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Triumph Sports Six Club

The Courier 416

FEBRUARY 2015



February 2015

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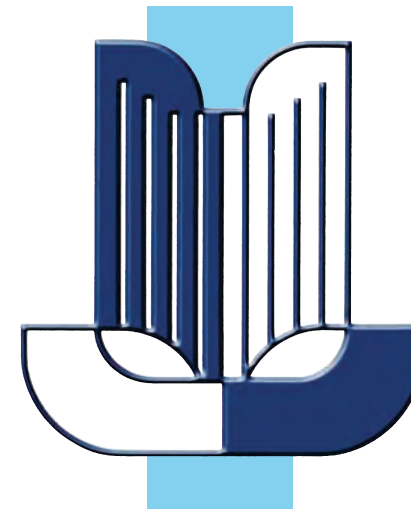
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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
No.416 VOI 36. FEBRUARY 2015  
Price £3.50 Free to Club Members.

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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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EVENTS IN 2015?  
I'LL JUST PENCIL THAT IN!  
PIC SUPPLIED BY  
CARL SWANSON

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# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2015 EVENT  
INFORMATION TO TRUDI AT CLUB H.O.**

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

## **NATIONAL & REGIONAL EVENTS**

See also further adverts in Courier

### **April 2015**

**SUN 19 APRIL 2015**  
**TSSC WESSEX AREA'S  
NEW FOREST RUN**  
CONTACT TREVOR 01425 475376  
[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

**SUN 26 APRIL 2015**  
**TSSC DEVON AREA - DRIVE IT  
DAY RUN TO HAYNES MOTOR  
MUSEUM - SPARKFORD**  
CONTACT SUE & JOHN  
01548 821348

### **May 2015**

**FRI/SAT/SUN/MON 1 2 3 4 MAY 2015**  
**THE 26TH ISLE OF WIGHT  
TRIUMPH WEEKEND**  
BOOK CAMPING 01983 852597  
Queries: [tssciorw@hotmail.com](mailto:tssciorw@hotmail.com)

**FRI/SAT/SUN 8 9 10 MAY 2015**  
**THE SOUTH OF ENGLAND MEET  
LEATHERHEAD LEISURE CENTRE  
CAMP FROM FRI - SHOW ON  
SUNDAY CONTACT MICKEY**  
07773 623807

**FRI/SAT/SUN 22 23 24 MAY 2015**  
**TSSC TRIP TO SPA CLASSIC**  
CONTACT HQ 01858 434424

### **June 2015**

**THURS TO MON 11 TO 15 JUNE 2015**  
**TSSC DERWENT VALLEY  
PEAK RUN**  
CONTACT KIM & PAUL DALE  
01335 345784

**FRI/SAT/SUN 26 27 28 JUNE 2015**  
**TSSC CORNWALL AREA  
CAMPING WEEKEND - BODDINICK**  
BOOKING ESSENTIAL  
CONTACT MIKE 01872 573763

### **July 2015**

**FRI/SAT/SUN 10 11 12 JULY 2015**  
**TSSC TRIUMFEST UK  
DONINGTON PARK**  
CONTACT HQ 01858 434424

### **August 2015**

**FRI/SAT/SUN 10 11 12 AUGUST 2015**  
**TSSC LEICS & RUTLAND  
30TH SUNSHINE RALLY**  
GREETHAM LE15 7FN  
CONTACT NEIL 07530 307371

### **September 2015**

**FRI/SAT/SUN 4 5 6 SEPTEMBER 2015**  
**TSSC LINCOLNSHIRE  
TRIUMPH WEEKEND**  
BOSTON BUBBLE CAR MUSEUM  
CONTACT SIMON 07841 450715  
[www.lincolnshiretriumphs.co.uk](http://www.lincolnshiretriumphs.co.uk)

**SUN 13 SEPTEMBER 2015**  
**ALL TRIUMPH & CLASSICS DAY**  
DUXFORD IWM DUXFORD  
CONTACT PETER 01582 750943

**FRI SAT SUN 18 19 20 SEPTEMBER 2015**  
**NORFOLK TOTALLY TRIUMPHS**  
FORMERLY MILE OF TRIUMPHS  
CONTACT MIKE 01502 476699

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

### **March 2015**

**SUN 1 MARCH 2015**  
**TRIUMPH & MG SPARES DAY**  
STONELEIGH PARK  
[www.mgandtriumphsparesday.co.uk/](http://www.mgandtriumphsparesday.co.uk/)

### **July 2015**

**FRI/SAT/SUN 24 25 26 JULY 2015**  
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[www.silverstoneclassic.com](http://www.silverstoneclassic.com)  
Discount Code C1525008

### **September 2015**

**SAT SUN 26 27 SEPTEMBER 2015**  
**PISTONS & PROPS**  
SYWELL AERODROME NORTHANTS  
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# CoMment

## A Time for New Opportunities!

BY BILL BATE

COUNCIL OF MANAGEMENT

**W**ith the new year celebrations behind us we can now look forward to the Spring, considering the opportunities we have for the 'season' ahead.

We can take advantage of our Social Media opportunities with the Club and Area Web Sites, Facebook, Twitter and the TSSC Forum all in place for this year.

As we start to plan the International, National and Area events, you are welcome to join in to contribute to the success of the events. There was much positive feed back on Le Mans where many of the other Triumph Club members migrated to enjoy our excellent facilities, on Donington for actions to further enhance the show for this year. There is as much enjoyment to be gained by contributing and participating as there is in attending the event.

Our first show is on March 1st at Stoneleigh, our stand will once more be located in the heated halls, a move much appreciated by those of us on stand duty and our many members who visited us. A great show, an opportunity to acquire the outstanding components to complete our Winter maintenance / overhaul / restoration.

The NEC Classic Car Show in November was outstanding with the superb Triumphs in their



modified form yet retaining the Triumph characteristics, perhaps if Triumph (their successors in the 70's) had developed the models further those would have been the incarnations! Fuzz Townsend and Sir Stirling Moss spent much time on our Stand discussing the cars and talking to our members with great enthusiasm, an opportunity not to be missed. Fuzz has made a major contribution as Honorary President to our Club, showing great interest in our activities and attending our events, for which Fuzz, we are extremely appreciative.

We welcome the opportunity for the younger members to contribute articles to the Courier and through the Social Media relating their Triumph experiences and to show off their classics at the various events nationwide.

2015 is an opportunity to enjoy your Triumph supported by a great Club, the CoM and Club staff look forward to meeting you at the many events/venues during the year.



# NEWS REVIEW

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

### Heritage Classic Car Insurance

Personal Client Manager (PCM)

0121 248 9280

As part of our 50th anniversary celebrations we're introducing a personal client managed service (PCM) for all of our customers, which means one contact looking after you while you are a customer of Heritage.

So what is a personal client manager (PCM)?

In short, you will have one contact who will look after you while you are a customer of Heritage. We get to know our customers and their needs. You're not just a number in a queue to us and the hassle of having to listen to an automated service to be forwarded to the correct department is officially over.

Here at Heritage we love your classic as much as you and want to make sure that if you have anything to discuss regarding your car insurance, you're not speaking to 5 different people, you're speaking to someone you know, trust and deal with on a regular basis. As our very own Managing Partner Mark Wilkinson says, "We believe that this is expert personal service at its best."

And it's not just our managing partner who agrees; here is one of Heritage's very own clients Christopher Jayne's opinions on our future PCM movement: "I would say that my Personal Client Manager Jayne is very efficient and trust worthy, Heritage's personal service on a one to one basis is fantastic... I have now been with Heritage 8 to 9 years and I would recommend them to anybody, I've had no problems at all."

With almost 50 years experience and knowledge in the classic car industry we're a brand you can trust. We are an independent



and family owned business, so we know that expert personal service is a rarity, and that's why we are providing the best customer service possible.

The idea behind our PCM service is that we can offer our customers the best possible features, benefits & discounts that you would expect from a leading classic car insurer. Currently we insure and cover over 28,000 customers, who trust us to deliver expert service and advice when needed.

We believe the secret to our success is the fact we're a family owned car insurance company run by enthusiasts for enthusiasts. By day, you'll find us at our desks, but come the evenings and weekends, you'll find us lovingly restoring our classic cars.

### Mats Made to measure

TSSC West Midlands AO **Roger Haywood** has made good use of a Local to him Company that Made up a Set of New Carpets using his originals as templates.

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If you have any queries **Contact Roger Haywood. 07969 024999** or they can be contacted Direct on **0121 572 2753**



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**MARCH - OPEN AS USUAL**

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

**The Club Shop will be attending the following Show**

**Triumph & MG Spares Day**

**Stoneleigh Park - Sunday March 1st 2015**

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

## TSSC Annual General Meeting

**SUNDAY APRIL 12<sup>TH</sup> 2015 2.30 PM - TSSC HQ - LUBENHAM**

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

## Council of Management Meetings

**NEXT MEETING - MARCH 8<sup>TH</sup> 2015**

*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: **Ben Broadbent** TSSC General Secretary, 28 Forshaws Lane, Burtonwood, Warrington, Cheshire. WA5 4ES. 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*

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**e-mail.**  
**vitesse@tssc.org.uk**

**Dave Rumens**



## Where are they now?

**H**ello everybody, back in December I had a couple of requests for historic information concerning the Vitesse. The first request came from **Gary Flinn** which I have copied below.

*Hi Dave,*

*Hope you are well and ready for Christmas? I was reading the latest Vitesse Register in the Courier with great interest last night and thought I would do a search for one of the Green Shield Stamp Competition Vitesse's in your article AVB 610C? Sadly it doesn't look like it's with us, the DVLA Website didn't recognise it for tax renewal. I've always been interested in what happened to the Press Cars and did a search on the DVLA Site for the ones I know of, below are the results of the ones that may still be around, possibly stashed away in someone's garage awaiting restoration?:- MWK 664G Valencia Saloon used by Motor for the Group Test in 1969 tax expired on **01/09/1985?** MWK 666G Valencia Saloon tested by Autocar in August 1969 tax expired on **21/12/1983?** MWK 992G Wedgewood Convertible featured in the Sales*

*Brochure tax expired on **01/09/1984?***

*I believe I may have e-mailed you about the Press cars previously and you stated you knew of one that had definitely survived?*

*All the other Press cars I searched came up blank, maybe this could be a feature for a future Courier.*



**Picture 1.**

*Anyway Happy Christmas to you. Regards,*  
**Gary Flinn.**



**Picture 2.**



London area in the early 1980's. Information also appeared on page 31 of the March 1989 edition of the Courier. Another Mk2 press car, MWK668G White O/D Convertible, morphed into GAY40 and was featured in the Hot Car magazine. I believed it was owned by the editor, Tony Bostock, of the Hot Car. It also appeared on page 70 of the May 1989 addition of the Courier. All I know about MWK663G is that it was a white Saloon. If you know of the whereabouts of any of these Vitesse Mk2 Press Cars or in fact any Vitesse Press Cars then please let me know and I will feature your

**Picture 3.**



The Mk2 Press cars I have listed are MKW663G, MKG664G, MKW666G, MKW668G, MKW669G, MKW890G and



**Picture 5.**

information in the Courier.

I have included a selection, **Pictures 1 to 6**, of Press Cars.

Moving on to previously owned Vitesse the second request came from **Howard Earl**. I have copied his email below.

*Hello,*

*I joined TSSC recently and although I have a Dolomite Sprint and not a Vitesse it remains a favourite model of mine due to my sister having one for a few years (1964-1967 maybe).*

*It was a Powder Blue and white Vitesse 6 saloon registered 503 ACD (1962) and I was*



**Picture 4.**

MKW992G. Some ten years ago I was aware that a Vitesse with registration number MWK666G was still around but in very poor condition. It was last seen on the road in the



Picture 6.

The 2-seater beater.

### New Triumph Vitesse Mk2.

Had men for the two-seater boys. The new Triumph Vitesse Mk2 shatters the notion that hot performance is likely for them. 0-50 in the Vitesse Mk2 is a swift 8 seconds. A time that makes quite a few top sports cars look shame-faced. And it's a full four-seater.

This show-ten-the-way capability is what is meant by "Thorough engineering". Which in practice means putting more into a car so you get more out of it.

The blue of the new Vitesse has been pushed up to 104, and the top speed to 103 mph. And

to match this boosted performance there's new wishbone independent rear suspension to make sure you're as safe on the corners as on the straight.

There have been cosmetic improvements too. Note the magnesium alloy wheel trims, the re-modified grille, the new walnut-veneered fascia.

Some things haven't changed. The light, positive steering. The fantastic 25 ft. turning circle. The 72 position driving seat. The all-independent suspension. The contoured-to-you seats that keep you snug and comfortable every mile.

The double-backbone steel chassis.

Name another two-litre, six-cylinder, four-seater that out-accelerates and out-maneuvres several leading sports cars?

And ask yourself: who you aren't a Vitesse man already.

Triumph Vitesse Mk2 saloon 1972 (in. S4). Convertible £1,020 12s. 6d. Both prices include purchase tax.

Standard Triumph Sales Ltd. Coventry. 000 3-17111.



Triumph put in what the others leave out

very disappointed when she sold it. My father was always wary of the lively rear suspension characteristics given my sisters spirited driving style and determined that better weight distribution was called for.

Two large paving slabs were therefore always carried in the boot and he felt this was a great

improvement especially with only the driver on board!

My sister's ownership began in Sussex and ended in Fleet, Hants. While idly looking on the DVLA website for cars I have known I was delighted to see that this car is apparently still on the road with a current MOT although it states it is of 1998cc so must have had an engine replacement at some time, but is still blue. I am enquiring to see if this car is known to any TSSC member? I believe she still has photographs from that time and would no doubt be willing to share them. I think one day I might move to a Vitesse Mk II convertible when I tire of the Sprint, although I have had it for 25 years so this may not be immediately, unless I keep it and get a Vitesse anyway!

But where to put it...

Kind regards,

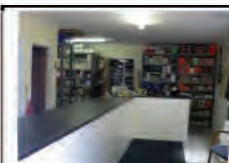
**Howard Earl.**

ACD is a Brighton registration, if you have any information that can help Howard in tracing the very early Vitesse once owned by his sister then please let me know and I will pass it on to him. "Where are they now" is always an interesting subject, so it would be great if we do have some feedback.

That's it for this month.

Safe Driving and keep them running on all Six

**Dave.**



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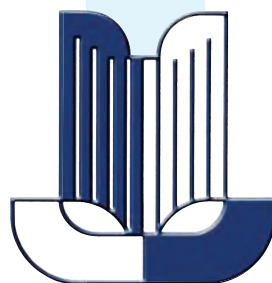
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East Grinstead, West Sussex, RH19 2ER



# *Welcome to* **NEW MEMBERS**

*Welcome to all  
these new members,  
who joined the  
Club in December 14*



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

Timothy Owen	Dorset	David Lewis	Middx
Richard Hutchins	Durham	Colin Finn	Middx
Celia Royle	Glos	Martin Spiers	Northants
Hugh Martin	Glos	Ian Kent	Oxon
Simon Bowers	Hants	John Burt	Staffs
Billy Platt	Hants	Brian Stevens	Suffolk
Peter Nevines	Hants	David Hussell	Suffolk
Charles Heard	Hereford	Michael Hadley	Warks
Paul Morse	Herts	Howell Jones	Worcs
Barry Hynes	Kent	Alan Washbrook	Yorks East
Steven Pearce	Kent	Ken Bradley	Yorks North
Brian Annable	Leics		
Gerard Omasta-Milsom	London	Jan Blom	Netherlands
Callum Gurden	Middx	Wilson Groen	USA

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



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



**Colin Lindsay**

## Not dead, only Sleeping

**R**emember the old television cliché that went: “We interrupt this broadcast...”? I’ve had one of those moments in a literary sense, following last month’s article on modified Heralds... I found one or two other closely related photographs, which sent me off on a tangent to another selection of modified Heralds, but this time, like myself, modified by time and the elements from pristine beauty into a slightly sadder and probably terminal state. So: the intended article can wait while we tour the sad world of unloved and abandoned Heralds.

I could always set it to music, and ask for just £2 a month to help these Heralds back on the road. *“One day, Herald’s owners just parked him there, and never came back. That’s where we found him, still faithfully waiting their return... We’ll never put a healthy Triumph Herald down...”*

This first photograph was the one that started it for me; a sad broken convertible in beautiful surroundings in New Zealand. The body is beyond repair, even the seat frames are exposed to the air, but the remains of the wing



*Pic 1.*

mirror stalks tells me that my own convertible has them in the correct place and so it’s not, as has been suggested, a replacement bonnet from an Estate fitted to mine. What a lovely backdrop in which to fade back into the soil.

The second picture is even more atmospheric than the first; a lonely Triumph settling amidst the nettles



*Pic 2.*

and greenery of someone's really badly overgrown garden.

The single-bulb sidelights and Herald lettering point to an early 1200. A wonderfully poignant photo of someone's pride and joy, now neglected and forgotten; the black-and-white photography adds a lovely period feel.

Is it still there?

This unfortunate Herald saloon was photographed abandoned and well on the way to being stripped in



Pic 4.



Pic 3.

that the previous model. A replacement valence – although not of this unobtainable Mk1 style – and front wing may do wonders to improve the looks if the rest of the car is saveable. The chock against the front wheel may point to a lack of brakes, so at least they'll not be seized on...

This saloon sits quietly in someone's garden; another early Herald lettered model although the larger sidelights have been

Hurstway Street, London. The photo was taken around 1969 and it's probable that the abandonment was the result of mechanical breakdown, rather than accident damage; the front of the chassis looks undamaged. The engine and bonnet may have gone to help another Herald stay on the road, but this car – like the street itself – has now long disappeared.



Pic 5.

A sister car to the second photo, 916 MTT, peeps shyly out of someone's barn; but the dry storage may have saved more of this car

donated from some other marque. It looks to be strangely solid; the lower door panels and front wings show a surprising lack of crustiness,

while the replacement front valence may point to a previous owner having attempted some kind of first aid in the past.

Another garden resting place for 453 TTG, a

this one is probably well and truly beyond economic repair.

I suspect XGH 674 G (Bottom of Page) is actually a 13/60, if the bare spot where the



12/50 saloon sporting aftermarket reversing lights. The boot hinge is a bit... brutal... and the smashed rear window has probably done little for the interior. Sporting rust in all the usual places, as well as a healthy crop of moss,

rear badge fell off is any indicator, but the bumperless rear valence and early clear-lens rear lights may point to an 1200 with a replacement bootlid.

The aftermarket hardtop looks quite solid. I



## HERALD 948 -1200 -1250 Register

always wanted one of those... this one may be saveable with judicious use of repair sections and a welder.

