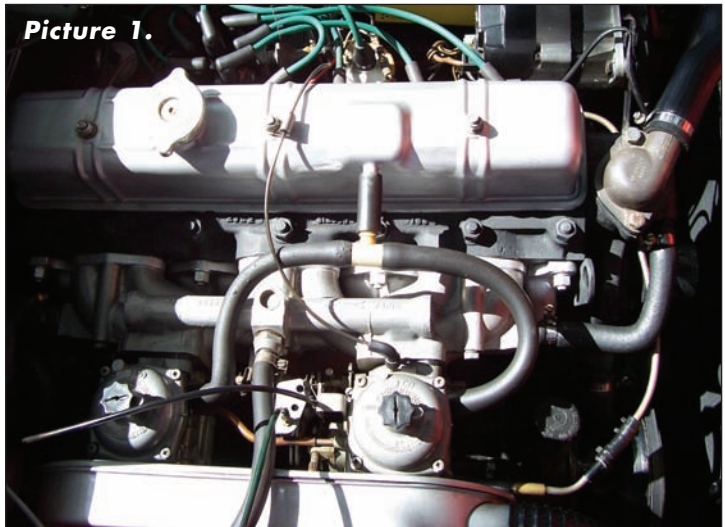
This must be coming apparent to others as over the last eighteen months prices of both good condition Convertible and Saloon models have been increasing. I have also seen greater dealer involvement over this period in purchasing privately sold cars that are then re-advertised with a mark up. Other dealers are advertising restored cars. This is a sure sign the general interest in the Vitesse has increased and the demand appears to be for cars in good to excellent condition.

Price wise we still have the bottom end of the market where these cars are in need of work. There is a big price gap between these cars

and the cars in good to excellent condition. Only those in top condition command the best prices. The dealer prices for good to excellent condition Vitesse appear to vary between £9,000 and £17,000. These cars should not require work.

As the Vitesse is now between 52 and 43 years old the great majority of these cars will have undergone some form of restoration. Therefore it is important if you are buying a top end priced Vitesse that before you handover your hard-earned cash you check not only the

**Picture 1.**



standard of any restoration work but also the adherence to originality.

In saying adherence to originality I don't mean adjustable shock absorbers and stainless steel exhausts as these are positive upgrades. The adherence should be paint colour, paint





**Picture 2.**

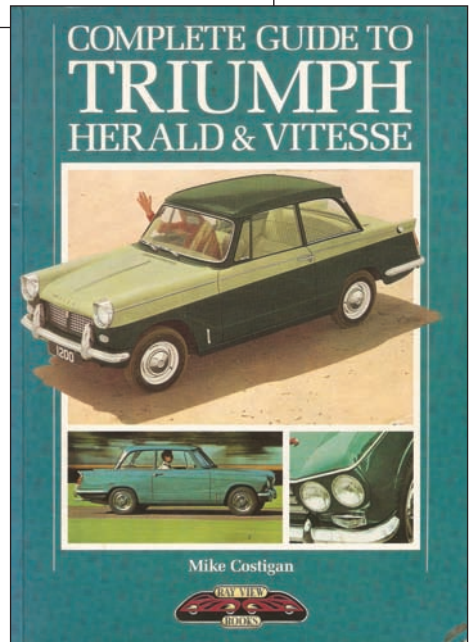
style, trim detail, engine and any modifications. In one case I saw a 1972 2000 Saloon engine, [Picture 1](#), fitted to a car described as original. Always check the paint and trim colour are the same as given on the commission plate, [Picture 2](#). Another important point is if you are buying a Convertible is to ensure it started life as one and it is not a modified Saloon. The commission plate should have a suffix of CV and not DL as for the Saloon. If in doubt obtain the factory information, a Heritage Certificate, from the Gaydon Heritage Motor Centre as it will state what model the car left the factory as.

The factory-fitted overdrive and Saloon sunroof were rare, most cars with them were dealer demonstrators which were sold after a year's use. The problem was that when ordering these options from the factory it could double the delivery time and as a result most customers opted for a dealer fitment. The commission plate on the factory fitment cars should have additional suffixes of O and RS respectively. On the dealer fitment the commission plate would not normally have this additional suffix.

Remember if you did buy a top end priced car its non-originality may reflect on its value. I suspect the asking price of both good condition Herald and Vitesse will carry on increasing over the next couple of years and this will encourage more non-Triumph specialists to get involved in renovation. So please be careful.

**Mike Costigan's** excellent book *"The Complete Guide To Triumph Herald And*

*Vitesse"* is well worth buying as it contains the information you need to know. I am not sure if the book is still in print but it does pop up on a number of web sites from time to time. Its ISBN is 1 870979 27 3.



**Picture 3.**

Moving on to mechanical bits – I have been carrying out some work on the 1500 engine in my Spitfire which involved removing the front pulley. On the Vitesse to remove the pulley you have to remove the large bolt, [Picture 4 \(Overpage\)](#), screwed into the crankshaft. If the engine is in the car, due to the bolt's high torque setting it is difficult to get undone. This usually involves removing the starter motor and then jamming up the flywheel. Plus putting the car in gear with the handbrake on and chocking the wheel. With some luck the bolt



**Picture 4.**

However, I would also recommend applying some removable, blue, lock-tight to the bolt thread just in case it hasn't quite reached the required torque. If you have to take the bolt out again the blue

will come undone. Once the work is done the next problem is to torque the bolt back up again as if it comes loose the crank pulley could/may drop off the crank or more likely the fan would go into the radiator! The bolt should of course be tightened up as close as possible to the torque figure given in the manufacturer's handbook.

thread lock tight can be eased with some heat and should not cause any removal problems.

Well that's my stuff for the time being, so see you all next month.

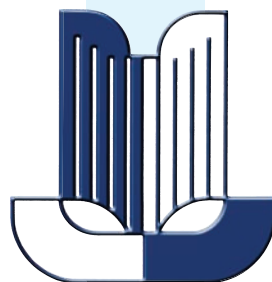
Safe Driving & Keep Running On All Six  
*Dave.*

**TR7 WEDGETASTIC**  
**FACTORY RUN**  
**Sunday 21st September 2014**

**SPEKE . CANLEY . SOUTHULL**

# Welcome to NEW MEMBERS

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



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

## February

Rod Diggle	Cambs
Christoph Wintersteiger	Cambs
Jonathan Forster	Cheshire
John & Brenda Webb	County Durham
Theo Dimitrakos	Essex
Huw Pinney	Kent
Paul Mason	Kent
Michael Thomas	Leics
Jon Radford	Oxon
Terence King	Suffolk
John Hollands	East Sussex
Mark Purtis	West Sussex
Jerry West	Surrey
John Atkinson	West Yorks

## March

Mark Williams	Avon
Paul Cremin	Beds
Jack Trotman	Cheshire
John Eade	Derbys
Ian McCabe	Devon
Jack & Kevin Stewart	Durham
Peter Oliver	Durham
Keith Kellaway	Glos
Richard Bennett	Hants
David Read	Hants
Jennie Turner	Herts

Andrew Dunne	Kent
Akos Senemore	Lancs
Andrew Collins	London
Edward Betts	Notts
Alan Chester	Notts
Peter Koster	Oxon
Coron Wybron	Somerset
Guy Hipwell	West Sussex
Alan Gibson	Tyne Tees
Tony Browne & Associate	Warks
James Owen	South Wales
George Lazarou	South Wales
Ian Sharrock	South Wales
Mr Barringham	South Wales
Jeff Clarke	Worcs
Jon Burton	South Yorks
Howard Taylor	West Yorks
Luc Noville	France
Ron Verlaan	Netherlands

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

Apologies for Not Publishing last Month  
but the Membership Secretary was  
on her Annual Holiday!

# HERALD 13/60 Register

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



**Phil Willson**

## Roll on the Shows!

**T**hanks to those of you who responded to me question about transverse leaf springs on other cars. I will try to summarise the responses next month.

This month I will show you some shots of **Dave Clark's** 1968 Valencia Blue convertible. Dave bought the car in 2005 and has done a lot of work to it, including a bare metal re-spray.

He has certainly done enough to get a very good agreed value on his insurance, and to elicit a great response on its condition from the punters at classic car events.

Dave enjoys taking the car to local events



and nattering to other people about their classic cars.

He has also been to TSSC HQ and had a great day. (That is something I would recommend to all members especially as it's YOUR Club.)

The car has just passed another MOT with flying colours and is lined up for some shows this summer in the general area of East Anglia. Dave is sorry to be missing the Duxford show but he will be

celebrating his 70th birthday and 50th wedding anniversary. So, Congratulations from us all!

Dave's convertible looks so gorgeous and reminds me of my first Herald (Pic 4), which



4.

was almost identical. I bought it in 1971, when it was only two years old, and went all over the country in it in the next couple of years. I then made the mistake of lending it to my brother one day and he kind of wrecked it. Bless him!

### Anti-Roll Bar Change

In March I changed my antiroll bar for a better one. As usual, full instructions are in the workshop manuals, but they are

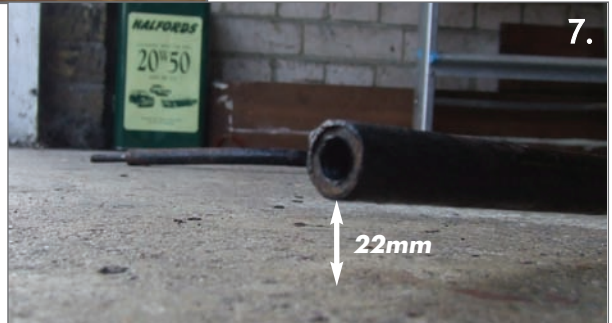


5.



6.

quite simple to remove. There are two nuts holding the link ends to the lower wishbone (Pic 5) and two U clamps holding the bar to the chassis (Pic 6). The latter is a bit fiddly as the engine compartment side covers do rather get in the way, but it is quite do-able with an open ended spanner. Once off, you can lay the bar down on a flat floor in order to see how out of shape it may be. In my case, one end was a full 22mm off the floor when



7.

the other end was right down (Pic 7). I had another in stock that was just under 10mm out of true so I used that. While doing this I also fitted new bushes and link ends as these were a bit tired.

The effect of a bent bar is to pull the car down on one side though this can also be due to tired springs. If your antiroll bar is beyond hope new original spec ones are hard to come by. If you can't find a good secondhand one then probably the only alternative is to fit the later type as used on the Spitfires and GT6s that had rear swing springs. If you do this then you will need to fit larger U bolts and rubber bushes because the bar diameter is 7/8" compared to

11/16" for the earlier ones. The link ends are the same for both. You will also need to elongate the chassis mounting holes with a file in order to accommodate the new U bolts.

Using the thicker bar will increase understeer compared to the standard one but I suspect that you would only notice this during 'enthusiastic' driving. As mentioned earlier, it was designed to go with the swing spring in order to compensate for the extra body roll that system induces.

So another alternative is to improve the road-holding in general by fitting **Canley Classics'** swing spring conversion for the Herald saloon or convertible.

As well as the new spring, the kit comes

complete with a new antiroll bar and all the fittings. This is not available for the Estate car as they haven't developed a swing spring capable of carrying the extra load – but most agree that the Estate has better road manners than the other models anyway due to its stiffer springing.

Finally a photo of a particularly mad day at 'Chez Nous'. I had been working on my Herald when I was visited by **Glenn Howard** for me to try to pinpoint a knocking noise at the rear of his lovely MK1 Spitfire. On the far right you can see my neighbour, **Antony Wootton**, working on one of his brace of 1500s. Not a typical day, I can assure you!

*Phil*



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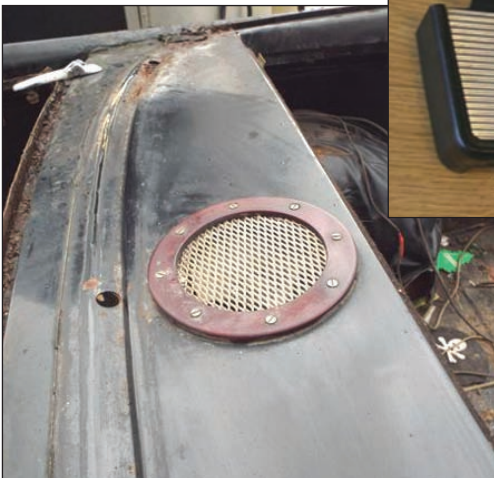
**Colin Lindsay**

**In yer Ear!**

**T**he feelings of pure guilt at the dismantling of my 1962 saloon still remain; however as the photo shows it's no longer a car, more a pile of... rust. There was no way that it was ever going to be saveable, and the current count is eleven other Heralds that have benefited from the parts so the sacrifice has not been in vain. Incidentally I was very impressed with the way that Tesco's budget cat litter cleaned up an entire sump full of engine oil from my concrete yard; it's worth having a bag handy for emergencies, or so the cat tells me.



speaker – I haven't seen one of these mounted so neatly before and a trawl through many years of Herald photos hasn't dug one up so far.



The more common fitment for radio and speaker was in a console below the ashtray, and whilst aftermarket consoles are still to be found on auction sites or in charity shops the original setup can command quite a high price. This small 5.5 inch rear speaker was quite a nice addition and probably enabled rear seat passengers to enjoy the radio over the engine noise; in these modern days of stereo, balance and fade controls and eight or ten speakers as standard fitment it's hard to remember the days of

One feature of the saloon that was very unusual, and quite neat, was the rear deck

## HERALD 948 -1200 -1250 Register



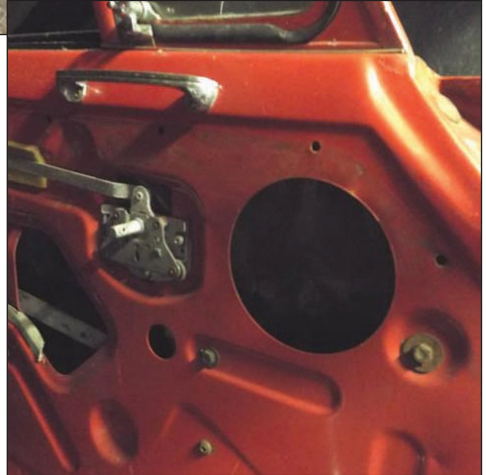
years ago; not only do they have very snazzy elasticated pockets but each has a nice small speaker which will fit nicely into the amazingly handy cutout in the door.

MW and LW radio and mono sound... one of the more unusual radios I used to have could



be slid out of the dashboard and carried about as a transistor or 'wireless' as we used to say...! This rear deck speaker looks too factory-finished to have been an owner fitment; anyone out there got similar?

My intention for the convertible is to fit these door cards purchased at Stoneleigh a few



Very far-ahead looking for the Triumph design department... a lot of owners fit speakers in the mill boards down beside the footwell but as my





ears are somewhat higher than most I need them slightly closer to my head...

I'm also overcoming the problem of where to fit an aerial by using one of these stick-on windscreen aerials. I had one on my GT6 Mk3 and got great reception so it should perform as well in the 1200, and of course there's no bodywork to drill or cut. The cable just hides behind the inner lip of the windscreen rubber and with the rear view mirror in place it's unobtrusive to the driver too; they're also DAB compatible for modern units.

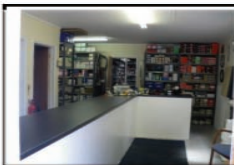
Exactly **WHICH** stereo I'll fit depends on how I want things – period, or functional? I do like my music, I do...

One other thing I must mention; I was on the phone with **Ian** from **Chic Doig's** and he informs me that they can manufacture any panel for our cars as required, so my recent doom and gloom story on panel availability is

not totally correct. Many full originally-pressed panels may be impossible to obtain, but repair sections can be manufactured as required with the correct ribbing and drain holes. That's nice to know, particularly since my 1200 bulkhead and bonnet are currently over there in Kircaldy awaiting refurbishment, and should return to me by May. I can't wait to get that little car back on the road...

And lastly - but not leastly - **Chris Gunby** is intending to organise a **Coupé Sunday** for the International at its' new venue **TriumFest UK** at Donington. We'll be trying to beat the previous best of 11 - and I know there are more out there - so what better time than the new TriumFest at its' new location? **If you've a Coupé**, please try to get it there, or suffer everlasting pangs of guilt... just like me and my 1200 saloon.... more details next month.

*Colin*



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## Trevor Collett

# Of Sparta?

**I**t's been a while since I've featured the Spartan in my column, so that's what I'm doing this month. The Spartan company was based in Nottinghamshire and the first Spartan car appeared in 1973.

The car was the idea of **Jim McIntyre** and made use of Herald or Vitesse chassis and mechanics. I think it's fascinating to consider that at this time the Herald and Vitesse had only been out production for two years, granted there were some 14 year old Heralds around – but where were donor vehicles coming from?

Were there early Heralds with significant body rust attacks?

Or were there a regular supply of accident damaged cars – with still straight chassis?

There must have been enough customers with enough donor cars as sales were brisk. In those days there wasn't the competition in the field of Herald-based kit cars that there was going to be a few years later. I reckon for the first few years of production eager, Triumph-orientated car builders really only had the Spartan and the RMB Gentry, which also first appeared in 1973, to choose from; although there were one or two smaller players emerging around that time.

Some sources estimate that by 1977 a healthy, and profitable, 500 Spartans had been built.

The Spartan team at Pinxton were not resting on their laurels; they developed their own





chassis as an alternative to the Triumph one. This gave the car a longer wheelbase, enabling the body to become a 2+2.

A concern that all companies selling Herald-based kit cars shared, in the years after the Herald range of cars ceased production, was that the supply of parts would begin to dry up

(little did they know). Spartan's answer to this was to re-engineer their chassis/body kit to take Cortina Mk3-5 mechanicals. The Ford-based option was available from about 1980. The shape was subtly different from the Triumph car, but its jizz was similar. (If anyone's wondering, "jizz" is general impression, size





and shape – it’s a word oft used by bird-watchers, like myself).

The Spartan continued to be popular and the company went on to produce other models. There was the Sherwood, which was a Cortina-based estate car that could be converted into a pick-up. This developed into the Starcraft, an impressive, six-wheeled, do it yourself motor home. The last Spartan model appeared in 1991 and was a Fiesta-based utility vehicle called the Treka.

These last three models didn’t attain the same level of sales as the original roadster cars; the Spartan operation finally folded in 1995 after producing approximately 4,000 cars, which puts it up in the premier league of

kit car producers.

The cars in the pictures here are just some of the Spartan cars I’ve come across over the years, all Triumph-based examples, obviously.

There is an active **Spartan Owners Club**, with around 200 members, mostly in the UK obviously but apparently with some in Belgium, Germany, France, Spain, Norway, USA, Australia and New Zealand. Check out their web site: **[www.spartan-oc.co.uk](http://www.spartan-oc.co.uk)**

Finally for this month I’d like to extend an invitation to all Triumph-connected kit cars and specials within reach of Surrey – and that’s got to be several hundred – to attend our **South of England Meet** at Leatherhead on **11th May**, it’s always a great event.



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## Dan Chudleigh

### My Cars - an Update

**L**et me begin with a sorry, I feel I need to apologise as I have not written for a little bit to long. The year has been very busy already, most of it car related. I am in the very common (well, common because I often find myself in it) position where most of my cars are broken.



My Herald is in need of a new gearbox, diff, rear end rebuild but at the very least drive shaft UJ's. The PI is suffering with a PI fault, this has been a 7 week headache so far. The Spitfire and my Van are now being used as my everyday cars. I also bought a Morris Minor in February to recommission and sell on, but I have not had the time to even look at it and since my sister has seen it she has now requested the use of it for the summer.

For a change the van is proving to be relatively reliable (this is cursing it now).

Saying this I am still yet to achieve more than 10 miles on the dual carriageway without breaking down. This is rather challenging when planning a journey outside my normal commute. I was very impressed with it in the last bout of flooding we had. One night when I was heading out of my workshop I drove onto a road that is prone to flooding just on the off chance it wouldn't be too bad. I ignored the 'road closed' signs and thought I would take a look. As the signs suggested, the road was very much flooded, the flood water started long before the depth marker, so I slowly (and don't ask me why I did this as I know how stupid it was) drove into the water so I could get closer to the marker and read it. By the time it came into view the water was 3/4 way up the wheels of my van, the marker was showing 3 foot. I then decided that I must be pretty much in the worst of it so carried on. Again I must have just been lacking in sense on this occasion as I know that 3 foot is deep and it flows fast across the road. Before I knew it the water was flowing across my feet!

## Young Members Co-ordinator



2. Thank God my van is diesel as my engine must have been getting rather wet at this point, the cab of the van started to fill with steam. Against all odds it kept pulling its way through the water and out the other side. I was amazed how well it had done, I was soon reminded again as to why this was a bad idea. I realised this when I then needed to stop and my foot brake had no real affect at all on my slowing ability, it took about 4 miles until my brakes came back. Drum brakes and water do not mix!

The signs you see **"Now Test Your Brakes"** after driving through a ford have a lot more meaning to me now.

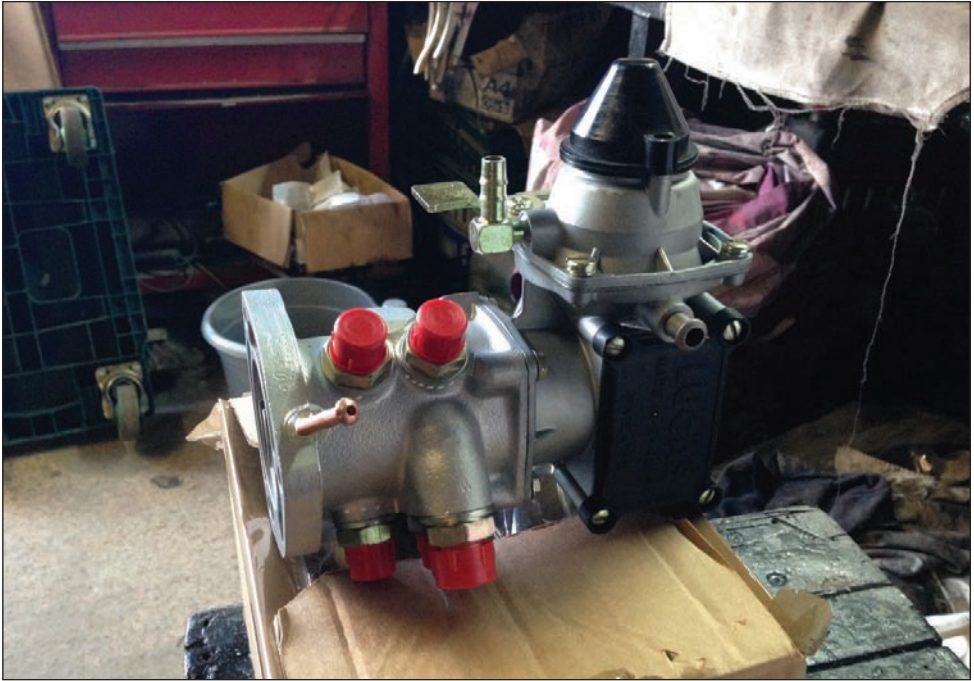
Back to something a bit more Triumph related, the PI and the headache it is causing me. Now towards the end of last year one day when I drove the PI to work everything was fine and all good. 6 hours later when I attempted to start it and return home, the car did not want to start. When I did manage to start it, it was only running on a few cylinders and pouring

out smoke. It would not tick over unless held at 2000 rpm, I decided to attempt the drive home like this, not once able to take my foot off the accelerator pedal, this made braking particularly tricky. I made it home in one piece and started to think what could be at fault. Over the summer the car had done a lot of miles and every one faultless, so I wasn't too angry that the car was in need of a little work. All the signs were pointing to an ignition fault, I

thought I'd best treat the PI to all new ignition components, everything from the coil to the plugs and all in between. Unfortunately this made no difference to the poor running and misfire on the car. I then turned to checking the injection system, in turn I pulled each of the injectors out to check they were spraying. Each of them had a good spray I did notice they



were spraying what seemed to be a lot of fuel. My engine in the PI has always been a little tired and breathes very heavy, forcing oil out of any gap it can find. So the misfire/poor running I had now put down to a worn engine



and lack of compression. I put the car to the back of my drive and forgot about it until I knew I could get a few consecutive days to work on it.

Last half term I towed it over to my workshop to start the investigation. If it was a dead engine I have a spare 2.5 TC engine that I could drop in until I have the funds to rebuild the PI lump. Once up the garage I discovered I had good compression - nearly 165 PSI across the board, engine was fine. I tested my fuel pressure and that was spot on. This only left the metering unit, something at this point I actually had no idea what it did or how it did it. I needed to learn and learn fast, the workshop manual and its step by step nature was helpful for doing this.

I went through all the tests that I could and all the book could suggest after this was to *"replace metering unit"*.

A friend kindly lent me a known good unit to drop in place and just check for sure that mine is faulty. I fitted the other metering unit, paying no attention to timing, and with the first turn of the key she fired up and ran. It wasn't very clean and reluctant to rev, but nonetheless she

was running on all six. This set in stone that my metering unit was dead, about this point I also noticed oil coming up and out of my dipstick tube. When I pulled the dipstick out I found that the sump was full to the top, a quick sniff and I knew it was petrol.

So my metering unit was massively over fueling and washing the bores with petrol that was draining down into the sump.

Fast forward a few weeks take a few hundred pounds out of my bank and I have a rebuilt metering unit fitted on the car. Yet still she isn't running, all 6 cylinders are firing just not at the right time, instead they are igniting in the throttle bodies and blowing flames out that side of the engine. It looks like I need to go back to basics with my timing, and fingers crossed I can get it right. It is very much a learning curve for me, one that is starting to do my head in. The **Isle of Wight** is fast approaching and I need to have car ready for the trip, this year I have booked in my Herald for the voyage. It has been a few years since I last took it. So to all that are reading this, please do wish me luck!