The next convertible is one of those *"It's no use, he's dead, Jim!"* moments. This one looks to be terminal; it is an ex-Herald, it has ceased to be. The bonnet top panel looks in good enough condition but the rear tub is



his Grandfather in May 2014. It's going to require a lot of TLC but once a flatbed lorry has arrived to remove it to their garage work can begin in earnest.

I would estimate that those front drum brakes are more than slightly seized...

heavily dented and most of what remains is missing, if you get my drift...

Further afield now: this white saloon lies in Verona, Italy and while the drier climate may have saved much of the metal, most of the interior and glass – and probably the engine – has long gone.

That front wheel doesn't really suit it, and it once had side indicator repeaters too.



You can view progress at <http://dougstriumphrestoration.blogspot.co.uk>. It's nice to think that one Herald at least is being saved, but of course it's going on all the time up and down the country.

You just have to let people know...

If you have any good photographs of similar neglected or terminal Heralds,

let me know, and I'll feature them again some time in the future.

They shouldn't be lost forever.

Once, but long ago....

My last Herald is a 1200 lying quietly awaiting rescue, and the good news is that this one has found a home. **Doug Williams** of Kentucky, USA was been given this 1960 convertible by

*Colin*



e-mail.

[herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

## Phil Willson



# February Miscellany

**R**ay Howes (Courier, January 2015) has received his Heritage Certificate which shows that his convertible came off the production line on 5th April 1971. That's exactly 6 weeks before the end of production on 17th May.

*So much for me proofreading what I send to*

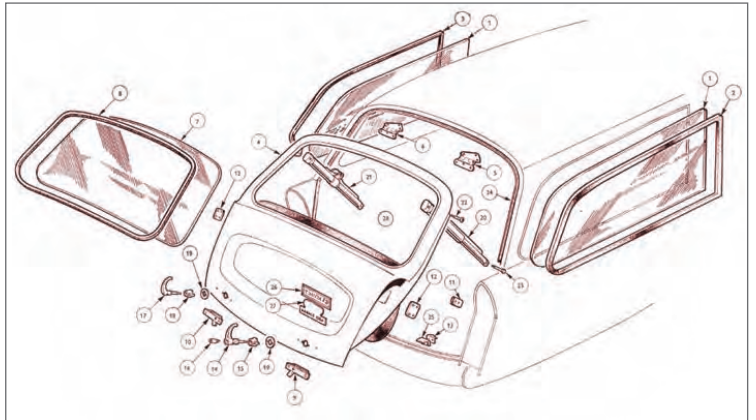
*The Courier:* I read my last article at least 3 times before sending it but still an error crept in. The ACPO recommendation should have read: speed limit + 10% + 1 mph. i.e. 34 mph in a 30 limit or 78 mph in a 70 limit. As I said, it is only a recommendation and authorities are perfectly entitled to follow the letter of the law.

*Now a plea to Herald Estate owners:* Do you need to replace your rear side window rubbers (part numbers 704786 and 704787, items 2 and 3 in picture 1)? This extrusion is not currently available. **Bill Davies** at [Rarebits4classics](#) had a batch made quite a while ago, enough for 50 cars, but that has all sold out. He has only received requests for a further 3 cars worth, which is nowhere near enough to have a further batch made.

Member **Joe Grundy** is desperate to acquire some for his Vitesse Estate so he would like to

assess the possible demand. If you need some of this for your estate car then please would you let me know as soon as possible and I will pass messages on?

Alternatively, have any of you bought this rubber from Rarebits4classics and not used it? If, for whatever reason, you have purchased it and no longer require it then please contact me as Joe may well like to buy it from you.



**Picture 1:** Estate roof and tailgate fittings

I was one of the lucky ones and got mine from Rarebits4classics. It fitted beautifully but, unlike the originals which came as one piece and were made to fit one side or the other, you get the rubber pieces that you have to cut and bond together yourself. The cutting requires extreme care as a precise and neat 45 degree angle must be achieved first time. The old adage of 'measure at least twice, cut once' applies. It is very easy to get it wrong and then



the rubber may be too short.

The other aspect of this is what you bond it with. The rubber used is known as **EPDM** (*ethylene propylene diene monomer*). Most adhesives, including standard superglue, won't touch it. Basically, if it doesn't say it's suitable for EPDM then it probably won't work. Small dispensers of special superglue are available from manufacturers such as Loctite 406, but this

can be quite expensive – around £20 or more for just a tiny bottle.

Talking to a neighbour who is a roofer by trade, I came across a brand of adhesives called Everbuild Their Industrial Grade Superglue GP only costs £2 to £3 for the 20gm dispenser and it works a treat.

By the way, the rubber seal for the tailgate, part number 804288 has also been re-manufactured by Bill Davies and can be found on his website:

[www.rarebits4classics.net/](http://www.rarebits4classics.net/)

**Picture 2:**  
Standard Motor  
Company  
advert from  
1951

Now, I love a bit of history. Going back 20 years before Ray's car made its debut, the Festival of Britain was held to celebrate my birth in 1951. (Really?) Most of the big car manufacturers took out adverts in the Festival brochure to tell people how wonderful they were. Standard was no exception and their patriotic effort can be seen in the second



### *All that's best in Britain...*

*The State opening of Parliament . . . truly a Royal occasion with its colour and its pageantry . . . yet symbolising the very essence of our British Democracy . . . all that's best of the Past joining with, and giving authority to, the needs of the Present . . . an occasion as typical of our way of life as the craftsmanship that goes into the products of the Standard Motor Company, representing us they do in every detail of their design 'all that's best in Britain.'*



### *The Standard Vanguard*

Manufactured by  
THE STANDARD MOTOR CO. LTD., COVENTRY  
London: 37, Davies Street, Grosvenor Square, W.1.  
Telephone: MAYfair 5011

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Wards bought the assets of the bankrupt Triumph company in 1939 and then sold what was left, which was little more than the name by then, to Standard in November 1944.

The Triumph name is now owned by BMW who acquired it along with the rest of Rover in 1994. BMW also retains the Riley name and, of course, Mini. The Standard and Stanpart names are owned by British Motor Heritage Ltd (the MGB shell manufacturer, among other things) who also has a licence to use the Triumph brand for

**Picture 5:** Thos. W. Ward advert from 1951

picture. Triumph gets a mention on the bottom line as they were producing the Renown and the Mayflower at that time. The Mayflower, of course, gave way to the Standard 8 and 10 which in turn were replaced by the Herald in 1959.

Another company that advertised in the brochure was Thomas W Ward of Sheffield. Those of you who have read **Graham Robson’s “Triumph Cars, The Complete Story”** will recognise the name.

spares and service-related purposes.

Now your monthly cracker joke:

**Q.** Which useful car book comes from Nottinghamshire?

**A.** The Workstop manual.

**Warning:** They may get worse before they get better!

*Phil*

# TRIUMPH'S ON TOUR

## Lake Garda & the Stelvio Pass



**10 Days From £749.00 Per Person**  
June & September Departures

including: P&O Ferry Crossing Dover/Calais,  
2 Overnight Stop in each Direction, 5 or 7 Nights in  
Lake Garda, Stelvio Pass, All Breakfast & Dinners

## The Black Forest



**8 Days From £599.00 Per Person**  
June & September Departures

including: P&O Ferry Crossing Dover/Calais,  
1 Overnight Stop in each Direction, 5 Nights in the  
Black Forest, All Breakfast & Dinners

## Ireland's Causeway Coast



**5 Days From £399.00 Per Person**  
May, June, July & September Departures

including: Stena Ferry Crossing Holyhead/Dublin,  
1 Night Carrickfergus, 2 Nights Causeway Coast,  
1 Night Belfast, 4 Breakfast & 2 Dinners

## The Mille Miglia



**11 Days From £999.00 Per Person**  
11th to 21st May

including: P&O Crossing Dover/Calais,  
2 Stopovers in each direction, 4 Nights Lake Garda  
2 Nights Tuscany, All Breakfast & Dinners as stated

## MORE EXCITING TOURS

**RETROMOBILE PARIS 'PARK-N-RIDE'** 7th to 9th February  
3 Days, 2 Nights From £229.00 Per Person

**ICE DRIVING IN SWEDEN** 1st, 8th & 22nd February  
4 Days, 3 Nights by Air From £1199.00 Per Person

**ARRAS CLASSIQUE CAR SHOW** 14 - 16 March  
3 Days, 2 Nights From £129.00 Per Person

**TECHNO CLASSICA, ESSEN 'PARK-N-RIDE'** 16-19 April  
4 Days, 3 Nights From £299.00 Per Person

**NORTH CYPRUS CLASSIC CAR TOUR** 19-26 March  
8 Days, 7 Nights by Air From £899.00 Per Person

**ROME, SORRENTO & AMALFI BY MOTORAIL** May & Sept  
10 Days, 9 Nights From £1499.00 Per Person

**WONDERS OF WALES** April, May & July  
4 Days, 3 Nights From £99.00 Per Person

**2015 LAON HISTORIQUE** 29 May to 1st June  
4 Days, 3 Nights From £189.00 Per Person

**D-DAY LANDINGS & ATLANTIC WALL** May & Sept  
4 Days, 3 Nights From £289.00 Per Person

**ST MALO TO MARRAKESH** 27 March to 18 April  
23 Days, 22 Nights From £2899.00 Per Person

**ARCTIC HIGHWAY CHALLENGE** 4th to 26th June  
23 Days, 22 Nights From £3250.00 Per Person

**ENCHANTING BLACK FOREST** 21 June & 6 Sept  
8 Days, 7 Nights From £599.00 Per Person

**AUSTRIA & LAKE BLEED (MOTORAIL RETURN)** 15th-28th June  
14 Days, 13 Nights From £1199.00 Per Person

**CROATIA BY MOTORAIL** 19th June to 5th July  
17 Days, 16 Nights Price to be confirmed

**WW1 100th ANNIVERSARY TOURS** 20 May & 23 Oct  
4 Days, 3 Nights From £239.00 Per Person

**THE BELGIAN DELIGHTS** April, May, June & Sept  
2 or 3 Nights From £139.00 Per Person

**CLASSIC CHAMPAGNE TOUR** 16th May & 19th Sept  
4 Days, 3 Nights From £299.00 Per Person

**THE ISLE OF MAN** 10th May, 14th July & 7th Sept  
5 Days, 4 Nights From £349.00 Per Person

**2015 SPA CLASSIC** 22nd to 25th May  
4 Days, 3 Nights From £259.00 Per Person

**LAKE COMO & STELVIO PASS** 3rd June & 9th Sept  
10 Days, 9 Nights From £799.00 Per Person

**SCOTTISH ISLANDS & HIGHLANDS** 3rd to 13th July  
11 Days, 10 Nights From £1599.00 Per Person

**GUERNSEY & JERSEY 2 ISLAND TOUR** May, June & Sept  
8 Days, 7 Nights From £699.00 Per Person

**JERSEY INT'L MOTORING FESTIVAL** 4th to 8th June  
5 Days, 4 Nights From £379.00 Per Person

**ANGOULEME 'CIRCUIT DES REMPARTS'** 17th-22nd Sept  
6 Days, 5 Nights From £479.00 Per Person

**GORDON BENNETT ROUTE** 12th to 15th May  
4 Days, 3 Nights From £229.00 Per Person

**DUTCH WINDMILLS & WATERWAYS** April, May & Sept  
4 Days, 3 Nights From £289.00 Per Person

**LE MANS 24 HEURES** 13th to 14th June  
Packages valid for 9 days From £199.00 Per Person

**THE 2015 BRUGES CLASSIC** 28th-31st August  
4 Days, 3 Nights From £289.00 Per Person

## Picos & Pyrenees



**15 Days From £1499.00 Per Person**  
8th June & 8th September Departures

incl: Return Ferry Crossing Portsmouth/Caen,  
2 Overnight Stops in each Direction, 10 Nights in  
the Picos & Pyrenees, 14 Breakfast & 12 Dinners

## The Swiss Alps



**10 Days From £1199.00 Per Person**  
26th June to 5th July

incl: Return P&O Ferry Crossing Dover/Calais,  
2 Overnight Stops in each Direction, 5 Nights in  
the Swiss Alps, All Breakfast & Dinners as stated

## Norwegian Fjords & the Atlantic Road



**15 Days From £1999.00 Per Person**  
15th to 29th August

Return Ferry Crossing Hull/Harwich to Holland  
11 Nights Hotel Accommodation, Flam Railway  
Journey, All Breakfast & Dinners as stated

## IN THE FOOTSTEPS OF

# 007



**19 Days, 18 NIGHTS**  
From £1999.00 Per Person  
18th August & 5th September

incl: Return P&O Ferry Crossing Dover/Calais,  
18 Nights Hotel Accommodation  
as per the Itinerary,  
Meals as Stated



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# GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>  
e-mail. [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)



## Andy Cook

## Leon's GT6 Archive

**T**his month's article is courtesy of material from other TSSC members, I'm always happy to receive items to include in my column so please feel free to send in photos and any articles you fancy pulling together, either about your GT6 or even a technical article.

### Some excellent old TSSC GT6 photos

I'm a member of several Triumph related facebook groups as I'm sure many other GT6 owners are. Last year, a very long standing TSSC member, **Leon Guyot**, started publishing some really great Triumph Photos from the early day's of the TSSC on facebook. Many of these were pictures of GT6s so I contacted Leon to make sure he was OK for me to use them in my Courier Column.

Thanks for saying yes Leon!

Those of you who have been members a long time will probably remember Leon, he was the TSSC international liaison officer for many years and owned a really nice Herald and Vitesse. In fact his Herald turned up out of the blue at Stafford a couple of years ago having been



**Photo 1** GT6 Mk2 competing in an auto sprint at a Community College 1980

converted to an electric car! Leon was a very active member of the TSSC, he was a stalwart of the Thames area and always around at national and international Triumph meetings. Leon emigrated to the US a few years back but is still very much into the Triumph scene having taken his Vitesse with him!



**Photo 2** GT6 Mk3 with TSSC East Berks area camping in the New Forest 1982



**Photo 3** GT6 Mk3, (Now owned by Robin Nichols) wins a trophy at Syon Park, Brentford, Middlesex in April 1983

Anyway, I thought I had a good archive of TSSC photos until I started seeing the large number that Leon was posting on facebook.

Far too many to include in one article so I'll start including them in the **"From the Archive's"** section in my monthly articles. But, as a taster I thought I'd publish a number this month.



**Photo 5**  
2 MK2s  
and a Mk3  
at the Bell, Hampton,  
Middlesex  
in July 1981



**Photo 4** GT6 Mk2 and Mk3 at a TSSC meet in Chailey, East Sussex in February 1982



**Photo 6** Mk3 at Bromley Pageant of Motoring, Jun 1983



**Photo 9** Kevin Ginger's MK3 at Goodwood in March 1983



**Photo 7** Mk3 Trophy Winner at Easthampstead Park, Bracknell, Berkshire in July 1982



**Photo 8** A Couple of Mk2s at Paddock Wood in June 1983. I recognise the Red Mk2, it belonged to Matt Maudsley one of the founding members of the TSSC and a member in my local Essex Area when I joined the TSSC in 1985.



**Photo 10** Kevin Ginger again, this time at Curborough Sprint in May 1982



**Photo 11 RIGHT** A well Sorted GT6 Racer at Donington Circuit in May 1982



**Photo 12** Looks like a pretty well attended TSSC meet at Beaulieu in April 1982.

*More of Leon's pictures in future articles, great photos aren't they?!*

Now getting technical with a bit of Applied Physics!

This next article was submitted by member **Mike Rantell**, Mike has been playing with Physic's calculations to work out the power saving/performance improvements

to be gained by lightening the flywheel or wheels on a GT6. Much less of an improvement than I would have expected!  
 Anyway here's Mike's article in full:-

## "Weight savings from wheels and flywheels.... .... Worth it?"

The following uses some basic physics calculations to see what improvement should be seen by saving weight from rotating parts. Disclaimer - whilst the calculations are right ....

... Real world experience may differ!

For a GT6 that is 920kg plus 80kg driver,  
 at 60 mph.

$$\text{Speed} = 60 \times 1609.344 / 3600 = 26.82 \text{ m/s}$$

$$\text{Kinetic energy} = 0.5 \times \text{mass} \times \text{velocity} \times \text{velocity}$$

$$= 0.5 \times 1000 \times 26.82 \times 26.82$$

$$\text{Kinetic energy} = 359720 \text{ Joules}$$

Now to get to 60 mph, wheels and flywheel also have to be given rotational kinetic energy.

$$\text{Rotational kinetic energy} = 0.5 \times I \times W \times W$$

Where I = inertia, the rotational equivalent of mass.

W = rotational speed (measured in radians per second)

For my tyres (165, 70, R13):

165 tyre width x 70/100 aspect ratio  
 = 115.5 mm tyre wall height.

Wheel diameter = 13 inch = 330.2mm.

$$\text{Tyre diameter} = 330.2 + 2 \times 115.5 = 561.2 \text{ mm} \\ = 0.5612 \text{ m}$$

$$\text{Tyre circumference} = 3.142 \times 0.5612 \\ = 1.763 \text{ m}$$

In 1 second, car travels 26.82m = 26.82 / 1.763 = 15.21 wheel revolutions per second.

There are 2 x 3.142 radians in one revolution, so ...

$$\text{Wheel speed } W = 15.21 \times 2 \times 3.142 = 95.60 \\ \text{ rads per sec (912.6 rpm)}$$

**Inertia I = Sum (m x r x r)**

I.e. For each bit of wheel and tyre multiply it's mass by the square of the distance from the centre of the wheel. Then sum all the bits together. Tricky ....so I estimate inertia by guessing that on average all the mass is at the

rim of the wheel.

This means that r is the radius of the wheel = 13 / 2 = 6.5inch =

$$165.1 \text{ mm} = 0.1651 \text{ m}$$

Mass of wheel = 18lb = 8.18kg

Mass of tyre = 8kg (approx- I found both of these by help of google)

$$\text{Inertia } I = m \times r \times r = (8.18 + 8) \times 0.1651 \times 0.1651 = 0.44 \text{ kgm}^2$$

$$\text{Rotational kinetic energy} = 0.5 \times I \times W \times W = 0.5 \times 0.44 \times 95.6 \times 95.6 = 2011 \text{ Joules}$$

We have 4 wheels, so total wheel rotational energy =  
 4x this = 8044 Joules

**So at 60mph**

359720 Joules of kinetic energy of direct line speed

8044 Joules of wheel rotational speed

Or 2.2% of the engine power goes into rotating the wheels rather than speed.

So if you halve the weight of the wheels, you'll save approximately **1% or about 1bhp on a GT6.**

Now we can do the same calculation for the flywheel. Now a flywheel can be approximated to a thin disc for which a precise calculation for inertia can be done.

$$I = 0.5 \times \text{mass} \times r \times r \\ \text{Mass} = 7 \text{ kg}$$

Diameter = 8.5 inch.

$$r = (8.5 \times 25.4 / 1000) / 2 = 0.108 \text{ m}$$

$$\text{Inertia } I_f = 0.5 \times 7 \times 0.108 \times 0.108 = 0.041 \text{ kgm}^2$$

We already calculated the wheel speed at 95.6 rads/sec.

With a 3.27 differential, propshaft speed is 3.27 x 95.6 = 312.6 rad/s (2984 rpm)

In 3rd gear, ratio = 1.25, so flywheel speed W = 1.25 x 312.6 = 390.8 rad/sec (3731 rpm)



Rotational kinetic energy =  $0.5 \times I \times W \times W$   
 $W = 0.5 \times 0.041 \times 390.8 \times 390.8$   
 = 3130 Joules

**So at 60mph**

359720 Joules of kinetic energy of direct line speed

3130 Joules of flywheel rotational speed

Or 0.9% of the engine power goes into rotating the flywheel rather than speed.

**So if you halve the weight of the flywheel, you'll save approximately 0.5% or about 0.5bhp on a GT6.**

**Conclusion**

By making significant reduction in the weight of wheels and flywheel, very small improvement in straight line power can be made, but unlikely to be very noticeable (unless someone can tell me different!).

**Mike Rantell**

My School Physics and College Mechanical Engineering Studies were completed 35 years ago and so are a bit hazy to say the least, so I'll take Mike's word for it!

Andy



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STANDARD - TRIUMPH  
**Review Magazine Archive 1959 to 1968**

The Standard Triumph Review which started life as The Standard Car Review (operating Triumph Motor) was the Trade and Dealer's Review of the Standard Triumph Company throughout the 1960's.

It was published quarterly and this CD Archive covers all issues from Jan 1959 until its eventual demise in 1968. Being then replaced by the British Leyland Corp's 'High Road' magazine.

Each issue was packed full of technical articles, road tests and general interest articles gathered from all around the world. It gained advertising of the time, from the Triumph factory suppliers and manufacturers to period accessory makers.

Disc 1. Volume 1. 1959 - 1963  
 Disc 2. Volume 2. 1964 - 1968

A Triumph Sports Six Club Production  
[www.tssc.org.uk](http://www.tssc.org.uk) info@tssc.org.uk +44 (0) 1858 434424  
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The Standard Triumph Review

STANDARD - TRIUMPH  
**Review Magazine Archive 1959 to 1968**

STANDARD - TRIUMPH  
**Review Magazine Archive 1959 to 1968**

# SPITFIRE I - II - III Register



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

**Suzie Singleton**



## MoT Inspections, Regulations and Information.

**W**hen I first ran this series of articles back in 2006 the specific information on the MoT regulations and requirements was not

so easy to find, particularly with the speed – or lack of – of our broadband at the time. Instead I spent several hours at the garage next door leafing through their paper manuals taking notes to transcribe into my articles.

These days the information is freely available at [www.gov.uk/mot/manuals](http://www.gov.uk/mot/manuals) and you can find further information at [www.motester.co.uk](http://www.motester.co.uk).

I decided that it was time to re-run this series as there have been many changes in the intervening years and it can be useful to have an overview of what it takes to make your vehicle confirm to the required standards.

Any car registered for use on the road in the EC must pass some kind of mechanical and emissions test – known in the UK as the 'MOT', after the old Ministry of Transport, which instigated the Test.

In the UK there are a few categories of vehicles that are exempt from the requirement of an annual MoT inspection including vehicles less than 3 years old, trams and, since November 2014, vehicles manufactured or registered before 1st January 1960, with respect to the range of our club cars this latter category covers some early TRs and Heralds. However, I do hope that

everyone is aware that owners of vehicles that are exempted from the MoT test will still be legally required to ensure that their cars are safe, roadworthy and in a proper condition to be on the road. Not every owner of a classic car has a pit or ramp or the mechanical knowledge to ensure that their car is in fact safe and roadworthy so there may well be a case, if you are at all unsure, to ask your local classic-friendly garage to do a periodic safety check. It may prove useful for Local Areas to keep notes of facilities that are willing to carry out these checks.

The UK MOT covers over 150 checks of safety-related and emissions systems. 'Computerisation' of the British MOT Test was completed in March 2006, reducing the importance of the paper MOT certificate (although a receipt is still be issued for the Test). Further changes are due to take place in 2015, but only insofar as the equipment used to record the information, moving away from the equipment introduced in 2006 to a web-based system.



**Driver & Vehicle  
Standards  
Agency**

Until April 2014 the government agency

which supervises the MOT scheme was VOSA, this organisation was then renamed DVSA ([Driver and Vehicle Standards Agency](#)).

The MoT rules have changed over time and therefore there are several items where the date of your car is critical as to whether a specific item is tested or even required so this is the aspect I'm mostly aiming to cover. It goes without saying that before putting your car in for its test it is essential to check the most obvious items, ie is there oil, fuel and water in it and air in the tyres? is there anything glaringly wrong?

I am by no means going to go through every single specific of the Testing procedure but hope to highlight a few useful items that it is worth knowing.

To begin with, there are a couple of definitions to be aware of:

### Class

In the main our vehicles are all Class IV vehicles, this class including: Cars, passenger vehicles, motor caravans and dual-purpose vehicles in all cases with up to eight passenger seats; Goods vehicles up to 3,000kg Design Gross Weight; Taxis and Ambulances in either case with up to eight passenger seats

### Dates

Testers will normally be provided with the vehicle details as part of the Vehicle Specific Information supplied by the MOT database. This will usually include the vehicle's 'first used' date. However, in cases where this information is not available or incorrect, the Tester should determine the vehicle's 'first used' date as follows:

- a) Date of manufacture, if the vehicle was originally used without being registered in the UK (eg imported or ex HM forces).
- b) Q plate to be treated as follows:
  - For emission purposes only they are to be considered as first used before 1st August 1975.
  - For all other testing purposes they are to be considered as being first used on 1st January 1971.
- c) In any other case, the earlier of either:
  - The date of first registration or
  - The date 6 months after manufacture.

### Examples:

**1)** Requirements for rear seat belts apply to vehicles first used after 31st March 1987 but vehicles manufactured at least 6 months previously (i.e. before October 1986) do not require rear seat belts.

**2)** Exhaust emissions test for vehicles first used before 1st August 1975 is a visual check only. Vehicles first used on or after 1st August 1975 are also subject to only a visual check if they were manufactured before February 1975 (ie. 6 months or more before August 1975).

*[Suzie Note: In some cases it may be beneficial to be able to confirm the age of your car, so that the testing station can apply the standards of a date earlier than the Registration date so this is where it becomes even more important to be able to confirm its date of manufacture. Of course, with the majority of our Triumphs we're very lucky that this date can be discovered relatively easily through the BMiHT and for Bonds the serial number will provide the month of manufacture. If you are having difficulties in ascertaining the actual date of manufacture and would like assistance with this then do contact your Register Secretary for advice on how to proceed, this applies to all models, not just the early Spitfires.]*

The Tester can only fail an item if the fault found is listed in the Manual under the heading '**Reason for rejection**' which he must find very specifically on the MOT computer's failure menu. An important aspect of the MOT is that the vehicle's equipment is tested, by and large, to the standard to be expected during its year of manufacture.

For example, the brakes and emissions of a 1919 Morris will not be tested to the same criteria as a current model Mercedes.

### Refusal to Test

Before taking your vehicle to be tested you should be aware that there are certain circumstances when the garage can refuse to test it. These are mainly self-evident so be sure that you don't fail at the first hurdle.

- The Registration document or other evidence of the date of first use is not

produced. Normally this evidence is only necessary if the vehicle has a 'cherished' registration mark or if the registration mark's year letter does not make clear the standard that should be applied.

*[Suzie Note: the registration document does NOT have to be produced as a matter of course, it may however be necessary if there is a question over its age in reference to some of the specific dated regulations, eg emissions.]*

- The vehicle, or any part or equipment on the vehicle, is so dirty that examination is unnecessarily difficult.

- The vehicle is not fit to be driven when necessary to complete the test because of a lack of fuel, or oil, or for any other reason.

- The Tester considers insecurity of a load or other items would prevent a proper test being carried out, unless the load is secured or removed. *[Suzie note: not usually applicable to our vehicles unless you have it overloaded in preparation for an imminent long trip or, like us, the back is full being used as a shed!]*

- The tester asks for the fee to be paid in advance and this is not done

- The vehicle emits substantial quantities of avoidable smoke.

- A proper examination cannot be carried out because any door, tailgate, boot, engine cover, fuel cap or other device designed to be readily opened cannot be readily opened.

- The condition of the vehicle is such that, in the opinion of the Tester, a proper examination would involve a danger of injury to any person or damage to the vehicle or other property.

- The vehicle has neither Vehicle Registration Mark nor VIN/Chassis Number/Frame Number by which it can be identified or, that all such identifications are illegible or use letters and numbers not normally used in the English language.

So, to clarify, make sure the door locks work,

that it has fuel, oil and water, and that it's not very dirty.

I'll go further into some of the specific standards next month but wanted to include one aspect of it this time, but in the meantime if you have any questions about MoT specifics please contact the Driver & Vehicle Standards Agency on 0300 123 9000. Interestingly their general contact email address had not been changed from [enquiries@vosa.gov.uk](mailto:enquiries@vosa.gov.uk).

### **Audible Warning (Horn)**

A vehicle will fail the test if:

- The horn control is missing, insecure or not readily accessible to the driver *[check those pesky horn 'pencils' and the earths]*

- The horn is

- inoperative,

- not loud enough

- is a gong, bell or siren *[unless the vehicle was built in 1905 – see below]*

- or has more than one tone. *[No airhorns permitted, General Bogey, General Lee or any other version!]*

- On vehicles first used on or after 1st August 1973, a sound emitted by the horn is:

- not a continuous or uniform note

- harsh or grating

*[Suzie note: Although it doesn't apply to our Triumphs, I was very amused to read the following:*

*"Pre 1906 vehicles can have a gong, bell or*



*siren audible warning, provided they were designed before 1 January 1905 and con-*



*structed before 31 December 1905."*

*On this basis alone I would love to have a 1905 vehicle, if only to be able to have a gong instead of a horn!]*

Rather aptly, recently I received a note from Ben Caswell, a long-time TSSC member, alerting me to rather a fun item on ebay he

## SPITFIRE I - II - III Register

found in France, [www.ebay.co.uk/itm/221650079354](http://www.ebay.co.uk/itm/221650079354), a Triumph klaxon horn. Shame it's a little pricey as it could be an interesting, if not wholly appropriate, accessory for one of our vintage Standards.

Next month I will continue on this theme highlighting specific parts of the MoT testing, and identifying dates where changes in regulations affect some models.

If anyone has any amusing or interesting MoT stories, please do let me know so that I can include it in one of these next few 'MoT' articles.

I would also be very interested in information on the similar requirements - or lack of - in other parts of the world. Even within the EU although each member state is required to have a vehicle inspection system in place, the actual systems differ greatly.

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Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
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Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£35.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£59.50
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extrn	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£150.00
Rear overriders 703708/9	£49.50
Bonnet corner mouldings 706161/2	£27.50 pair
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Chrome bonnet catch 607663	£45.00
Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
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Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.20 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£55.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
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Herald 3 Synco (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Herald recon exchange drive shaft assembly	£170.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£25.00
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Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£12.50
13/60 HT lead set	£8.00
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Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

## TR7

Early type bonnet (single bulge) WKC170	£155.00
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Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£350.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£205.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£35.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
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	£9.50
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
Up-rated 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	£225.00
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
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£400.00
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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 tunneling 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)	£400.00
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

## SPLITFIRE MK I & II & III

Nearside/offside front wings	£105.00 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	£105.00
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 3 Synco (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50





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



## Trevor Collett

# Buying Opportunities

**Y**ou know I've been doing this writing about Herald kits and specials for quite a long time now, and you might think turning out a thousand coherent, entertaining words

once a month gets easier with all that experience. It doesn't – thinking of a new topic or a new angle on an old topic is hard.

This month, in my search for inspiration, I came to a web site for advertising cars for sale, and it wasn't EBay, it was [www.carandclassic.co.uk](http://www.carandclassic.co.uk) and I was fascinated to find several current adverts for Triumph-connected kit cars. I thought you might find them interesting too, and copying and pasting the text saves me a lot of typing effort.

The red and black car JKR230E caught my eye straight away, I recognised it as a car I've come across IRL (in real life). My first contact was in 2008, at the classic car show at the Tilford Museum in Surrey. I remember a slightly strange conversation with the car's owner; he seemed to think his car was a Triumph

Vitesse. I also remember pointing out a couple of mechanical horrors, which the owner seemed quite grateful for.

And here we are in December 2014 with the car up for sale; here's the text: *The vehicle is MoT'd till 31st July 2015 and is tax exempt. My father purchased the car on 24/07/1995 and it is classed as Historic Vehicle Triumph Herald 12/50 convertible 1998cc, it was first registered 23/03/1967 and has had five previous owners, the last being from Havant. The current mileage is shown as 18083 at last MoT, the car was professionally converted to run on un-leaded fuel many years ago. Underneath the full face wheel covers are wire wheels and why my father decided to cover them is something we never fathomed out!!! It has been garaged*



**SAFFORD or Burlington Arrow?**

*since my father bought the vehicle and has never been out in the wet, unless it was 100 degrees my father never chanced it. It has*



received lots of TLC and is in good condition, to our knowledge it may be a one off? There's not much else I can tell you as my father never let us drive the vehicle but it sounds lovely and to my knowledge runs very well, it has only done 536 miles since 2010 of which only 159 miles from 2012 to 2013.

*Update:* I have since

found a plaque that my Dad had made up to say that it was a hand built kit made from ply and ally wing from a Turboprop Viscount Aircraft and that the car was purchased as a wreck with the chassis being highly modified and that the original cost including purchase of the car was £10,500 which didn't include the blood sweat and tears involved, which leaves me to believe that the Safford front is from something that did the job?

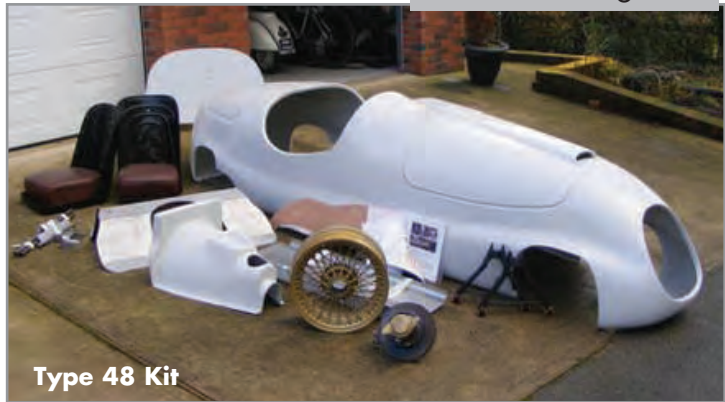
The car is sitting in the garage as I have no interest in it at all, I did drive it to the MoT station, which it passed with no advises.

A bit strange again, despite the few hundred words used in the ad we seem to learn not very much about this car; I don't know what that update is supposed to mean at all. Those of us who know a bit about kit cars recognise the origin of this car – the build-from-plans Burlington Arrow. Perhaps this car will stay local to Surrey and I will get another chance to get to know it better.

Next we have a true kit car, still just a kit of parts:

*Following a recent injury in a road traffic accident I have decided to sell my part completed Fiorano Type 48. The full kit is included plus an excellent Spitfire chassis, which has been professionally blasted and epoxy painted. The required welding to the chassis has been completed by a professional welder and the floor pans are in place. I have aligned the engine/gearbox and propshaft and fitted the new engine mounts.*

*It's just about ready to be built up to rolling*



**Type 48 Kit**

*chassis stage. All the Spitfire parts are here and most are cleaned and refurbished. Wishbones have been stripped and painted and are fitted with new poly bushes. I am also including a pair of vintage seat shells, which fit well. These were £150 on their own. I will also include a full set of 15" spoked wheels that are from a Triumph TR4 and have the correct offset (£300). They look much better than the Spitfire 13" versions. I have a set of splined adaptors and a new set of wheel nuts along with the wing nuts.*

*All the other stuff required such as the engine, gearbox, driveshafts, hubs, steering column etc. are there and most have been refurbished. New brake discs and pads. There are also loads of other parts I have purchased along the way, such as a full set of instruments from old classics and a full set of new nuts and bolts for all the suspension. Spitfire is 1500cc 1978 and I have the V5 registered in my name, currently on SORN.*

*Nice little weekend job to put that lot together into a motor car shaped thing.*

*The asking price for all these bits?*

*A very reasonable, I think, £2,000.*

*Don't fancy building a Type 48? No problem:*

*Professionally-built Type 48 Spyder built in 2008, for sale by current engineer owner, who built the car with the help of a Lamborghini race car engineer.*

*The car has covered only 200 miles since completion, no expense spared. It is listed on V5 as a Corsa Type 48 Spyder and did not require a SVA test, as it is described as a re-bodied*

Spitfire and has been examined at Shrewsbury DVLA offices, all paperwork is in order and is available.

### Type 48 Built



It has been SORN'd since the build, and is regrettably being sold due to health



reasons. A fully documented build history is available, including a disc of photographs of the entire build, and bills for all parts used, of which 95% are new.

Briefly, it has a 1500cc Spitfire engine, fully reconditioned, bored out, converted to unleaded, sports cam by Bilcar Engineering of Shrewsbury. Original reconditioned gearbox stripped and checked. Original chassis (grit blasted) was professionally extended, new propshaft, new rad, new purpose-made larger capacity stainless petrol tank, new chromed gunmetal snap-shut filler cap. New splined hubs, five new chrome wire wheels, new tyres, new battery, all new white period gauges and dials, completely and professionally rewired using all new materials, new purpose-made

stainless manifold and exhaust, purpose made aluminium header tank, new seats, new seat belts, new Motolita woodrim wheel, new headlights, fire extinguisher, new fitted dust cover and build manual and CD of photos of build, including spraying (two-pack Ferrari Corsa red).

Realistically priced at £15,250.

Is that asking price really realistic?

You decide.

Following a pair of Fioranos we have a pair of Burlingtons (you can see if you agree with me that the Safford above is a Burlington product):

BURLINGTON BERETTA ROADSTER

2.0L 07-68 7,135 miles

GREEN/BLACK

First registered in July 1968. Correctly registered as a BURLINGTON BERETTA on the English V5. Mileage on meter 7,135 miles. Engine is 1998cc Ford Crossflow four-cylinder. Manual transmission, leather black interior, spoke wheels. Included complete soft top roof in excellent condition. Inside and outside in a very good condition. Great fun to drive, reliable and surprisingly comfortable. Nice in a straight line,



superb around corners. Road use only and always garaged, predominantly dry used.