Dan

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# GT6 Mk I - II - III Register



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## Andy Cook

## Carb Tune up & Balance

# G

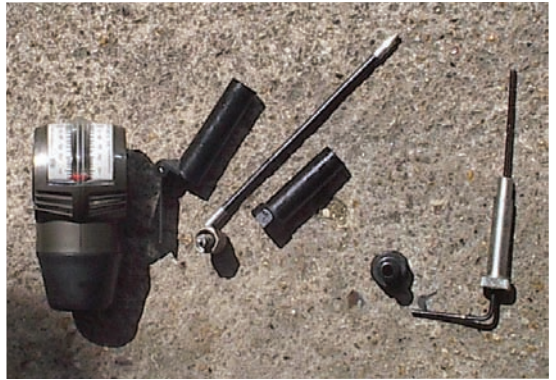
T6 owner **Doug Brown** emailed me recently suggesting that I included an article on tuning Strom-

berg Carbs in a future report. Funnily enough this was already something I had planned to do in a future article so I thought let's cover this off sooner rather than later!

I know a few Triumph owners who shy away from tuning the carbs on their cars but really it's not rocket science if you have the right tools. This article explains how I go about tuning the Stromberg carbs as fitted to my GT6. There are other methods, ranging from tuning by ear, tuning using a vacuum gauge, tuning using a CO2 meter, but here's my method that I've been using on my Triumph's for over 30 years. The good thing about this advice is that it covers many other Triumphs, many are fitted with Strombergs and tuning up SU Carbs is pretty similar so it may help a few folks who own other models take the plunge and tune their own carbs.

Firstly, (or should I say lastly), always leave tuning the carbs until last. Set up the tappet clearances, check the plugs gap, if you have points set up the points gap (not necessary with electronic ignition), finally set the ignition timing with a strobe.

Next here are my recommended tuning tools, a Gunson's Colourtune for setting the mixture (available for about £25 on



### My preferred Carb Tuning tools

(Amazon or Ebay), a Webber Synchronizer for balancing the carbs (about £36 on ebay) and if you have the later type CDSEV Strombergs the essential mixture adjusting tool (about £10 from Triumph Specialists), this secures the piston when adjusting the needle hex socket screw to avoid damaging the diaphragm. The Webber Synchronizer is a great tool for balancing the carbs which I affectionately refer to as my "Snail" but there are other balancers available including the Gunson's carb balancer and the Crypton Synchro check (which is shown in the Triumph GT6 and Vitesse factory workshop manual).

Get the car up to normal operating temperature by taking it out for a run or leaving it idling for a while.

Then it's time to set the mixture. The Colourtune is a sparkplug with a see

through section that allows you to see the explosions in the combustion chamber. When the mixture is set right the explosion burns blue in colour, if it's too rich then it burns Orange. The trick is to set the mixture up so it's just lean enough to burn blue. Screw in the Colourtune plug in place of no 6 spark plug.

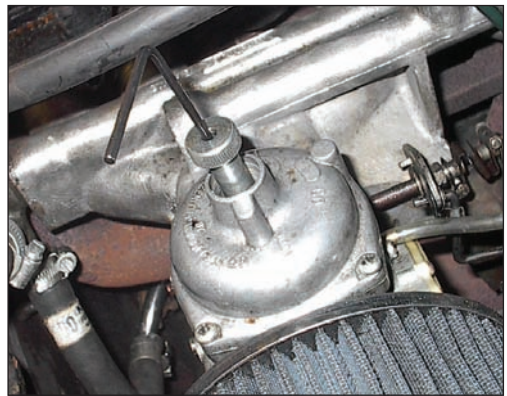
Fit the shroud assembly with the little mirror and the HT extension and plug in the HT lead. If you have CDSEV carbs take the damper out of the carb top of the rear carb.

Next start the engine and put the adjuster tool down the damper hole, make sure the outer part is engaged in the slot of the damper tube. Look into the Colourtune reflection in the mirror and see the colour of the explosion, if it's orange then you are running rich which is where we need to start. If not turn the adjuster allen key clockwise until the mixture richens and the explosions are orange. Then turn the adjuster anti clockwise carefully until the explosions are just in the blue mixture range. If you have the earlier type of carbs the adjuster is a hex adjuster or Knurled adjuster under the float chamber.

Anti clockwise for richer mixture, clockwise to weaken.



**Blue Explosion – Spot on or too weak**



**Adjusting the Mixture using the Special Allen Key tool**

Next repeat the above with the Colourtune in number 1 plug position and adjustments on the front carb.



**Orange Explosion – Too Rich**



Afterwards ensure that the damper pots are topped up with oil, I use 20-50 engine oil,

some people prefer thinner oil such as 3 in One. Replace the damper pistons.

Now it's time to balance the carbs and set the idle. Undo the clamp on the linkage on one of the carbs so that the carbs operate independently.



### **Slackening the linkage clamps**

Remove the air filters.

Start the engine and measure the airflow using the Synchronometer.



### **Measuring the Vacuum with the Webber Synchronometer**



### **Adjust the throttle stop screws of each carb until the same reading is obtained on both.**



### **Adjusting a throttle stop screw to set the balance/idle speed.**

Then increase or decrease the idle speed using the throttle stop screws a bit at a time on each carb rechecking the balance as you go until you get the minimum tickover speed where the engine still ticks over smoothly. The manual says 600 - 650 rpm but I normally set it between 800 and 1000. Rev both carbs independently and recheck adjusting as necessary. Then when happy with the adjustment re-tighten the linkage screw.

Replace the air filters and that's it you are done. Take the car for a test drive. If you've done the job properly the car will run like a dream! However, if it has a flat spot or hesitation when accelerating then the mixture may be a little too weak so repeat the mixture adjustment stage with the Colourtune and if needs be set it so the Colourtune is just in the orange at idle and recheck the balance/idle mixture.

Unfortunately my own GT6 has just developed a problem with the front Carburettor that's preventing me from adjusting the mixture at the moment, the needle adjustment has seized up and hex socket in the adjuster has rounded off. To make matters worse it's running too weak so is not revving cleanly. I think I maybe on the look out for an old carb to strip down at the autojumbles this summer, failing that some parts for my carb or even a set of reconditioned carbs...



## Members Cars

After publishing the photo of the Magenta GT6 from 1985 in my March Courier article I was contacted by long standing member and GT6 owner **Barry Brown** who sent me the picture below. This was also at the same event at the TSSC birthday barbeque in 1985 taken from the opposite angle of my photo.



**Barry Brown's Photo from 1985**

Barry was an Essex area member when I first joined the club and I remember him and his car well from our local area meetings. His picture focusses in on 3 Essex area GT6s that attended the event that year. The Saffron yellow GT6 in the left of the picture is Barry's car which he still owns today, it's upgraded to a 2.5 Litre and I remember an article in the Courier about the car many, many years ago which explained how to do the 2.5 Litre conversion and in particular how to modify the GT6 sump to clear the longer throw of the 2.5Litre crank.

The Carmine Red GT6 in the photo belongs to Barry's Brother in law, **Barry Thurgood**. This was fitted with an SAH stage 2 tuned engine. Barry also still owns the car today. Barry was actually the TSSC GT6 register secretary back then.

The 3rd car, a Red Mk2 belonged to **Matt Maudsley**, he was one of the founder members of the TSSC and from what I remember he owned the car from new. It was a concours winning car and

was in excellent totally original condition. Matt later sold the car. I remember it coming up for sale, at the time I wanted to buy it but couldn't raise the cash. From what I remember it was up for less than £2K, nowadays a MK2 in that condition would certainly be worth a five figure sum.

Thanks for the picture Barry, very nostalgic especially for me as this is picturing 3 of the cars that got me wanting to own my own GT6.

Now some more up to date pictures of members cars that have recently been sent through to me.

Here is **Alex Pridige's** white MK1, Alex noted in

his email to me that he doesn't know much of the history of his car except that it was restored back in 1996 by "*Some bloke in Wales*"!



**Alex Pridige's MK1 GT6**

The Following set of Pictures are of **David West's** White MK3 with a distinctive set of Blue Viper style Stripes.



David is a Devon TSSC member.



### From Cookie's GT6 Archive.

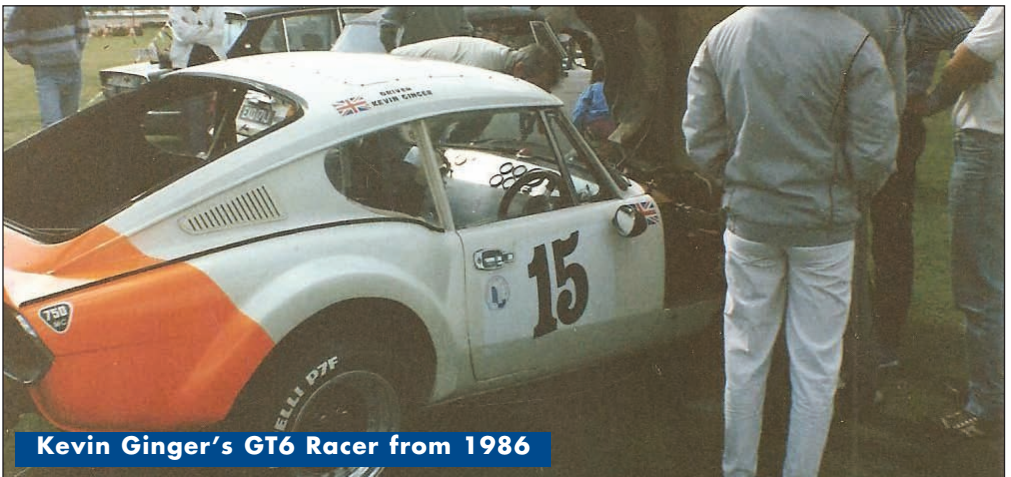
These pictures were taken at the TSSC International held at Cranfield in 1986 and Picture **Kevin Ginger's** racing GT6 MK3. I seem to remember that Kevin was the current TSSC race series champion at the time. His car was pretty radical with the Engine moved back as far as the bulkhead to improve weight distribution which must have made for a pretty uncomfortable and



very skinny driving position! A very much lightened car with lots of fibreglass panels and a removable plexiglas rear screen in place of the normal steel tailgate panel.

That's all for this month, don't forget to send pictures and any interesting history or stories of your own GT6s coming in, email them to me at [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

Andy



Kevin Ginger's GT6 Racer from 1986

# PRACTICAL CLASSICS ON SALE **APRIL 16**

## Spitfire Success!

Michelle Cope had never even driven a Spitfire let alone restored one. However, that didn't put her off buying a £200 project to fulfill her dream.



## In the May issue of PC...

Triumphs in Atlanta, Georgia catch the eye... PC shows you show to service your Dolomite Sprint  
Discover why TR2s are the car to invest in...  
Retrofit a rev counter to your dash... and discover the Best European Car of the Year... EVER!



# SPITFIRE MkIV/1500 Register



e-mail.

[spitfireIV-1500@tssc.org.uk](mailto:spitfireIV-1500@tssc.org.uk)

**Derek Ford**



## Gearbox/Diff Filler

**A** lovely little Technical Tip arrived through my e-mail letterbox this month from member **Roy Blunt**. I thought I would share this gem of a tip with you all. Don't forget if **YOU** have similar smart ideas you would like to share with us then don't hesitate to send them on to me. Over to you Roy!

**An easier way to top-up or fill your Gearbox or Differential**

Whilst lying flat on my back underneath my son's Spitfire 1500 checking and topping up the gearbox oil through the combined filler/level plug by trying to simultaneously position and squeeze a half-litre plastic bottle of oil (fitted with a short flexible extension tube leading into the gearbox filler hole) above my upturned face, I got a face full of fresh gearbox oil (not an uncommon experience I'm sure). However as a result of this experience I have come up with a far more controllable and

*comfortable way of topping up the oil through a combined filler/level plug (such as used on the Spitfire, Imp, and many other vehicles).*

*It is so simple that it must have been reported before, surely, but I can't recall seeing it anywhere else?*

*Take a normal half-litre plastic 'squeeze' bottle of gearbox oil – the sort that comes with a short flexible extension tube. A rectangular section bottle is best but you can use a round bottle if necessary. Buy some flexible PVC or similar transparent tubing that will fit inside the flexible extension tube as tightly as possible –*

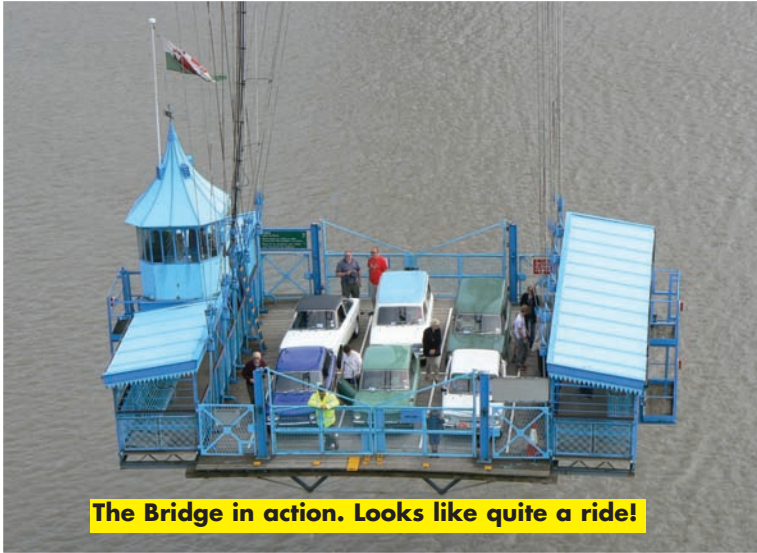


**Roy's Son's 1500 aboard the Newport Transporter Bridge**

## SPITFIRE MkIV/1500 Register

you can make a reasonably air & oil tight seal between the two tubes by using PTFE plumbing

unlike your hand, the G-clamp doesn't get tired or suffer from cramp in confined spaces! Don't tighten the G-clamp too quickly otherwise you may put too much pressure on the homemade joint between the original extension tube and the new PVC tubing (gearbox oil is, by its nature, quite viscous so it won't flow quickly through a small diameter pipe).



tape (or similar) and wrapping this around the new PVC tubing to make a tight seal to the original extension tube.

The new PVC tubing should be long enough to reach from the bottom of the 'squeezey' bottle (when it is standing upright on the ground) up through the level/filler plug and, if possible (depending on clearance within the gearbox), a few centimetres into the gearbox itself. Now, instead of squeezing by hand, use a suitable G-clamp to gently squeeze the plastic bottle of oil – this gives you really excellent control over the amount of oil delivered through the tube and,

and oil starts coming out of the filler/level plughole just loosen the G-clamp to stop the oil flow and withdraw the new PVC tube from the gearbox. Loosen the G-clamp completely and remove it from the oil bottle – any oil left in the pipe will be sucked back into the bottle and air fills the remaining space in the bottle. Re-fit and tighten the level/filler plug. Plug the open end of the new PVC tube to keep it clean and prevent leaks, and the system is ready for use again next time.

**Job done easily & cleanly!**

**Roy Blunt**

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Peter Johnson

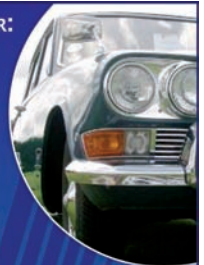


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Stag  
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Front floor mounting bracket rear 607549/50	£6.50
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Herald 1200/13.60 rear centre valance	£88.00
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
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All chassis outriggers/side rails/boot extr	£22.50 each
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Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
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## TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
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Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£192.50
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£285.00
Recon steering rack (exchange)	£55.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
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
Recon starter motor (exchange)	£87.50
Service exchange oil pump 215573	£35.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

## STAG

Front suspension leg insert	£35.00
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Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£350.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£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
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
Viscous fan coupling TKC101	£85.00
Seatbelts non-sensor	£120.00

## TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E.	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£62.50
Front trunking 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£350.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

## SPITFIRE MK I & II & III

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

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

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£19.50 pair
Front wings 909663/4 PAT.....	£60.00
Front wheel arch outer 909351/2.....	£49.50
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Front quarter valance 815391/2.....	£80.00
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Sills O.E. 903097/8.....	£69.50
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'A' post lower filler panel 706288/9.....	£24.00
Bonnet hinge pivot box RKC362/3.....	£49.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 911107/8.....	£60.00
Rear wing non O.E.....	£130.00
Rear wing front repair panel.....	£25.00
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£87.50
Boot floor.....	£145.00
Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
Windscreens aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£49.50
H top seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
Exterior door handle (black) YKC2837/8.....	£27.50
Window regulator 911271/2.....	£82.50
Window regulator glazing channel.....	£65.00
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Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
Oil filter GFE119/150.....	£5.00
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Front wheel bearing kit GHK1021.....	£16.50
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Front shock absorber GSA364.....	£20.00
Front suspension vertical link.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£235.00
Recon steering rack exchange.....	£55.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£85.00
Gearbox exchange.....	£285.00
Recon exchange D Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D 1500.....	£320.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
Recon exchange drive shaft assembly.....	£170.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£95.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 Drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
Handbrake cable end fork 104749.....	£3.00
Rear wheel brake cylinder -7 dia GWC1110.....	£12.50
Rear brake lever 123135.....	£6.50
Brake shoe set GBS749.....	£10.00
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£59.00
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
Recon starter motor (exchange).....	£45.00
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£40.00
Seat cover set with houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
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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 Rec.....	£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
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Main carpet late Mk III new tan 822633.....	£27.50
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Recon Steering Rack (exchange).....	£55.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£35.00
Rotoflex bush kit inc tubes.....	£17.50
Brake shoe Mk I/II/III rototex GBS750.....	£16.00
Brake shoe non rototex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Delo distributor cap.....	£9.75
HT lead set.....	£12.50

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Mk I front wing L/H-R/H 570195/6.....	£300.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£11.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701711.....	£20.50
Boot carpet 728551.....	£22.00
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£55.00
Gearbox (exchange).....	£350.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£25.00
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolomite 1300/1500 recon exch distributor.....	£47.50
Dolomite Sprint recon exch distributor early/late.....	£160.00
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Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
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Oil filter 1300/1500 GFE119/150.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£35.00
Sprint gearbox (exchange).....	£350.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50/3 rail.....	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£87.50
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£55.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
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**Suzie Singleton**



## A Cooling Odyssey

**Y**ou may have noticed that last month I went outside my usual level of feather-headedness and came up with a rather technical article – with some help from Guy and Bernie. However, you will know by now that most of my technical expertise comes with manipulating pixels and words, rather than steel and aluminium, so I thought I'd give you the 'real thing' this month with an article sent to me by **Ernie Knight** in the USA. He actually sent this to me a couple of years ago so I apologise for the delay in using it. You may recall some of Ernie's previous articles published in these pages – this time he writes about installing a Ford 2.6 engine into his Mk3 Spitfire.

### 2.6 Ford V6 Spitfire: A Cooling Odyssey by Ernie Knight

*When I started swapping a 2.6 litre Ford V6 from a 1972 Capri into a 1970 Spitfire MK III, I anticipated issues with fabricating mounts and clearance, etc. I gave little thought to the cooling system.*

*So began my odyssey.*

*The Cologne Ford V6 has a thermostat which mounts in a housing right at the water pump, which is the intake side for the engine. This would seem very odd since the coolant coming from the radiator wouldn't be hot enough to open the thermostat. This is compensated for by utilising a bypass hose which bypasses hot coolant from the top of the engine down to the thermostat. Odd,*

*but in a stock application it works quite well. Stray from the stock application and look out.*

*For the swap, the stock Capri radiator would not fit, being far too tall. A stock GT6 or Spitfire radiator were judged inadequate for the task. Mounting the radiator as far back as possible and mounting a Flex-a-lite 13" pusher fan in front of the radiator allowed me to fit a Griffin Scirrocco aluminium drag racing radiator. This looked to be plenty for my purpose. The Flex-a-*



*lite fan had an adjustable thermostatic switch, so I figured I was all set. A stock 185/85*



degree (F/C) thermostat was in place. In addition, I had louvers punched into the top and sides of the bonnet and the custom headers were ceramic coated and wrapped with Thermo-Tec insulation.

The swap is done and it's time to test. At first, all is well. The bypass hose is keeping the thermostat open OK. All of a sudden a big gulp of cooled coolant comes from the radiator and slams the thermostat shut. The bypass hose can't compensate. Now, with the thermostat shut and the engine fully up to operating temperature and cruising along, the temperature spikes and I'm done. There's steam everywhere. And that thermostat still won't open!

Because of that beautiful, big, aluminium radiator the (fragile) balance of coolant temperature is now lost. My radiator is too good. Now what?

A different radiator would be a foolish waste. Not to mention that trying to find a radiator which could restore the balance of the original system, would be a real task. My brother, who'd been assisting with the swap, is an outside-the-box thinker. The solution (or rather the start of it): Move the thermostat to the top of the engine, where God intended.

A custom cast aluminium water outlet (Above) would take the place of the stock piece and provide space for a mini-thermostat (1.72" diameter, 185 F). A lower temperature thermostat was not available. The bypass hose was removed. The outlet on the intake manifold was converted to a mechanical temperature gauge sender. The original thermostat was removed and a block off plate added to block the lower bypass hose opening.

Everything looked good on paper. Initial testing looked promising. Then it's spiking a temp and overheating cruising on the highway at 65 mph. It's also overheating when it's up to operating temperature and it's stopped in traffic, idling. Next a custom shroud is fabri-



cated for the radiator. The problems persist. Then I swap out the fancy cast aluminium valve covers which are so great at dissipating heat.. .. right into the carburettor. I clean up a set of late model valve covers and have them ceramic coated on the inside and powder coated on the outside. Now the fuel isn't being boiled out of the carburetor, but my overheating persists. (The fuel pressure regulator and the fuel filter have been insulated to stop vapor lock.) Fine tuning the carburettor finally gets rid of the overheating at cruising speed (apparently it was running too lean in that rpm range). Now it's only overheating at idle after getting up to operating temp.

Adjusting the temperature setting on the fan thermostat results in one of two conditions: the fan appears to come on too late and the engine overheats, or turn the thermostat down slightly and the fan never shuts off. Time to try a different adjustable thermostat: a Derale adjustable unit. Works perfectly . . . for less than 10 miles. Then the fan will not shut off.

Since the adjustable units haven't worked out, it's time to try a non-adjustable sensor. But first, another look at the engine thermostat. There is no thermostat of the size needed with a lower opening temp than 185 F. After much research and head-scratching I find a 170 F thermostat that has a somewhat larger diameter and

according to the manufacturer's tech line I can trim the flange back to make it fit. So the 1990-1992 Subaru Justy thermostat is obtained, trimmed and fit.

Next is a non-adjustable thread-in sensor set for 170 F on and 162 F off. The bung is welded onto the radiator hose cap adaptor (which allows filling the system from the high point, as the cap on the radiator is too low). Testing reveals that the operating temperature range is good, but the fan won't shut off once it's triggered, because it never cools down enough. How about a 185 F on and 170 F off sensor?

Now the fan will shut off, but the temperature at which the fan comes on is too high and the system is purging out too much coolant leading to overheating.

Next try, a sensor from a European Ford Escort (late '80s or early '90s) which was never imported to the US. A purchase on ebay.uk and it's on its way. This sensor is supposed to be 79 C on and 74 C off (part number 50010). The sensor looks fine, except for the 2 male pins recessed to attach to the stock Ford connector. A stop in at the local Napa Auto Parts store and I find a connector which looks like it will work with minor modification (cutting back the outer section of the connector somewhat). Naturally the European Fords had the raised angle of the outer sensor (and connector) on the opposite side from the American Fords. A little judicious cutting on the connector and it goes on and looks factory stock Ford.

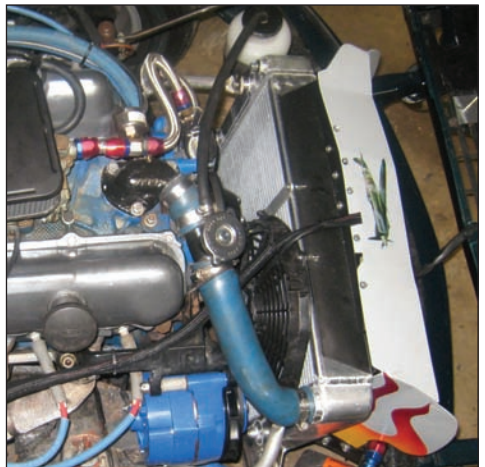
Time to test again. This time, idling in the garage, the fan goes on before the engine overheats (84 C) and shuts off while the thermostat remains open (75 C). Looks good so far. Now it needs to be tested on the road.

Displaying tremendous overconfidence (and/or stupidity), I take it to a car show which is 2 hours away. At first, all is well. The temperature is running around 80 C on the highway. After an hour or so, the temperature is creeping up . . . 85 . . . 90.

A rain storm helps the temperature, but when we get off the highway the temperature is rising quickly . . . 95 . . . 100. I get it shut down at the show just in time. Time for some Royal Purple brand Purple Ice additive. No help. The return trip is a nightmare. Repeatedly overheating, stopping to cool, etc. The two hour trip takes four hours going home.



What now? Maybe the engine block water jacket needs to be cleaned. Maybe the rust and scale are keeping the cooling system from working properly. Prestone non-acidic Cooling System Cleaner is enlisted for the task. Thorough running, cleaning, flushing, testing . . . no change.



What's left? The radiator. I bite the bullet and order a new Griffin radiator (another). It turns

out that the "old" radiator is plugged with rusty scale from the engine block. The new radiator is amazing. But the "pusher" fan is not getting enough air through it when the car isn't in motion. A smaller diameter 8" and very thin SPAL "puller" fan is mounted, just clearing the pulleys and fan belt.

Voila . . . success. Not sure what I'm going to do, now that my eyes don't have to be glued to the temp gauge. I'm sure glad these old cars are so easy to work on.

When I asked Ernie about the Ford Capri he confirmed that it was the UK version he was writing about: "Yes, that would be the MK I Capri. Over here it was marketed as a Mercury even though everything said Ford on it. Yours in England had the Essex 3 litre as the V6 option and almost everyone else had the Cologne 2.6 (through 1973)."

As Guy commented when he read this, how often is this the case when trying to track down the cause of a problem with your car – whatever it was that you first thought of then discounted is invariably where you end up! And for me – nice to see the image Ernie's used on his radiator cowl, oddly enough, harking back to last month's article!

Anyway, having done my bit to cater to the metalheads among you, don't worry, it's not a permanent condition and I'll soon be back to my usual nonsensical bits and bobs.

I'll start here (Top Right) with a picture I nearly included with last month's article, but figured I'd already made my point.



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And finally, something for the avid Triumph aficionado to add to their toolbox – **Burkhard Cox** who sent the picture of the Triumph speakers I shared a couple of months ago also found these online at [www.triumphflying.com.tw](http://www.triumphflying.com.tw), Triumph Flying Enterprises!

# BIG SALOON Register



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## Mark Blease

# May the 4th be with you

**B**ack in February I was contacted by **Bernard Littlewood**, our esteemed TR4-6 Register

Secretary, who was on the hunt for a 2000. Although I was unable to help at the time, Bernard soon managed to track down a suitable candidate, and became the proud owner of a manual overdrive Mk2 Triumph 2000.

So far Bernard has carried out a few jobs on the car, including repairing a fault on the overdrive, a non-locking rear N/S door and installing a wooden steering wheel. In between these tasks, Bernard has found time, plenty of time, to wind-up the Stag owners in his local South Wales area by referring to his new car as a "Stag Saloon" and just to make sure, has provided photos showing the front and rear badges!

Bernard was accompanied by **Paul and Eddie** on his quest to collect the car, and Paul has kindly provided this spoof tale of their excursion:

CAR BORES EPISODE XXXXXXV1111

### THE EMPIRE STRIKES BACK IN THE QUEST FOR THE RETURN OF THE FABLED STAG SALOON

*"A long long time ago in a galaxy far far away north of Watford Gap, psychedelic murmurings emerged of a mythical creature - the fabled **Stag Saloon**. Through the passages of time and space this tale gained even more*



The fabled 'Stag Saloon'

*mystical allure and every Sunday at autojumbles throughout the Cosmos bands of renegade Triumph fanatics huddled secretly in car parks in the pouring rain - fearful of ridicule and being banished to the outlands beyond the trunnion mines - to discuss their lack of progress in the search for the mythical beast.*

*Suddenly on one such occasion **Obi-Bern Canhardly** - TR4a pilot extraordinaire, last survivor of the Great Canton Motorcycle Wars of the seventies and leader of the rebel TSSC forces in South Wales - revealed that he had intercepted a distress call from what he believed to be the fabled creature. Said creature was being held captive beyond the far outer edges of the galaxy in Billingshurst Sussex by an East London bounty hunter masquerading as a West Ham supporter going by the name of **Hammer the Hut**. Liberation was possible but only on payment of a ransom of hard cash, a packet of Rich Tea biscuits and*

fourteen tickets for this year's Christmas raffle. So a rescue mission was launched and fellow rebels **Chewwy Baccy** and **Lewd Streetwalker** volunteered to accompany Obi-Bern. We met at dawn at the rebel stronghold in Pontprennau Cardiff and headed off in Chewwy's space-freighter with its Ford Fusion cloaking device enabled so as not to attract attention. We made a short



**Obi-Bern's Lightsaber repaired**

detour to Asda as Obi-Bern needed a new AA battery for his lightsaber and then engaged the hyperdrive and headed east at light speed. After a while Chewwy was not sure of the up-and-coming astrological orientations so Lewd took on piloting duties and having successfully navigated through the asteroid belt beyond Reading (man those asteroids were the size of hailstones) we knew we were well on our way to our destination.



**The Mythical beast is revealed**

On arrival at Hammer the Hut's stronghold we spied the creature grazing in the open and Obi-Bern shouted "Well bless my soul that's it – that's it." We decided to play dumb (comes naturally) so as not to alert suspicion and an increase in the ransom demand. Hammer appeared and we exchanged a few unpleasantries with regard to West Ham's apparent success in battle against Arsenal (oops) and negotiations started. We discovered that liberation was going to be more difficult than we first imagined as the visibility system had malfunctioned – but undeterred, Obi-Bern wielded his cosmic screwdriver and soon had the wipers swooshing across the screen (I think he'd been practising on his TR4a recently) - but how reliably remained to be seen. Suddenly Hammer got agitated and started demanding biscuits to accompany the liquid refreshment he'd provided – he really was desperate as he had not had a nibble since the Evil Countess had put him on a diet. Fortunately a few flashes of the lightsaber restored normality and following unsuccessful negotiations involving a stash of droid spares the deal was struck and Obi-Bern with Chewwy as co-pilot blasted off westward with Lewd as tail gunner.

At a brief respite at a chip shop with rebel sym-

pathisers, Chewwy declared whilst munching



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on a steak and kid pie that his seat was so comfortable that he wanted one in this lounge at home. Obi-Bern declared that he was over the moon with his acquisition and only possible concern was with the dampers. We battled on through rain and wind and having reached civilisation again at Membury Services we refreshed ourselves and Lewd sat in with Obi-Bern for the remaining journey. Then potential disaster struck further along the cosmic highway as the nuclear motor seemed to start juddering intermittently and was getting worse – Obi-Bern suggested

problems with either the power supply or the fuel rods but Lewd thought that it just could be the interstellar overdrive cutting in and out.

A brief stop at Leigh Delamare Services to check for loose connections or obvious issues revealed nothing so we headed on.

Investigation showed that problem only occurred with the overdrive engaged so kept below light speed for the remainder of the journey home.

We arrived back at base with no further mishaps and as Obi-Bern stood proudly beside his latest Valencia blue acquisition and asked "Now where did I put that application form for the Stag Owners Club?" Chewwy and Lewd ran off screaming in the direction of the Unicorn Inn in readiness for that evening's rebel meeting.

*Note: the names of those involved have been changed to protect the guilty. Any similarity with people living, dead or yet to be born is purely intentional."*



Many thanks to the South Wales boys!  
Until next month!

**Mark**

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# CONCOURS



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**Tony Simpson  
and Steve Taylor**

## Concours 2014

**A**fter months of discussions regarding changing the format and venue of the annual TSSC International event, TriumFest UK has gone from the germ of an idea into reality and I am pleased to report that the Concours event, which has been so well supported and attended in the past, is being held again this year at Castle Donington. The concours event will again be **held indoors in the Exhibition Hall** which has ample space to display the cars with an area being set aside for vehicle preparation. In recent years the Concours has seen participation numbers increasing and I am hoping that this year's event will be no different.

Most of you will no doubt have seen my article in the Courier following last year's event and my comments regarding a few proposed changes to rules and classes for the 2014 Concours event.

In recent years entries for the Bond, Specials, Small Saloons and 2000/2500 Classes have been on the decline and in some years we have seen no entries at all or sometimes just a single entrant.

This year we are planning to delete the Bond, Specials, Small Saloons and 2000/2500 Classes and to introduce a new category to be called **Mixed Triumph Class**.

Whilst I am sure that this will not please everyone it will introduce some much needed competition and if numbers for any one marque increase in future years then perhaps

the class could be reinstated.

We are also planning to introduce a '**Non Triumph Class**' aimed at any members or visitors who would like to enter the concours. Vehicles entering this class should be pre 1984 or older.

Now onto a subject which has caused much controversy in the past and that is trailering. I received a number of complaints and gripes last year regarding a few competitors who brought their car to the show on a trailer and whilst I personally do not have any objections to concours cars being trailered to the event I must concede to the fact that it does provide an unfair advantage.

So starting this year we are proposing to introduce a handicap system in the form of penalty points for those that wish to use a trailer. Those entrants who declare their intention to use a trailer at the time of booking in will incur 15 penalty points and for those entrants who do not declare using a trailer but try use one covertly the penalty will double to 30 points. Again this will likely not please everyone but on the whole should be a fairer system to all.

In previous articles you will have read me going on about cleaning your cars and that cleanliness is all important when competing in concours events (I have attached a copy here), well last year's event proved that a lot of members took my advice and it definitely showed in the quality of cars on display. Remember when cleaning your car it's the hard to reach places that will make the biggest





## Best in Show 2013 - Colin Payne

overall impression.

I would welcome any members to contact me if they would like to assist with judging and would particularly like to hear from the guys who helped out with judging last year who I thought did a 'sterling' job.

A copy of the rules and booking forms are at the end of this article so I would encourage all members whether newcomers to concours or experienced polishers to have a go, but be warned it can become obsessive... says me!!.



**Colin (Left) receives  
The Best in Show trophy from Tony**

# Concours Tips

## Cleanliness!

There are three words which I believe best describe what Concours is all about - *cleanliness, cleanliness and cleanliness!* So having said that how do you best go about cleaning your car to put before a judge and have it scrutinised in minor detail. Cleaning/ detailing cars properly is not a quick or easy task, however the more you clean your car the easier the task becomes. Most people prefer to

take their car out onto the open road and drive them rather than spend time polishing, however if you intend to enter your pride and joy into this year's Stafford concours (*go on give it a go you might enjoy it*) there are a few tips I could share with you that may make the task a little easier.

Firstly time at the show is limited so do what you can beforehand. Spending a little time in the evenings after work cleaning the parts of your car which are not likely to get spoiled if

it rains when you travel to the show, things such as the interior ( don't forget under the seats - easy points to score), boot ( including the spare wheel ) and the tricky hard to clean areas under the bonnet. If you have rusty tools in the boot give them a quick going over with a wire brush and coat of satin black spray paint, easy points to win but also easy points to lose if you don't.

When cleaning the paintwork give it a good wash first to remove as much grit and grime as you can. Remember any loose grit on the surface will scratch the paint when you polish and you will then have your very own skating rink etched into the surface of your pride and joy. When doing the paintwork don't just polish the easy bits in full view, remember the judge **WILL** get on the floor and look underneath so make sure the sills are nice and clean, also check behind the bumpers and squeeze the polishing cloth into those hard to reach places which make all the difference to the overall appearance. Take the opportunity to touch up any minor stone chips but don't get carried away putting loads of paint on, use a fine brush and small dabs of paint. Another area were people tend to lose easy points are the wheels. Most people tend to have nice wheels on their cars but how many take the trouble to clean the backs, Judges will almost certainly notice this and dock you valuable points. Also on the subject of wheels make sure the tyres are clean and sidewalls dressed accordingly. I use tyre foam applied by sponge which cleans and leaves a semi sheen whereas silicone spray will leave a shiny false look.

Over the years I have tried different products for various applications and one tip that I can pass on is that tyre foam can be used on a multitude of rubber and vinyl surfaces. Just put a

little on a piece of cloth and wipe over. It will clean and leave a nice semi sheen on vinyl hoods, dashboards, interior trim, window rubbers, black body mouldings etc etc. Some of the best and cheapest tyre foam I used came from Wilko's at 99p a can.

I personally believe that the appearance of the under bonnet area can add much to the overall appeal of a car and hence this is an area that needs more attention. As I said earlier try if possible to do this at home before the show. Given that quite a few of our Triumph's have forward opening bonnets unfortunately we have the suspension as well as the engine on show. I must agree that when opening the bonnet and looking at an oily greasy engine and suspension the job of cleaning it up can be daunting. What I tend to do is not think about the whole task but tackle small areas at a time trying to get the best finish I can in that small area. Lots of small areas will lead to a pristine engine bay eventually **AND MORE POINTS FROM THE JUDGES.**

Assuming that you now have your car cleaned, polished and detailed it is now time to present the car to the judge in the best way possible. Make sure your wheels are in the straight ahead position, empty your boot and put your tools and spare wheel on display at the rear of your car in a neat and tidy manner. Now's the time to dig out the owner's manual and any original paperwork you may have with the car, again all easy points to secure. Use any last minute time up to the judges arrival to fettle your car - remember that whilst it's been sat in the hall scores of people have been milling around having a look and you will almost certainly have fingerprints on the paintwork and glass. When the judge arrives be on hand to answer any questions he may have and to open the bonnet and doors for him. **DON'T** ask have I won or how many points did I score. Usually the judge will say nothing and will give nothing away during his appraisal.

**Unfortunately you now have to wait.**

Now sit back and enjoy the rest of the show until the awards presentation. You just never know, you may have a piece of silverware to take home and that's something else for your good lady to polish!! Remember at the end of the show you will have a clean and nicely detailed car to take home and everyone feels better driving a clean car. See you at the show.

Hopefully the above should give you all a few hints & tips on being successful in the TriumFest UK International Concours, so get your booking forms off today, **remember entry is Free!**

Let's hope we have another excellent show, and we'll look forward to seeing you there.



# INTERNATIONAL CONCOURS ENTRY FORM 2013

## ABOUT YOU

Name .....

Address .....

.....

County .....

Postcode .....

Country .....

Telephone No .....

e-mail .....

## YOUR CAR

Model & Series	
Colour	
Registration	
Annual Mileage (Cruised & Used entrants only)	

Advance Entries by  
post or email by  
23rd July 2014 to:  
**Mr Tony Simpson**  
**Paddock View**  
**116 Nottingham Road**  
**Codnor**  
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**Derbyshire DE5 9RL**  
**Tel: 07827 891471**

## CONCOURS CLASSES

You can enter **ONLY ONE** appropriate class  
Please circle this clearly

Best in Show & Peoples Choice are Selected from all Classes	Best Mixed Triumph (2000/2.5, Dolomite, Toledo, 1300, 1500, Acclaim, Bond Equipe and Special)
Masterclass	
Best Spitfire	Best modified/modernised
Best Herald	Best Unrestored
Best Vitesse	Cruised and Used
Best GT6	Best Restoration
Best Stag	Best Non Triumph (1984 or older)
Best TR	

**NOTE: Once at Donington  
you will need to attend  
the Concours desk (even  
if you have entered in  
advance) to obtain a token  
to be able to get your car  
into the Exhibition Hall  
PTO for Concours Rules**



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# TRIUMFEST UK INTERNATIONAL CONCOURS RULES 2014

## GENERAL

1. All cars entering must be taxed, MOT'd and insured. MOT and insurance certificate must be available for inspection on request by club officials. Judges will check tax disc.
2. Cars can be transported to the event on a trailer; this must be declared and will be reflected in the marks awarded by the judges. The points reduction will be 15 when trailering is declared at the time of booking into the concours. This will double to 30 points if trailering is undeclared.
3. All entrants must be current members of the Triumph Sports Six Club or an invited classic car club.
4. The Concours Organisers' decision will be final and no discussions on the marks awarded will be entered into.
5. The Master Class will be judged at 2.00 p.m. on the Saturday. Entries will be allowed up until ½ hour prior to the start of judging.
6. Judging of the remaining classes and categories will commence at 10.30 a.m. on the Sunday and entries will close at 10.00 a.m. on the Sunday. No late entries will be accepted.
7. The prize giving will take place at approximately 3.00 p.m. on Sunday. No car must be moved until the prize giving is finished. Any car leaving before prize giving may be disqualified from the competition and any prizes forfeited.
8. **Best in Show:**

This is the premier award in the TSSC Concours. The winner will be selected from all cars entered in the competition.

## THE CLASSES

The following classes will be held:

**Masterclass, Best Herald,  
Best Vitesse, Best Spitfire, Best GT6,  
Best TR, Best Stag,  
Best Mixed Triumph (2000/2.5, Small  
saloon (Dolomite, Toledo, 1300,1500,  
Acclaim, Bond Equipe & Special)  
Best Non Triumph (1984 or older)**

**Only One Class can  
be entered each year**

The winning car in each class must enter the Master Class once before returning to the normal class. After three years the car can return to the normal class without entering the master class. Class winners can only enter the master class once before returning to their normal class.

**Master Class:** Eligibility for the Master Class comprises winners of all classes from the previous three years of International Concours Competition.

## THE CATEGORIES

The following categories will be held; Best Modified/Modernised, Cruised and Used, Best Restoration and Best Unrestored.

The winning car in each category does not need to enter master class unless the owner elects to do so.

**Best Modified/Modernised:** Open to any Triumph that has been substantially altered from standard specification. Cars will be judged on the degree of modification and engineering standard. Cars are not expected to be in Concours condition, but should be presented to their best advantage as additional marks will be given for the overall condition of the car.

**Cruised and Used:** Cars must cover a minimum of 2,500 miles annually and the last two consecutive MOT certificates must be available as proof of mileage.

**Best Restoration:** Open to all cars which have undergone various degrees of restoration. The main emphasis of judging criteria will be aimed at those vehicles restored by the owner at home. Documentary evidence of restoration will score more highly.

**Best Unrestored:** For cars that should have had no major restorative work carried out, only routine repairs and maintenance. The owners of cars entering this class will be asked what, if any work has been carried out on the car and the judges will take this into account when awarding their marks.

# STANDARD TRIUMPH AT BROOKLANDS

Sunday 22nd June 2014

Come and joins us for the annual marquee gathering of Standard and Triumph Clubs to be held at Brooklands Motor Sport and Aviation Museum.

Visit the worlds first purpose built motor circuit constructed at Weybridge, Surrey by wealthy landowner Hugh Locke King in 1907. Visit the museum and see Brooklands related motoring and aviation exhibits from giant racing cars to a unique collection of aircraft: Wellington, Varsity, Viscount, Vanguard, VC10 and Concorde.

**The Test Hill is £5 per car** for 3 goes up the hill (weather permitting). Drivers will need to attend a briefing session and sign a risk acknowledgement.



For um EvEnt

**Gates open at 10am and close when the museum closes.**

Prices for anybody in a Triumph car or on a Triumph Motorbike are:

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£4.50 for Children  
(£1 off museum prices)**



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# BOND EQUIPE Register

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 e-mail. [guy@bondequipe.org](mailto:guy@bondequipe.org)



**Guy Singleton**

## How Many Left?

**M**

ay - this year is really racing away – let's hope it is going to be a good one, Suzie and I are looking forward to

Taking the 4th Quarter of 2012 as an example the How Many Left website shows there being 82 cars licensed and 42 cars on SORN, of these cars the following info is available

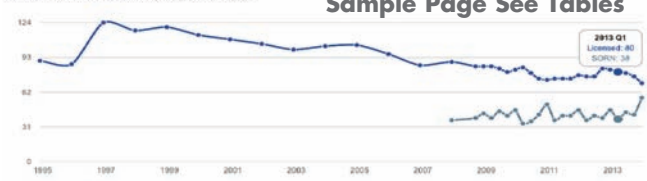
### Cars Registered as Bond EQUIPE

Classic Le Mans, I was going to say mode of transport yet to be decided but I actually mean specific vehicle yet to be decided and also whether we will take the caravan and have an extended stay - decisions, decisions - but a nice problem to have!

OK moving on to things specifically Bond - my researcher, wife and secretary (well that's a few of her job titles!), Suzie, has been delving into the DVLA records so that I can expand on my comment in my last article that the 'How Many Left' info ([www.howmanyleft.co.uk](http://www.howmanyleft.co.uk)) is not completely reliable. As I mentioned, the reason for this is that the information recorded on the DVLA system where the website gets its data from is inconsistent and doing a search on Bond Equipe will not show how many cars are actually on the DVLA database. "How Many Left" does not appear to pick up cars which are neither licensed or on SORN ie those that have not been on the road since 2008 but are still on the DVLA database.

**PUBLIC HEALTH WARNING – DO NOT TRY TO READ THE FOLLOWING IF INEBRIATED, HALF ASLEEP – OR IF YOU MIGHT RUN OUT OF FINGERS AND TOES TO COUNT ON!**

Number of vehicles licensed or SORN, since 1994



Sample Page See Tables

Note: SORN data for this table is only available from 2007.

Period	Licensed				SORN			
	01	02	03	04	01	02	03	04
2013	80	79	76	70	38	44	42	57
2012	76	76	83	82	37	41	39	46
2011	74	74	74	77	37	41	41	46
2010	84	79	74	73	34	36	42	51
2009	85	83	80	82	39	45	41	46

**82 Cars Licensed**     **46 Cars on SORN**

One can drill down on Engine size (Shown as **Capacity** in the **Summary Table** Above Right) which gives the following additional information

- L = Licensed, S = SORNeD**
- 1100-1199cc - 38 **L**     23 **S** = 61 Cars
  - 1200-1299cc - 9 **L**     6 **S** = 15 Cars
  - 1300-1399cc - 0 **L**     1 **S** = 1 Car
  - 1400-1499cc - 2 **L**     2 **S** = 4 Cars
  - 1500-1599cc - 2 **L**     2 **S** = 4 Cars
  - 4 Cars Vitesse 1600 engine????
  - 1900-1999cc - 30 **L**     11 **S** = 41 Cars
  - 2000-2099cc - 0 **L**     1 **S** = 1 Car
  - 2400-2499cc - 1 **L**     0 **S** = 1 Car

So, from this info it is possible to infer that the

## How Many Left Summary Table

Capacity	Bond Equipe		Bond Missing		Totals		Equipes Totals
	Licensed	SORN	Licensed	SORN	Licensed	SORN	
<b>4 Cylinder Cars</b>							
1100cc to 1199cc	38	23	7	4	45	27	72
1200cc to 1299cc	9	6	9	1	18	7	25
1400cc to 1499cc		1	3		3	1	4
<b>6 Cylinder Cars</b>							
1500cc to 1599cc	2	2	1		3	2	5
1900cc to 1999cc	2	2	25	18	27	20	47
2000cc to 2099cc	30	11		2	30	13	43
2400cc to 2499cc		1	1		1	1	2
2500cc to 2599cc	1			2	1	2	3
2600cc to 2699cc			1		1	0	1
10000cc and over				1	0	1	1
	82	46	47	28	129	74	203

Capacity	Licensed			SORN		
	Petrol	Diesel	Other	Petrol	Diesel	Other
1100cc to 1199cc	38			23		
1200cc to 1299cc	9			6		
1300cc to 1399cc				1		
1400cc to 1499cc	2			2		
1500cc to 1599cc	2			2		
1900cc to 1999cc	30			11		
2000cc to 2099cc				1		
2400cc to 2499cc	1					

so this is rather confusing. The best we can do from this page is to exclude all the 3 wheelers (ie, the engines up to 1099cc) so, if we discount all those Licenced or on SORN up to

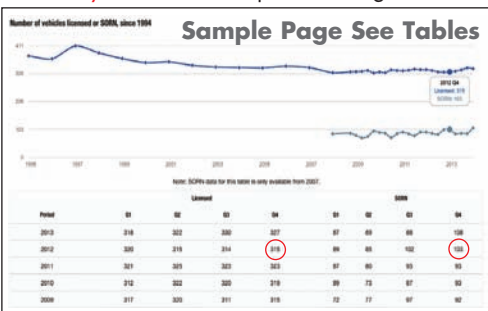
cars include at least 61 2+2s, 4 may have Vitesse 1600 engines in and at least 1 has a 2.5 engine fitted. It's interesting to see that the list does seem to veer more towards the smaller engine cars where I would perhaps have expected to see signs of more of the 2 litre cars. The next place to look is cars just registered as Bond - this is shown as **Bond MISSING**, in the **Summary Table** at the top of this Page.

1099cc, we should be able to add the remainder of the **'Bond Missing'** to the above **'Bond Equipes'**

**L = Licensed      S = SORNed**

- 1100-1199cc - 7 **L**      4 **S** = 13 Cars
- 1200-1299cc - 9 **L**      1 **S** = 10 Cars
- 1400-1499cc - 3 **L**      0 **S** = 3 Cars
- 1500-1599cc - 1 **L**      0 **S** = 1 Car
- 1900-1999cc - 25 **L**      18 **S** = 43 Cars
- 2400-2499cc - 1 **L**      0 **S** = 1 Car
- 2500-2599cc - 0 **L**      2 **S** = 2 Cars
- 2600-2699cc - 1 **L**      0 **S** = 1 Car
- Over 10000cc - 0 **L**      1 **S** = 1 Car -

What's in this? - Anyone any info on this car?



In total under this category there are: **315 Cars Licensed and 103 on SORN.**

However, looking at the engine size information in this category strangely enough the numbers they show don't add up to 315/103

Taking all the above into account this potentially gives us **203 Cars** which are either **Licensed** or on **SORN** as shown in the **Summary Table** at top of Page.

If one excludes the over 10000cc car, these can be broken down roughly into **101 4 cylinder cars** and **102 6 cylinder cars** -

I know there are some 6 cylinder 4s cars around and at least one 1500 2 litre car so it's a bit rough and ready.

Now moving onto **My Register**, in total I have information on **683 cars** and Suzie has cross checked the Registration Numbers with the DVLA Website, and with this information I can add the following information

- 125 Cars not on the DVLA Website**
- 40 Cars are Not UK Registered**
- 76 Cars are Currently Taxed**
- 59 Cars are on SORN**
- 338 Cars are Unlicensed**

Which means that they have not been on the road since SORN came in, in I think 2008.

I wonder how many of those cars still exist as steel/fibreglass, and how many live on only in paper form or in their owners memories and photos? Interestingly with the info from the How Many Left website (**203 in total, taxed or SORNed**) this means there are **68 Cars** which are either licensed or on SORN that I do not have information on – so that’s my challenge for this year, to find these cars!

And I can start with the one below – as it is one which was previously not on the register. So, for some light relief from all these figures which are doing my head in - I saw a lovely 4s on the Car and Classic website - the advert being as follows

*“For sale is a very rare Bond Equipe GT4S*



*(miniature Aston Martin DB looks). In exceptional condition for its age, there is reasonable grounds of belief that the Bond has covered under 7,300 miles from new under 3 long term owners, the first two of the same family, the third for 27 years prior to purchase. The Equipe was registered in London 1965 to the first owner a titled Lady, the Marquis of Seafield. The car was originally white but later*

*changed to Rolls Royce Sandglow to match her Rolls Royce vehicle. It is such a colour that remains on the Bond to this day. The vehicle*



*boasts an fascinating history file that includes correspondence from Bond Cars of Preston to Lady Lund, the GT4S sales brochure, price list*



*and original bill of sale, plus other relevant literature such as old sixties onwards tax discs, Mot’s and Sorn certificates. Although the car has a current MOT it was last taxed for the road in 2007. No visible rot on the car. The chassis and floors are truly excellent, I do not believe that it has had any welding repairs. Seats virtually as new. Paintwork looks good from 3 yards away, however there is some micro blistering on close inspection to the fibreglass body. Rare opportunity only for sale due to purchase of a pre-war tourer”*

I spoke to the owner **Stewart Hudson** and it does sound like a lovely car, and in fact he is now thinking of keeping the car - so hopefully we will see it back on the road being enjoyed by him or a new owner.