Price Eur 7,950

BURLINGTON ROADSTER 1.3L 04-84

13,195 miles MAROON

First registered in April 1984. Correctly registered as a BURLINGTON on the English

## SPECIALS Register



The spec is as follows: 1650cc Ford pre cross-flow engine, built to very high spec - big valve head, Lotus rods, Accralite pistons, baffled sump, twin Weber 40s, gear drive. Everything fully lightened and balanced. This is a beautiful engine coupled to a lovely four speed close ratio box. The exhaust is a tuned branch manifold and straight though silencer. All suspension has

V5. Mileage on meter 13,195 miles. Engine is 1300cc four-cylinder. Manual transmission, leather black interior, spoke wheels. Included complete soft top roof. Inside and outside in a good condition. Great fun to drive, reliable and surprisingly comfortable.

Nice in a straight line, superb around corners. Road use only and always garaged, predominantly dry used.

Price Eur 6,250

been polybushed and set up properly. Brakes are disc front and drum rear. The rear axle is Ford with five bar location. Full complement of dials and leather Motolita steering wheel.

Full tonneau cover. Three - piece Revolution Compomotive wheels, front 8J / rear 9J.

The car has now been fully re-commissioned. The chassis and bodywork are immaculate. Vincent Cars are renowned as amongst the very best and this could easily be the best.

You might notice some similarity in the advert text between these two Burlingtons, both Berettas as far as I can. That's because they're both with the same seller. And from the price given in Euros you might gather the seller is offshore. These quintessentially British cars are currently sitting with a car dealer in the Netherlands; I wonder if they will return home?

And finally, we have a car that isn't strictly Triumph-based, but it does have Herald front suspension, and it was produced by the same guys as our Vincent Hurricane, and I think it is a fantastic shape, a **Vincent "Riley"**

### **Brooklands:**

*This is the original car built by Martin Vincent for his own use many years ago when he started and owned the factory. Martin's intention was a dual-purpose road car and hill climber, it however only ever competed in one such event. The car then when to its second owner who immediately put it into storage, where it remained for many years.*

*This is a true time-warp machine.*



*New MOT and 1 year free historic road tax. Comes with UK V5C logbook, so easy for registration in EU.*

A piece of motoring history (this is me again) that could be yours for a mere £18,750.

So, another piece sent to press, but just four weeks until another is due – come on you lot, help me out... send me some pictures and a few words on your car. **Do it now.**

Enjoy and **USE** your Triumph!

# TRIUMFEST

UK

11<sup>TH</sup> 12<sup>TH</sup> JULY 2015

**A Celebration of Triumph!**

**Donington**  
The heart of British motorsport

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We have also exclusively booked the adjoining Donington Park Farmhouse Campsite & Caravan park with its excellent facilities which include Showers and Campsite Bar for Food and Drink etc.

You can Camp from midday on **Friday 10th**.

Events we hope to provide are : **Friday Eve Beer Festival, Hog Roast, A Trade & Members Autojumble Market, Saturday Eve Masked Ball with Live Band, Heritage Loop Laps, All Triumph Parades on the Circuit. Discounted entry to Circuit & Museum.** etc. etc.

**Save the dates for your Diaries!**

More Details/Updates on [www.tssc.org.uk](http://www.tssc.org.uk)



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**TRIUMPH**  
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# BOOKING FORM 2015



## Triumph Sports Six Club Spa Classic 2015 Booking Form 22nd-24th May 2015

Please fill in all the highlighted fields clearly in BLOCK CAPITALS

XLS form

Name

Email Address

Day time phone number

Membership number(s):

MEMBERS Bookings open 10th December 2014

Non-members of the TSSC may book from 5th January 2015

Item	Members Cost	Non members Cost	No. Required	Total (GBP)
Club entry ticket (Per person 16 and over)	£26	£30		
Camping ticket (Per vehicle/Tent/2 People) 3 Nights	£75	£105		
Adult Camping (Per extra Person) 3 Nights	£15	£15		
Child Camping (Per extra Child) 3 Nights	£9	£9		
Chalet/caravan (4 berth) 3 nights	£260	£310		
Chalet/Caravan (6 berth) 3 nights	£284	£355		
Extra Adult - 3 Nights	£15	£15		
Extra Child - 3 Nights	£9	£9		
Classic car parking	Free			
Modern Car Parking	£13	£16		
Circuit Laps (Classic cars only)	£93	£108		
Organisers Picnic Basket (3 Course meal for 2 People) Member/Non-Member	£70			
Royal Mail Special Delivery (UK addresses)	£8			
Airsure Delivery (European Zone)	£12			
<b>SUB TOTAL</b>				
Card Surcharge 3% (delete if paying by cash or cheque)				
<b>GRAND TOTAL</b>				

I wish to pay by:  VISA  Mastercard  Debit card  Cheque

Name as it appears on card

Card number

Valid from  Valid to

Issue number (Debit cards)

Security code (last 3 digits on signature strip)

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## Guy Singleton



# Flabbergasted!

**P**ondering my usual monthly dilemma, what on earth and I going to write about this month?, My flabber was very pleasantly gasted to receive information on not one but 2 Bond Equipe restorations.

As I couldn't possibly spoil you to the extent of including both at once, I'll share with you this month some words and great photos from **Simon Huntington** about his 1968 2 litre coupe restoration.

*"Happy New Year to you. I think I am making reasonable progress with my Equipe 2.0 Mk 1 restoration and thus thought that you may be interested in an update.*

*I also wanted to ask if you could take a couple of photographs of one of your cars to*



*aid me in door/sill alignment.*

*You may remember that I wrote to you previously when I was having a few difficulties getting the fibre glass rear body off the floor so that I could carry out the welding that was required; this was quite a challenging job, however I have now completed the task. My*

*rear body ultimately needed two complete rear inner arches, both rear seat pans, B pillar and seat belt mounting repairs and both tread plates; a lot more than I hoped for; however I do not want to do this job again in a hurry. I had the floor blasted and after making all the repairs, it was painted with 1 coat of rust converter, 2 coats of epoxy mastic, stone chip and then 2 coats of gloss Hammerite which I tinted to match my chosen body colour. I had to replace sections of the steel edge to the front of the roof and this was really quite hard due to the intricate shape*







Getting the fibreglass back on the floor took a bit of effort; however I found that

and in particular getting the new folded front edge to look right and fit.

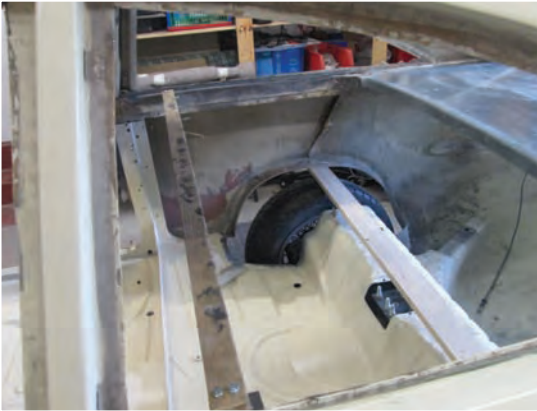


fitting the wheel arches last made the job easier; I don't think I could have done it, had I welded the wheel arches onto the floor first. (When I did this last I also did it this way – fitting the outer arches after I had refitted the body – I suspect that is not how Bond did it but as you say it does make it easier to do the job).

The rear body is now re-assembled and back on the chassis, I removed all the paint (5 or 6 re-sprays) with a combination of water based paint stripper and a lot of DA sanding. Once down to the original sealer/primer I filled any imperfections, seam sealed everything and gave it a coat or two of epoxy primer (as you see it in the following photo supplied).



The original aluminium pieces that fill the gaps between the fibreglass wheel arches and the steel inners needed to be remade as mine



were quite corroded. I had a go at this a few times using annealed aluminium which was formed with hammer and dolly and also the use of a shrinking and stretching machine. I could not get this right and no matter how soft I made the aluminium, it would split at the flanges



towards the end of the forming process.



I found another method that I am quite pleased with, so I thought I would share it; it was cheap, quick and effective. What I did was to stuff the gaps with balls of newspaper which in turn were covered with masking tape and shaped to a smooth profile. I then covered the masking tape with brown parcel tape and applied a suitable release wax. A few layers of 450GSM mat + resin were applied to the parcel tape to produce simple fibreglass mouldings that fitted the gaps exactly. Once cured, these were trimmed to size and the paper/tape formers removed from

the car. I cut and sanded the new fibreglass in-fills to shape and then coated them with a polyester resin flow-coat (£12 for 1 litre). This gives a finish similar to gel-coat; protects the fibreglass and covers any imperfections on the surface. I then drilled the fibreglass in-fills and riveted them in place along with a good coating of Sika-flex.

The inner arches also have a few coats of epoxy mastic, stone chip and then were topped off with the body colour paint.

Over the Christmas holidays, I refurbished all the door internals and fitted the replacement door skins to my door shells. The door shells themselves are not original; the doors that came with the car, despite looking reasonable, were utterly knackered due to corrosion, being covered with a large amount of filler and also having had replacement skin sections bronze welded over the top of the rusted out originals.

I think the 'new' doors will probably be 1/3 lighter than those that were originally on the car.

I had to make the door shells from a pair of scrap Herald doors, which themselves needed new bottoms. To achieve this, I cut off the Herald crimping flanges and welded on new filllets to match the Bond door skin profile; this was done by making a pair of heavy templates from an old mahogany door frame and beating the new metal over the wood. Both doors are now on the car, albeit not yet with the quarter lights or internals. I have also painted the inside of the bonnet and the car interior, taking

advantage of the exceptionally mild few days before Christmas

To assist me in aligning the doors and the bonnet with the sills; I wanted to ask if you could send me a few photographs of one of your cars. I am particularly interested in the gap between the bottom of the door and the sill as mine is not even, despite the skin and door profile closely following the rear body side profile. On my car, the gap between the rear bottom edge of the door and the sill is bigger at the rear than the front on both doors (narrow wedge shaped) and I am uncertain if this is 'how they are' or if my replacement skins are not completely the right shape. If the gap between the door bottom and the sill should have originally been parallel, then I should be able to add a few millimetres to the rear of the door skin bottom to make the gap even. My sills appear to be slightly too short, despite the repaired body measurements matching those of the 'un-repaired' body. My car did not come with any sills, so I do not know how the sills originally fitted or what the gaps should be. ( I think that the sills could have been omitted as a result of the overlap repairs to the door skins). I have a new pair of steel sills; however if I need to modify them to fit the car; I will probably sell them and buy a pair in fibreglass as these may be easier to adjust.

I have decided on Toga White as my body colour, this is a Wolseley/Riley colour from the late 60s and seemed to be a reasonable match for the original paint (I have no idea what shade of white the original colour was called, the original receipt from the supplying dealer just says white). I tried the usual whites from the period but found Old English white was too yellowy and Snowberry white had a green tinge. Triumph white was too 'white'; so I eventually went for Toga. This 'white' is a grey/blue white; but I would probably describe it as very pale grey to be honest. I'm going for a cellulose finish as 1K Acrylic is pretty much impossible to repair without re-spraying the whole panel and I do not have the facilities for 2K (nor the £1000+ I would need to pay a professional to



apply top coats): I think that the original paint would have been cellulose anyway, so hopefully it will be OK.

Once I have the body fully assembled and painted, then comes the 'hopefully' pleasurable task of reassembly. I tended to repair and restore all parts as I removed them, so I have quite a collection of ready to fit sub-systems in my loft, spare bedroom and shed. I will need front and rear screen rubbers so, again, if you know of any, please let me know. If there are any other club members also working on Bond Equipes, I'd be happy for them to be put in touch with me for mutual support or method sharing etc."

If anyone would like to contact Simon to share notes, congratulate and commiserate on his restoration please contact me and I will put you in touch – it's good to see that he is making good progress and hopefully will have the car back on the road where it belongs by the end of this year.

Simon's request for photos has had a positive effect here in Cadley as it meant I got my convertible out, finished fitting the new stainless steel front bumper and then rebuilt the brake master cylinder which was sticking – or more accurately almost seized, strange in that I had used the car to go to Donington, then two weeks later the brakes were sticking on and I am ashamed to say that it has taken me this long to get round to sorting it out. All I have to do now is replace a split rubber donut – I think that is my least favourite job!



**e-mail.**

**tr4-tr6@tssc.org.uk**

**Bernard Littlewood**

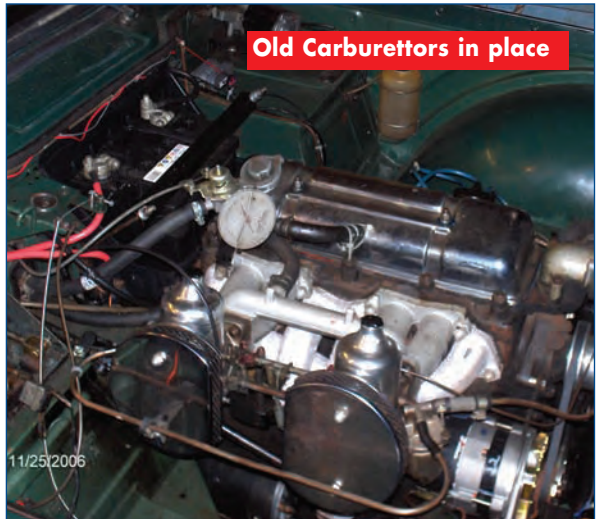


## TR4A Carb Change

**W**hen I bought my TR4A, just as most of

the car, the SU carburettors were very worn. To keep the car running as best as I could until I could afford to replace or recondition them I had packed grease around the spindles to prevent air from being drawn through the spindle bores and altering the state of tune of the carburettors, but I really needed a new or reconditioned pair. While at the TR International in July 2008 I found a carburettor specialist who was willing to sell me a pair of reconditioned carburettors that "were set up for a TR4A and would just bolt on and work" for a knock down show price near the closing time of the event on the Sunday. After ensuring that there was no play in the spindles I duly handed over the cash and looked forward to gaining the benefit of my new purchase. However, when I compared the "reconditioned" carburettors with the ones actually on my 4A I realised that they had "breather" pipes on their bodies, whereas the original ones didn't (my usual no eye for detail flaw), but by then the trader had packed up and gone, I was not too concerned though as they were the right size carburettors.

Below are the notes that I made at the time of fitting and setting up the carburettors



along with the dates and the time spent each day just to give you an idea of the timescale this exercise may take you if you are planning a carburettor change.

**21/07/2008**

I removed my old carburettors and installed the reconditioned ones that I bought at the Malvern TR show. I found that the front carburettor float bowl top had the fuel inlet and outlet pipes in different positions and that the choke linkage spindle had a loose spigot and the accelerator linkage spindle was missing the flange that the link arm fits onto. This meant that I would have to fit the old linkage spindles from my original carburettors.

**1¾ hours**

**22/07/2008**

I set the carburettors with the linkages



### New Carbs in place, note the blocked breather pipes

loose, the car started easily, but then came 3 hours of changing the various rubber fuel pipes, checking the jets were centralised, fitting the old float bowl tops from my original carburettors and cleaning the fuel pump in an attempt to stop fuel from pouring out of the reconditioned carburettors. I wasn't happy and I didn't know if I had completely solved the problem. I needed to buy new fuel pipes. I did drive the car and it seemed to go well.

**3½ hours**

#### **23/07/2008**

Today I fitted new fuel pipes, this stopped the leaks. I then tried to tune the carbs, but the engine was still very "lumpy".

I was not happy.

**2 hours**

#### **11/08/2008**

I found that one needle was protruding further out of the piston than the other. I filed a radius on the one that was protruding furthest (Piston end) until it sat deeper in the piston and was protruding the same amount as the other one. I then reset the ignition timing, carbs and gave the car a run. It was much better, but not perfect.

I tried using the Spitfire set up of breather pipes from carbs to rocker cover, taking away the need for the ACU valve, but this resulted in the car running roughly, so I

reverted to using the standard set up and blocking the new carb breathers.

**3½ hours**

#### **12/08/2008**

I fitted new rubber pipes to the carb breather pipes with custom made aluminium plugs in the ends.

I then gave the car a run and filled up with petrol, when I got home, the car was running roughly, I found that the rear carb's jet was sticking slightly, so I disconnected the linkage and lubricated it with Vaseline, manually sliding the jet up and down.

This seemed to make things better, but then I found that the front carb's jet had also stuck.

I was taking the car to West Wales the coming Friday and would see if the carbs bed in a bit (extremely unlikely but time had run out), if not I would have to strip them down and wet or dry any high spots off the jets.

I made a mental note to manually check that the jets were fully home after each cold start.

**2 hours**

#### **07/09/2008**

After driving the TR to West Wales in extremely wet conditions, I found that it returned 24mpg. After checking the spark plug colours I turned the jets up one flat to weaken the mixture.

I took the car on the Pembroke Western Telegraph run on the Sunday with Mark Davies, the car returned 26mpg. I covered 318 miles over the weekend and the car performed faultlessly.

After I reconditioned the engine I just could not get the car to run well by altering the mixture and balancing the carburettors, so next is an extract (from my engine rebuild report) from the notes that I made at the time of getting the engine running well after reconditioning it. My apologies if you have already read my engine rebuild report, but it is relevant to my carburettor change/installation

and illustrates issues that other non technical people like myself may encounter – you are not alone!

### Post engine reconditioning

After removing the dashpots I removed the needles and found that they had been fitted so that they were pushed fully home into the bore in the piston ( done by myself to get the pre reconditioned engine running properly ), as they were the needle type with the shoulder, I re inserted them until the shoulder was flush with the piston face and locked them in position hoping that this would be enough to allow me to lower the jets and still give me a range that would allow me to adjust to the correct mixture.

Next I removed the jets and with 1200 wet or dry I “cleaned up” the jets so that they operated smoothly and without sticking when operating the choke. I then replaced the piston assemblies and dashpots and wound the jets down until they were flush with the bridge and then another 1¼ turns.

I started the engine and it sounded much smoother so I took it for a 2 mile run then synchronised the carburettors using a Gunson balancer ( I just cannot get it right by using a pipe to my ear, too many years playing drums have taken their toll ). I cleaned the spark plugs and then found that I could time the ignition to around 8 degrees BTDC and then just tweak it slightly until the engine tone sounded right (it’s the only way that I have ever managed to get my engines running well without pinking ) I took the car for a 10 mile run, it went beautifully and when I checked the colour of all the spark plugs they were a lovely light brown.