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**Bernard Littlewood**



## Surrey Top Project. Part 1

I had always admired the TR's with Surrey tops fitted (for those unfamiliar with them they consist of a frame with a glass or Perspex/makrolon window which is fixed to the rear deck, you then have the option of either a "hard top" or a "soft top" roof insert), I think that they compliment the lines of any TR4 - 6 but that is only my opinion.

I had never really wanted one as I like the ease with which a TR soft top can be folded back and the cost of one had always been too much for me to spend on a "whim".

However, I wanted to find out whether one was right for me or not so the only thing to do was to bite the bullet and buy one as I don't know anybody personally who has one fitted and in any case something like this can take a while to assess, using it in different weather and on long trips etc.

My plan was to buy a second hand one then sell it on for the same price if I didn't like it. As usual my plan was flawed. After months searching auction sites the only "genuine" Surrey tops that came up were for the backlight part only and they all sold for around the £1600 mark plus the fuel it would cost to pick them up. I am not even sure if all of these were

genuine or reproduction backlights as sometimes the sellers were "very vague".

I contacted Moss and Rimmer Bros and was pleasantly surprised by the outcome, Moss could supply all the parts I required, but not from Stock and the one backlight they had was a returned item, but I was extremely pleased with the enthusiasm of Andy Kaufman and send my thanks to him.

Rimmer Brothers had all the items in stock and for less than £835 including delivery (for the soft top roof insert and the Perspex backlight window option) they arrived two days after I placed the order, great service again from Rimmer Brothers.

I had heard many horror stories of poorly made and ill fitting aftermarket backlight/Surrey tops, so I thought that I would leave it until the winter months before I



**Backlight Trial Fitted**

attempted to fit it.

The next day found me in the garage removing the soft top and frame, there were no instructions on how to fit the Surrey Top, but being a man I wouldn't have read them anyway so I wasn't perturbed. The first anomaly I spotted was that there were 7 studs protruding from the backlight frame and there were only 5 holes (for the rear of the soft top to bolt onto) on my TR4A. I fitted the backlight assembly in position and was able to position the 2 surplus studs just inside the edge of the cockpit. I then loosely assembled the soft top insert frame along with the soft top insert, but could not work out how it fitted to the windscreen frame. After half an hour on the internet I worked out that I needed a TR4 type aluminium windscreen frame capping as it has provision for two snap poppers and an extended lip at the front for the soft top roof to tuck into. I should have looked more closely at Surrey tops in the past as I was not happy that this was a well thought out way of fixing a roof, but there must be thousands of TR's with this arrangement so I rang Rimmers' and ordered one (another £73). While looking for information about fitting the roof section I read that some people used the front of a Spitfire frame along with the handles, so I may look at that option if I'm not happy with the standard set up. I wanted to be able to quickly remove the roof and store it behind the seats which the standard set up allows, this will enable me to carry more equipment for runs than I currently could with the soft top hood frame lowered. I then decided that I would re fit my original soft top and frame and wait until after examining



### **Alfresco Paint Spraying**

the TR's with Surrey tops fitted at the TR show in Malvern before I installed my Surrey top. This took me about 2 hours.

The next day I removed the Perspex window and painted the backlight frame (about 4 hours including time between coats of paint) the same colour that I had recently painted my bonnet (BRG) as eventually the whole car will be painted that colour ( it currently has a few different shades of green) with the view to storing it until the winter, then predictably the next day found me re fitting the window and installing the backlight on my car (after first of all cutting off the two "surplus" studs). I wasn't at all happy with the lack of rigidity of the front of the backlight and I had to cut about 2mm off the front lip of the backlight



### **Support brackets in position**

where it rested on the B post to get a nice line along the door windows. To resolve the rigidity issue I made two brackets out of 1.5mm sheet steel that I was able to slide up into the hollow ridge of the backlight and with two 5mm nuts welded to the plate I was able to sandwich the lip of the backlight between the brackets and two other steel plates. I utilised the soft top frame fixing holes to secure the brackets to the car. Another four hours work to get to this stage.

**PART 2 NEXT MONTH**

### STAG SALOON SEAT REPAIR

Although I carried out this repair on the seat of my Stag Saloon (*See Big Six Register this issue*), the same method and principles can be used on most models of our

seat. I say a later date because I find upholstering seats very tedious, time consuming and boring, but I was hoping that the result would be better than having the large hole.

First of all I removed the entire seat from the car. I then carefully removed all the clips and very gently prised the cover from the foam to limit any damage that would be caused by breaking the bond of the adhesive,



I then carefully unpicked the damaged panel and using it as a template I marked around it on a piece of vinyl (£3.49 for ½ a metre) but keeping a uniform ½ inch all around the area that would be visible. Then with the seat cover turned inside out I stitched the new panel in place. I did not use a

Triumphs. When I bought the car it had a large hole in the right hand panel on the driver seat base which needed attending too. For the repair I opted to choose a colour that would be a contrast to the original colour, but really I should have tried to procure a piece of vinyl that was a good match to the original seat, although I have rarely found that it is possible to do so due to discolouration of the original material. My plan was to replace both the left and right hand side panels so that it looked "equal" then at a later date I would also change the panels in the passenger



sewing machine as there were many layers in some places and I would have lost control,

**Finished repair**



so this process took me three hours! I could not face doing the other panel that day, but a load of beer in the evening gave me fresh enthusiasm for the next day so I repeated the process on the left hand panel. After this I re fitted the cover to the seat base using contact adhesive and the clips. I knew that it would be many months before I could summon up the enthusiasm to remove the panels from the passenger seat and replace them with the same colour that I had used on the driver seat, so I thought that I would experiment with one of the leather/vinyl paints that are available. I ordered a spray can of Tan colour and tried it on an off-cut of the material that I had bought, the match to the original colour was excellent! I left it to dry overnight and then I screwed the painted off-cut up, and stretched it this way and that way to see if the paint would crack or peel off, it didn't! I then decided to mask off the whole top of the seat base and after giving it a good clean I applied two coats of the Tan paint and left it to dry. The end result is a nice looking seat with no rips or tears, but with the base cover looking slightly different (if you look closely) in colour to the back, but this would be the same if I had been able to purchase a new cover for the seat base due to discolouration over the

years. So if you have a seat that badly needs a repair you can with the help of a sharp needle, rot proof thread and an off-cut of vinyl (perfect if your seats are black) plus a tube of contact adhesive make your car's interior a better place to be in, the total cost of this repair including the paint was less than £16 and it has made a huge difference to the car's interior. I just wish that I had tried the paint before renew-

ing the second panel on this seat!

*Whether 6 cylinders or 4 a TR (or Stag Saloon) is more*

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**Ben Broadbent**



## Tax Exemption Date

**H**ello again. My heart felt thanks to everyone who sent me condolences in early April following the unexpected death of my father. Your thoughts and words helped me and it's so good to be part of the TSSC 'family'. There are so many fantastic people in our great club.

This month's article is a bit disjointed and without many pictures (and a bit late getting to Bern, for publication,) so please, on this occasion forgive me.

In March's Courier I featured the pending VED exemptions proposed for Historic Vehicles manufactured before 1st January 1974. Two members John Morley and Michael Ottway, sent in details of their experiences of attempting to claim their VED exemptions.

But first the Chancellor, George Osborne decided to ruin my article by changing the Fixed Date VED exemption to a Rolling Date VED exemption for any historical vehicle over 40 years old. Actually, well done George for ruining my article, I don't mind at all!

Here is an abridgement of what was included in the budget speech, as published in the Motoring press, for which I am grateful: From April 2014, the classic car exemption from VED will begin rolling from 40 years, with cars built before January 1974 eligible for a zero-rated tax disc.

Then, from January 2015, the formerly fixed cut-off, will become a rolling one.

So, from 1 April 2015, vehicles built 40 years ago will be added to the scope of the exemption. The exemption cut-off date in

Schedule 2 of the Act will be changed to 1 January 1974 to apply from 1 April 2014 as announced at Budget 2013, and to 1 January 1975 to apply from 1 April 2015 as announced at Budget 2014.

Thus, we again have a rolling VED exemption programme in place. But, following on from the article in March's Courier, how are Club members finding the task of changing their vehicles to the 'historical vehicle class'?

This is what **John** had to say:

*Hi Ben, Thanks for your really useful article in The Courier. My GT6 was first registered in May 1973, and I have just received my V11 reminder, which quotes the current rates of car tax (£225 for a year). I checked the DVLA website and there is no mention of the change to 1st January 1974 for tax exemption: so I phoned DVLA this morning. They have told me to go to a Post Office after 1st April with my V5C logbook and MOT. They say the insurance certificate is not required, but I will take it anyway. I will need to fill in Section 7 of the logbook with the new tax class (which I believe is 'historic vehicle'). I will be issued with a new tax exempt tax disc, and they will send my V5C to DVLA for amendment.*

*All the best*

**John**

Thanks John, that's really helpful.

**Michael** had this to say about his experiences:

*I am writing with regard to your article on page 40 of the Courier, No 405, March 2014. While being happily aware that from 1st April 2014, the cut-off date for Exempt VED would now apply to my Dolomite Sprint, first registered on 1st August 1973 (owned by me since*

August 1974) and therefore manufactured before 1st January 1974, I found your article very useful.

However, having had a VED Renewal reminder (V11), asking me to pay £225 for Road Tax when my Disc expires on 31st March 2014, I phoned the DVLA last week. I was told that they had no instructions as regards the new arrangement and that I would have to pay the VED requested on the Renewal reminder.

When I mentioned the 2013 budget proposal, she said that this was just an aspiration and nothing had been formalised - not a very promising conversation. Undaunted, I e-mailed HM Treasury to seek a ruling on this and amazingly received a prompt reply, reaffirming our understanding as to the new arrangement. I then phoned the DVLA again; speaking to someone more helpful this time and indeed all is OK.

I was told that I had to send the necessary documentation to the DVLA of course, namely a V10, an MOT Certificate but no Insurance Certificate and the V5C. In the V5C I had to enter in Section 7, on the bottom line, Tax class, the word *Historic* and sign and date the left hand box in Section 8. I now await my new Tax Disc, VED Exempt. You may now know all this but I thought it might be helpful to pass on my recent experience of this process.

Regards

**Michael Ottway**

Michael, Thank for your email concerning the working practices of DVLA.

Your experiences have happened to a few other people so I will be speaking to DVLA to attempt to prompt them to make the process transparent on their website.

Michael continued in his second email.

To up-date you further on the matter of exempt VED after my submission to the DVLA, I have received a surprisingly prompt reply from them (quite a shock to have both the Treasury and the DVLA reply in less than a week). Again they confirmed that the new cut-off date was 1st January 2014 and that it does not officially come into force until 1st April 2014.

However, for eligible vehicles there are

practical implications that follow from this (as I now understand it), where it assumed in the three cases below that the vehicles have been, or are to be, licensed for 12 months.

1) If the disc runs out on 31st January 2014 say, the appropriate VED shown on the Renewal V11 will have to be paid to license the vehicle; after the 1st April 2014, a refund for 10 months can be claimed, provided that an application for the change to Historic Class with V10 etc has been accepted by the DVLA. Then of course for the period starting 1st April 2014 the licence will be effectively VED exempt and thereafter.

2) If the disc runs out on 31st March 2014, as in my case, the appropriate VED shown on the Renewal V11 will have to be paid to license the vehicle, if it is decided to license it at the Post Office now; after the 1st April 2014, a refund for 12 months can be claimed, provided that an application for the change to Historic Class with V10 etc has been accepted by the DVLA.

Then of course for the period starting 1st April 2014 the licence will be effectively VED exempt and thereafter. However, in my case, since I have applied already to the DVLA for the change to Historic Class with V10 etc, then quoting from the DVLA letter: "Therefore we are holding on to your application until 1st April 2014 when we will be able to process your application and you should receive your disc". Since I have paid them nothing for the period starting 1st April 2014 the licence will be VED exempt and thereafter.

3) If the disc runs out on 31st May 2014 say, the appropriate VED shown on the Renewal V11 in 2013 will have been paid to license the vehicle; after the 1st April 2014, a refund for 2 months can be claimed, provided that an application for the change to Historic Class with V10 etc has been accepted by the DVLA.

Then of course for the period starting 1st June 2014 the new licence will be VED exempt and thereafter.

By labouring the three cases above, I hope I have covered all possible eventualities but with the DVLA (and other official bodies) one can't be entirely sure that the understanding is

correct until final proof is in one's hands. The proposed abolition of tax discs altogether in October will no doubt add another layer of confusion and personally I am not convinced that it is a good idea.

I hope this helps  
Regards


**Michael**

Thanks to Michael for sharing his experiences, I'm sure these comments will help other members get their vehicles sorted out. The details from Michael are most welcome indeed!

The DVLA has since March reissued the INF34 (picture 1).

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

**1.** Vehicle Registration Certificate (V5C) – (picture 2) this must clearly show the vehicle was made or first registered before 1st January 1974. If you do not have a V5C, or if you think the age shown



**Pic 1.**  
Driver & Vehicle Licensing Agency

**Taxing historic vehicles**  
Find out about DVLA's online services  
Go to [www.gov.uk/browse/driving](http://www.gov.uk/browse/driving)

INF34

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**How we identify a vehicle as 'historic'**  
You may be able to tax your vehicle in the 'historic vehicle' tax class if it was built before 1 January 1974 and is one of the qualifying vehicles listed below.

**Qualifying vehicles**

- Private or light goods vehicles – this includes buses used for voluntary, community or other non-profit-making purposes.
- Motorcycles and tricycles.
- Private heavy goods vehicle (HGV) – this does not include vehicles designed for, or adapted for, transporting goods on a public road for business purposes, including HGVs used for driver training or testing purposes.
- Special vehicles – this includes mobile cranes and pumps, road rollers, works trucks and digging machines (except showmen's goods and haulage vehicles).
- Haulage vehicles – not used for haulage purposes.
- Special concessionary – including agricultural machines, mowing machines, snowploughs, grilling vehicles, electric vehicles and steam vehicles.

**Note:** you will not have to pay vehicle tax if you have a historic vehicle, but you must still tax and insure it every year and display a 'nil value' tax disc. By law all drivers must be covered by motor insurance when they use a motor vehicle on the road or in any other public place.

**How you tax your vehicle in the historic vehicle tax class**  
The first time you tax a vehicle in the historic vehicle tax class you must apply to DVLA, Swansea, SA99 1DZ.

**You will need:**

- A Vehicle registration certificate (V5C) – this must clearly show that the vehicle was made or first registered before 1 January 1974. If you do not have a V5C, or if you think the age shown is incorrect, you will need to produce evidence from the vehicle manufacturer or a dating certificate from a vehicle enthusiasts club.  
(If the V5C indicates that the vehicle was registered from 1 January 1974 up to and including 7 January 1974, we will let you register it as a historic vehicle, based on the assumption that the vehicle would have been made in the previous year).
- An appropriate test certificate (for example, an MOT certificate, if the vehicle needs one by law). You no longer need a MOT or CVT to tax a pre 1980 vehicle.
- A certificate of insurance or cover note (downloaded copies are acceptable, photocopies are not) valid on the date the tax disc comes into force, for vehicles registered with in a Northern Ireland address.
- A filled-in 'Application for a tax disc' (V10), which you can get from [www.gov.uk/browse/driving](http://www.gov.uk/browse/driving), and Post Office branches that issue tax discs.

**What happens when your tax disc runs out**  
About two weeks before your tax disc runs out, we will send you a 'Renewal reminder to get a tax disc or make a Statutory Off Road Notification (SORN)' (V11) from DVLA. The notes on the V11 explain what you need to do.

**If you need further information**  
There is more information on how to tax your vehicle on the website at [www.gov.uk/browse/driving](http://www.gov.uk/browse/driving). If you need to speak to us you can phone DVLA Customer Enquiries on 0300 790 6602 or fax on 0300 123 0798. You can also contact us by email by going to [www.gov.uk/contact-the-dvla](mailto:www.gov.uk/contact-the-dvla). If you are deaf or hard of hearing and have a textphone, phone 0300 123 1279 (This number will not respond to ordinary phones).

is incorrect, you will need to produce a heritage certificate or dating letter from a vehicle enthusiasts' club or evidence from the vehicle manufacturer. (See below about heritage certificates and dating letters.)

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

- 2.** An appropriate test certificate (an MOT certificate)
- 3.** A valid insurance certificate
- 4.** A filled in 'Application for a tax disc' (V10), (picture 3) which you can get from [www.direct.gov.uk/motoringforms](http://www.direct.gov.uk/motoringforms) or Post Offices branches that issue tax discs.

**IMPORTANT UPDATE!**

**The BMIHT Heritage Certificates**

It is now suggested that the 'Heritage Certificate', which are available from the British Motor Industry Heritage Trust at Gaydon, are considered by the DVLA as



**Pic 2.**



**Driver & Vehicle Licensing Agency** Application for a tax disc **V10**

Please see the guidance notes over the page. For more information go to [www.gov.uk/taxdisc](http://www.gov.uk/taxdisc)

To tax a heavy goods vehicle (HGV) use the Application to tax a HGV (V10). Official use only 3/13

**1 Your details** Please write clearly in black ink using CAPITAL LETTERS

Title:  Mr  Mrs  Miss  Ms  Other (specify):

Business or organisation name:

First name:

Surname:

Current address:

House number:

Post town:

Postcode:

**2 Vehicle details**

Registration number please write in the boxes:

Make:  Model:

Tax class you are applying for:  
For example, private/light goods (PLG, petrol car and so on.)

If PLG, bicycle or tricycle, please give the exact engine size in cc:

If bus, how many seats are there (including the driver's seat)?

**3 Tax disc details**

How long do you want the tax disc to run for? six months  12 months

If you buy a six-month tax disc you pay an extra 10% to cover a handling charge.

When will your current tax disc or Statutory Off Road Notification (SORN) end?  
DD MM YYYY

What month and year do you want the tax disc to start?  
(You cannot backdate the tax to before the first day of the month in which you are making this application.)  
DD MM YYYY

It is an offence to be the registered keeper of a vehicle that is not taxed. If you do not tax your vehicle or make a SORN, you could be fined £1000 or more. It is also an offence to be the registered keeper of a vehicle that is taxed and not insured.

If your vehicle does not need an MOT or Goods Vehicle Test Certificate (GVT) (or 'Exemption from MOT' (V112) or 'Exemption from goods vehicles testing' (V112G) (see section G). You no longer need an MOT or GVT to tax a pre 1990 vehicle.

Note when you use this form at a Post Office branch that issues tax discs, the information on it will be sent to electronically. The number of staff at the Post Office will give this form back to you with your new tax disc and a receipt (see section B over the page). Please do not send this application to us. Please keep the receipt as you may need it later.

V10-0313 **Pic 3.**

**Out of British Motoring** **BRITISH MOTOR INDUSTRY HERITAGE CENTRE** **FAQs | Contact us**

HOME PLAN A VISIT WHAT'S ON ARCHIVE SERVICES ABOUT BE EDUCATION SHOP

CONFERENCES

You are here: Home > Archive Services

**ARCHIVE SERVICES**

The Archive department offers the proud classic car owner a Heritage Certificate which is a certified copy of the entry against the chassis number in the authentic factory ledgers.

Introduction Prices & Postage **Is My Car Tax Exempt?** FAQs

**PRICING & POSTAGE**

Please allow up to 28 days for Heritage Certificates. If you have any enquiries please call 01753 645076

Service	Prices
Heritage Document Wallet	From £80
Including the purchase of a Heritage Certificate	
Assess Martin Folder	From £120.00
Assess Martin Folder including the purchase of a Heritage Certificate	
Premium Heritage Certificate	£11
Heritage Card Wallet	£40
Technical Data Specification	£28
Certificate review	£21
Dating letter	£21
Additional charge for services on engine and body number	£10
Web enquiry service (see document issued)	£5

Postage for Certificates & Letters	Postage for Document Wallet & Assess Martin Folder
UK	UK
£1.70	£6.85
Europe	Europe
£4.45	£9.45
USA & Rest of World	USA & Rest of World
£8.85	£17.25

**Pic 4.**

month and thanks again for your support during the past month.

Take care, keep those V8's purring,

**Ben**

the authoritative document to provide evidence of the 'build date' for your vehicle.

Contact BMIHT via their website at [www.heritage-motor-centre.co.uk/archive-services](http://www.heritage-motor-centre.co.uk/archive-services) (picture 4). Note that the webpage states that you will need to allow 28 days for the delivery of your Heritage Certificate. Please check the BMIHT website for current prices.

The cost can be restrictive, but a Heritage Certificate helps to identify your car and potentially supports the value of your car. (picture 5)

To recap. From 1st April 2014, vehicles registered on or before 7th January 1974, can be reclassified as 'historic' vehicles and therefore, be exempt from VED. This has become a rolling VED exemption programme for vehicle over 40 years old. The DVLA have issued new guidelines during April 2014.

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

Sorry, for any grammar and spelling errors this

**BRITISH MOTOR INDUSTRY HERITAGE TRUST**

**CERTIFIED COPY OF A FACTORY RECORD**

BMIHT certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.

This Certificate does not constitute verification of the present condition of a specific vehicle. Please see the details of the car as left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to shipment.

Certificate Number: 2011/23239

1. Make & Model	AUSTIN-HEALEY 3000 MARK III CONVERTIBLE
2. Car/Chassis Number	H-BJ
3. Engine Number	29K-U-101
4. Body Number	806
5. Specification	RHD, Home Market
6. Colour	a) exterior Colorado Red b) trim Black c) hood (top) Black
7. Date of Build	23 May - 3 June 1966
8. Date of Despatch	10 June 1966
9. Destination ( Dealer )	Thompson Reid Limited
10. Other Numbers ( where recorded )	Gearbox number: 365
11. Details of Factory Fitted Equipment	Wire wheels, Heater, Laminated windscreen, Roadspood tyres, Less overdrive
12. Other Information	The registration mark (quoted by you) was issued in Kingston upon Hull
13. Issued to	British Motor Industry Heritage Trust
14. Date of Issue	7 June 2011
15. Signature of Archivist	



While every care has been taken to ensure the correctness of the information supplied neither BMIHT nor any of its associated Trusts or Companies will be held liable for any errors or omissions on the transportation thereof. BMIHT accepts no liability if document numbers have been tampered with or damaged. BMIHT Registered (19), British Road Car Club, 175-177, Regent Road, London, E1 3DF. Registered in England. Registered under the Companies Act No. 06113

**Pic 5.**

# Area Showtime



e-mail.

[pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)

## Pip Flegel



## Le Mans Spitfire Jubilee

By Victor Thompson (West Yorks Area)

**A**t the Club's AGM weekend, Bernie had arranged an open day on Saturday the 12th April 2014. This was badged as a **Le Mans Spitfires Jubilee Open Day** and **Mark Field, of Jigsaw Triumph**, kindly brought along his original Le Mans Spitfire and his amazing two replica cars as a feature. These cars were also featured on the Club's stand at the NEC Classic Car show last November and made a truly stunning display, getting **Graham Robson and Sir Stirling Moss's** attention; what more can I say!

**Graham Robson** also came along to the



open day, and in addition to getting up close to the cars we were treated to a wonderful film show featuring the **Triumph Spitfire's at Le Mans in 1964**, with the charismatic commentary of

**Raymond Baxter.**

It was great to see this in the brilliant setting of the Clubs conservatory, with the unique back drop of the restored Standard Triumph Dealership neon signs.

After the film, Graham Robson was invited by Bernie to tell us a little about the events of 1964, given his unique knowledge of and involvement in Triumph racing. This was a real treat, but in addition, **Mark Field** also came forward to





the Le Mans Spitfire cars) was again fascinating and absorbing. We all concluded that Mark must put his story to print, which would be an absorbing read and a truly unique story.

Graham did a fantastic job in coaxing out Mark's story and the two of them did a great double act. It was very kind of Graham to travel the long journey from his home in Dorset to be with us, so our sincere thanks must also go to him.

tell us a little about the amazing story about his Le Mans Spitfires, revealing his tremendous passion for the cars.

This was an absolute treat, two men who have such a phenomenal knowledge of Triumph cars, we could have listened to them all day. In my short write up I can't do justice to what they had to say, however just as an example to hear how Mark found and had the Le Mans Spitfire alloy wheels re-manufactured was incredible.

He explained how when he had the remanufactured alloy wheels tested (for TUV testing to enable them to be sold abroad) they actually out performed modern high performance alloy wheels, and when he told the people who tested them, they couldn't believe they were designed in 1963, this illustrated how truly brilliant the people at Triumph were who designed and made them originally.

Then the story behind the copying of the Le Mans Spitfire roof (as this was totally unique to



Also a big thank you to Bernie, whose idea this was. It really brought that part of the Triumph story to life and for those of us who attended it was a great treat.

I know Bernie has further plans to do similar Open Days, making good use of Sunderland Court, our HQ.

So watch out for more events being arranged and don't miss out!

## South Of England Meet 2013/14

By Mickey & Julie Hazell (Thames Area)

### South of England Meet 2013

**2**013 was mine and Julie's first year of running SEM and all seemed to go well. We had some hiccups with the PA but thanks from help from a visiting member that knew what was what, it was soon working (many thanks to you, sorry

but I've lost your name). There was also some confusion over the names of the award winners but hopefully we got it correct in the end and hope that we won't repeat it this year. A massive thank you to all our helpers from the marshals parking the Triumphs as they turned up, to the volunteer show judges to pick out the best Triumphs and every one else in-between it



getting people to try it was hard work.

## South of England Meet 2014

As usual there will be camping available from Friday afternoon still only £5 per unit per night, please note that fires & BBQ's need to be off the ground (i.e. as not to burn the ground). There will be a camper's marquee for socialising and a quiz evening on Saturday, we will

would be so hard without your help. Last year also saw us celebrating the 50th anniversary of the Triumph 2000 & the Bond Equipe. Guy Singleton even supplied a cake for the other Bond owners to enjoy. The camper's marquee was put to good use on Saturday evening sheltering us from the showers while

also use this as shelter in the event of showers. Chemical toilets at the camping end of the field to compliment the leisure centre washing & shower facilities, please remember to show your program on entry.

Saturday afternoon this year we plan on having some more games so pack a picnic and come out to play, the more the merrier. We also have some local trips if you wish to drive out.