Although I had had issues with the carburettors they had been a bargain buy and the problems that I had setting them up both before and after reconditioning the engine fade into insignificance when I take this into account.

It’s been a few years now since the engine rebuild and I have not had to make any further carburettor adjustments, the car is unbelievably good on fuel and accelerates and drives really smoothly. When I check or change the spark plugs they are always a nice light brown.

## TR4A DRIVER DOOR WINDOW PROBLEM

While driving on Mike The Cake’s run I incurred a problem with the window in the driver’s door. A few times when I attempted to wind the window back up it “stuck” momentarily and then released with a “click”. Unusually for me I decided to have a look for the cause the very next day instead of leaving it and hoping that it would cure itself (a method which has sometimes stood me in good stead over my years of TR ownership). After removing the door pull handle, window winder and latch handle I then unclipped the door card and removed the plastic membrane. After close inspection with a small mirror and lamp (the fault wouldn’t occur to help me find it, typical) I found that the front (almost) vertical window



guide had become detached from its lower fixing bracket. With this removed it was a simple job to re rivet the bracket onto the bracket, at last a simple fix on my TR which has saved me from breaking my window.



*Whether 6 cylinders or 4 a TR is mor!*

**Bern**

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## In the March issue...

We get under the skin of a unique **TR4A** as Nigel Clark reports on the heroic restoration of the car Karmann used as a to design mule for the **TR6**. We also test drive the **TR7 Lynx** in our prototypes feature. Check up on Neil's progress on 'JLO', the PC **Triumph Dolomite 1850**. Add to that all the usual combination of enthusiasm, expertise and tea that makes **Practical Classics** Britain's biggest selling classic car magazine.

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**Paul Lewis**



## So you want go Trialing?

**A**t the end of last year **Mike Crewes** sent me an article about Trialing, you have probably seen photos of our classics powering up the muddy hillsides so I will pass the pen over to Mike to get his participant's take on the trialing sport.

*For me it all started when I was a 'boy' growing up in Cornwall. My Dad religiously took me and my brother to watch the Lands' End Trial at Blue Hills every Easter Saturday. I*

*single cylinder Triumph motorbike. When he stopped competing he got me to Marshal with him at Blue Hills and we had several very enjoyable years, each year saying, next year...*

*Then we found out that a new Class had been introduced – Class 0. This was for Novices, unsuitable machinery and supposed to be undamaging! The following year I entered my 2.5PI. Immediately I found that the PI was far too big and heavy, although we were complimented on how we climbed Old Blue Hills, the tarmac section!*



**Herald & 'Blue Hills'**

*can still remember the fleets of Morgan's, all different colours. After I had moved away to work I used to come home at Easter to see an old mate compete in the trial on his ancient*

*So now the search was on for a dedicated trials car and a Herald estate fitted with a Spitfire 1500 engine and overdrive gearbox was bought from a friend. We had a couple of very good trials in her, finally breaking her chassis on, you guessed it, Blue Hills! Still we completed the trial and got her home. Next was another Herald Estate, this one fitted with a Spitfire 1300 engine. She was a lovely car and I still miss her. I campaigned her for several years, even getting a couple of 'Tins'.*

*'Tin' is the medal you get in Class 0 for not*



failing any sections during a trial; quite an |



TR7 & 'Blue Hills'

achievement in a Herald and something much more exotic machinery often fails to do.

Just as the tin worm beat the MoT Tester and I had decided to hang up my trials ambitions I found myself having my usual Easter Sunday drink with friends in Cornwall. John suggested that we needed a 'Challenge' that was fun. After a few pints I suggested the Long Distance Reliability Trials that I had been doing with the Motor Cycling

ally broke it permanently on ... Blue Hills!!!

The original cars were simply modified to start with, since we were starting in Class 0, but with plans to move up to Class 5 after a year. The main modification was to the suspension. We packed the suspension with wood blocks to raise it up, added 14" wheels and off we went.

Later we added rear air suspension and various other mods.



Club. John and Simon agreed that that was the sort of challenge that would be fun and after a few pints more we had settled on three Austin 7s.

The following day I had forgotten our challenge, but John hadn't and by the end of the week he had found three Austin 7s. This was quickly

packed front springs, rear air springs, 14" wheels, MX5 seats and a hydraulic handbrake amongst other things.

The last 3 years in my white car I had lots of problems and had some really bad trials; I had become very demotivated. The

changed to three TR7s, after all Mike Warnes had been successfully campaigning a black TR7 for years and getting medals regularly.

We set about purchasing suitable, cheap cars, which, eventually, we achieved. John and Jane still compete in their original convertible gold car, Simon's red convertible car went a long time ago and he now has a green FHC. My original white car went on for some time until I eventually

When my white car went I had already decided to retire, but John and Simon wouldn't let me, so I purchased my current car, a blue TR7. All of our cars are now highly modified, particularly John's; he's an engineer and loves it! My car now has a Sprint engine, LT77 R380 gearbox (from a Range Rover), 5 speed back axle, uprated and

first time I took the blue car out I broke it and was recovered home. So when we entered the recent Edinburgh Trial around the Peak District I was very unsure about what would happen. In the end, with only some minor tweaks the car performed very well. It got us up some very difficult sections, got us to the finish and got us home again and was great fun to drive. Of course I have a repair list, but half a day on the car will fix that and I am already looking forwards to the Exeter Trial in January.

The 'Challenge' is everything that we wanted, we now run as a team of three cars, Forever 21, in Class 5 and keep in touch with Mike, who often trials with us. This is great, because we usually all run together and we can measure our performance against a real Master.

The TR7 is a good car to use for us, although many will tell you there are better cars and, of course, there are, but not in the Triumph range. The car is well balanced and highly modifiable – our cars run about 6" higher than standard; this means that you can have a real go at some of the sections without fear of bottoming out.

One thing we have learnt is that it's false economy to get a cheap car, Simon and I now

have stronger cars than before, whilst John keeps repairing his original car. Mike has rebodied his car several times and has far more modifications (electronic fuel injection, supercharger and much more). All except John have gone for the FHC version, because of its superior strength.

So, if you fancy having a go first get yourself a TR7! More information can be obtained from <http://www.themotorcyclingclub.org.uk/> or local motorsport clubs.

Photos - thanks to Charlie Wooding and Claudia Crewes.

Regards

Mike



Mike thank you very much for the article, I quite fancy the idea of the sport and it looks quite addictive. I have found my perfect vehicle to give you a run for your money.

Paul



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## Mark Blease

# A Lighter Touch

**A**t this time of year, it is difficult to open a newspaper or magazine without being bombarded with advertisements for slimming clubs or gym memberships. Whilst many of us may have “overdone it” through the festive period, I can offer an alternative solution: buy a Triumph big saloon without power steering.

Within months, your toned torso and bulging biceps will be the envy of your friends and work mates.

Manoeuvring a big six with unassisted steering can be tiresome, especially if fitted with wider-than-standard tyres. At slow speeds that huge lump of British cast iron engineering

suspended within the engine bay certainly makes its presence felt.

I was contacted recently by **William Miller**, a TSSC Northants member, who found his 2000 just a little too heavy, and decided on a conversion to power assisted steering. This month William shares his advice and experience:

*“Having just sold my Vitesse VCV 100H and bought a wonderful, original Mk II Triumph 2000 with only 29,000 miles on the clock I found that its manual steering was very heavy. I have now had it converted successfully to Power Assisted Steering (PAS), and the experience has thrown up matters which might help others considering the idea.*

*The first advice that I would give is that before*



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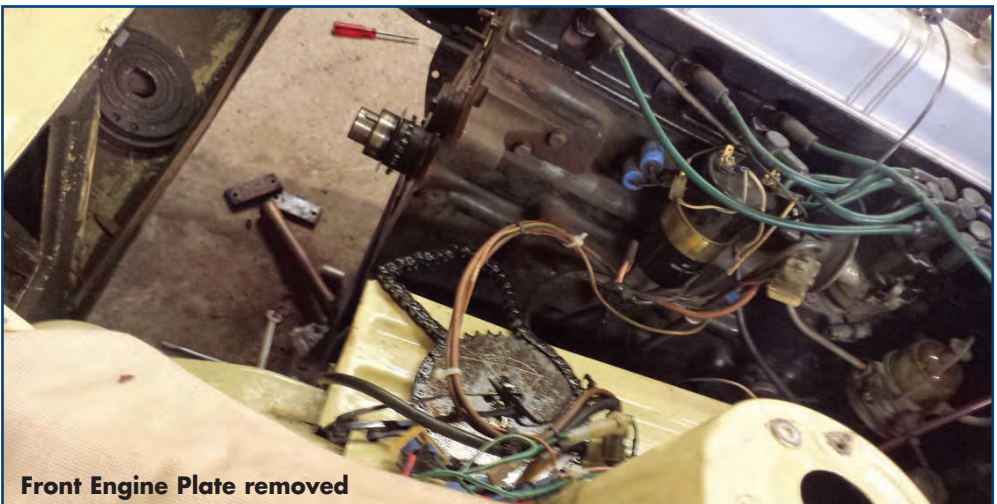
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Timing Cover Gasket	211126RM
Water Pump Housing to Head Gasket	138792RM
Pulley to Damper PAS Viscous Fan Type	TKC1788SH
Belt for PAS Pump Drive	GCB10900
Water Link Pipe PAS	153509SS
Radiator Bottom Hose PAS Lower Piece 90°	153510/GRH
Radiator Bottom Hose PAS Upper Piece 45°	153511/GRH

### Chris Witor total parts list

deciding on this option it is worth checking to see whether your manual steering is in good condition. I discovered during the conversion that the reason that mine was heavier than it should have been was that the 138876 top rubber mount / bearings were seized and de-bonded. Replacing these might have rendered the manual steering sufficiently lighter to have prevented me from going to the expense of the conversion. However, it is true that I am delighted with the result.

My second piece of advice is that this is a major job if you are considering doing it yourself and requires a huge number of parts, some of which are becoming

quite difficult to obtain. For example, you have to change the engine plate 16995SH and this



Front Engine Plate removed



**Power Steering rack Fitted**

involves removing and resetting the timing gear. You also have to change the front suspension cross member 309156SH.

Not being able to do the work myself, my first idea was to give the job to my local village garage, so I asked the TSSC where I could get the parts, and was guided to **Chris Witor** in Somerset. He had most of the parts in stock and very kindly gave me this total parts list shown above.

I then had a problem because my local garage thought about the problems involved and, although not usually being a garage which turned away work, told me that they thought that I ought to consider using a specialist garage. Not surprising I suppose as all modern garages think in metric these days and wouldn't have the odd essential spare if any unexpected problems arose.

So my third piece of advice is that it is probably best if you chose a garage who knows what he is doing with big saloons and I turned to my trusted friend **Mike Papworth** of Coventry [Tel.07768 775170](tel:07768775170) who I had used very successfully to work on my Vitesse.

To my surprise he told me, after some searching around his stocks, that he had all the parts necessary except a renovated PAS rack 311979 itself which it was most convenient for him to acquire from **Canley Classics** nearby.

Mike duly did the conversion over a single

weekend and took the attached photographs to illustrate his work. The car is now a joy to use and park and it manoeuvres as lightly as a modern car. I don't find the touch too light at speed as some people have commented, in fact the feel is entirely amenable and appro-



**Power Steering Pump Fitted**

iate. The one thing that you have to get used to very quickly is the change in the gearing. At first it is easy to massively oversteer since you



Heavy Steering no more!



are used to making huge amounts of turn of the steering wheel to get where you want to be. But you rapidly learn that a distinct advantage of this conversion is that the gearing is much higher and requires much lower degrees of turn. This makes driving much easier and more pleasant once you are used to the change. Turning is also effortless at very low speeds or when stationary.

Finally, I was sorry not to have purchased from Chris Witor after he had gone to the

trouble of preparing a detailed quotation for me, so please buy from him if you are considering this hugely beneficial conversion, which will undoubtedly add value to the car."

Many thanks William for the great advice and interesting article. Many do say that the Triumph power steering is a little "over-assisted" but I agree with William that it suits the car's character as a comfortable and effortless cruiser. Until next month!

Mark

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# Area Showtime



e-mail.

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

## Pip Flegel



# TSSC Christmas Open Day

By Jane Rowley, Council of Management

**T**ree up, Santa hats on and we never really know if we will run out of Chilli or will be eating leftovers for a fortnight afterwards... fortunately it was the former.

Because the moment the gates were opened in poured the Triumphs full of festive



regardless of how they got there.

First stop seemed to be with Bern, who was dressed up against the cold flogging his 'Bizarre Bargains' always a good port of call to see what is being given away...! As usual he was doing a roaring trade.

cheer....well their occupants were. Lots of members all turned up in Triumphs some bravely topless.....!! And plenty more made the grade tucked up in their modern cars (cosseted with the heaters on!). As usual it is always great to see everybody



## Area Showtime

Then inside to collect a hot beverage, to warm up whilst checking out all the displays, there

was indeed kept very busy. Also helping



is always something new to see (Herald Time Line!). Off down to the Club shop to collect a few bits and almost certainly be tempted to a few other 'must haves'. HQ was fair filling up by this time and it was difficult to go more than a few feet before bumping into friends that have swapped their shorts & flip flops (from the last time you saw them) for a peculiar Festive jumper.....!



general members that wished some assistance to log on & get the hang of using our Website, some very useful sessions were held.

Into the Herald Bar to sample all the festive food and drink that was laid on for all, that really was the busiest area of the building.... can't imagine why. With plenty for everyone, there was an air of satisfaction around the place that brings our



Simon - top man on IT - was on hand to help all needy AO's with a quick tuition on our web site. To assist anybody that wished to get some handy hints & shortcuts for adding their Area's Events and News on to the Website he



HQ to life. Still time to feast your eyes on the array of Triumphs outside in the car park that really do look so natural there...

... where they belong.

A good day was had by all, with positive feedback afterwards. Thanks to everyone that made the effort to join us for our open day & hope to see you back at HQ soon.

# SPITFIRE MkIV/1500 Register



e-mail.

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

**Derek Ford**



## Basic Servicing

**A** normal yearly service is well within the capabilities of any driver and should not hold any fears, for those of you worried

here's a step by step guide.

You will need oil filter, fuel filter (if not fitted then fit one) air filters (unless you have high performance filters) Spark Plugs (fig 1) and 5litres of Oil 20w/50 grade.

Fig.2



container and a spark plug socket or wrench. There are several types available figs 2 & 2a show a selection.

If your car hasn't been serviced for a



Fig. 1

All these parts will be available from your local motor factors if you have any problems give us a call and I'll get you part numbers.

To fit said items you will need. An oil filter wrench (not strictly necessary but very useful) screwdrivers spanners or sockets, an adjustable wrench, a suitable waste oil

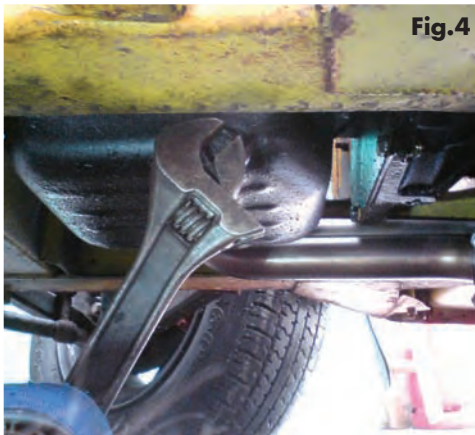


Fig.2a

while or you are unsure of its history, a good oil flush is a good idea too I do not use this unless necessary, but if your oil is very sludgy it will help remove the thick deposits. **Fig 3**



Follow the instructions on the can, normally add flush to hot engine oil through oil filler cap and leave to run normally for about 15 mins. While this is flushing away lift the nearside



front of the car with a jack and place a stand under the chassis. Looking under the car at the sump you should see the oil drain plug. **Fig 4**

It should be square but years of abuse may have rounded it. With the engine switched off, fit your adjustable wrench tightly to the sump plug take your time and position it well as you don't want to round it off (if its already rounded off, grip it with a mole grip to remove and replace with a new plug.)

Assuming your plug is now loose remove com-

pletely from the sump by hand **CAUTION OIL WILL BE HOT** place your drainer bowl under the sump and remove the plug with a gloved hand, (burning by hot oil hurts, trust me I know). If you drop the plug into the oil leave it till all the oil has drained and fish it out with a magnet.

I like to leave the oil draining while I change the plugs, nice and straightforward this, pull one ignition lead off at a time and remove each plug and replace it **fig 5** there's not really any need to gap the plugs



as they come ready gapped. When tightening the plugs don't go mad, there's a crush ring on the bottom of each plug and you just need to nip it gently. I have seen plugs put in so tight that they partially strip apart and effectively open or close the gap don't use copper ease on the threads either. The plug behind the alternator can be a bit awkward to get at dependant on the length of your alternator belt. If necessary remove the belt and pull the alternator out of the way (I will cover this in a later article if you're not sure).

When all 4 plugs are replaced put the sump plug back in, it's a tapered thread so every time you take it out it goes back in a bit further than before so again common sense don't go mad just nice and tight you can always give it another quarter of a turn if it drips but retapping a sump due to over tightening is another thing.

You can now remove the stand and jack from under the car, now move the drainer bowl

underneath the oil filter. Fix your wrench



around the filter and spin off, *fig 6* dead easy, you will loose oil out of the filter so be ready with a cloth. The new filter should be oiled on the rubber seal with fresh engine oil to ensure that next time you can get the filter off easily. Spin the filter on **HAND TIGHT ONLY** do not use a wrench it is unnecessary.

Now it's time to pour in that nice fresh clean oil, place a rag around the rocker cover to catch any drips as oil does not pour nicely. If you're a bit wobbly a funnel is a good idea. The engine will take about 4.5 litres. I like to put in about 4 (and there's an indicator on the side of most oil containers) start the engine until the oil light goes out (about 5-10 secs) and switch off, this will fill the filter and circulate the oil. Check the dipstick now and fill a little at a time until the level reaches the top mark.

If you have a fuel filter fitted, replacing it just



means removing the jubilee clips and replacing with the new filter. Biggest problem might be

finding it, some are located on the tank behind the trim board in the boot, or it could be underneath at the back where the fuel supply pipe runs along the chassis, even more commonly on the front of the fuel pipe just before it enters the fuel pump. If you don't have a filter fitted I recommend the front position *fig 7*. as it's easier to access for future replacement and it's also a good indicator of whether you have run out of fuel (Yes I've been there too thanks).

Simply cut a small length of hose out and replace with the new filter, you will obviously have to buy suitable jubilee clips at this point. Most filters have a direction of flow arrow on them, point them towards the carburettors.