Sunday will be the Triumph Show and all Triumph based cars attending will be entered into an informal Concours. Over the weekend **Adam Chignell** will be **Oiling Trunnions**, **Top Tune** will be engine tuning, as well as the **Members Autojumble and Trade stalls**, so dust off



we held the quizzes which we hope you enjoyed, more of those this year.



That afternoon we held a non autogymkhana it was just a bit of fun really but just



## SOUTH OF ENGLAND MEET CONCOURS WINNERS 2013



your unwanted items and sell them here if you wish. Sunday the **TSSC Club Shop** will be open to deliver your pre ordered items, postage free, and offering Club shop items for sale. Also TSSC Insurance Valuations will be done near the shop stand.



All this and still only £5 per adult, under sixteen's free with paying adults and a free re-entry with program.

So we hope to see you all this year and please remember to bring the Sunshine!

### 2013 Best of Show - Clive Bergman



**Best Vitesse** OGC 71D

Clive Bergman

Runner up Vitesse OVV 756J

Andy Smith

**Best Herald** FYN 964J

James Parker

Runner up Herald FPH661J

Trevor Collett

**Best Spitfire** JHP 740V

John Edwards

Runner up Spitfire YTB 336T

Jonathon Pryce

**Best GT6** NXD 291E

Bill Redford

Runner up GT6 AOK 742K

Nick Ledger

**Best Special** PDD 270G

Mark Farley

Runner up Special TKN 943

Terry Johnson

**Best Bond** RLG 450H

Amanda Abbitt

Runner up Bond EFC 162

Frank Bosmans

**Best Stag** OLF 686P

Peter Harper

Runner up Stag VEW 349L

Mike Goodling

**Best TR** RBU 611M

David Humpherys

Runner up TR UHJ 285V

Tony Hill

**Best Saloon** JKM 712E

Mohamid Jamil

Runner up Saloon A135 CPM

Peter Goodson

**Best of Show**  
**Best Vitesse**  
OGC 71D - Mk1  
**Clive Bergman**

# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Speipers



**1500** 1979. 55,000 miles. Inca Yellow. Good condition. MOT and Taxed. Hard top needs refurbishment and a good Spare Soft Top. £3,250. ONO. Don (Cambridge) 01223 834110.



**1500** 1979. Old English White. O/D. £1000's spent. Twin Webers. Full S/S Exhaust. Fuel mixture gauge. Electric fuel pump. Filter King Filter. Black Minilites. Gaz Adj. Shocks. Uprated brakes. Gas bonnet struts. Halogen Hewadlamps. Alarm. Taxed E.O. June '14. MOT exp. Dec '13. 69K miles £3,200 ONO. Ian (Leicester) 07976 919586.



**1500** 1979. Inca Yellow. 87,000 miles. MOT. Taxed. Restored 2010 to Show condition. Garaged. No Rust. £4,500. Alan (North Essex) 01371 875718.

## Herald



**13/60 ESTATE.** Sound chassis/ bodywork (except front wings). No engine/ gearbox/ propshaft. See eBay item 390706244339 or email [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) for pics/ details. Nottinghamshire (could deliver). £650.



**13/60 CONVERTIBLE** 1970 Wedgewood Blue. New Hood. New Bonnet. Overdrive. Taxed and Tested. Excellent Condition £4,000 OVNO. Duncan (Leeds) 07746 541628 / AM.

## GT6



**MKIII** Overdrive. 60,000 miles. Red. Excellent Condition. Serviced and MOT September 2014. Full documentation since 1998 restoration. £6,500. Simon (Leicester) 0116 259 6436.

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

## TR6



**TR6 1969.** Damson, new leather interior, shocks, springs, tyres and radiator. Owned 9 yrs, little used, good condition, full MOT. £11,995 ONO. Ian (Northants) Tel 0771 3038778 or 07989 387560

## CARS WANTED

**VITESSE MK2 CONVERTIBLE.** I have been looking for an excellent Vitesse with No Rust and Good panel gaps. Please let me know if you can help. Bill (Sussex) 01243 574364.

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

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0800 013 0080  
[www.lancasterinsurance.co.uk/tssc](http://www.lancasterinsurance.co.uk/tssc)

**Footman James**  
0843 357 1790  
[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Heritage Insurance**  
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[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)

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

**Peter Best**  
01621 840400  
[www.peterbestinsurance.co.uk](http://www.peterbestinsurance.co.uk)

## PARTS WANTED

**HERALD 1200 Engine.** Condition fairly unimportant but must have been a runner when removed from car. Wanted for short term solution during engine rebuild! Chris (Norfolk) 07985 436050.

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**FIBREGLASS BODYWORK SPECIALIST.** 30 years experience. From Cracks to Full Restoration. Also, You Strip, I'll repair, You Paint/rebuild. Details. Barry at BH. Classics (Norfolk) 07802 497474. Mob. (Trade)

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

**VITESSE MK2** Red Boot Lid. Slightly rusted. Offers please. Please ring, no texts. Power (Lancashire) M. 0759 460453.

**LUCAS P.I. SYSTEM.** Complete, good condition. £300. C/W Hose, filter, cooling coil. 13/60 Cylinder head, C/W Valves, rockers. Good condition. £75. Chris (Brackley) 01280 840795.

**SPITFIRE IV** Cream Leather Interior, New £500. Magnolia Clocks, New £250. Wood Dash & Door caps £200. Full Stainless exhaust, New £300. Mike (Bolton) 07849 017171.

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**Rebuilt Original Seats Exchange - Ask Mike**  
Vinyl Seats (pair) from £285 or  
Leather Seats (pair) from £395  
Includes New Foam Bolsters  
Spitfire gt6 Herald & Vitesse  
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Seats Collected & Delivered anywhere  
**Tel. 01752 227789**  
"Classic British Sportscar Trim"  
**Visa - Mastercard - Debit Cards**  
Photos & Enquiries - e-mail  
[cbstrims@hotmail.co.uk](mailto:cbstrims@hotmail.co.uk)

**SPITFIRE MKIV** Bootlid - Repaired £85. Passenger door reskinned, excellent frame £118. Spitfire MK3 Bonnet hinge tubes £20 each. Re-varnished Dash insert panel. £28. John (Norwich) 01603 737513.

**VITESSE PARTS** Too many used and a few new Vitesse parts to list here—please email for list. [ian.scoon@tiscali.co.uk](mailto:ian.scoon@tiscali.co.uk) Ian. (Glos)

**HERALD, SPITFIRE, VITESSE** Parts. including 1200 Engine parts, Heads, Filters, Cranks, Pumps, Lamps, Dizzy Cap New. G/Box's, Chrome, New Coil. Plus More. Simon (Cumbria) 07901 842248.

**VITESSE** Spares. Seats, Suspension Parts, Springs, Rocker Shaft. Some other Parts also. Gary (Derbyshire) 07825 269136.

**COURIER** Magazines. 1999 to 2013. Many of them bound in Courier Binders. Free to good home. Buyer collects. David (Bracknell) 07790 966068

**RB MOBILECLASSICS.** Highest quality recon driveshafts. All models non roto small chassis car £97.50. Rotoflex rebuild using Churchill tools to customers specifications inc CV conversions, from £230. Mobile servicing, pre mot, electrical, repairs, rebuilds. Modern cars serviced also. All Yorkshire area covered, based Nr Selby. Contact Richard on 07766 354449 or 72stag@gmail.com (trade)

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Visit our Website  
[www.mickdolphins.co.uk](http://www.mickdolphins.co.uk)



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

The Club Shop will be attending the forthcoming show

## South Of England Meet

### Leatherhead Leisure Centre Sunday May 11th

Advance Orders for collection at this show are now being Taken.

Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline **01858 434424** or Order Online - [www.tssc.org.uk](http://www.tssc.org.uk)

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- ★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order



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**VIA E-MAIL**





May 2014

## Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

# SOUTH OF ENGLAND MEET

## 10TH & 11TH MAY 2014

**Sat 10th**

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

**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](mailto:chippymickey@yahoo.co.uk)**



# AREA DIRECTORY

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

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

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

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

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

## NORTHERN AREAS

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

## MIDLAND AREAS

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

## WELSH AREAS

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

## EASTERN AREAS

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

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Paul &amp; Jacqui Robinson: 028 9029 2722</b>	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 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. Eves. 7.30pm
SOUTHERN	Mary Rumens: 01635 868640	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Mike Goolding: 01252 722432	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Michael Wrigley: 07966 257541	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Martin Marrison: 01444 450941	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.
	Mickey & Julie Hazell: 07773 623807		

<b>SOUTH WESTERN AREAS</b>			
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
DORSET SOUTH	Robin Nicholls: 07920 549474	Ring A.O. Details	1st Sun. Lun
GLOUCESTER	Jane Rowley: 07802 171227	The Star Inn - LIVERTON TQ12 6EZ	3rd Wed. Eves.
SOMERSET	Derek Giles: 01934 515376	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
	Steve Hopkins: 01278 653888	The Swan - COOMBE HILL	3rd Mon. 8pm.
WESSEX	Trevor Carlyle: 01425 475376	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WYEDEAN	Alastair Johnson: 01594 811076	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm
		The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

<b>OVERSEAS Contacts</b>			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
INDIA	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	MILAN.	
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	lucabellinello@fiscalinet.it	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Grote Sloop 78, 1754 JH - BURGERBRUG	
PORTUGAL	Carlos Camacho: 00 351 962721862	A Archibald Rd.,KelstoN - AUCKLAND.	
SWEDEN	Odd Hedberg: 00 46 173 17131	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	president@tssc-norway.org www.tssc-norway.org	
TASMANIA	Philip Bellamy: 0041 79 347 1221	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
U.S.A. - NW	Alan Donohue: 00 61 004 35 77 70198	Pomonagatan 4S - 742 36 OSTHAMMAR.	
	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



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

## TSSC AREA NEWS

### AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)

10th - 11th May - SEM at Leatherhead Leisure Centre, KT22 9BL

17th - 18th May - Beaulieu Spring Autojumble, SO42 7ZN

Sunday 25th May - Best of British Transport Festival, Gaydon, CV35 0BJ

Sunday 1st June - SHVPS Show at Queen Elizabeth Country Park, PO8 0QE

*Guy & Suzie*

## AVON

Tel. 01454 327059

Another good turnout for the meeting in April but still not warm enough to sit outside. Will report on Coleford and Drive it day in next month's report.

Coming up in **May** we will have our Club meeting on the usual night (**5th May**) as Badminton horse trials are a week later. We still intend to visit the **Castle Combe steam rally on 17 or 18 May** either as visitors or exhibitors.

Still looking for support for the Bristol classic car show. No confirmation from anyone yet to attend the Castle Combe action day - for static display only or if you wish to go round the track that is also available (at extra cost on the day).

I am pleased to report that the fire walking was a success for Linda and she raised a good sum of money for the local hospice and got her picture in the local paper. Well done.

See you all on **5 May**

*June*

## SOUTH BUCKS Tel. 07788 436167

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

email [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

Hi team. Hope you and yours are well. As we seem to be heading into the spring with the clocks going forward, the boat race (go Oxford!) then the car and county fair shows should be just round the corner.

My thanks to Paul L who is our resident MOT tester for the area at Merritts in Hazlemere (01494 711727) who managed to get my BMW through its test. I like to try and take one of my more modern cars to Paul in compensation for the years he had to test the SD1! My 2000 is due one soon too, so must remember to get it booked in Paul! In all seriousness, it's great to have Paul as he knows so much about all cars, especially the Triumphs so you know you are in good hands and don't get a funny look when you turn up in a car and the MOT tester says 'I was expecting a bike when you said Triumph!'

Speaking of the cross over, I attended the Ace café known as the home of the motorbike café history on 11th March in the 2000 for the classic car night. A good collection of cars despite the rather chilly temps, but it stayed dry. Made the opportunity to bore yet more people about my trip to the USA! Good gathering of friends so an enjoyable evening which I'm sure will get busy from May onwards. Well worth a visit if you haven't been. Many people do come and spend their time between looking at the cars and bikes in the car park, bikes inside the building and the superb collection of memorabilia on the wall showing the history of the Ace.

19th March was the club night with Dan, Phil, Paul & Liz and the sheep and I. Good evening despite the limited numbers so thanks to those that came along, and I hope as the weather improves, the more members will come along. Please do feel very more the welcome to attend the club night, really is a case of more the merrier!

Onto things to do. **May** is a great month for car shows with something on most weekends to either get you into it, or remember why when catching up with friends you haven't seen since last year!

**May 2-5th is the Isle of Wight camping weekend** for those who fancy a great overseas trip with many, many Triumphs.

**May 4th (Sunday) is the Beaconsfield classic and hot rod show** at the Beaconsfield football club which is opposite the



The A/O Seminar/AGM was held at H/Q for the first time this year and due to the hard work of all H/Q staff it was a great success. We would like to Congratulate The winners of the annual Awards presented at the AGM for their hard work and outstanding contribution that they have given throughout the past year.

**Mark Blease**

**TSSC Member of The Year!!**

**TSSC Coventry Area - Area of The Year!!**  
**Bernard Robinson - TSSC Outstanding Achievement!!**  
**Garth Jupp - Special Thank You!!**

Well Done to all and very well deserved.

Due to personal and unforeseen circumstances and being so close to the deadline I feel I am unable to write a full account of the A/O Seminar and for that we apologise but I can assure you a full report will be in the next edition of the Area Liaison Officers Report in the Courier.

*Pip & Frank*

## ANDOVER

Tel. 01672 514241

e-mail: [guy@bondequipee.org](mailto:guy@bondequipee.org)

**Meetings Cover Swindon/North Wilts area**

You may have noticed a lack of information or a booking form for Midsummer Madness this year. Unfortunately the **Standard Triumph Marque day at Brooklands** has moved dates and is now being held on **22nd June**, 'our' weekend, so we didn't consider it practical to try to run an event that weekend when some attendees might have to head off very early on the Sunday to get to Brooklands in time. So, apologies to those among you who were looking forward to the event again this year but we hope that the calendar will be in our favour next year allowing us to give it another whirl.

April's meeting at The Plough consisted of ourselves, John, Robin & Ann and both Burbage & Southampton Bobs. We had 3 club cars in the car park - Robin's Spitfire, Southampton Bob's TR6 and our Bond Equipee Estate.

Discussions ranged around various car related topics - including Robin's brand new engine valances he has made for the Spitfire and Bob's defunct overdrive solenoid which he has managed to replace - then veering off into deeper realms about modern technology, how insignificant the human race is when compared to the size of the universe - and how Molly can enjoy eating so many peas!

If anyone wants a pass for the **Popham show on Bank Holiday Monday, 5th May**, please let us know asap as the organisers have asked us to let them know which cars will be on the Club Stand.

The next meetings will be:

**Thursday 8th May - The Plough, Grateley, SP11 8JR**

**Wednesday 21st May - The Bruce Arms, Easton Royal, SN9 5LR**

Events coming up are:

**Monday 5th May - Popham Auto/Aerojumble and Show, SO21 3BD**



## TSSC AREA NEWS

Beaconsfield service station, you know, the only one with a JD Weatherspoons in it! Now, if you tried to attend last year and couldn't get in, you were not alone. For reasons that I'm not aware of, its been taken over by the Watford rods. This means you have a massive scene following who descend onto Beaconsfield! I suggest you get there early. It opens at 10.30. I was there for 9.30 (I live few minutes away, that's the only reason!) and it was already getting busy! Its free for the driver of the show car and just £1 for each passenger.

**May 10th/11th South of England meet at Leatherhead leisure centre (KT22 9BL)** see Courier for details. Historic event with a great collection of cars and leisure centre next door for those who don't want to walk around the field!

**May 10th is the Hyde heath village fete** from 1.30 on the Common. Great collection of cars and village fete activities and dog show and usually a fly past!

**Tue 13th classic car night Ace café** from 6.30pm

**May 18th Chiltern hills historic event**, \*\*\* new venue\*\*\*. One of the best shows in the area with a huge collection of cars and bikes, autojumble, country fair, kids activity, even a dog show! Its moved to Weedon park, HP22 4NN. Starts at 10am. We are hopefully having our usual stand, but as its new venue, we will have to see. Please let me know if you attending as we try and meet up at Tesco Amersham to have a run to the show.

**May 21st TSSC South Bucks area meet at The Squirrel, Penn Street** from 7pm

**May 25th is the Haslemere show** (note not Hazlemere!) contact Micky from Thames for details.

Hope to see you at event soon! Take care,

*Carl.*

the little gremlins in our website. The calendar now slips back and forth between the months like it's on olive oil with no "error 404" messages. So please look at it as I spend quite a bit of time entering all the shows and events which I hear of and which you send me.

Thanks Tim.

Looking forward to **May**, we have the **Merton Show on the 3rd to the 5th**. The **Faversham Transport weekend is on the 18th and the Deal classic motor show is on the 25th**, which clashes with the **Canterbury Cathedral event**, of course. I know that several people have already booked for the Faversham event so if you want to join them get your application forms in.

I think we all had a thoroughly enjoyable evening and there was a real sense of anticipation that the pleasant motoring weather is only just round the corner! Here's hoping.

*Phil R*

## CHESHIRE

Tel. 01625 425845

[www.tssccheshire.webspace.virginmedia.com](http://www.tssccheshire.webspace.virginmedia.com)

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

As the good weather (we all hope) looms on the horizon, it's time for the cars to get fettled ready for their forthcoming exercise. Heap has a new battery (and what a difference that makes, like switching to cooking with gas), Paul's GT6 is now sorted with the T9 gearbox and transported Paul to our meeting, Jack came along in his recently acquired Herald 1200 (drum brakes all round – although Jack is quite happy with their effectiveness), John's Spitfire is scheduled for an MOT (and new paint is also threatened).

Adrian's washed his GT6 and is talking about reducing the cast iron count in his garage, and in darkest Stagfordshire, a Vitesse bonnet seems to be taking shape (I may have to choose words more carefully about this particular project as there has been much discussion about shape and much consequent wielding of hammers, not recommended).

There is also a gearbox project starting in Macclesfield, but it's not clear where this one is heading at present.

Informal member surveys in both Stagfordshire and Cheshire indicate that only a small proportion of members used the TSSC web site (although this was noted as 50% in Cheshire), and I was reminded (thankyou Jack) that I haven't been that quick in updating the Cheshire web site. There's no excuse, it's just plain inertia on the Organiser's part. So, I will try and keep the Cheshire web site a bit more up to date, and it would be nice if everyone had a look before the next meeting. The address is in the banner at the top of this report in the Courier, there's no excuse here either. Meeting reports tend to appear on the web site before the Courier lands on your door mat, so there's a good reason for having a look.

Dave brought along a can of Sh\*ll upholstery cleaner (complete with a pre-decimal price sticker) and pointed out that the picture on the can was that of a Vitesse interior. It also looks like the cleaner was stunningly effective, turning a sort of murky red-brown shade into gleaming tan with a single wipe of a duster. I wish.

The AGM and Drive it Day are all imminent, so there should be some reports at next months' meeting. Looking further ahead, the **4 Area Meet** is probably at the **Derby Arms (Liverpool) on June 3rd**, while our own **June meeting** will probably be at the **Swettenham Arms**, but this won't be the 4/5 Area Meet like it was last year. I hope that's clear, it's certainly not that clear in my head at the moment. I must also mention the **'Dead Good Day Out' on 26th May (Bank Holiday Monday) in West Park Macclesfield**. One of our neighbours is involved in the organisation, and wants some classic cars

## CANTERBURY Tel. 07810 438074

e-mail: [philrogers002@gmail.com](mailto:philrogers002@gmail.com)

[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

"You wrote in last month's write up that my car would be ready for Easter. Well since then it's broken and won't run at all!"

These were the words which greeted me as I entered "The Duke" for our monthly get together. Apparently, Andy's Triumph BMW can read and had been offended to the point of breaking its crankshaft and / or camshaft sensors because of last month's confident prediction. To breakdown is one thing; to actually breakdown in the MOT testing station is something else entirely and is NOT funny. The message then is clear: some people do actually read these reports and I must be more careful what I write in future!

The first decent spell of weather had prompted Neil to open the field and I spotted at least two Stags, a Gentry, a Vitesse, a rather nice early Porsche and Neil's AC Cobra as I parked up, but to be honest, it is still only April and it was dark by the time we arrived.

Diane S has compiled a cunning route for **"Drive it Day" on the 27th**, starting in Ashford and wandering through the Kentish lanes and up and down the Weald to Marden where we will make our donation to the Kent Air Ambulance Trust. From there we will move on to finish at Headcorn airfield where we can watch the planes, visit the museum (free), have a coffee and a chat and disperse as and when we feel like it. Thanks to Diane for the hard work on this one.

Easter Sunday will see us at Chatham Dockyard for the Medway Festival of Transport. We will arrive "en masse" and joining instructions will be sent to those attending. Looks like a good turn out.

The **24th. And 25th. May** sees the **Cathedral Open Gardens** and once again we have been invited to attend as a club. I have e mailed club members regarding this and already have three attendees for Saturday and five for Sunday. Anyone else interested should let me know as I promised to give at least approximate numbers.

There's always free cake and the venue is amazing.

Tim SJ is, as we all know, a stirling chap and has now fixed all



### Cheshire Continues

on display. I was not involved in the name for this event!  
Our next meeting is on **Thursday 1st May at the Cock and Pheasant.**

*Henry*

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

Hi Everyone. The weather's getting better and the nights are getting lighter so here's looking forward to the coming season of events.

The Heart of England meet on Sunday the 9th of March was a lovely day enabling us to stop outside with the cars, there was a good turnout of approximately 50 cars, a nice couple of hours was spent in the company of classic car enthusiasts.

Sunday 13th April was our Dalos Day (Drive and lunch on Sunday) Run and true to form the weather was glorious again, the run was devised by ourselves and we were joined by most



of the normal Dalos Day bunch making 14 in total in 7 cars, 5 of them classics. We met at the Three Horseshoes in Princethorpe to depart on a run towards Broadway direction in the Cotswolds. We led in the Dagenham Dustbin through some



very pretty villages and narrow lanes of Wawickshire and Gloucestershire, passing Broadway Tower and through the Lavender fields of Snowhill before making a stop at The Summit in Stanton to take in the views and of course a little relief, then it was onto the Snowhill Arms for lunch. Once again a great day out with some magnificent veivs in great cars and great company.

Our monthly meeting at The Bull & Butcher, Corley Moor was attended by 15 and although the night was lighter and the weather dry it was still to cold to stay outside, so after a good meal it was into the Snug for our meeting.

**April's Dalos Day on Sunday 27th** is being planned by Steve & Sharon and we will meet in the layby on the A444 just before the Ahmed Palace restaurant Nr Nuneaton, 12.15pm ready to leave at 12.30pm. If you want to join us we must know the numbers by **Wednesday 23rd.**

**The ASOC/TSSC Spring Rally on 16/17/18th May** has changed venue due to Chuch End brewery not being able to accommodate the number of caravans expected.

The new venue is **Bulkington Working mens Club, Chequers Street, Bulkington** and instead of a tour of the brewery we will have a tour of **Leaping Cats**, a Jaguar restorer in the village. Other details to follow.

**The Made in Coventry Day on the 14th of June** is now the **Coventry Marques Day**. Entry forms available from Maurice Smith [asocwmids@gmail.com](mailto:asocwmids@gmail.com)

A discussion on a St Georges Day outing on Wednesday 23rd April was fairly well received, starting with a full English at Wetherspoons, then onto the Heart of England, Meridan before returning to the Coventry Motor Museum. We will see if this is possible and we will contact those interested with details.

At next months meeting at the **Bull & Butcher, Corley Moor on Tuesday 6th May** the night will be a lot lighter, the paddocks will be open for us to display our lovely cars, so why not join us and make it a good turnout, all classic cars welcome so invite any friends with other makes. Get them great cars dusted of and join us.

Regards

*Phil & Lynn*

Forth coming events :-

**Sunday & Monday 4th & 5th May Stratford Festival of Motoring.** Tony Merygold [sfom@theopenroad.co.uk](mailto:sfom@theopenroad.co.uk) [www.theopenroad.co.uk/Stratford-Festival-of-Motoring](http://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, Bulkington Workingmens Club, Chequers Street, Bulkington.** e-mail [phillyncovtssc@mail.com](mailto:phillyncovtssc@mail.com)

**Sunday 25th May** **Ragley Hall, Alcester**, a transtar event. [www.transtarpromotions.com](http://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](mailto: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](http://www.npolneylions.btck.co.uk)

**Saturday 14th June** **Coventry Marques Show**, Broadgate, Coventry in association with ASOC. Contact Maurice Smith [mauriceanns@yahoo.co.uk](mailto: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](mailto:shirleymarlow@aol.com)

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

**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](http://www.hollowellsteam.com) [hshs@hotmail.co.uk](mailto: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 [petermichaeltaylor@talktalk.net](mailto:petermichaeltaylor@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](http://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](mailto: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](mailto:tr6scimitar@yahoo.co.uk) or Jan Muschialli 07799 804415 [j.muschialli@ntlworld.com](mailto:j.muschialli@ntlworld.com)

## CUMBRIA DERWENT VALLEY . . . DEVON



### TSSC AREA NEWS

**Saturday & Sunday 23rd 24th August Coventry Festival of Motoring at the NAC Showground Stoneliegh.** [www.coventry-festival-of-motoring.com](http://www.coventry-festival-of-motoring.com)

**Monday 26th August Pershore Plum Festival,** Brian Bremmer 01386 556945 [annebremmer@yahoo.co.uk](mailto:annebremmer@yahoo.co.uk) [www.pershoreplumfestival.org.uk](http://www.pershoreplumfestival.org.uk)

**Sunday 7th September Dudley Classic Car Show, Himley Hall, Nr Dudley DY3 4DF.** [www.transtarpromotions.com](http://www.transtarpromotions.com)

**Saturday & Sunday 27th/28th Sywell Piston & Props, Sywell Aerodrome, Northants, NN6 0BN**  
[phillyncovtssc@mail.com](mailto:phillyncovtssc@mail.com)

**CUMBRIA** Tel. 01229 474077  
e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)  
[www.tsscumbria.co.uk](http://www.tsscumbria.co.uk)



It is with sadness that this month I have to report the tragic death of **Brian Halle** who was 50. Brian was well known to our older members and used to attend many of the Cumbria events. Brian died from a simple accident.