If you need to replace the air filters you have to remove the fuel pipe from across the back of the filter box followed by the four 1/2 in bolts holding the filter box to the carbs and pull off the air hoses (if you have them) turning the filter box over remove the central bolts and the box will come apart remove the filter elements clean the air box if necessary and refit the four 1/2" bolts to the outer case, slide the new filters on to the bolts to ensure correct positioning and refit the rear casing and bolt together.

Refit to carbs using new gaskets supplied with the filters making sure they are the right way up; some have a breather hole just to the side of the bolt holes and the jobs a good un.

Performance filters normally come with cleaning instructions and can require special fluid but a wash in petrol and a long drip dry should have the desired effect, check with your supplier.

I'll cover more complicated servicing items at a later date but don't forget check your sump plug before you start and order if necessary and same for the fuel filter in case you need jubilee clips. I always keep aerosol brake cleaner in the garage as its great for cleaning just about anything from dirty carbs to an oily garage floor and its cheap to buy, give it a go you might just love it.

*Derek*

**PS** don't chuck out the empty oil container, put the waste oil in it when it's empty and take it to your local tip.

**PPS** Last Months Gearbox article is on Hold at present awaiting Parts!

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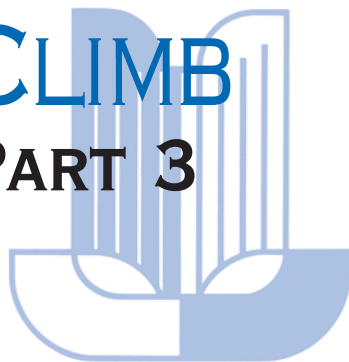
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# BO'NESS HILL CLIMB

## REVIVAL 2014 - PART 3

by Paul Robinson

Continuing from Last Month, Paul finishes his report on the Bo'ness Hillclimb



Once my second practice run was over I knew I had quite a bit of time before the rest of the practice runs were competed, everything

stopped for lunch and the first official runs. I took the opportunity to go with Jacqui up to the classic car display and other stands. The car display was very good but only one Triumph. The big displays were the MG and Jaguar clubs but my personal favourite was the Marcos display. There were also World of Owls, Bo'ness Hill Climb Revival club, Sporting Bears Club and other stands to keep you amused. At lunch time there was also an acrobatics

display by a bi-plane which I enjoyed but by then my focus was shifting to the first official runs and we made our way back to the paddock to prepare. While we were waiting I had a friendly chat with the Falkirk Provost who was going around the paddock. He was pleased to hear that we were intending to stay on a day longer to do some sight seeing and recommended making sure we had time to see the Kelpies and the Falkirk wheel. Nice man and good advice.

Lining up for my first official run of the day I was looking forward to trying to improve my times. I was under no pressure, this was not a championship round and I had nothing to

prove to anyone other than myself. The lights turned green and I was off. A little wheel spin but not much and soon it was into the hairpin. The course was as dry as it was going to get and I was able to feed the power in a little earlier. I was rewarded with a bit of a wiggle as



The Marcos Display

I came out of the hairpin but it definitely felt quicker. I did not lift off at all for the bridge and then it was into the courtyard, just brushing the hay bales, and then round the last corner and the sprint to the finish. A quick glance at the clock at the side of the track confirmed that I was reasonably quick. When I got back to the paddock there was a definite buzz in the Triumph section. Markus in the GT6 had set the fastest time, 33.70 seconds, with the fastest TR, Alasdair Muir in a TR4a 33.92 seconds - just 0.22 seconds between them. I also set my quickest time of the weekend with 38.12 seconds. I was pleased but I knew I could do a little better - under 38 seconds perhaps?



The second and last official run proved to be the most eventful for our batch. The TR drivers were out to wrestle back first place from the GT6 and for all of us it was last chance to set a personal best. My run went extremely well and I was rewarded with a time of 37.88 seconds. I was over the moon. The GT6 blew

competitors, pack up, have a last look around then paddock and then go to the prize giving.

Much to my surprise some of Austin Healey and Midget owners came over to talk to me when our run was over (they were in the 2nd batch). One, Jock Millar, had competed in Northern Ireland and knew some of the drivers

I compete against. Others wanted to know if I would be interested in competing at Doune in two weeks time (one of the Bo'ness organisers offered to store my car and bring it to the event for me) while another driver asked if I had ever competed at Forestburn (I have not but from what I have read it looks good). I have never been made feel so welcome and if it was not for the

cost of the ferry crossing I would have gladly taken part. It looks like there is a really good hill climb scene in Scotland.

There was no need for an early start the next morning so we were able to a much more relaxed breakfast at a nearby restaurant. We came across some of the Jaguar drivers again and, again, everybody was very friendly wishing us a safe journey home and hoping to see us back again in 2015.

The journey back to the ferry was uneventful and included, as recommended by the Provost, a visit to the Kelpies and the Falkirk wheel. We also took a slight detour when we got to Girvan into Galloway Forest but did not have time for a really good tour. We reached

the ferry terminal well ahead of schedule and got an earlier ferry. We arrived home about 9.30 that evening, tired but still on a high from a very great long weekend. Would we recommend the Bo'ness Revival Hill Climb?

**Without hesitation.**



**The Kelpies - well worth a visit**

its differential just after the start of its run but none of the TRs were able to better its time from the first official run so Markus at least had the satisfaction of winning our class.



**Setting Up**



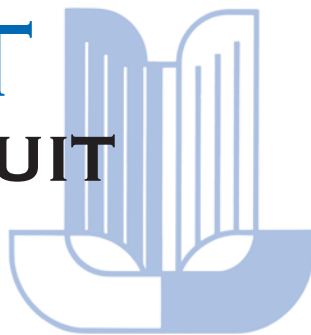
**At the start**

One of the other cars in our batch, a Ladybird, crashed just after crossing the finish line but thankfully the driver was unhurt. That delayed our return to the paddock but only by a few minutes. Once back in the paddock there was time to watch some of the other

# PROPSHAFT

## ALTERING TO SUIT

by Darren Groves



**R**ecently I have fitted an 3 rail, D-Type overdrive gearbox to my Herald. As the Herald never had this as a factory option, propshafts of the correct length are not that plentiful. This is not too difficult to overcome, though it may make a big dent in your wallet if you buy one from one of the Triumph Traders, or maybe a little cheaper if you have your existing propshaft shortened professionally.

Before I considered doing the overdrive conversion I had bought a propshaft off eBay, it was advertised as a being suitable for a Herald and having a sliding joint, which I consider to be preferable to the solid or strap type that are more common. However when it arrived it was far too short, so short in fact I couldn't find out what it could have been used for.

The ideal propshaft length for a Herald with a 3 rail O/D gearbox is 46.5", the closest one in the small chassis family is from a Non-O/D Vitesse at 47". Many people use these without modification, though some have to put a spacer on the engine mounts to move it forward to allow for it being slightly too long. I had picked up one of these propshafts cheaply so used it initially, but whilst it did fit I wasn't happy with how tight the whole thing was, even with the engine pushed forward, this also affected clearance between the fan and radiator, which were closer than I liked.

So I now had a selection of propshafts, two too long and one too short. Being too mean to buy the correct one and too impatient to send one off to be shortened, I decided to make one of the correct length myself from the original solid Herald item and the very short one with a sliding joint (Picture 1).

First thing was to remove sliding joint from the propshaft that was too short, this is easily done using an ultra-thin cutting disc on a grinder. Once this was off I offered it up to the propshaft which was too long



## Propshaft Altering

**Pic.2.**



to see how much I needed to cut off, then again with the grinder I cut off the excess (Picture 2).

Next I took the sliding joint to a local retired engineer who was able to machine down the



**Pic.3.**

rough cut I had made to a perfectly flat face. Unfortunately he didn't have any machinery

big enough to machine the mating face of the propshaft, so instead I levelled off the rough cut on a belt sander, then using a file and a set square I carefully filed and measured, filed and measured until I was happy it was perfectly square all round (Picture 3).

Then I drifted on the sliding joint on to the

**Pic.4.**



propshaft, it was a tight fit, ensuring it was a nice flush fit all round (Picture 4), then double checked the length to ensure it was what I wanted. There was 1.5" of movement in the sliding joint and the 46.5" fell right in the centre of the travel, just as I wanted.

Once I was happy the fit and length were good, I put 4 tacks of weld to hold it in place. Before fully welding I used a cutting disc to



**Pic.5.**

create a V-shape at the joint, this allows the weld to get deeper in to the joint so adds strength (Picture 5).

Using a nice hot weld and slow wire speed to ensure it pulls right in, I fully welded around



**Pic.6.**

the join, then using a soft disc I cleaned up the weld (Picture 6).

Finally I gave it coat of paint before fitting (Picture 7).

It's likely you'll have to get the propshaft balanced, so not a job you can do entirely without professional help, but it will save you the majority of the cost doing it this way.



**Pic.7.**

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**CONVERTIBLE** Wind Deflector kit for all Triumph Herald, Vitesse convertible

models. As new with original box and storage envelope. £50.00 Nigel Thorley (South Yorkshire) 01302 771818.

**2500TC** rebuilt engine not run since rebuild, plus pair Dolomite Sprint SUs, refurbished GT6 inlet manifold. To be sold as one package. £800. John Bonnett (Devon) 07860 523204.

**MOTOLITA** Steering wheel, 10" with Boss. Suitable Herald. Black leather with Holes. £60. Rob Watson (Edinburgh) 01896 751193.

**VITESSE MK12LTR.** Engine block with cylinder head/rocker box, 1 rear axle & drum, bell housing & gear box mounting, propshaft, exhaust & manifold, trim, steering rack, starter motor, water pump. Sold as one lot - Assumed to be suitable for a 1966 convertible. Reasonable offers accepted - buyer collects. Karen Brealey (UK) 07801 258717.

# PARTS 4 SALE

**TSSC MAGAZINES** Turning Circle (Vitesse No. 14, Bond No. 18, Spitfire No. 17) + 3 disk set DVD Mag Archive + Courier mags Nos 108 to 155 and 297 to 415 sets, as new. Offers Nigel Thorley (South Yorkshire) 01302 771818.

**1200REBORED BLOCK + .030** New pistons, rings, big end and main bearings. New oil pump. Unused. Offers. TXT in first instance. Iain Fender (N. Somerset) 07977 907877.

**HERALD/VITESSE** Rear Light lenses £15 ea. Hub Caps £8 ea. Speedos 20/50 £20. Vitesse £15. Vitesse Tacho £20. Peter Howard (Lincolnshire) 01780 755661.

**FREE COURIER MAGS** Last 30 years in Mint Condition. FREE. Buyer collects or pays P&P in advance. Alexis Alexander (Berks) 0118 9479511.

**VITESSE MK2 BOOT LID** Used Boot Lid, some rust. Offers. Buyer Collect. Keith Power (Lancashire) 07594 604523.

**HERALD/VITESSE ALLY WHEELS.** FIVE new aluminium wheels, fitted with new Michelin Tyres. New, unused. Bought for a 13/60 £550. Geoff Starbuck (Nottm) 0115 933 5941.

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provide more details if interested. FREE. Charlotte Falconer. (London SE.) 07976 222799

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**VITESSE BONNET WANTED** I Need a Bonnet (mine was Demolished in a car park). Good price Paid for sound bonnet (No Fibre Glass Filler) Mob. 07894 303332. Eric Cracknell (E.Sussex) 01424 435054.

**VITESSE ENGINE** Bit of a long shot but I'm

looking for a Vitesse mk 2 engine in good working order. Happy to wait for a while. Robin Hill (Herts) 07894 173149

**SPITFIRE MKIII BONNET** in Good Condition. Jeffrey Pugh (GTR Manchester) 0161 3556649.

**FRONT PULLEY Wanted** 13/60 GE small bearing crank front pulley wanted. Garth Jupp & Anne Atkins (Leicestershire) 07779 271494.

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# TSSC Services & Officers

## CLUB HEADQUARTERS

The following services are available from the Club headquarters.

### TSSC MEMBERSHIP

£46.00 UK £49.00 EUROPE £55.00 OVERSEAS  
Young Member £24.25 (Age 17 to 25)

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£46.00 UK £49.00 EUROPE £55.00 OVERSEAS  
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**Young Member £20.50** (Age 17 to 25)

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### 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**  
**http://www.tssc.org.uk**

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**Tel: 0843 357 1790 Fax: 0121 559 0814**  
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**Tel: 0800 013 0080**

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All magazine material must be received  
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**e-mail: courier@tssc.org.uk**

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

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Northern Ireland. BT62 2DU.

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

### HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG

**Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk**

### SPITFIRE Mk I/II/III

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

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

### SPITFIRE Mk IV/1500

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

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

### VITESSE 1600/ Mk I/ II

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

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### GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA

**Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk**  
**http://cook1e.blogspot.co.uk/**

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### AREA LIAISON OFFICERS

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### TSSC PUBLIC RELATIONS OFFICER

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

### CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**

Julie Hazell **Tel: 07813 589799**

February 2015



## Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

# WESSEX AREA PRESENTS



## NEW FOREST RUN

Sunday 19th April 2015

Supporting the FBHVC 'Drive it Day'

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

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# AREA DIRECTORY

**IF AREA DIRECTORY  
ENTRY IS IN GREY THEN  
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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>	<b>Lochinch Sports Club - GLASGOW G41 4SN</b>	<b>1st Wed. 7.30pm</b>
<b>NORTH EAST</b>	<b>Danny Stroud: 01224 742315</b>	<b>Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a></b>	<b>Last Thurs. Eves.</b>

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones: 01625 425845</b>	<b>Cock &amp; Pheasant - BOLLINGTON CROSS SK10 5EJ</b>	<b>1st Thurs.8.30pm</b>
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	<b>Advertised in Cumbria News &amp; Website</b>	<b>Last Sun.12 midday</b>
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607</b>	<b>The Boundary Inn MANCHESTER M34 5HD</b>	<b>1st Tues. 8pm.</b>
	<b>Pip Flegel: 01524 791607</b>		
<b>NORTH EAST</b>	<b>Mark Astley: 07917 738091</b>	<b>The Dunn Cow, Primrose Hill.</b>	<b>1st Sun.</b>
	<b>Geoff Dent : 07773 440201</b>	<b>BOURMOOR DH5 6DY.</b>	<b>8.30pm.</b>
<b>LIVERPOOL</b>	<b>Alex Cain: 0151 222 2366</b>	<b>Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL</b>	<b>1st Tues. 8pm.</b>
<b>LANCASHIRE</b>	<b>Kevin Makin: 07980 604021</b>	<b>Canberra Club (BAE systems) Balderstone BB2 7LF</b>	<b>Last Tues. 8pm.</b>
	<b>Dennis Petty: 07951 727747</b>		
<b>WIRRAL</b>	<b>Andy Todd: 0151 339 4150</b>	<b>Cottage Loaf - THURSTASTON</b>	<b>1st Tues. Eves.</b>
<b>NORTH YORKS</b>	<b>Richard Briscoe: 0776 6354449</b>	<b>The Cross Keys - STILLINGFLEET</b>	<b>2nd Mon. 7.45pm.</b>
<b>WEST YORKS</b>	<b>Victor Thompson: 01484 541185</b>	<b>The Black Bull - KIRKGATE, BIRSTALL</b>	<b>2nd Tues. 8pm.</b>

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	<b>The Bull &amp; Butcher - CORLEY MOOR CV7 8AQ</b>	<b>1st Tues. 7.30pm.</b>
<b>DERWENT VALLEY</b>	<b>Roger Buck: 01623 487323</b>	<b>Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY</b>	<b>1st Tues. 7.30pm.</b>
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer: 07530 307371</b>	<b>The Red Lion - HUNCOTE - LE9 3AU</b>	<b>1st Tues 7.30.pm</b>
<b>LINCOLNSHIRE</b>	<b>Simon Oliver: 07841 450715</b>	<b>Swan Holme - Doddington Rd LINCOLN LN6 3RX</b>	<b>1st Wed. 8.00pm.</b>
<b>NOTTS</b>	<b>Adrian Hadfield: 07837 110325</b>	<b>The Nags Head - WOODBOROUGH NG 14 6DD</b>	<b>2nd Mon 7.30pm</b>
	<b>Nigel Hill: 07976 163006</b>		
<b>NORTHANTS</b>	<b>Nigel Hawes: 07879 491778</b>	<b>Overstone Manor - SYWELL. NN6 0BB</b>	<b>2nd Weds. 8.30pm.</b>
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507</b>	<b>Red Lion - 48 King St. WEST DEEPING. PE6 9HP</b>	<b>2nd Mon. 8pm.</b>
	<b>Paul Lumsdon: 01780 470358</b>		
<b>SHROPSHIRE</b>	<b>David Embery: 01952 371783</b>	<b>The Huntsman - Little Wenlock, TELFORD,TF6 5BH</b>	<b>3rd Wed. 7.30pm.</b>
	<b>Bill Bate: 01952 581391</b>		
<b>NORTH STAFFS</b>	<b>David Woodward: 07939 603061</b>	<b>George &amp; Dragon - MEAFORD Nr STONE ST15 0PX</b>	<b>Last Wed 8pm.</b>
<b>WEST MIDLANDS</b>	<b>Roger Haywood: 07969 024999</b>	<b>Drakes Drum GREAT BARR BIRMINGHAM B44 8TR</b>	<b>1st Tues. 7.30pm.</b>
	<b>Chris Allen: 07505 110922</b>	<b>May to Sept New Venue being sought - Contact AO's</b>	<b>3rd Tues. 7.30pm.</b>
<b>WORCESTER</b>	<b>Vicky Kitchen: 01527 894125</b>	<b>Pear Tree - LOWER SMITE Worcs WR3 8SY</b>	<b>1st Mon. 7.30pm</b>

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill 01691 600215</b>	<b>The Plough Inn, GRESFORD.</b>	<b>1st Tues. 8pm.</b>
		<b>The Plough Inn, St ASAPH</b>	<b>3rd Wed. 8pm.</b>
<b>SOUTH WALES</b>	<b>Bernard Littlewood: 02920 315260</b>	<b>Unicorn Inn - Pontprennau - CARDIFF CF36YA</b>	<b>Last Tues.7.15pm</b>

## EASTERN AREAS

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

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Paul &amp; Jacqui Robinson: 028 9029 2722</b>	<b>Nortel Social &amp; Athletic Club - NEWTOWNABBEY</b>	<b>1st Wed. 8pm.</b>
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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 - Nr MAIDENHEAD on A4	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, Halls Green, WESTON, SG4 7DR.	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Gooding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Laughing Fish. UCKFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

<b>SOUTH WESTERN AREAS</b>			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
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
GLOUCESTER	Jane Rowley: 07802 171227	Ring A.O. Details	1st Sun. Lun
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Star Inn - LIVERTON TQ12 6EZ	3rd Wed. Eves.
WESSEX	Trevor Carlyle: 01425 475376	The Swan - COOMBE HILL	3rd Mon. 8pm.
		The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
		Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 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	
ITALY	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
LUXEMBOURG	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
NETHERLANDS		MILAN.	
NEW ZEALAND		lucabellinello@fiscalinet.it	
NORWAY		53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
PORTUGAL	Jean Claude Cigrang: 00 352 44 16 47	Grote Sloop 78, 1754 JH - BURGERBRUG	
SWEDEN	Guus Van Der Krogt: 00 31 2263 81233	A Archibald Rd.,Kelston - AUCKLAND.	
SWITZERLAND	Dayle Montgomery: 00 64 9 818 6620118	Bjerkelundgata 6 B0553 Oslo NORWAY.	
TASMANIA	Knut Skoglund: + 47 91 16 17 78	president@tssc-norway.org www.tssc-norway.org	
U.S.A. - NW	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.	
	Robin La Barre: 0041 523451805/0041 79 296 69 46	Switzerland	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	



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

## TSSC AREA NEWS

### AREA LIAISON OFFICERS

Tel. 01524 791607

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



Belated Happy New Year to All Area Organisers and Register Secretaries we hope you have a very Busy 2015

We are Still waiting for a few Areas to Register..... Please!!! If you haven't registered you are NOT COVERED by the Club's Public Liability Insurance! You can send your registration forms to [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com) Don't forget to tick the size of the polo shirt you require at the bottom of

the form remember this is optional.