He slipped in his garage knocking himself out and the car he was working on rolled over him. Brian was a very good friend to many of our members and leaves behind a wife Isla and two teenage daughters.

**Our thoughts are with you all.**

There was a good turnout for the meeting at Hayes garden centre and the events for **May** were discussed.

**Cumbria Classic Show 6th May**, we will meet at Penrith town centre for the show. Please be there for 9.30am. The town centre will be closed off but Des will be manning the entrance so just make yourself known to him.

I am still trying to sort things out for the **Westmorland car gathering May 11th** as soon as I have the correct details I will post them on Face Book. If you are not familiar with face book email me or ring me.

Rod Moore, Courier van, has an **open day at Blindcrake (Cockermouth area) on the 29th June** and would like to have some cars to show. If anyone is interested please let me know.

The bookings for the **Cumbria Camping weekend 14-17th August** are starting to arrive. If you intend going would you please let me know as soon as possible. The advert is at the back of the Courier. If you don't like camping you can still come along and join in. The price of entry for the day is £5. On **Sunday 17th August** the weekend will include **Dalemain classic car gathering**. Entry price £3.

**Events for June:**

**June 1st Thirstane show,  
June 22nd Grasmere show.**

Safe motoring

*Roy*

**DERWENT VALLEY** Tel. 01623 487323  
[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)  
e-mail: [roger@derwentvalley-tssc.org.uk](mailto:roger@derwentvalley-tssc.org.uk)

Hello everyone and greetings from Derwent Valley. We are still very much alive and active here in the heart of the country.

Over the past couple of months we have been busy getting ready for the summer, working on our cars and trying to get out

and about where the weather allows.

The annual New Years run was another success with a good selection of classics turning out from all over the country and it was lovely to see a good contingent come all the way from Manchester, and they most definitely embraced the theme for the day of Pirates. Arrrrrrr thanks me hearty's!

We had a good meeting this month with several new faces including Karen & Eddie & Richard, apologies if I have missed anyone. A quiz was supplied to tax the old grey matter that was won by Niamh and her team, well done guys.

We are planning to get out and about this summer to lots of events, all the details will be on our website but by the time of the next meet we should have attended Drive It Day on April 27.

Of course I couldn't not mention the **PEAK RUN**. Now in its 26th year we will be out and about in the Derbyshire countryside for the weekend of **20-22nd June** so we look forward to seeing you there.

Thanks very much and keep those classics going *Richard*

**DEVON** Tel. 01548 821348  
[www.northcotts.clara.net/tssc/devon](http://www.northcotts.clara.net/tssc/devon)  
e-mail [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)  
<https://www.facebook.com/groups/134271493433942/>

Several of us enjoyed a day of Skittles at the Twisted Oak at Ide just outside Exeter in mid March organised by new member Claire. A beautiful day brought out various classics as we were playing against the Stag Owners Club and the Dolomite Club. A few classics out including our 13/60 Jassy. In all there were 32 of us playing (or trying to), with time for one end each team before a great carvery lunch in the conservatory. Whilst the Dolomite Club were leading at this stage, the tables were reversed with two further ends after lunch, with the final result seeing SOC as the winners, with the us and Dolomite Club equal second. We are planning a return match in November at the same venue, but this time in the evening.

We were delighted to see some familiar faces at The Star for Club night, including Jas taking a little time off from her boys, and Ted brought the Spitfire down the hill with the top off. Also braving it was Graham with his Stag. Tony & Helen brought Miss Daisy and Dan had his Spitfire.

Allan & Jackie sorted out travel arrangements for the **Isle of Wight trip** and we are all looking forward to our first trip away with the cars this year. Graham & Wendy were looking for a choke return spring for their Vitesse and were sorted with Allan's help. As usual the pub was packed with our members, sorting out show entries and generally chatting about our cars and other things. We have a number of entry forms for various shows, including the new big show in North Devon at **Castle Hill, Filleigh in August**. Do contact us if you want to know more. The entries for Powderham have already been sent in so you are now too late to enter. As is now usual, we have a huge amount of cars coming along that weekend. Don't panic though as the passes are not sent out until **June!**

Sam Treleaven has successfully completed his first autotest with Plymouth Motor Club – well done Sam – see the videos on the Devon Facebook page.

John & Sue Bonnett together with Jerry & Judith Stephens put together a tulip road book for our April outing. Meeting in pouring rain at Haytor Rocks car park were no less than 13 Triumphs, a couple of moderns conceding to the weather and friends of John B's from Bedfordshire who had come down specially in their A40, but they do have a Herald based Midge at home. Tim & Dawn took the Burlington Arrow (see the recent article in the Courier's 'Specials' section on their trip to Denmark) the easier route to Sticklepath as it was missing



Devon Continues

badly, but Graham & Wendy had an interesting journey home after their Vitesse's fan belt snapped.

After discovering that the spare belt didn't fit and the plastic flange on the dynamo bush was broken, a very nice man from the AA arrived, (summoned by the same D&C police patrol with working radio, whom we had chatted to in the Haylor car park) and set about trying unsuccessfully to fix it so they were towed home. They had a dirty wet Vitesse, a flat battery, a duff dynamo a broken fan belt and 2 wet rears - none of which stopped them enjoying lunch at their 'home' pub at Dousland! The rest of us enjoyed a great 35 mile run over the moor where the rain and low cloud prevented us seeing the spectacular views. Sue B took the style stakes, umbrella up in John's trials car, while Jerry drove John's GT6 while his own restoration comes along. Several cars were 'introduced' to the Club on the day, Colin's 2000 estate, Ian's brilliant and just finished Herald pickup, and Keith's newly acquired TR4. Sarah & Andre met us at the Foundry in the 13/60, making a total of 14 Club cars in all - a brilliant turn out despite the constant rain. We certainly made the day for a visitor from Winchester, a previous Toledo owner, who could not believe his eyes when he pulled into the National Park car park to find it full of Triumphs. Jerry had somehow arranged for us all to have free entry into the Foundry, where we enjoyed a very informative talk on the history and workings of the water powered foundry. Well worth a visit if you are in the mid Devon area - we certainly intend to return and enjoy the 2 mile walk which Jerry had spent so much time preparing for us, but which the inclement weather put paid to.

COMING UP IN MAY and early June

After our trip to the Isle of Wight at the beginning of the month, the first of the Southwest Triumph Meets takes place on Sunday 11 May. This time, instead of our usual venue of Route 38, we are going to the other side of the Trerulefoot Roundabout, meeting at 11am at the Windy Ridge Diner. There is a large car park there, with plenty of room for us. There will be breakfast for the early birds, and a carvery lunch available from 12 noon. We are hoping to have a drive after lunch around the south east Cornwall coastal villages. This is always a nice informal meeting up of various Triumph models and everyone is welcome.

May Club Night at the Star Inn is on Wednesday 21st when all Club members are welcome to come along for a friendly and informal get together from around 7.30pm. The show season kicks off this month too, with Pecorama at Beer on Bank Holiday Sunday, 25th, and Killerton holding a two day show this year, on both the Sunday and Monday 25th and 26th.

1st June will be Sam & Marc Treleaven's Karting Day as Sam was once again last year's winner. Again to be held at Menheniot Karting Circuit, but we will have a drive beforehand, meeting up at 10 am for a 10.15am prompt set off. Meeting point will be the Ivybridge Railway station Park & Ride which is on the eastern side of Ivybridge, on the old A38 road to Bittaford and Wrangaton. As usual, we would like an idea of numbers beforehand please.

A big welcome to several new members who have joined the Club recently - we look forward to meeting up with you all soon.

DEVON DIARY

2nd - 5th May Isle of Wight weekend

Sunday 11 May South West Triumph Meet at Windy Ridge, Trerulefoot A38

Wednesday 21 May Club Night at the Star Inn Liverton

Sunday 25 May TSSC stand at Pecorama Show Beer

Sunday 1 June Sam's Karting Day at Menheniot Meet 10am Ivybridge Station Park & Ride

Sue & John

ESSEX

Tel. 01375 672072

www://sites.google.com/site/tsscsexesarea/

Time to put some mileage on the cars, things are getting busy, lots of shows and road trips. Time to enjoy your cars with the roof down if you can, window open and air out if you can't put the roof down.

My office - Stag time not in my office but in Ray's but it beat us and has gone to the Stag hospital in Faversham. In my office I have fitted a pair of road legal 3 point harness to the Spit, along with taking out the whole back board behind the seat and found it had been fixed in with two bits of 4x2 to give room for the boy racer speakers, this has now been replaced by an original one I had in stock, it looks much better and I have gained more room behind the seats.

Whilst oiling my Trunnions I found the gaiter on one of the track rod ends had ripped open, I ordered up a pair as the MOT is next week - wish me luck. (Good news is she passed the MOT.) now all ready for the Isle of Wight trip.

Out and about - Sun 16th Club Day Halfway House

Another good day at our club meet. Lots of members and cars. There was all the usual Jed, Vera, Kirk, Marion, Mike, Ian, Cheryl, Troy, Lesley, Ray, Maisey and her friend Caroline, Brian, Jean, Stuart, a big welcome to Alan who came to show us his Vitesse, the 3 lads from the Gentry Club, Janet, Joe and myself. So in all 9 cars as some cars off the road at the moment having tinkering done for various trips out. There was also a huge presence from the MG Rover club, about 30 cars. Joe brought up his MG this time and Dax nestled in nicely up in the MG lot. Jed had been doing some modifying of the 2.5, Mike had put on his new yellow wheels which did look great I must say. Kirk has lowered Kermit to the point that he can now lean on the roof when we go to the I.O.W. It will be interesting to see how Kermit copes with the roads twists and turns and getting on and off the ferry! Caroline won the 50/50 raffle well done for the first go. There was lots of chatting mostly about the I.O.W. up and coming tour. By the time you read this we will have been, had a fantastic time and come back! We started drifting away from the club meet at about 4pm, the weather was excellent and a good time was had by all.

Sat March 29th Trunnion oiling - Jannaway residence (or how to upset your neighbours)

The garage opened at 10:00am with the arrival of Primrose (Spit) carrying Mike and Marian straight in, front up Trunnions oiled, back jacked up to grease the rear all done in a flash, then Rosie arrived (Spit) with just Ian on board and got her Trunnions oiled too. Cheryl arrived in modern car. Lesley and Ray arrived in their modern car and parked down the road, Winifred (Stag) is still at the menders and they were going down to Faversham the next day to see what was happening. Brian and Jean arrived in lighting McQueen and many happy children went past and had a look whilst he was parked outside. The post man came and brought Allan his track rod ends that he had ordered at the beginning of the week, so the boys quickly set about installing them in to Tallulah, ready for the up and coming MOT the following week. Her Trunnions had already been done earlier on before anyone arrived. Steve Hall arrived in his Spitfire Mark 3 he got his Trunnions oiled too, and then went on to t-cut his car, which then put all the rest to shame it was so shiny. The girls sat in the front garden chatting and then we all stopped for lunch and proceeded to eat sausage and bacon rolls for lunch, Marion very kindly brought some of her hamburger pie, and millionaire shortbread and Janet did a Guinness cake and just for Ian some Eaton Mess chessecake. There was millions of cups of tea and coffee drunk and whilst chatting away in the sunshine. It was very hot in the afternoon. Joe came home from work and finished off most of the food, and then Brian, Ray and



## GLOUCESTER HERTS & BEDS . . . WEST KENT



### TSSC AREA NEWS

Allan set to on the new trailer that Allan had been doing, Brian brought big boys toys with him that made short work of the underneath of the donor Eric Spitfire. There was a lot of noise but it does seem to be looking more like a trailer now. The day drew to an end and gradually the cars left.

Up and coming

May

Fri 2nd- Tue 6th Isle of Wight

Sun 11th SEM Leatherhead

Club Day Sun May 18th

Sat 24th – Mon 26th Enfield pageant of motoring  
(Most of us probably just doing the Saturday)

June

Sat 7th June ACE cafe run

Club Day Sun 15th

July

Sat12/Sun13 club run to Norfolk to attend 70's weekend  
staying overnight on the Saturday.

Contact us for details.

Club day Sun 20th

Happy birthday to last month Brian on the 30th March sorry forgot hope you had a great day, but there are no birthdays in May.

Most of this report has been written by Janet this month, as Allan says he is unwell, which he must be as I am not normally allowed anywhere near the report. Hope he is better soon.

*Allan and Janet*

**GLOUCESTER** Tel. 01452 790126  
www.tssc.org.uk/glooucester

Hi folks I know you're thinking there's a new area reporting here but it's just the scribe getting back to reporting the areas events. As is usual for this time of the year lots of tinkering is going on getting things tweaked and tuned ready for full on enjoyment at every opportunity as the seasons events allow.

Mark has replaced his Spitfire's engine and is about to start tweaking it to optimise it's breathing. Robbie has been busy and hopefully a new MoT will see him joining us out and about soon and Sue's overdrive issues are hopefully cured too, all in all lots of our cars ready to be used and enjoyed.

We welcomed (well I hope we did) Matt and Jason to the area meeting, Matt has one and a half MkIV Spitfires and Jason has just become the proud owner of a Mk1 Vitesse.

It was nice to meet you both and we look forward to having you join in with us.

The Shelsey breakfast club was a good run out, the weather was better than forecast and so Jane enjoyed a top down drive, there were lots of goodies to see from very top notch McLaren's and Ferrari's to Mini's, Hillmans and of course Triumphs. All enjoyed with a coffee and a lovely bacon and egg bap, magic. Jane is getting lots of calls from local breweries at the moment asking her not to arrange an area pub run to any of their establishments because it seems that there's a pattern emerging of the pubs chosen being closed down, hopefully we will soon be finding one that's open and welcomes us in.

By the time you lucky people get to read this some of us will be soaking up the sunshine at the Isle of Wight weekend an event to be enjoyed if and when you get the chance.

There are plenty of things to see and do coming your way so we hope to see as many of you out enjoying it all soon and please remember if your car isn't ready or for any reason of the road come along anyway there are always spare seats to be had with us.

**Events.**

Thurs May 8th pub run to The New Inn, Willasey,  
Broadway. WR127PJ

Sun May 11th Prescott open classic.  
Sun May 18th The Filling station, Malvern 9am onwards.  
Mon May 19th club night @ The Swan Inn.  
Tues June 10th pub run to The Rising Sun, Cheltenham.  
Fri-Sun June 13th-15th Area camping weekend.

*Andy*

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

Blow the Cobwebs Run March 16th (ended) From the two start points we had 18 cars join in a pleasant run from the garden centre out through the villages and a good few daffodils, a brilliant turn out thanks to all who made the effort, the AJ's Diner was an interesting disaster with ridiculous long waits for a burger (1.5 hours and more) we won't be doing that again. Many took the sensible decision to find alternative pub grub, but having pre booked the party numbers, they were incapable of any service or customer relations ...

The Rising Sun Pub Meetings Halls Green Location. Attendance here has been good, Jan, 37, Feb, 26, March, 22. Lighter evenings should get some Triumphs in the car park Next meeting on April 8th. We have booked another Buffet, this will be excellent value but has to be charged at £2 per person, pay on the day.

The club funds will buffer a £60 buffet so come along, we need your money. (Ian doesn't know this yet !!)

**Classics on the Common, 30th July** must pre book. Robert cross has offered to arrange a joining up if anyone wants to 'convoy in' Rob's e mail if you wish to talk about this is: robxballoon@hotmail.com

He has said and I 'quote' "I'm happy to organise a group arrival."

We could meet just outside Harpenden at somewhere like Harpenden Rugby club, Crooked Chimney, Wicked Lady etc..." so talk to Rob.

**DRIVE IT DAY 27th April**

Our next drive is on National Drive It Day Geoff and Hazel have devised a run which will convene for the start for coffee, breakfast, and Loo's etc at the Tring Garden Centre <http://www.thegardencentregroup.co.uk/garden-centres/Tring-Garden-Centre/22> and a pretty drive through the countryside with a clever route to end up at the Hell Fire Caves in West Wycombe <http://www.hellfirecaves.co.uk/>

Start /depart times will be sent out soon, for those who can't find the garden centre we can add a couple of start points locally to suit who's going on this, watch this space for final details of this run.

**Walsworth Festival May 18th.** Classics here are organised by our Stuart Saunders, this is a local Hitchin event with fun for all, with side shows and stalls to suit everyone, good day out for a good cause. <http://walsworthfestival.co.uk/3.FestivalHistory.html>

The planned **Cotswold run for May 25th** may change to a less busy location and possible Spitfire flight simulator experience or the Vulcan bomber tour, more details soon.

**Luton festival and Kimbolton**, club passes. Will notify you all when these are available.

That's enough for now, regards

*Pete*

**WEST KENT** Tel. John 01689 829231  
www.tssc-southeast.org Tel. Del 01732 743747

The meeting at the end of March was well attended with seventeen of us there, but I saw only two Triumphs in the car park. Next meeting should be a lot warmer and we'll have the extra daylight hour, so fingers crossed.



TSSC AREA NEWS

West Kent Continues

Conversations were many and varied, ranging from the route for an Area run on Drive-It-Day, to information about visiting Burmah. Colin had a good mention in DOLLY MIXTURE for the Kent and Sussex area of the Dolly club.

The sad thing was that plans for an Area run on Drive It Day did not materialise. Instead the choice seemed to be between a run to Brooklands with Steve and Andy's Marden Car Club and a run in Essex with M25E area. Both John and I were not available on April 27th - D I D day - to help out, so we hope you all had a good run out.

A couple of additional dates for the summer were welcomed though. There's a FREE classic car meet and picnic with no admittance to members of the public at LYNX PARK Colliers Green, Goudhurst TN17 2LR on Sunday 27th July from 11am. Lots of clubs have promised to attend - and we should be there in force, too. At the moment, info is available from Alan Porter on 01233 731 037, but I expect to be able to get info for the Area for the next meeting at the end of April.

Another event that seems to be popular is the LINGFIELD STEAM SHOW at Blue Anchor Farm, Blindley Heath, Lingfield, RH7 6JL, just off M25 J6 on Saturday and Sunday, 2nd and 3rd August. More info asap.

Del

M25 EAST

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First things first - big congratulations to Vince and Amanda who have recently got engaged. Vince surprised Amanda and popped the question on their recent trip to Majorca, what an old smoothie ha ha. So, this will be our 3rd Triumph wedding. We were all invited to the Wharf for their celebration drinks. With all of us there it was just like a monthly meeting except we were dressed in our glad rags and a bit more boozy ha ha. We all had a great night so, thanks you two, looking forward now to the wedding.

We were blessed with unseasonably good weather for our Tinkering Weekend this year. We held it on the second weekend in March and both days were T-Shirt weather. A good turnout over the weekend with Brian and Jean's Vitesse, Fiona's Herald, Graeme and Pauline's Herald, Vince and Amanda's Spitfire, Andrew's Herald and Allan's Vitesse. A busy weekend ?? No, not really, the trunnion oiling and other tinkering things didn't take too long. Most of the time was spent eating cakes and drinking tea. Oh yes, and a few beers.

The monthly meet was well attended with 3 Triumphs in the carpark. Brian and Jean's Vitesse, looking resplendent with it's patches of primer, Anne's Vincent Hurricane and Phil Willson's Herald Estate. Brian excitedly showed us the latest



photo's of his 'Mack Truck' creation. It's definitely going to be a crowd pleaser.

Most of the chat was about the



upcoming events that we will be doing soon, by the time you're reading this we'll be off and running. A few of us met up a couple of days later at The West Kent Meeting, once again, very well attended, I think everyone's coming out now as they're getting excited as it's nearly summer. Myself, Malc, Chris and Rich were deep in conversation most of the night, although it did seem to consist mostly of mickey taking ha ha.

News on peoples cars is - Barry's Vitesse had a bit of a hiccup with it's new overdrive, it didn't actually work being the problem. There was nightmare thoughts of having to take it all apart again and possibly spending lots of cash, but it turned out only the solenoid needed a bit of adjustment and now all is well. Richard's Vitesse is looking resplendent with its new interior, repainted boot lid and refurbished boot interior. Steve's Herald was put right with a new overdrive solenoid. Malc's Vitesse has been a bit of a mission. It's been in the body shop a bit longer than expected but now we've seen the pics of all the new metal that's been put in I can understand why. It should look fantastic when he finally gets it back. By the time you read this it should all be finished and put back together, eh Malc ha ha. And as for Colin's Vitesse, well, it seems to get smaller in every picture we see. All the mechanical bits at the back end have been removed, so, he's got his work cut out before we see it out and about again.

The new season finally got underway at the beginning of April when we went to the Heritage Show over in Kent. Unlike last year it was reasonably warm and so being parked on the outside pitch wasn't all that painful this time. Jean and Brian, Richard and myself got there pretty early and were joined later by Chris. Phil Willson was also there, with not one but two cars and a bus



as well. I think a theme has been set already for this year, much ribbing was going on about 6 pots and 4 pots, amongst other things!! With the others all driving 6 cylinder cars I didn't stand a chance. Still, early days ha ha.

The weather couldn't have been more different the next day for Richard and Chris's Road Run, cold and wet. Lots of umming and arring about whether to go but in the end we set off and immediately the heavens opened. 6 cars braved the weather and it was good to meet Martin with his red 13/60 Convertible (the best combination obviously). We were treated to sausage and bacon rolls at Richards and Claire's. Thanks so much you two. The run was a good laugh, a lovely route through the country with lots of peculiar directions on the route sheet ha ha. Well done Chris and Rich for sorting it out. The run finished at a lovely pub where we knew they were having a classic car gathering in the pub garden.

In case you haven't heard, one of our events for this month, the Merton Vintage Show has been cancelled due to ground conditions. We have the Duxford Spring Car Show to replace it though, always a great place to visit. Oh and don't forget, if you need the old jalopy valued for insurance we will be attending the SEM where you can get a proper club valuation, definitely worth getting done. Righto, that's enough from me, see you in the sunshine.

John

- May Events
- Sunday 4th - Duxford Spring Car Show
- Monday 5th - Cranham Classic Car Show
- Friday 9th - Sunday 11th - South of England Meet (SEM)
- Saturday 17th/Sunday 18th - Historic Wheels
- Sunday 25th/Monday 26th - Motorsport at the Palace

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

**MANCHESTER . . . NEWBURY  
NORFOLK . . . NORTHANTS**



**TSSC AREA NEWS**

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

**NEWS FLASH!!!**

Our Area Meeting will be held at 8pm at **Barton Aerodrome Tuesday 6th May** (as usual) we will discuss where further Manchester Area meetings are to be held at this meeting.

Congratulations to **Mark Blease for Winning TSSC Member of the Year!!** A very well deserved award for your contribution not only to your Area but also as Big Six Register Secretary and the help and support you give to other Members in the TSSC. **Well Done Mark!!**

We would like to apologise for the short Area News this month and the lack of information from the AO Seminar and AGM, this is due to our own personal circumstances and we will submit a full report into the next edition of the Manchester Area News!! in the June Courier.

**Dates to remember in May!!**

**Tuesday 6th May Area Meeting Barton Aerodrome 8ish  
Fri/Sun 30th May/1st June Tatton Park**

Cheers

*Pip & Frank*



Thanks to all members who have shown that there is enough interest to maintain an active local group. Offers from members to re-establish the local website have been received and a Facebook page will also shortly be available to local members who wish to use it so keeping in touch and informed will become a whole lot easier. For members who do not have access to the internet there will always be the monthly write ups and meetings when held and we shall continue to be as inclusive as possible by visiting all parts of Norfolk when possible. It's your club so take from it what you wish.

By the time you read this Drive It Day will have come and gone and the Event Season will be well underway with the **SEM** kicking off weekend events nationally for the TSSC and a more local event **Totally Triumph Norfolk** taking place over the **weekend of 9th, 10th & 11th May**. It's always the case of there being more events taking place than anyone can attend but you can't complain at the hard work put in by many to organise these events for us all to enjoy.

Next meet will be held at **The Bird In Hand Wrenningham on Monday 12th May** I hope to see you there.

Finally if you are not receiving the local Monthly Newsletter and wish to do so email me on the email address shown above and I will put you on the mailing list. Some of the email addresses that I have been given have obviously changed so let me know when you do change your email address to ensure that you keep receiving news.

Looking forward to a sunny summer.

*Mike*

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Meetings in March were quite busy and we made lots for the raffle fund. Thank you to all those who made donations. There were lots of events to talk about now the season is getting underway, listed below. If you want further details of any of them, please let me know.

We have now had confirmation of the **Newbury Leukaemia Show on August 10th** and this year it will be held at **Newbury College** as the Race course is no longer available.

With the weather improving and days getting longer cars are coming out of winter hibernation now for both MOTs and shows. Our Vitesse got through its MOT OK. Colin is progressing well on the TR7, just waiting for fine weather so he can re-spray it. Dave C has finished his Mk 2 Spitfire and is back on the road and now the rain has stopped he's enjoying hood down driving. Dan was hoping to get a shed so that he can store parts during his rebuilding of the Midge. Jim has now got a Wolsey 1500 as well as his Vitesse.

**Meetings**

**14th and 28th May at the Berkshire Arms starting at 7.30p.m.**

**Events**

**4th May Lambourn Country Show**

**5th May (Bank Holiday) Popham Airfield Show**

**11th May Wallingford Classic Car Parade**

**11th May South of England Meey at Leatherhead**

Keep 'em flying

*Mary and Dave R.*

**NORFOLK** Tel. 01502 476699  
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What fantastic weather we had for the second of our roving meets that we held at the Warriner in Thetford on 08 March. Sunshine was the order of the day with a top down trip through some scenic parts of Thetford Forest. A big thank you to Colin Cole for organising the run. Some members met us at The Warriner in Thetford including a very nice GT6 owned by Paul Sayer (see pic). Hopefully two cars that have been under restoration will soon be able to join us on our runs. I am really looking forward to seeing Will Rhode's Vitesse & Geoff Cleall's Herald joining us on the road in the near future.

**NORTHANTS** Tel. 01234 740548  
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Well, here we are again! Regular as clockwork so as to amuse the critics! Friday March 14th saw about 20 of us at the Wellingborough Bowling Alley for an evening of fun and 'why does that ball not go where it should!'. Grace and Olivia along with Thomas and Victoria definitely enjoyed it. Thanks again to Tracey and Nigel for organising it. Well done.