Any Area Organisers who have stood down at the end of the year can you please give the incoming A/O the benefit of your experience and help them to fill in the Area Registration Form. All Area Organisers that have a change of venue or indeed a change of Area Organiser(s) please could you update your Area Directory on the TSSC Website. if you are unable to do this please send your change of details to us or Simon Morgan IT Manager, thanks for your co-operation.

Don't forget to support each other's events, your TSSC Club events, Triumph-Fest, Stoneleigh, NEC, Le Mans, Spa, just join in and have a great and enjoyable time with like-minded Triumph enthusiasts There are events going on up and down the country from Cornwall to the Highlands of Scotland!!

We would like to announce **The AGM will be held on April 12th 2015 at TSSC HQ**, so please get any questions/concerns or opinions to us in the usual way. There will as usual be an **Area Organisers Seminar** in the morning starting at 10.30am

*Pip n Frank*

### ANDOVER

Tel. 01672 514241

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

Meetings Cover Swindon/North Wilts area

We all enjoyed an excellent Christmas Dinner at The Plough and it was great to see the ladies who do not usually come to these meetings - but enjoy some peace and quiet whilst their husbands do. We were all well and truly stuffed and the Naff Raffle worked as well as it ever does. Guy was the lucky recipient of Sue's special gift this year, only one as she was unable to join us but had sent it along with John. The 'money' came in very useful and tasty - thanks!

A small group again at The Bruce Arms, just before Christmas, with Frank eating the thickest gammon steak any of us had ever seen. We are hoping to run the Midsummer Madness event there again this year so, before we get too far along with arrangements, only to find non-one will turn up, we would very much like some indication of the level of interest in this. It would be on the weekend of 18th - 20th June.

Lily was left home for the Christmas dinner evening but, on the basis of being told she had to be good, was allowed back for the January meeting at Grately - and was pretty much on her best behaviour once she was presented with the bone from Kelly's lamb shank dinner and it kept her quiet pretty much the whole evening.

Ed had turned up in a very smart TR6, recently repainted by his son. Southampton Bob is considering increasing his fleet by adding a Spitfire and was after 2nd, 3rd and 4th opinions on one on ebay and Bruce has been misbehaving - discussions on the various possibilities for Frank to check being a recurrent topic of

the evening.

Next meetings are

**Thursday 12th Feb:** The Plough, Grateley, SP11 8JR

**Wednesday 18th Feb:** The Bruce Arms, Easton Royal, SN9 5LR

*Guy & Suzie*

### AVON

Tel. 01454 327059

Well, no great surprise that I am AO for another year. I even offered the last available steak dinner in the pub in exchange, but had no takers. This offer was made due to the fact that some 50+ people completely unknown to us had descended on the pub on 5 January and eaten all the steaks!! ( 2 for 1 on a Monday). I have been assured this is a one off and hopefully normal service for food will be restored next month. We are happy to recommend the pub food and the meal deal - but NOT on the first Monday of the month! - that is reserved for us.

We also celebrated Mike's 60th birthday with a serenade of "happy birthday" and birthday cake but no birthday bumps!

Looking ahead I am taking bookings for **Coleford which is on 6 April - Easter Monday**. I have until 15 February to take names, car details including registration number and £2.50 admin fee. The form will be available at the next club meeting or email me if unable to attend. Meeting time and place to get to the show will be confirmed later.

We have also put forward the idea to go to the **Jet Age museum near Gloucester for Drive it day (26 April)**, stopping off for a meal afterwards. The museum is free although a donation is expected and again this can be booked at the club meetings of **February/March or by email**.

There are a number of other shows being reviewed and if you want to be included on a mailing list of events, please let me know. My email is [Junewrighton@tiscali.co.uk](mailto:Junewrighton@tiscali.co.uk).

Just to confirm that if any area is interested in taking on the Bristol classic car show stand, please get in touch. I have been approached by one area but nothing confirmed as yet.

See you on **2nd February**

*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. I hope you and yours had a superb festive time and your new year is going well. Sorry if this seems late, but the deadlines for the Courier work in different ways!

Going back to go forward as normal, we had the South Bucks Christmas dinner on the 6th December at The Squirrel. Dan and Melvin, Paul and Liz, Robin, my son Harry and my wife Kate and I attended and had a most enjoyable evening with good food and company. Thank you to all that attended and hope you enjoyed the evening too.

I missed the Ace cafe night as I picked up a heavy cold. After having Phenomena, these bugs knock me for six! Shame as it was the only one I missed all year. Fortunately I was back on the mend the week after and with thanks to Dan, enjoyed several beers at the South Bucks monthly meet on the 17th Dec as he picked me up and dropped me off, allowing me to have beer! As my birthday is on the 21st, it starts early and the TSSC meet is the first of the few! As it close to Christmas, just a few but still a good evening and good food too! Phil, Paul & Liz and the sheep, Simon, Dan and I were moved into the far corner of the pub for a change!! They had the wrong night for our meeting!!

After the festive activities, it was the New Year day meeting at Brooklands. I couldn't make it, but several people I know did, and said it was very well attended with long queues getting in, as it seems to get more popular every year. Paul Lucas, our resident MOT tester had the dubious benefit of me turning up on the 2nd Jan for an MOT, but not with my Triumph! My daughters car, and of course, Dad has to sort it! It was its first one since buying it, so always a bit of a concern. Waiting for the 'did you know it was two cars?!!'

I'm for believing the cars do work better if they are driven and not

## CAMBRIDGE . . . CHESHIRE CORNWALL



### TSSC AREA NEWS

laid up for months at a time. You have to pick and choose your moments, and one such day was found on the 3rd Jan. I took my 2000 for a run and on the way back, filled up at my local petrol station. I had a chap come over and say 'wow, haven't seen one of those for a while, looks great! We had a short talk, and carried on. When I got back to the car, and older chap said 'I do like your car, reminds me of when I had a Stag. He went onto reminisce about his holiday to the South of France with his wife back in the 1970's, '120 mph all day long in France, never missed a beat! So, what's on? **The Ace cafe classic car night is Tue 10th Feb** from 6pm till late.

**The TSSC South Bucks meet will be Wednesday 18th Feb at The Squirrel pub, Penn Street.**

**The Race Retro show at Stoneleigh** near Coventry is on **20th/21st/22nd Feb** which is well worth the visit if you can make it. Take care,

*Carl*

**CAMBRIDGE** Tel. 07764 324345  
e-mail: kevin.rochfort@btinternet.com

The January meeting was fairly quiet, with everyone recovering from the excesses of Christmas and New Year celebrations. It was interesting to discover just how many of us received a copy of Graham Robson's latest book on Works Racing Triumphs, I for one never realised that they entered quite so many different events over the years, with most of, if not all, the cars in the range being entered in competition. I wonder if any other major manufacturer of the day had an equivalent history for their cars?

The new TSSC "Tax disc" was very well received, a stroke of genius on whoever thought of the idea (HQ?)

It looks like the Cambridge area has just acquired an engine hoist/crane for the tool collection, so if anyone needs one for to work on their car, then please come along to the meetings and ask to borrow it.

The bare metal respray on Tom's Vitesse is progressing very slowly, but as it is being done as a fill in job by the paint shop, that is to be expected.

Toby's hurricane engine swap is almost complete – the new engine has run for a few seconds, but needs work doing on engine management system to convert the Triumph engine map to a Ford Zetec map to get it to run properly. In the mean time Toby is also progressing the rebuild of his MKIII Spitfire, so he can at least claim he has a Triumph.

Tom and Toby are looking at organising a driving event for "Drive it" day – 26th April. It is likely to be a scenic drive across the fens from **Cambridge to the Nene Valley Railway**, followed by a ride on the train. More details at the February meeting.

Date of next meeting **2nd February**

1st Monday of the month (unless it's a bank holiday) 8pm onwards - **The Plough, Fen Ditton, CB5 8SX**

**2015 Meeting Dates – 2nd Feb, 2nd March, 13th April, 11th May, 1st June, 6th July, 3rd Aug, 7th Sept, 5th Oct, 2nd Nov, 7th Dec.**

*Kevin*

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

Once again a Vectra full of TSSC folk travelled down to the TSSC Open Day via Cheadle in Stagfordshire, and once again a good time was had by all and a fair amount was purchased at the Club Shop. Bernie could only tempt me with a pair of headlight bulbs (as there was a lack of bootlids this time) at the Bizarre Bargains stall. I have bought a nice piece of rubber for Roger, though.

Looking forward to later in the year, we have the **Stoneleigh parts show on March 1st, Drive it Day on April 26th, Totton Shows on 30/31 May and 22/23 August, the 4 Area Meet in Thurston on June 2nd (subject to confirmation) and our own runs out in June, July and August (sun has been requested)**. There will be lots more!

Our Adrian has had a number of communications with the DVLA,

the last of which was a (form) letter indicating that they couldn't change the status of the GT6 to 'Historic' because it was SORNed (but they had added a note to the V5 saying when it was built, and of course they didn't return the build certificate). The letter said the GT6 had to be taxed (i.e. pay money), then apply again to get the status changed. However the local Post Office had a different view of things.

They changed the status on the spot, marked the GT6 as 'taxed', and sent the V5 back to the DVLA for the change to Historic, all without any money being involved. It remains to be seen whether this is the end of the saga, of course. I went through this process in 1996 (I think) and back then the DVLA just sent a refund in the post, without any prompting.

Macclesfield Gearbox Dismantling have made some steps towards turning the large selection of bits of gearbox into an actual working gearbox, discovering on the way that Paul's gearbox was a 'bitsa' box, just like the one that's being reassembled. There's also a rumour of a sale of bits by Cast Iron World's Head Office.

We had an interesting meeting, incorporating an exchange of goods for money with Roger, an exchange of goods for scaffold pole with Jack, much discussion about summer activities (how far is it to Le Mans? How many cars would make it there and back? Yes I know that's 2016). The MGF seats look good in the Bond. The weather elves must have been offended by the request for sun on our 'run out' days, they turned the taps on early so we had to drive home in the rain – but it's one way of washing the dust off the car.

We've been having lots of problems with email. Many outgoing mails fail due to some kind of technical problem between our provider (a Mr Branson) and other providers. Then a recent attempt to use Outlook and a mail merge to create the monthly meeting mails meant they all came from my wife's account, despite using the appropriate setting in Outlook.

So, bear with us while we sort this out! Check the TSSC web site for Cheshire information.

Our next meeting is on **Thursday 5th February at the Cock and Pheasant**. We're back to 'normal', with meetings once again on the **FIRST Thursday of the month**.

*Henry*

**CORNWALL** Tel. 01872 573763  
www./autos.groups.yahoo.com/group/cornwalltriumphs/  
e-mail: cornwall@tssc.org.uk

The event of the month, nay year, was our dinner dance, preceded by our Area lunch. We met around 12:30 (if I remember it right!) in 5 Degrees West, Falmouth for a very nice lunch. It was great to see everyone there, including Graham and Karen, who weren't actually coming to the evening do, because they had a prior engagement. A leisurely and tasty lunch ensued and everyone was in good spirits; after all, it was Christmas! After lunch some went on to the Hotel for a swim and a lie in the sauna, whilst others went shopping. A small group passed up on the shops and made their way to Beerwolf, the bookshop with a bar and then sat down for a rest. Suitably refreshed we moved onto the pub at the top of the High Street and took in the marvellous view of the harbour. It was quite a climb, so we had to have more refreshments, of course. Late afternoon we all managed to get back to the hotel to don our finery for the evening's festivities.

After a splendid meal, the compere knew exactly which groups were at which tables, of course, and declared that we needed a Captain. Since John (last year's Captain) had cried off, we had to find another sucker, I mean Captain. John From Thames Area took up the challenge with a little surprise and a lot of false modesty, but then we knew what was coming next ... and he didn't! After several silly games set to embarrass the Captains as much as possible, the last challenge was declared, "to dress as a woman". I am not sure that any of us will ever recover from how John looked as he was interviewed, Miss World Style, and how



TSSC AREA NEWS

Cornwall Continues

he conducted himself. It was at this point that we all, including Anthea (John's wife), disowned him!

Games over and on to the dancing. All together it was another great night out; the second time we have been to the Royal Duchy Hotel, Falmouth. Where would you like to go this year! If we go back tradition dictates that we have a Captain called John.

As you saw last month we have a lot of events planned again this year and we are all looking forward to seeing you. It seems that Jo and Steve's Restoration SOS Herald has caused a lot of interest in the Club and it visits us at most meetings. I look forward to the lighter evenings when we can actually have a proper look at it.

Sunday lunches are back on, so let me know if you want to join us. The whole point of moving around for these is that we hope to draw other members from the Area in to join us, so 'come on down' and have a bite to eat.

Diary Dates; FEBRUARY

Thursday 12th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 22nd Sunday Lunch - TBA (please contact me for details)

MARCH

Thursday 12th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 22nd Sunday Lunch - TBA

January's Sunday lunch was at Trevasisk Farm, Connor Downs and, hopefully, it will have lived up to its reputation. That means big portions of great food. More next month.

Have a great February.

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Sorry there was no newsletter for December as we had problems with our email and time ran out for the Courier deadline, our new email address is phillyncovtssc@yahoo.co.uk. There wasn't a lot to report on in December but we will bring you up to date in this newsletter. Both the November and December Heart of England meets at the Griff in Bedworth were reasonably well attended considering the weather and of course as usual a good gathering of the TSSC Clan for a noggin and a natter. The Dalos Day Run on November 16th was devised by Steve and Sharon and an excellent job they did with the number taking part being 13 in 7 cars,



which included 4 Triumphs, 2 Armstrong Siddleys and a Mazda. The weather was a bit overcast but we did manage to complete the run with our hoods down. An excellent run which took us through lots of country lanes and villages throughout Warwickshire and Leicestershire before concluding for lunch at the Odd Fellows Inn at Higham on the Hill, again a well chosen venue with an excellent carvery to enjoy. Once again well done Steve & Sharon for another great day out in great cars and great company. Next was our December meeting at the Bull & Butcher, Corley Moor on Tuesday the 2nd which incorporated our Christmas Fayre meal, there were 20 of us in Festive dress to enjoy an excellent meal and a lot of joviality. We must pass on

our appreciation to all the staff at the Bull & Butcher for their excellent service.

Saturday 6th December was the next gathering of the clan at the Heart of England Christmas Dance & Buffet at Bulkington



Workingsmens Club, the live entertainment was very good and the Buffet excellent so a good night was had by all and thanks to Keith the wine was really flowing.

Sunday the 7th we were off to the TSSC Christmas open day at Lubbenham, along with Paul & Joan and Rikk all in our Triumphs, as usual we were met with warm hospitality and refreshments from the staff and Com members.

Sunday 21st December it was our turn to devise the Dalos Day Run and what a good turn out 18 in total in 8 cars 5 of them being Triumphs, it was rather a fresh day but dry and the sun did come out for a short time. We started at the 3 Potts at



Burbage, on a run which took us through some very picturesque villages and narrow gated lanes of Leicestershire before finishing at the Shires in Peatling Parva for lunch and although a short wait before being seated an excellent carvery was awaiting us. We must once again thank everyone for turning out in festive dress which added to the event. Yes a few heads were turned when Santa was seen driving along in the "Smiffy Spitty" followed by everyone else with their festive hats on. Again another great day out in great cars and great company.

On News Years Day we joined the MVPS ( Midland Vehicle Preservation Society ) on their annual run which started at Longford Park and took in the villages of Bulkington, Wolvey, Claybrooke, Ullasthorpe, Bitteswell, Luttenworth Town, Pailton, Stretton on Fosse and Brinklow before concluding at the Sparrow near Ansty for lunch. There was 17 classic cars in total plus approximately another 10 modern cars, we were also joined by a few more at the venue after the run resulting in over 60 in attendance. A lovely start to the New Year and our thanks goes to the MVPS for letting us join in.

Tuesday 6th January our monthly meeting at the Bull & Butcher, Corley Moor, down in numbers a little but still a good night was had with 6 of us having an excellent meal in the restaurant before retiring into the Snug for our meeting where we discussed different events for the forthcoming season.

The next Dalos Day Run will be on Sunday January 25th thanks to Maurice and Ann for volunteering, details to follow, let us know by Wednesday the 21st if you want to join us. February Dalos Day will be on Sunday 22nd again thanks to Keith and Trish.

The 2nd Annual Spring Rally in conjunction with the Armstrong Siddley Owners Club and the Heart of England will take place in Bulkington Village Centre on the weekend of May the 8th/9th/10th details given out and will include a visit to Coventry Transport Museum, a visit to Leaping Cats, social evening on Saturday night with a quiz and live entertainment, a countryside drive around local area on the Sunday followed by BBQ. There will be free camping and many other activities all for the price of £10.00 per head which includes a hot supper.

That's all for now folks keep your eye on forthcoming events.

Phil & Lyn

Forthcoming Events :-

Sunday 25th January. Dalos Day Run details to follow, Tuesday 3rd February our monthly meet at the Bull & Butcher, Corley Moor, 7.30pm

Sunday 8th February Heart of England meet at the Griffin Inn, Bedworth from 11.00am

Sunday 22nd February Dalos Day Run if you want to join us let us know by Wednesday 18th 8th - 10th May 2nd Annual Spring Rally .