My Mk III Spitfire is in the paint shop, hopefully this week, 07/04 it will be getting its paint on, BRG of course. New windscreen to go in. YOB is going to be extremely jealous (I hope).

A spelling error appeared in last month's Area News . . . I meant CONKERS, not concours but Bernard bless him, altered it possibly so as not to offend the real concours members!

The area is getting more active now as the year progresses. By the time this is in print the Open Day and AGM will have taken place. The AGM is being held at HQ, hopefully it will be well attended, it should be judging by the comments and criticisms over the past few months on Foulbook.

In a few weeks our area is driving down to the **Hellfire Caves** for an afternoon of debauchery and sinful pursuits! Jonathan and Elaine and children have just returned from a week in Cyprus to celebrate Js 40th birthday, happy belated one J! (I do remember J saying he was giving up the Ale at this auspicious birthday!). Well, that's it for this month. If you have anything you wish to put in OUR Area News, please feel free to let me have it by Email, not on Foulbook and I will do my best to get it published for you.

*John F*



# NORTHERN IRELAND . . . NOTTINGHAM

## TSSC AREA NEWS

### NORTHERN IRELAND

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There have been two monthly meetings and two local events since our last report in the Courier so there is plenty to cover this time.

The March area meeting was a week later than usual which is why it was not included in last month's report. There was a fairly small turn out but we still managed to put together two teams for a short general knowledge quiz at the end of the meeting. Although the quiz was intended to be for fun we did not anticipate just how much fun it would turn out to be when the results were announced with only one and a half points between the two teams. Oh the cries of anguish and good natured banter between both teams. The winners received a collection of classic Motorsport posters but seemed to value the pleasure of taunting the losers even more!

March also saw a new event — the Garden Centre Treasure Hunt. Quite a few club cars do not appear from their winter hibernation until April so we were not expecting big numbers



*Counting up the scores at the end of the Garden Centre Treasure Hunt. It's unusual to see two 1972 Belfast registered Triumphs side by side.*

in the end only five cars turned up - Alan and Pam in their Vitesse, Frank, Barbara & Edward in their Vitesse, Douglas and Heather in a modern car (the TR6 was getting a new camshaft and having other work at the time), ourselves in our Spitfire MK IV and Richard (Charles), all the way from Dungannon and his friend Richard in a GT6 MK3. The starting point was Hillmount Nursery, Gilnahirk and we had time for a quick look around and tea, coffee and the occasional bacon sandwich before Paul gave an overview of what was ahead - 18 miles and 14 treasure hunt clues. Each team was given their route instructions including a map showing the next garden centre on route where we would be stopping - Saintfield Nursery. The first part of the treasure hunt seemed to go reasonably well except for the bit where Frank, Barbara and Edward got just a little lost. However everybody else kept more or less on the official route. While we waited at Saintfield Nursery there was time to have good look around and for Alan and Richard to have a good discussion about all things GT6. Part two of the treasure hunt was more straightforward and the finishing point was Dobbies Garden Centre in Lisburn. Jacqui checked the treasure hunt answers and we had two teams with full marks — the two Richard receives and Douglas and Heather. Each team received a £10 Dobbies gift voucher and once the prize giving was over it was into Dobbies for lunch and for those that wanted to, a bit of shopping. Although the numbers taking part were few all in all the event was very enjoyable.

We also had a visit from our Frank and Pip from the Manchester Area who were over checking out some of the arrangements for their areas visit to Northern Ireland in August. It looks like it is going to be an excellent week!

There was also a Motor sport Club Development Conference in March organised by 2 & 4 wheels, a local organisation that represents both car and motorcycle clubs. Paul attended and

reported back on the main points at the next area meeting.

The April meeting saw a noticeable increase in club members attending but there was no quiz this time as most of the meeting was about the trunnion oiling later that week and the arrangements for Totally Triumph on the 10th May. Paul explained that the MSA permit for the event was now in place (thanks to Trudi in headquarters) and that the finisher awards had been ordered. Burt brought along part of the output shaft from his GT6 diff explaining that it was leaking oil despite having a new seal. The source of the problem was soon identified and Alan French kindly offered to provide the part needed. There was quite a bit of free technical advice going around, covering everything from Spitfire 4 gearboxes, using 1500 FWD engines in Spitfires and the correct size of tyre to fit to factory wire wheels (Douglas has a set of the proper factory bolt on wire wheels for his other Triumph, a GT6 Mk3).

In between the meetings Paul found time to fit a replacement engine in our 1200 Herald (thanks to Frank collecting the engine in the first place and then bringing it to our house), visit a local engineer with a taste for Austin sevens, a rolling road and sheds full of classic cars as well as helping David and Christel with their 1964 Triumph 2000. Paul, David and Michael (Hudson) also gave another Spitfire owner, John Hewitt a hand with his car. This involved changing a broken valve spring which was done fairly quickly and without removing the cylinder head. Many thanks to David and Philip (Annesley) for visiting a 1300 FWD owner in Portadown who needed a bit of help. Its actions like this that show how our club stands out from the rest.

The Trunnion Oiling event on the 5 April went very well despite a very wet start to the morning. We had an excellent turn out with 12 Triumphs belonging to club members and one whose owner promises to join now (and filled in a form for Totally Triumph). A full article complete with photos will hopefully appear in the Courier later this year.

April also marks the start of the speed hill climb season in Northern Ireland with Croft Hill Climb, Holywood, on the 12th - there are at least three Triumphs entered - Paul and John Hewitt in Spitfires and Christel in the big Triumph saloon (competition numbers 33, 44 and 66). Michael Hudson is on holiday during Croft so no number 77. Not doubt Paul will write something on their exploits for the Courier.

Best regards

*Jacqui & Paul*

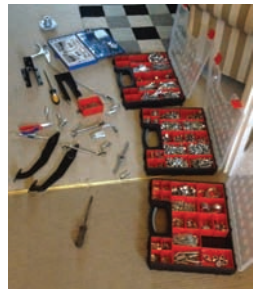
### NOTTINGHAM Tel. 07971 017012

[www.notts-tssc.org.uk](http://www.notts-tssc.org.uk) Twitter @notts\_tssc

The last meeting was a rather quiet affair, although we did see John attend and discussion was around the TR7 and other cars being returned to the road. James had more of his uprated brakes on show now parted have been returned following the hardening process.

Plans for a camping weekend appear to have been scrapped. We were looking at possibly a weekend away at Crich Tramway museum with one day on site on display and one day off site, but new management has changed the policy to whoever comes is now for two days... As there is not so much to do, it would be a long time sitting around for us. We shall look to other means for something next year maybe.

The 2014 season is now very much upon us, with new events coming on the calendar - the latest being a new event at MFN (Miles From Nowhere) just over the border in Derbyshire at what was the Old Shipley Boat Inn and also



## PETERBOROUGH SCOTLAND CENTRAL WEST



### TSSC AREA NEWS

the Ilkeston Heritage & Classic vehicle show which moves from its first event date in October last year for its second event in June on 29th. If last years event (cold) is anything to go by, it's well attended by cars, lorries and lots of local buses! Not to be missed!



Philip Wright is making progress with his Spitfire rebuild, having just collected his refurbished wheels and lots of new nuts and bolts to fasten it all back together again. (See pictures)

Here are the upcoming diary events!

- 3rd May / 5th May - Donington Historic Festival**
- 5th May - Thoresby Classic Car Show**
- 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.**
- 29th June - Ilkeston Heritage and Classic Vehicle show.**
- 4th / 6th July - Lemans Classic.**
- 25th July / 27th July - Silverstone Classic.**
- 26th July / 27th July - TSSC TriumFest UK. Donington.**
- 9th Aug - Asda Day, Bruntingthorpe.**

Best wishes and see you around!

*Andy*

## PETERBOROUGH

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Spring has arrived – the first baby blackbird out of the nest near my office window lasted 20 minutes before the sparrow hawk got it!!

Unfortunately I couldn't get to the Spitfire Jubilee Open Day on the 12th but 2 of the Le Mans Spitfires were still in the Michelotti Mews on the morning of the AGM, so that was a real surprise. By all accounts the Q and A session between Graham Robson and Mark Field was a real gem. Has anybody recorded it and will a copy be available? Doug Kendall attended the event and reported he really had enjoyed the film, the atmosphere and the history and spirit of the occasion and it was just great to see the 3 cars together.

The AO's meeting on Sunday Morning was quite constructive and also a little fruity in places, especially on the Club website forum matters, – more of which later. There was some brainstorming for ideas to get the Club to appeal and to attract younger members to join. Probably you have the idea that will work – if so please let us know. Please remember any suggestion is better than none and after all we are looking for the future success and continuity of OUR Club!

The AGM was quite a marathon event – just under 3 hours!! – but a lot of soil was turned over and overall a very positive result. The role of the Council of Management (CoM) was clearly outlined and Chris Gunby was re-elected to the CoM. The audited accounts were presented (the ones you had received in the Courier were not audited due to time scales) and were more positive than the original published figures. As you can imagine there was a whole bucket full of time explaining the ins and outs of the website problems – BUT - by the time this edition has hit your doormat the new website should be up and running. I believe from Simon Morgan of Linx Designs presentation, that the new website should be a very easy to use site ie a 2 click site - 3 at the max. At the AGM the report was that it was 95% complete. There will still be planned modules

to add, so please do not complain straight away if your favourite section is not yet there. Bill Sunderland very aptly summed everything up as he said at the end of the AGM - this was the most positive the TSSC has looked for some time.

There were 2 awards given to staff members - Bernie for his tireless work on behalf of the Club and Garth for his re-siting and rewiring of all the communications equipment and setting up of the new sales system for the shop. Well done Boys – really well done and many thanks. Many thanks also go to Trudi and Angie for the refreshments and the replenishing of the coffee at the AO's meeting and before the AGM.

Our Area's Club night was really well supported again – many thanks to you all twenty of you and a good array of club cars in the car park. Thanks Lads. It was good to see a new face at the meeting and a young face at that - and it was a welcome to James Batchelor. James is renovating a Spitfire MkIII and at present is rubbing down and prepping the doors. We look forward to seeing your masterpiece in the car park soon James. Time was given to my report on the AGM. Over the discussion of how to get younger members, James mentioned that there is a general lack of publicity for the Triumph cars with celebrity status and also there is insufficient time spent in schools demonstrating what can be done with our vehicles.

Paul still has a couple of his unique calendars left for sale so get your order in quick, once they've gone-they've gone. Did you know Paul has managed to get the Vitesse running again and it has been driven out of the garage. Seriously though Paul with working weekends at shows, etc. and a host of other commitments - there isn't much time to enjoy the ol' girl is there?

Can any of you guys out there with pre-1950's Standard and Triumph cars please help me out for exhibition vehicles for Baston in the Blitz in September?

We look forward to seeing you all again at our next Club Night meeting on **Monday the 12th of May at the Red Lion, King Street, West Deeping, PE6 9HP** around 8.00pm.

Join us for the usual raffle and refreshments and a few noggins and a good natter.

As you get out and about with the camera this summer don't forget Paul, won't be long before he is chasing you for that unique shot of your Triumph. If you forget your camera don't forget the smart phones take very good photo's too!

If you would like a list of the events we are attending then please contact Paul or myself for your copy of 'Colins Event Calendar'.

On behalf of Paul and myself - here's hoping you all had a very Happy Easter and carefree Drive it Day.

*Doug*

## SCOTLAND CENTRAL WEST

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We had eight members attend the April meeting. Mike with his heavily modified Spitfire with 2.0ltr Zetec conversion, with recently fitted altered dash and new dials (we all had dial envy). John with his 1200 Herald showing off his recent handiwork, new dash renovation, electrics, powder coated wheels and some natty upholstery work to his front seats. Colin with his lovely MK1 2.0ltr Vitesse, and Martin with his nice Herald Estate, with some pictures of yet another Triumph for his growing collection. Another Herald Estate.

The rest of us were in moderns.

After we had a good look at the new alterations that had been done over the winter to John and Mike's cars, and due to the ever increasing inclement of weather, we all went inside for a good natter about all things Triumph.

Lochinch was very busy with various committee meetings tak-



## SCOTLAND CENTRAL WEST SOMERSET . . . SOUTHERN

### TSSC AREA NEWS

## Scotland Central West Continues

ing place, but we still managed to put the world to rights and discuss upcoming events.

We have a new addition to the club, no not another Red Spitfire!! But a lovely Magenta Dolomite Sprint that Mark and Jackie have just bought. If the car is as good as the pictures, it will be a wee cracker. After some nice coffee and fine tuning for the drive it day on the 27th April, we all made our separate ways.

**REPORT ON BALLOCH** - The start of the new season for the Scotland Central and West group saw 4 members head to Balloch at the base of Loch Lomond in the middle of March for a night away with their respective teardrops/ touring caravans. Dave and Karen arrived on the Friday night with their new van and were joined on the Saturday lunchtime by John and Ian with their Teardrops, John in his Herald and, as the Spitfire is still in bits, Ian arrived in his van. About an hour after pitching up Ian found a note on his windscreen asking him to remove it from the site as it was in breach of their "no commercials" policy. A posh campsite if ever there was one!. We headed to an Italian restaurant for something to eat before crossing the road for the reason we were in Balloch... to see Ian's brothers band playing in a local bar. And very good they were too. Much drink was drunk, some cracking conversation was enjoyed and some partook in some dancing, no pictures are available unfortunately, before heading for the obligatory Kebab for the short journey back to the site. Dave kindly supplied breakfast before we packed up to be off site in time for our 12pm curfew. A nice clean site and very handy for the local eateries and ale houses means a return visit toward the end of the season may well be in order.

**Drive it Day is 27th April 2014.** 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 be meeting at The Garfield Hotel, Stepps at 10am. Why not come along and join us for a fantastic wee day out.

The next meeting will be on **Wednesday 7th May 2014 at the Lochinch Sports Club, Glasgow, G41 4SN** at 8pm. Why not come along for a chat and see us.

Cheers

*Ian and John*

## SOMERSET

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Hi All. A much better turnout at our meeting in March, it looks like it's not just our cars that are emerging from hibernation. By the time you read this we should have had a couple of drives and attended at least one show , which will give us something more interesting to write about.

Apart from a myriad of memories of N.Z holidays from Eric, Gale and Jon, Kevin (GT6) came along with a query on fitting Poly bushes to his front wishbones. He was having trouble making them fit into the chassis brackets! It certainly looked as if something was out of alignment, but unfortunately none of us could offer much advice and he left none the wiser (we think)! Hopefully by now, he has sorted it and the car is on the road again! I (Derek) for one will be happy to know how he overcame it!!

As you can see our "calendar for the summer" (see below) is filling up fast, let us know if there is anything we have missed or an event you would like us to attend or a drive you would like to do . If you need entry forms, either of us will/should have them to hand.

**Mendip Vintage and Classic Tour 11th May**

**Pecorama at Beer 25th May**  
**Seaton Tramway classic car show 8th June**  
**Bristol Classic Car Show 14-15th June**  
**Classic LeMans 4,5,6, July**  
**Lillypool Farm Cheddar 5th-6th July**  
**Powderham Castle Classic Car Show 12-13th July**  
**Sedgemoor Vintage Club Annual Show 12-13 July**  
**Isleport Steam and Vintage Working Show 26-27 July**  
**Paignton Green Classic Car Show 27th July**  
**Triumfest 25-27 July**  
**Morganians, Bridgewater 9-10 August**  
**Haven Holiday Park Doniford Bay 17th August**  
**A Walk Through Living History Oak Tree Arena**  
**24-25 August**  
**Thornfalcon 7th September**  
**Tredegar House 21st September**

Cheers for now .

*Steve & Derek*

## SOUTHERN

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

Hi all. March saw yet another Hartley Witney Breakfast meet. The theme this month being Jaguars and lots of them as it was the first lovely sunny Sunday since the rainy season. It brought everyone out and the place was full up with cars. As usual Mike, David Mark G and I attended. Mike Midget Healey No wheels, David in his well polished TR6, Mark in the PI and me in the Stag, yes the weather was that good! "Another breakfast?" I hear you say. Yes it has got to stop.



The last Sunday lunch brought a lovely hot sunny day with a good turnout of cars:- TR5, GT6 Mk1, TR6, 2 Stags and a Spitfire Mk3 belonging to Guy and Suzie. It was very nice to see them.

I have been using the PI as an everyday car quite a bit lately. Consequently it has become rather forlorn, so it has now had a good wash and polish ready for the season. Since the last outing the Stag has received its annual polish and all set for the New Forest Run, the start of the season.

Let's see a few more of you souls attending shows and runs – if you've got it, use it!

I have tried out three pens in writing this it's called! This is because my Hon. Sec. complained that she has difficulty in translation. I will now hand it over to Vanessa and beat a hasty retreat.

All for now

*Mike*

Thanks Mike.

The New Forrest run was again a success, even on a very wet Sunday. Southern area romped home with a clutch of prizes. Vanessa Gooding, best Saloon, Mike Gooding, best Stag. Gil Fletcher, runner up Stag. Paul, best TR. Robin Stead, best Spitfire/GT6. Neil Fletcher, runner up, Spitfire/GT6. So congratulations to them. Sadly, Dave Humphreys narrowly missed



out on the prizes and Robin missed out on the winner's photo shoot as he was gassing.

## NORTH STAFFS



## TSSC AREA NEWS

While I am bandying the congratulations around, well done to Peter Harper for getting his TR4 completed and MOT'd. Another one of our precious Triumphs back on the road.

As for my Vitesse, it is coming apart slowly and the shopping list for it keeps growing. The MGF seats I bought a while back are now at the upholsterers.

Our Regular meet at the Seven Stars for April was well attended and I think there were 6 of our cars in the car park.

### Up and coming events

- 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
- 18th, Merrist Wood Summer Show
- 25th, Haslemere Classic car Show
- June 1st, Goodwood Breakfast Club, Soft top Sunday
- 3rd Regular meets, Seven Stars, GU32 3PG
- 19th Roaming meet, The Ship, Langstone. PO9 1RD
- 27th -29th Cornwall Camping Weekend, see Mark S for details
- July 1st Regular meet, Seven Stars, GU32 3PG
- 12th Ash Fun Day, Ash, Surrey, GU12 5DP
- 17th Roaming meet, The Tichborne Arms, Tichborne, SO24 0NA
- 19th The Ripley Event, Ripley Green RH6
- 20th Amberley Classic Car Summer Show. Amberley, Arundel, BN18 9LT
- 25th-27th Netley Marsh Steam and Craft Show, Netley
- 25-27th TSSC TriumFest UK Donington DE74 2RP
- August 1st- 3rd, Stroud Vintage Transport Show, South Cerney Airfield,
- 3rd Goodwood Breakfast Club, Thoroughbred Sunday
- 5th Regular meet, Seven Stars, GU32 3PG
- 16th Chapel Classic Car and Bike Show. Nr Dorking, Surrey, RH5 5 LB noons' till 5pm
- 21 Roaming meet, The Golden Pheasant, Farringdon, GU34 3DJ
- 23rd, 24th, 25th Hellingly Festival of Transport. East Sussex BN27 4DS
- 24th Wallop Vintage Rally, Over Wallop Sports Field, SO20 8JL
- 25th Wisborough Green Fete. RH13 9ED
- 30th Camberley Car Show, Camberley Town centre
- 30th-31st Shoreham Air Show
- 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 folks. Take care.

*Mark*

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Well this could be the last report I write for the area if the Drive it Day run turns out to be a flop, as the surprise element of the run which will have cost good money could result in revolt and mutiny. Our run will be a combined one, with the Cheshire group making up half the numbers, so are starting point is from Leek about 7 miles over the boarder from Cheshire, then out into the peak district. Due to the surprise element taking up a good deal of the afternoon, and a need to be earlier at the venue than I first envisaged, this is due its popularity and need to be early ensure we have seats together, and parking spaces. This will result in less driving than one would have liked, our destination after a stop for refreshments is a small garage in

the village of Thorpe. This garage is home to a number of classics, including a very nice E type, but that is not the main reason for our visit. It's the collection of wonderful Theater Organs know as the Pipes in the Peaks, along with other musical instruments that have been saved from the skip and restored to working order. "a bit like our cars then"

The afternoon will include two performances of around an hour each on some of these marvelous instruments, the main one is the Compton organ from the Regal cinema Derby dating from 1938. Assuming that most are still speaking to me, we will then move on to a local pub for what I hope will be an enjoyable meal, so here's hoping it all goes down well, or the post of AO for North Staffs will be vacant, a full report in the June Courier if I'm not lynched.

Having had no one come forward with a suitable Triumph to carry the pop up gazebo we were considering for use at events, an alternative was spotted on a well know auction site. Bids were placed on an alternative shelter that packed up into a more suitable size, along with a side screen, a successful bid gained the shelter but not the side sheet. With some searching a number of side screens were found and a bid placed, which resulted in a winning bid, but at a some what higher price than the previous one went for. This shelter packs up smaller, but weighs what seems like the Forth road bridge, and I'm not sure of it's durability and speed of erection, but time will tell.

**Members Cars:** This month it's another Stag, owned by Peter Coleman, over to Peter for his story.

*I knew I wanted a Triumph Stag back in 1970 when I was still at school; I cut a picture of an H reg white Stag out of a magazine and stuck it on my bedroom wall. Fast-forward 35 years to September 2005 and the dream was finally realised with the purchase of a 1975 manual Stag in Java green.*

*I bought this car as it had been professionally, extensively re-panelled and the paint job was top quality even though it was Java green! The rest of the car however needed a lot of work to bring it up to scratch. I removed two carrier bags full of copper cable from the previous owner's defunct mods over the years. I've replaced the interior, the carbs, the hood, repainted and detailed the engine bay and re-chromed the bumpers. The list goes on and on but it's all been fun (sort of!) and once that wonderful engine fires up all is forgiven. This year's tasks are a new clutch, to clean and paint the underside, fix the rear lights so the side lights don't go off when the brake lights come on, and most important of all use and enjoy it as much as possible with the roof down, the sun shining and that V8 purring away up front.*

Thanks Peter, if I had room a Stag would definitely be on my want one list.

By the time you read this we will be heavily into list of shows and events that are running this year, I hope that the weather is good for one of the bigger ones that I will be attending.

**The Llandudno Transport Festival along with the Victorian Extravaganza on the Bank holiday weekend.**

Four six or eight, all sound great, so go on get them out and through the gate, and on the road with your mates.

"Keep driving the dream"

*Dave*

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



# SUFFOLK SUSSEX . . THAMES

## TSSC AREA NEWS

**May 7th** Next meeting at The Green Man, Lewes Road, Ringmer. BN8 5NA

**May 10th and 11th SEM** will be a convoy up from PEASE POTTAGE services on the M23 leaving at 9.00am on **Sunday the 11th.**

**22nd June** Standard Triumph Day Brooklands again meet up PEASE POTTAGE services at 9.00am

**4th-6th July** Le Mans Classic most of us are on the 23.00 ferry on the **Wednesday the 2nd** going Portsmouth Le Havre. (Rumour is that Clive and Martin A are going to be taking the hairdressers car rather than a Triumph!)

**26th and 26th** TriumFest UK at Donington.  
Probably going up on the Friday .

**SUFFOLK** Tel. 01206 250360  
e-mail: [Suffolk@tssc.org.uk](mailto:Suffolk@tssc.org.uk)

With the mild evening of April's meeting the Triumphs were out in force, plus a Ford Capri. Paul, from the Norfolk group, came along in his Herald 2000 complete with a hardtop making it look like a Coupé. He handed round notices of a brand new event on the **9th – 11th May**. This event is organised by the Norfolk groups of the TSSC, Club Triumph, TR Register and Stag Owners Club. They have set up a website with all the details and activities at [www.totallytriumph.org](http://www.totallytriumph.org). Good to see such cooperation between these four local clubs.

Russell brought along his Capri Mk1 RS3100 which he bought in March. It looks immaculate in its Sebring Red paintwork with a huge spoiler on the rear lid. Apparently this is so heavy that the struts struggle to hold the boot open.

Chris has been involved in the purchase of another Stag, not for his ownership but for Brian who owns a local (to Felixstowe) body repair shop that Chris (and Lindsey) use. Chris heard about it and told Brian and as it was in Ipswich and a runner it has found its way into his collection. I think that makes four he now owns.

Brian brought along more pictures on the progress of his interpretation of Mack (from Cars and Cars2) It now has its face, exhaust stacks and one of its fold-out sides fitted. The side has a large screen printed plastic covering with various logos related to Cars on it. It is intended to be equipped such that he can sleep overnight in it.

Seems Chris is going to the classic car auction at Kings Lynn in early April. Any connection that there is a TR5 for restoration in the auction.

Discussion about the missing Air Malaysia plane brought forth various facts and conspiracy theories. Mentioned was the lack of checks and frisking at Kuala Lumpur airport. Lyall thought Air Malaysia was a good airline and recalled that he got a good frisking when he was there. Did he enjoy it we all asked?

The next meeting is **6th May** followed by the **3rd June and 1st July**. So, see you at the **Sorrel Horse, Barham on 6th May** at 8:00pm.

*Peter*

Regards

*Martin*

**THAMES** Tel. 0777 362 3807  
e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Hello & Welcome to my random ramblings. I can't believe that it's April already (well it was when I wrote this), so nice to have the lighter evenings back and still the to do list for my Triumphs is no shorter. Our Vitesse is going well and enjoyed its spring clean and is ready for this show season. Our Events list for this half of the year is ready for collection so pop down to the **Fox & Castle** and say hello for a while, maybe book up some shows if you wish.

**SOCIAL EVENINGS AT THE FOX & CASTLE - 13TH MARCH.** Our first dry and mild evening of the year and I am in the Vitesse (so nice to be behind the wheel), I collect John C on the way through and meet Julie there after work. At the Fox & Castle we are greeted by Bob, Tony H, John P, George B & Mike H. Triumphs in the car park were: - Tony's Stag and a very patriotic red, white & blue line up of Vitesse's belonging to me, George & John P. Ongoing Triumph saga's are:- John's Vitesse top radiator inlet needs soldering as it's leaking. Bob's welding n/s sill & wing on his Spitfire project. Tony's been treating the rust in his Stag and adjusting the headlight aim. Mike H had a flood damaged gazebo up for grabs which John C hopes to put to good use. Julie's raffle winners were: - Bob won a window squeegee, John C won a bottle of wine, John P won a box of Liquorices Allsorts, I won a can of WD40. A great night and so nice to get the Triumph's back into the car park.

**27TH MARCH.** Back to the cold and wet nights, Julie's tired, John C is busy, so a lonely trip in the eurobox for me. But at the Fox & Castle I have the company of Tony H, Mick C, Bob, John P, Chris C, Mike H & a big warm welcome to Alan R who owns a GT6 Mk3. Understandably no Triumphs in the car park this evening, but ongoing work has been: - Tony's replaced two old seat belts in his Stag. Bob has finished welding his Spitfire tub. Chris has sent his Mk4 Spitfire off to be converted into a Ribble Navigator (their first UK model). Alan's GT6 Mk3 has had a new fuel pump and carburetors rebuilt by Andrew Turner and is very pleased with the results, welding in a new floor pan is next on his list. Our raffle winners tonight were: - Chris won a bottle of wine, George won a window squeegee, Mike C won a tin of WD40, John P won a tin of De-icer, I won a box of Wine Gums which were shared around.

A busy evening that just flew pass in good company. Our next meetings at the **FOX & CASTLE** are from 8 pm in **May on the 8th & 22nd and in June on the 5th & 19th**. Please come and join us for a warm welcome or call me on 07773 623807.

### Upcoming events are May

- 2nd/5th** IoW Camping Weekend IoW
- 9th/11th** SOUTH OF ENGLAND MEET Leatherhead
- 18th** Aston Clinton Chiltern Hill show Aylesbury
- 18th** Brooklands Spring Classic Breakfast Brooklands
- 25th/26th** Motorsport @the Palace Crystal Palace

**SUSSEX** Tel. 01444 450941

A big thank you for everyone that turned up in a Triumph at the April meeting. The previous meeting there was only on Triumph in the car park! In the April meeting there were 9 triumphs in the car park and 13 people so thanks for that.

We would like to welcome Huw and welcome back Richard who we haven't seen for a while. Huw has a 1500 Spitfire 1500 and Richard has a Stag. Nice to see you gents. We also saw Lee complete with his Spitfire, he has managed to escape from baby sitting and was allowed out!

Clive came in his new non Triumph Silver Slug (Vauxhall Zifira) but he is working away on his Spitfire and planning on putting a TR7 engine into his Dolomite. We also need to wish him well as he is doing the Brighton Marathon on the 6th April so best of luck on that.

Gordon turned up in his GT6 and we gave him some hopeful helpful pointers on his car.

Pete had a young lady reverse into his Spitfire in the car park. Luckily Lee was there to stop her! Looks like a bent over rider/bumper but it appears that she wasn't looking where she was going and couldn't see the car parked behind her!

We have decided to stay at **The Green Man at Ringmer** although the car park was very full.

Future events where Sussex will be attending:



## NORTH WALES

**25th Haslemere Surrey Classic Car Show Haslemere June**

**1st SHVPS @ QE2 country park A30 Hampshire**  
**1st Classic London to Brighton Run Brooklands**  
**1st Brighton Beach Classic Motor Show Brighton**

**7th Triumph Car meet Ace Cafe London**

**8th Woking Hospice show @ Mercedes Benz World Brooklands**

**8th Classic Wheels Event Tangmere**

**8th Parkside Family Fun Day Aldershot**

**14th Brooklands Double Twelve Brooklands**

**22nd Standard Triumph Day Brooklands**

**27th/29th Cornwall camping weekend St Ives, Cornwall**

*Mickey & Julie*

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

Sunday 2nd March was the International Triumph and MG Day at Stoneleigh Park, and a number of our group attended. Mick Cohen reported that it had been a very good show, with four halls being used. The only trouble was the queues, which were very long, but with a show of this size unfortunately this is usually the case. However, the day was enjoyed.

Tuesday 4th March was our monthly meeting, and it is nice to report that our North Wales group is getting more Triumphant with another Herald convertible owned by Mike Rogers joining us. The proceeds from Pats raffle, once again with some great prizes, was donated to Macmillan Nurses, and raised £50.00. Sunday 9th March was Rogers 70th birthday, and unbeknown to him a table had been booked for lunch at our local, The Hand Hotel at Llanarmon D.C. (where Sir Roger Moore and his wife



enjoyed a meal a few weeks ago) for us, Sam and Joan, Julia and Alan, Bob and Spitfire Sam, and a couple of our friends from the valley, Tony and Rhiannon. This had been kept under wraps since January, and all was going well, until the night before when we attended a function in the village hall. Needless to say, Roger must have had a



brandy that was "off", and someone had a very hard task getting him up and running the next morning and down to the village for lunch. However, it was worth it just to see the look on his face, and as the day went on he was firing on all cylinders again! A good day spent with great people.



## TSSC AREA NEWS

On Monday 10th March we took Spitty over to have the new screen rubber fitted, and at the same time a replacement vinyl dash top fitted, so these are now done, and look much better. Tuesday 25th March was our OFFAL run, organised by MG Pete and Alison. We met at Moreton Garden Centre in Chirk



for coffee. It was lovely to see MG Chris and John, as John is recovering from a knee replacement that went a bit wrong. However, he is now progressing well, but decided that they would not do the run, as it would be too much, so they returned home after seeing us all. So 27 of us enjoyed a well sorted run to the Dusty Miller at Wrenbury, where a good varied menu gave everyone a great choice, and much talking took us into late afternoon. Although we had three regulars missing:- three were on holiday cruising around South America, and MG Sam and Joan could not make it, as Sam was recovering from surgery again. He is, however, in fine fettle and looking forward to the season ahead.

After his engine repairs were sorted, and the electric fan is now working well, Mick Cohen is upgrading the front suspension on his Stag.

On our own front we are glad to have "day cars" as well as classics. For the workhorses we have a Land Rover Discovery:- the rear suspension is air bags. Last week, a corner went down, so Roger fitted a new bag. It went down again quicker than before, so ended up going to our local Land Rover dealer, Hughes Bros. in Oswestry.

They found and fixed a pipe hole, but overnight it went down again, so after discussion and consideration, we decided to have them fit springs, i.e., like our classics have, so yes, it now has proper springs and is o.k. Just goes to show that sometimes the "old fashioned" systems are better!

That's about it for this month, not a lot going on, but the season is only just around the corner, and we think we can safely say that everyone is looking forward to it. So please remember our monthly meetings are held at **The Plough in Gresford the first Tuesday of the month at 8.00 p.m.**, also not forgetting the meeting at **The Plough Inn in St. Asaph on the third Wednesday of the month at 8.00 p.m.** We have said it before, and will say it again, come along and meet us, everybody welcome:- it's not all car talk, it's a really good social evening. So whether you are on your own or as a couple give us a try. Drive safely.

### Forthcoming events:- 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. 24th May:- Sleep Airfield.**

**25th - 26th May:- Prestatyn Classic Car Show and Run. 27th May:- OFFAL.**

**31st May:- Classic Car Spectacular and Autojumble, Tatton Park. June**

**1st June:- Classic Car Spectacular and Autojumble, Tatton Park.**

## North Wales Continues

**3rd June:-** Monthly meeting at the Plough Inn, Gresford.  
**7th June:-** Kingsley Garden Event.  
**8th June:-** Welshpool Air Show.  
**14th - 15th June:-** Annual Vintage Vehicle, Steam Rally and Craft Fair, Oswestry Showground.  
**18th June:-** Meeting at the Plough Inn, St. Asaph.  
**18th - 26th June:-** Spain (for those who have booked).  
**21st - 22nd June:-** Kelsall Steam Rally.  
**28th June:-** 2014 International Rally of the Standard Motor Club, Foxes Riding School, Ledsham, Cheshire.  
 Regards,

*Helena and Roger.*

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

### TRIUMPH AND OTHER MARQUE SHOW STONELEIGH MARCH 2nd.

Well I don't know if it was the fact that what the TSSC S. Wales had in numbers was far surpassed by the quality of those who attended, the quality and size of the show itself, the bargains and quantity of parts for sale, the satisfaction factor of owning a Triumph against the other featured marque (as it was plain to see that the challenge of keeping any Triumph on the road requires superior skill from the owner due the balance of parts available, especially body panels etc between the two makes), the fact that the Stag Owners Club did not know that Triumph had actually made a prototype Stag Saloon (now in my possession) or the quality and quantity of Mo's pasties, the 2014 versions being twice the size of last year's, but this was by far the best indoor show that I have been in in the past 5 or 6 years, well done to the organisers, FANTASTIC!

We went to the show in modern cars so that we could car share and also have room to bring back any purchases that were made, also to keep travel costs down as we have found over the last few years that it had been an expensive day out for little return or enjoyment (how this changed this year is unbelievable). I offered to travel with young Eddie, even younger Mo and Mike The Cake so that I could share the driving with young Eddie, not as was suggested by the others that I did this to get my hands on Mo's Pasties although I managed to eat 6 of them on the journey to the show! Ant, Action man, Pete & Rob travelled in Ant's car (are your neighbours still speaking to you Ant?), Mikey J, met us near Raglan, Mike & John Partridge met us at Monmouth and Paul & Barb G met us at the show as they were staying with relatives in that area for the weekend.

After we arrived at the show we all ended up in different car parks (we couldn't understand this as we arrived together so we should have parked together). I grabbed 6 pasties to give to the others who we had phoned and arranged to meet at the TSSC stand, but somehow the pasties had disappeared by the time we got there and mine and Mike TC's stomachs had become enlarged (hungry work walking!).

We split into small groups and spent the day looking at stalls purchasing bargains like spark plugs for £0.35 (a relief for me as my Stag has more cylinders than my other Triumph's) a TR4A water pump £43, trunnion bush kits £3, the list goes on, the cost of the day was easily recouped by the bargains bought, they day was punctuated by our groups meeting up at 2 hourly intervals at the TSSC stand and a lunch break back at the cars where I had even more pasties and true to our word Mike TC & I took a pasty each back to the show halls for the rest of the

group (however, once again the pasties failed to arrive intact, or even arrive).

Mike TC managed to find the chap from Germany who he had arranged to meet to sell him a set of alloy wheels for his Spitfire which was a relief as we needed the boot space for our purchases, I went back to the car with Mike to help with the wheel sale and picked up a few pasties for the others while I was there, however, once more the pasties failed to reach their intended recipients and Mike & I were about 2 stone heavier than at the start of the day.

With the day coming to a close we arranged to meet at the site gate in our cars and start the journey home with a stop at Strensham services for coffee and a pasty. Mike TC and I had a pasty en route, but thankfully there was just enough left for the others to have one at Strensham. After a good chat, those returning to Cardiff and not turning off for home before hand decided to come to my house to look at my new acquisition, the Stag, so we said our goodbyes to the others and started off for home. Mike TC then "remembered" the cake that he had baked for the day so he cut it into 4 very large slices (one looked quite a bit larger than the three you handed out Mike!) and



young Eddie even younger Mo, Mike TC and myself tucked into it as we drove home, I meant to keep a safe distance from the lead car as I didn't want those travelling with Ant to feel deprived of this fantastic cake, but I accidentally accelerated and we over took them while we were eating the cake, we hoped that they hadn't noticed even though a lot of horn sounding and waving took place as we passed them!

When we arrived at my house my Stag received some very kind comments from the others, and after a good examination of the car they all agreed that Triumph had made a mistake by not mass producing this model. We all agreed that it had been a fantastic day out and that what we had in numbers had been far surpassed by the quality of those who attended, or have I mentioned that already, my only regret was that I had been so busy enjoying the show that I only took two photographs!

### LLANGORSE LAKE & BRECON TOWN RUN 23/3/2014

Area navigator Ant and I left my house in my Stag Saloon to meet Young Eddie & Mo (13/60 Sal), Paul & Barb G (TR6) and Mike The Cake (Spit MkIV) at Cardiff Gate services. At the allotted time we left for Nantgarw to meet up with Steve W & Colin (Vit 2L Con), Action man, The Hammer, Rob & Mai (13/60 Con) and Paul W (Toledo) where Rob told us the good news that Area Ambassador Pete had undergone his heart surgery which looks to have been successful, we hope to see Pete back in action as soon as possible and he is very much in all our thoughts!

At the pre agreed time we left in convoy to meet up with Gwyn, Tim & Babs, Mike The Bass & Sandra and Mike & John Partridge en route. In the glorious pre arranged sunshine the convoy followed the Stag Saloon as it cut majestically through the spring time traffic. With Ant navigating we were all confident of arriving at our first destination, Llangorse Lake. As we

passed through the Brecon beacons we spotted a crimson MGBGT parked up in a lay by. As we passed by we waved to the driver who pulled out of the lay by and drove away in the opposite direction. Ant pointed out that it could have been The Phantom Scribe who seems to be keeping our area under observation!

With pin point accuracy Ant guided us 36 miles past our destination claiming that the signs that we saw directing us to Llangorse Lake had been tampered with by The Phantom Scribe and that his "Homing Pigeon like instincts" could not be wrong!



Finally on arrival at Llangorse Lake Rob & Action man set up the cooker and supplied us all with freshly brewed tea & coffee while we snacked on Mo's pasties. We then took the opportunity to take images of all club cars in pairs, an initiative that we will continue with throughout the year so that we can feature at least two cars on each page of our 2015 calendar.



With time getting on we then started on the next leg of our run to Brecon Town for lunch, area navigator Ant managed to lead us out of the car park before Gwyn took the lead and led us safely into Brecon town where we parked up near the canal and had a group photograph, we then arranged to go our sep-

Hello again from Yours Truly but not a lot to say this month as I only got back yesterday from a two day reunion event of "Ancient Mariners" which Bettine and I attended in York. On waking this morning I realised I had to get this off to meet the deadline, so here goes.

Being in York I was unable to attend our meeting last Tuesday so the news of that evening is zero except to say that Dave is back in the Wirral after visiting his daughter in Canada and will soon be sending out an events list for this year which should be action packed. One event that will have already taken place when you read this "Drive it Day" on Sunday 27th April which quite often turns out to be "Drive it in the rain Day" so with the "Spitfire" it is "hood up" which makes it more difficult for Bettine and I to enter and exit the car due to ever advancing years, hence the aforesaid reunion, never mind, undaunted we will make it!

I don't know how well Donington will be attended by the Wirral Area but having asked around it seems that quite a few who normally attend Stafford are away on holiday on that particular weekend. I hope to get there myself if I can persuade one of the offspring to come along and pitch a tent, and attend to all the other rituals of camping, so its wait and see time.

That's all for May folks, sorry its short and sweet this month, I'll be back in July now its time to dust off and degunge our delights for "Drive it Day"

Yours truly,

*Ray*

Hi Folks. By the time you read this some members will have done two breakfast meetings (Prescott and the Malvern Filling Station), a festival of transport (Coleford), Drive It Day with Gloucester area down to the Old Station at Tintern, attended the Bowling Green Inn and Moat House meets and picked up a few bits and pieces at the Practical Classics Restoration Show at the NEC! I think I can safely say that the season has begun in earnest. This is a good thing as I suspect hearing about the Shelsley meet for the fifth month in a row might have become a bit stale for some of you.

Having missed last months report I'll just do a small round up - Stoneleigh was well attended by Worcester members with John Cox helping out by putting his GT6 on the club stand, the Shelsley and Filling Station breakfasts were sampled by the usual crew and a couple of local pub meets were tested. The Filling Station gathering was especially interesting as it was a charity event and the Tony Williams Bodyshop opened up so that after our breakfast we could go and have a look at how it should be done!

Again it's a short report but I suspect that the next one will be longer as extra to the run outs listed above there will be the **Isle of Wight camping weekend, St Richard's Festival in Droitwich and Stratford Motoring Festival all happening the first weekend in May** so just sneaking in before my deadline - busy, busy, busy! As I am off to the IOW if any Worcester members go to either the Droitwich or Stratford events and would like to let me know how it went I can add it into the next area news.

Please note that the next **Worcester meet is Monday 12th May at the Pear Tree due to the Bank Holiday Monday.** TTFN

*Vicky*

arate ways and meet up at 2:30 back at the canal, then stayed together and all ate in the Coracle cafe! A really good cafe that facilitates dining inside or out. As the weather was so nice and warm some of us ate at the outside tables and discussed the fact that from and including the weekend of 12th & 13th of April we have at least one show or run every weekend for 11 weeks.

After our lunch we strolled back to our cars and Ant told us about a short cut home that he knew of but as most of us needed to be home by the following Tuesday we decided to take Paul G up on his offer of leading us home via an alternate but still picturesque route! As we drove back with the Stag Saloon's straight six engine returning nearly 20 mpg, Ant being able to relax from his navigational duties remarked that it had been a great day in fantastic company and that what we had in numbers had been far surpassed by the quality of those who had attended, and you know what, his statement was even more accurate than his navigational skills!

Thanks to all those who were able to attend and make it a great day, get well soon Pete!

Cheers

*Bern*



## WEST YORKSHIRE

### TSSC AREA NEWS

**WEST YORKS** Tel. 07800 551363  
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Thanks to everyone who came along to April's meeting. What a difference going along to the meeting and its' still light makes, spring is on the way! Thanks also to Dave who has given me a number of quizzes one of which we used at the meeting, we've plenty to go at now. Bob also kindly agreed to do a quiz earlier and idiot me forgot, not to worry we'll do Bob's at the next meeting, you can never have enough quizzes. Well done to Brenda who won with a respectable 15 out of 21. Main topic of the evening was our plans for [Drive it Day 2014](#).

By now that'll have been and gone so here's hoping we have a good day at the [Carding Shed near Holme Firth](#). I'll do a report and pic's for next month's newsletter.

John is going to provide us some dates of local events which our neighbouring car club Yorkshire Classics are organising, so again I'll include these in the newsletter.

Looking forward, we will try and arrange a further Sunday lunch time meet, one or two ideas were discussed at the meeting, so we'll let you know as plans come together at the next meeting.

That's about it for this month, just looking forward to getting out with our cars and doing what should be most important to our Club, [DOING MORE WITH YOUR TRIUMPH](#), can't wait for Donington!

Safe Triumpling,

*Victor.*

# TSSC NORTHANTS AREA ANNUAL CAMPING WEEKEND AT WICKSTEED PARK MAY 30/31/1<sup>ST</sup> 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](mailto:D.RICHARDSON13@SKY.COM)**

**07955198232 / 01234 740548**

**Tracey - [traceyhawes3@googlemail.com](mailto:traceyhawes3@googlemail.com)**

**Email Tracey for the Booking Form**



# TSSC DERWENT VALLEY'S 26<sup>th</sup> Peak Run



## 20<sup>th</sup> to 22<sup>nd</sup> June 2014

### Booking form for the Peak Run 2014 and Peak Run Camping Weekend

- **Friday 20th June** — a warm welcome at the Peak Gateway campsite.
- **Saturday 21st June** we explore Derbyshire by Scatter Rally.
- Saturday night is the usual Party Night at the campsite.
- **Sunday 22nd June** is the day of the **26th Peak Run** — a 80 mile drive through the breath-taking Derbyshire Peak District.
- Camping available from Thursday 19th until Monday 23rd June\* at the Peak Gateway Campsite near Ashbourne. Sorry no electric hook up available.

Name .....

Address .....

.....

..... Postcode .....

Phone Nos. .... Email .....

#### Four packages available—please select the one that suits you :

Package	Rate	Tick Below
The Sunday Peak Run <b>ONLY</b> on Sunday 22nd June 2014	£10.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping.	£19.50 per car	<input type="checkbox"/>
The Peak Run Weekend including <b>one night</b> Camping.	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to <b>4 nights</b> Camping*	£40.50 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to

**Derwent Valley Area TSSC** then post to:

**Peak Run 2013, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane,  
Snelston, Ashbourne, Derbyshire. DE6 2GP.**

**For more information visit:**  
[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)

#### Telephone Enquiries:

Kim and Paul Dale 01335 345784 or  
Roger Buck 07970 619149 or  
Richard Malin 0781 3397731

# Silverstone Classic

Rocking and Racing

25 | 26 | 27 JULY 2014



## The WORLD'S BIGGEST Classic Motor Racing Festival

800 acres dedicated to Flat Out Fun for All The Family

- Over 20 races of historic Formula One, sports cars, Group C, 'Le Mans' sports prototype, GT and touring car grids
- Maserati and Mustang anniversary celebrations and parades
- An 'Access All Areas' policy including paddocks and grandstands
- Over 9,000 classic cars on display across the event
- Live music, Air Displays, Funfair, Shopping Village and much much more!

**ONE DAY IS NOT ENOUGH!**

TICKETS & INFO

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

TICKET HOTLINE

**0871 231 0849**

Calls cost 10p per minute plus network extras

TO BENEFIT FROM THE FANTASTIC CAR CLUB DISPLAY PACKAGE & TO OBTAIN YOUR INFIELD VEHICLE DISPLAY PASS QUOTE THIS CODE

**C14040**

**ADVANCE TICKETS ONLY OFFER CLOSES 31ST MAY**



1976 McLaren MP26, the F1B6 driven by James Hunt



OFFICIAL PARTNERS



The Daily Telegraph



## 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



26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> Sept 2014



Book your holiday away with the Manchester Area at our weekend retreat. Join us at "Old MancDonald's Farm" for fun, games and fabulous runs in the countryside.

**Venue:**

Dolphinholme House Farm, Dolphinholme, Lancashire LA2 9DJ

Name: .....

Address: .....

Postcode: .....

Phone No: ..... Email: .....

Car Make: ..... Model: .....

Registration Number: ..... TSSC Membership Number: .....

Pitches available for tents, trailers and caravans. Also there are luxury 6 berth "Glamping" units available on a first come-first serve basis. There are some limited B&B in the area too.

**For more details:**

Contact Pip & Frank on 01524 791607, email [pipflegel2009@btinternet.com](mailto: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) <b>Only 1 remaining!</b></i>	£60 (add £10 for each additional car)	
Run Only (No Camping)	£10.00	
Total		

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



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



# 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**

## **29<sup>th</sup> SUNSHINE RALLY**

**15<sup>th</sup>-17<sup>th</sup> August 2014**

**Our new venue is the Rutland Caravan & Camping Site  
Greetham LE15 7FN**

**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 (1<sup>st</sup> come -1<sup>st</sup> served), less than a 10 minute walk to Greetham village with 3 pub restaurants  
Camping Friday 15<sup>th</sup> & Saturday 16<sup>th</sup> with option for additional nights**

### **Friday night**

**Warm welcome, meet old friends and make new ones**

### **Saturday**

**Optional planned drive around stunning Rutland and Rutland waters.  
Many alternative places of interest to visit**

### **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 Herts & Beds Area  
Present the 21st



**ALL TRIUMPH DAY**  
*at*  
**DUXFORD**

THE  
**TRIUMPH**  
SPORTS SIX  
CLUB

**SUNDAY** September 28th 2014

Gates open 10 am - Close 6pm

£13.00 per person

IWM Duxford

Discounted Admission

Normally £17.50 per person

**Under  
16's go Free!**

Discount entry  
kiosks Close at 2pm.  
**Sorry, No Dogs,  
Fires, BBQ's - CAA  
Airfield Regulations**

**Location  
Jct10. M11**

Sat Navs use  
**CB22 4QR**



**This year:**

**Optional Tank Rides**  
Traders, Tools, Parts,  
TSSC Shop & Herts & Beds Raffle

**FREE TRADER SPACES!**

**Traders must Pre Book Space**  
**Any Enquiries 01582 750943**

To qualify for discounted admission, arrive before 2pm and be in your classic,  
Or present this advert or your valid car club membership card.

**Camping Now Available** at Apple Acre Park Fowlmere [www.appleacrepark.co.uk](http://www.appleacrepark.co.uk)  
**BOOK CAMPING DIRECT via** Email: [tony@appleacrepark.co.uk](mailto:tony@appleacrepark.co.uk) Tel: 01763 208354

# 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

TSSC - Sunderland Court Main Street,  
Lubenham, Market Harborough, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**  
**e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)**  
**<http://www.tssc.org.uk>**

### TSSC INSURANCE

FOOTMAN JAMES & CO LTD  
**Tel: 0843 357 1790 Fax: 0121 559 0814**  
**FJ Breakdown Recovery - 0800 132 278**

PETER JAMES LIMITED  
**Tel: 0121 506 6040 Fax: 0845 2233 020**

LANCASTER INSURANCE  
**Tel: 0800 013 0080**

HERITAGE CLASSIC CAR INSURANCE  
**Tel: 0121 248 9280**

PETER BEST INSURANCE SERVICES  
**Tel: 01621 840400 / 01376 573033**

### VALUATION SERVICE

TSSC HQ, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF  
**TEL: 01858 434424 Fax: 01858 431936**

### TSSC LIBRARY

TSSC HQ, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

### CLUB SHOP

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

TSSC HQ, Sunderland Court  
Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

### MAGAZINE COPY DATE

All magazine material must be received  
**BEFORE 8<sup>th</sup>** of each month prior to the month of publication.

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

TSSC, Sunderland Court  
Main Street, Lubenham, Leics. LE16 9TF  
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**e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

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TRUDI PRETTYJOHNS  
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**Tel: 01858 434424 Fax: 01858 431936**

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TSSC HQ, Sunderland Court  
TSSC, Main Street, Lubenham, Leics LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

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

### HERALD 948/1200/1250

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

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

### HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG  
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### SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
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### SPITFIRE Mk IV/ 1500

Derek Ford, 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.  
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### VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA  
**Tel: 01635 868640 - Eves/Weekends e-mail: [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)**

### GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA  
**Tel: 07822 801275 e-mail: [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)**  
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### BIG SALOONS

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### TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.  
**Tel: 0116 267 1688 (Eves/Weekends)**  
**e-mail: [TriumphToledo@aol.com](mailto:TriumphToledo@aol.com)**

### TR 4/4A/5/250/6

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### TR7/TR8

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### AMPHICAR

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**Tel: 01684 592985**

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**e-mail: [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)**

### TSSC PUBLIC RELATIONS OFFICER

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