## CUMBRIA DERWENT VALLEY . . . DEVON



### TSSC AREA NEWS

### CUMBRIA

Tel. 01229 474077

e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

[www.tsccumbria.co.uk](http://www.tsccumbria.co.uk)

The lack of Cumbria news in the last couple of Courier magazines was not intentional. Unfortunately I was taken ill and have been in and out of hospital. I have now had an operation and should be OK for another 10,000 miles.

My thanks to Dave Carrie for organising a lunch for some of us on the 21st December at The King's Head Inn on the shores of Thirlmere. This is an ideal venue and will serve us well for future meetings. Over the years it has been almost impossible to find a suitable venue for meetings without having to shout over other diners and is in the middle of the lakes. When we have found a few suitable ones the owners have either knocked all the rooms into one or put Sky TV in them. Whilst at the King's Head we took the opportunity to speak to the manager and he will give us a free room which will seat around 24 people and will not be open to the general public. **The King's Head** is between Grasmere and the A66 next to Thirlmere. **Post code CA12 4TN.** Coming from Grasmere it is on the right hand side of the road, a large white stand alone building with ample parking.

As you should have all noticed included in the last Courier is a TSSC membership disc that looks like a tax disc. Because the DVLA no longer issues a tax disc we can now put a replica on our windcreens. Alick bought an age related one for my Spitfire. It looks just like the one issued in 1968 and has a rate of duty of £17/10- for a period of 12 months, with an expiry date of Dec 68. If anyone would like to know where to get one for their own vehicle contact me and I will give you the details.

After last year's Lakes camping weekend success discussions have taken place regarding doing a similar thing this year. The plan is to spend a few days in Scotland. Leaving Cumbria on **Monday 17th August** we will travel to the Ayr area where will stay for 3 nights. On Thursday morning we will head for Lock Fyne and turn left towards Campbelltown. About half way down the Kintyre there is a small island, Gigha, which is accessible by a 5 minute boat ride. We will spend 2 nights on Gigha and then return home Saturday. I am at present trying to sort out some accommodation, which will be at a rate of no more than £50 per night per person. If you are interested in coming along for the trip, would you please let me know ASAP as the prices will go up the longer that I leave booking the trip. If you want to come along and camp arrangements can be made.

Anne decided to buy me a personalised number plate for Xmas. I have never really been a big fan of them, simply because I can never work out what they are supposed to read. This one however is different RO55 ROY. I will put it on the Volvo.

As the last Sunday of January falls early it has been decided to have our monthly meeting on the **1st February at the Brook House Inn, Boot.** It is the white building on the corner, 12 noon. **February's meeting 22nd Feb at The King's Head Inn, Thirlmere,** 12 noon. **March meeting, Sunday 29th 12 noon The King's Head Inn, Thirlmere.**

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 and welcome to the new year. I know we are now in February but at the time of writing the calendar had only recently changed. That's my excuse and I'm sticking to it!

The January meeting was a quiet affair with the hardy souls coming along and most of the evening was taken up with catching up with Christmas and new year events and a small but perfectly formed raffle.

Eventually the conversation turned to the year ahead and events coming up, I'm sure that many of you are aware of a lot of them but they included, **The Peak Run, The Manchester Camping**

**Weekend, Donington classic weekend, TriumFest & the Isle of Wight** to name but a few so it looks like a busy year ahead for many of us.

The dates of these events will all be in the Courier or on the websites and facebook pages for all of the areas so please contact the local areas if you are interested in taking part.

Being the social bunch that we are, Derwent Valley are looking at going to the dogs..... Ok enough jokes people, I am actually referring to a trip to the local **Greyhound racing track in April**, there will be more details in the March Courier and on our facebook page so please watch this space.

Before I go I would like to say a huge thank you to Nigel Hill & Adrian Hadfield and all of their supporting families.

They put together the New Years run that took place on 4 January starting out from Sainsbury's in Ripley. There was a fantastic turn out of 43 cars of all ages, shapes and sizes and some wonderful fancy dress on what was a rather cold and frosty morning, so it was good to see a number of tops down.

The whole event was raising money for the Rotherham Hospice and by the end of the day just over £300 was raised so well done guys and thanks very much from me.

That's all from me for now

*Richard*

### DEVON

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

Thanks to Jackie and Allan for organising our first meeting of 2015. We were so lucky with the weather – no frost and dry – for 11 Triumphs to gather at Exeter Services, plus a few moderns as well. As usual, this was one of our biggest attendances, could have something to do with the food at the Smugglers being so good? Leaving the Services, a large section of us made our first error within a mile or so, and ended up following a very local Bewick family through the middle of Exeter instead of sticking to the bypass. After that, a few more made a wrong turn at Exe Bridges and headed for Crediton instead of Redhills. Whitestone and Tedburn St Mary. We thought we'd lost Bob & Marcia but they popped up again at Doddicombeleigh but the other lost souls, Dan with Louise, and Ann & Richard, headed straight for the Smugglers! Dan brought for the first time his recently acquired 1200 Herald, known to us previously as 'Edith', and Robert & Barbara brought their Dolomite out for the run. I was a bit confused when driving through Whitestone, to see another green Dolomite parked by the side of the road, together with a vintage tractor – was it one of our members? Colin & Karen together with Tony & Helen joined us from Cornwall, whilst Eric & Dawn came down from Somerset. Steve C brought his Stag out to play too and it was lovely to see young Robbie and Lucy, both aged 6, out with us again.

Looking back, to celebrate a Triumphant Christmas, 46 of us enjoyed a great meal at the Dartmoor Lodge, Ashburton. This was the third time we have been there and it was so good that we have already booked for our Christmas meal in 2015 – put Saturday 5th December in your diaries now! Not only were all our usual suspects there, but our regular visitors from Monmouth, the Partridge family, Eric and Janet from Somerset and all four of the Quicks from Cornwall. We all had a lovely evening once again.

December's Club night was just before Christmas, and though we were fewer in number than usual, we had a good time celebrating Colin's birthday!

#### COMING UP IN DEVON

On **Sunday 1 February** we will meet up at the **South Devon Railway at Buckfastleigh** for a run finishing at the **Burrator Inn at Dousland just north of Plymouth.** Meet at the Railway at 10.30am and have a coffee or a look around the Station before we set off for a 30 mile drive. If you'd just like to join us for lunch at the Burrator, please let us know on 01548 821348 as we will



TSSC AREA NEWS

Devon Continues

need to book for the right number! Wednesday 18 February is the monthly Club Night at the Star Inn at Liverton - hope to see you there? Looking ahead to 1 March, we have an interesting day planned. Tim Hills is organising for us to visit the classic vehicle museum at Mortonhamstead, followed by lunch, with a car related quiz after for those who dare. We are aiming to be at the Motor Museum in Mortonhamstead at 11.30am which will give us plenty of time to look around before a carvery lunch at the Union Inn in the town. As usual, we do need to know if you are coming along, but it would be great to perhaps meet up with some of our Mid Devon members there. We aim to leave Chudleigh at 10.15am to drive via the Teign Valley.

Don't forget to put 26 April in your diary, when we will be visiting Haynes Motor Museum in Somerset as our big Drive it Day event. We are also looking forward to the new, more central venue, Route 5 on Haldon Hill for the Spring Southwest Triumph Meet, on Sunday 10 May and, thanks to Peter & Jane Christie, we will be returning to Buckfastleigh on 7 June for another 'Trains & Triumphs' event.

The first weekend of July is another Retrofundraising event in Martock and, if you want to book a camping spot at Southfork, you will need to get your skates on as they are going fast. Similarly, the early May Bank holiday is our annual trip to the Isle of Wight, and again you will need to book very soon with the site.

February is a bumper month for Devon TSSC birthdays, most of the Chudleigh family and Tracey T whose birthday is actually on Club Night. Come and celebrate with your Triumphs.

DEVON DIARY

Sunday 1 February Run from Buckfastleigh and lunch at Burrator Inn

Wednesday 18 February Club Night at the Star Inn, Liverton

Sunday 1 March Drive to Mortonhamstead Motor Museum & lunch at Union Inn

Wednesday 18 March Club Night at the Star Inn

Sunday 12 April Club Run being arranged

- note change of date

Sunday 26 April DRIVE IT DAY all Triumph meet at Haynes Motor Museum

Sunday 10 May Southwest Triumph Meet at Route 5, Haldon Hill, Exeter

Sue & John

ESSEX

Tel. 01375 672072

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

Winter show time is here, off to get all the spare parts and meet up with old friends. It is almost as busy as the summer but it is a good to fill the short grey days.

My Office - I have been fighting with the Stag engine but I won this time, the Radiator is now off, I have tracked one down in Sussex and by the time you read this I should have been down and swapped my old one for a new one. I did look locally at getting my original one rebuilt but it was twice the price which did not make sense as the one I am getting is an exchange rebuilt rad from a well-known Triumph dealer but I then have the delicate job of fitting it without damaging it, wish me luck.

I have also had my roving hat on and been out to a member's car to sort out some electrical gremlins with the lights. I am also now on the lookout for a Toledo so if any has one or hears about one please get in touch.

For the second edition running Triumph World featured an Essex car



well done Brian and "Lightning" I can see a theme starting here and the rest of us have got a lot to live up to.

Out and about - Rochester market was a good day out as predicted last month, some more last minute bits for Christmas were bought by all of us. First stop coffee and cakes then a wander up the high street into the various shops on the way up to the castle. The castle had the main event with stalls in marquees in the grounds. All very reasonably priced and lots of different crafts and goodies to purchase. The girls all did well, some did better than others. There was a craft fair in the hall of the and a marching band up and down the high street. Kirk and Maisey was photo bombing the people dressed up in Dickens period costume whenever they could, the photos taken by the public would be very interesting to say the least. After another coffee for some it was decided to get some dinner so we headed back to the Oaks in Grays. We had a lovely dinner there and drifted home about 4ish. A must for next year.

Christmas Dinner - This year we booked out the complete restaurant for our Christmas dinner lots of very good food and lots of laughs, thanks for sorting this out Lesley, I cannot say much more without being censored. People moved around in between courses so everyone got to chat to everyone. The stragglers were still chatting as the pub was trying to close. Same time next year.



Club Day - 18 of us braved the weather this month, Brian brought his Mac trailer it looked good with Lightning, Toby thought he was in heaven, his one person visit from Mac and Lightning. We didn't see much of Wes he had taken up residence with Toby in Mac. We had the free raffle with lots of car related stuff to say thank you to every one for supporting the 50/50 each month and we are actively looking getting the new gazebo for next season. Everyone chatted as it was quite close to Christmas, the afternoon ended about 3pm.

Blow the cobwebs - This was a trip out to start the year of which as you may have guessed included lunch but before this we dropped in to our Essex regalia supplier, followed by a vintage market (they are not the same place) a garden centre then the main event lunch at the Plough for 17 of us sitting down to a good lunch and a natter, the time flew by then it was off on all our separate ways before going home.

Up and coming

February

Sun 8th Southend breakfast run

Sun 15th Club day Halfway House A127/A128 12:00 onwards

Sat 28th Coventry museum staying overnight for Stoneleigh next day

March

Sun 1st Stoneleigh MG & Triumph spares day

Sat 14th South Bank Classic Car Jumble

Sun 15th Club 127/A128 12:00 on wards

Sat 21st / Sun 22nd Tinkering day (pumpy's garage) Stanford -le-hope

Sat 28th / Sun 29th NEC Practical Classics Restoration show

Welcome to David Cox, Alan Griffiths, and Peter Beaumont pop along and see us sometime you would be most welcome.

Birthdays this month are, Fiona on the 12th, happy birthday see you soon.

Regards

Allan & Janet

IMPORTANT NOTE

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

## GLOUCESTER . . . HERTS & BEDS ISLE OF WIGHT . . . WEST KENT



### TSSC AREA NEWS

**GLOUCESTER** Tel. 01452 790126  
[www.tssc.org.uk/glooucester](http://www.tssc.org.uk/glooucester)

Well don't the days and weeks start to zoom by, here we are relishing every extra minute of evening light leading to a full on season of events.

The sun shone on us for the run to club HQ for the Christmas open day and there was a really good gathering. Thanks to all for the lovely warm welcome and of course, lunch.

The Christmas meeting was busy with lots coming along to enjoy the ambience, Jane was confirming numbers for those that are coming to the Spa classic this year and selling more area calendars to willing takers (well a couple were bullied a bit).

It was good to see Alistair come along to see us and tell us a little about his Vitesse, we look forward to having you join in any of our jollies this year.

I expect like most other people having enjoyed the festivities an excuse to get out and blast some cobwebs away was most welcome so on new years day Jane, Sue and I enjoyed the fresh air and trundled across to Shelsley Walsh for the gathering. Meeting up with some Worcester area members we enjoyed a good breakfast and an enjoyable wander round.

Robbie paid me a visit the other day and is enjoying his Spitfire even though it's "out of season" no such thing if you ask me. Ashley is now the proud owner of a 13/60 convertible and Orry's spitfire is in a very advanced state of strip down and John is pressing on with his GT6 restoration.

As we all know rebuilds don't always go to the original time scales that we sometimes hope for (not you John as you've got a deadline to meet) but worry not if you need a proverbial "Triumph" fix then come along there's very often a spare seat and a willing person to have you along for the trip, whether it's one of our pub runs or a camping weekend.

Hopefully as the events calendar starts to fill up we will be seeing you all out and about really soon.

#### Events.

**Saturday 7th Feb The area Annual Dinner, venue to be confirmed.**

**Sat-Sun 14th-15th Feb Great Western autojumble at Shepton Mallet.**

**Monday 16th Feb Area meeting at The Swan.**

**Sunday 22nd Feb a Sunday lunch pub run.**

**Sunday 1st March The Triumph & MG Spares day at Stoneleigh park.**

*Andy*

**HERTS & BEDS** Tel. 01582 750943  
e-mail: [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com)

Here's to hoping for some good bright and sunny seasonal driving for 2015! There's not much to add this month, the Calendar is about to launch via local email for you to print at home, if you're not on my local circulation let me know.

There will be a selection of monthly visits or drives to suit most, young and old.

The pub continues as the **Rising Sun at Halls Green Weston**, but we are looking for a hostelry more central to the membership spread, it's a big area to cover, the middle is a corridor north/south between Luton and Hitchin. We keep all options open, but a pub that has good well lit parking, where we don't intrude on diner's is hard to find, a few of us keepz teztung thum und it gerts abit tipsy Hic.

Meetings are always the **fourth Monday each month** (not the last) all are welcome, and you don't need a Classic to drop in for a natter.

Regards

*Pete*

### NOTE to ALL:

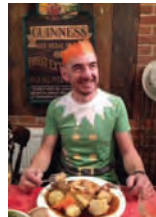
**If I don't reply to your email  
I Haven't received It!! Bernard, Ed.**

### ISLE OF WIGHT

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

[www.facebook.com/groups/786750551371248/](http://www.facebook.com/groups/786750551371248/)

Hi all. The Christmas dinner had a good turn out and the jolly diners included one elf namely Colin who was accom-



panied by his wife Christina who have been joining our meetings since the autumn. Great fun was had with the cracker toys as Angela, Sarah and Tors demonstrated.

We would also like to take this opportunity to officially welcome to the Area our new member Paul Miller, we hope to see you soon.

Also new to the Island but not new to the TSSC are long standing members Dave and Sue Bayliss who have just moved over from Surrey, they have a green Spitfire Mark IV which Sue has owned from new.

The Boxing Day mince pie run took place on Brading Downs where it was good to catch up with everybody. Graham and Angela did the honours with very yummy hot sausage rolls and there were also a number of other delights provided by everyone. Although the weather was overcast, it good to get out in the fresh air and boy was it was fresh! Some of the group continued on to Havenstreet for a ride on the steam train.

By the time you read this we will have had our second brunch run to Ventnor and we plan to organise another on **22nd February**, keep an eye on our the facebook page for details.

Thanks to Bern for publishing our article about the 26th Triumph Car Club Weekend in last month's Courier. If you missed it then check out pages 64-66 of the January issue, there are some great photos. A special thanks to Ellen Hawkins who was inspired by the Derek Sandy song to come up with the title for the article.... "Welcome to the Isle of Wight" and if you have been to our event before then you will know what comes next and probably carry on singing... "Hope you can stay a while".

Hope you all have a lovely Valentine month and hope to see you out and about soon with the love of your life, be it Triumph or otherwise!

#### Dates for your diary

**Club meeting is on Monday 16 February at the Woodmans Arms, Wootton at 8pm**

**Brunch run is on Sunday 22nd February meeting at Upper Coppins Bridge car park, Newport at 10am**

*Elaine & Tracy*

### WEST KENT

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By now I'm the new AO so this month's news is mainly about me. Big thanks to John. As a great mine of knowledge all things Triumph, a hard act to follow.

The monthly meetings tend to take care of themselves as West Kent members are a very social bunch and I'd encourage any members to come along and meet us. What I do enjoy are the car shows and Sunday lunch meets, and this is an area I'd like to develop. Group stands if possible. The website is developing and should have all shows and data to help.



# WEST KENT . . . LANCASHIRE LEICS & RUTLAND . . . M25 EAST

## TSSC AREA NEWS

### West Kent Continues

And so to the Dec meeting. I did expect given the date to be solo. So was delighted to find Del and Steve already there joined soon after by Jim. Nice warm fireside chats from holidays and drones to club politics. Next month's priority is 'Drive it Day'. We missed last year so be good to do something this. Even if it's a visit and Sunday lunch at least were participating.

On the mechanical side, not much to report. My Dolly is well wrapped up so haven't done much there, Spitfire3 has her new build 1500 gearbox/overdrive fitted. Much fun with a Dolly 1300 clutch needed and a modified clutch slave boss and tunnel.

Again waiting for some dry weather to test. Charles's Dolly in her CarCoon, great idea worth checking at <https://www.carcoon.com/carcoon-double-skin-outdoor>.

So wrap up warm and hopefully see as many as possible on the **27th Jan.**

*Colin*

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 Facebook: TSSC Lancashire Triumph Sports Six

Well then, taking over from Mark and Pam Coward as joint Area Organisers this year will be Myself (Kev Makin) aided by Dennis Petty, hopefully during the following months we can 'do more with our Triumphs' - together.

At the moment I'm updating my e'mailing list based on what I had a couple of years ago and information from Pam, that said on the 30th December you should have received from me a questionnaire and an events list, if you haven't that means that I don't have an email address for you, so if you could drop me a line to [kev.makin@hotmail.co.uk](mailto:kev.makin@hotmail.co.uk) I will add you to the mailing list. If you did get the questionnaire it would help us greatly if you could spend some time to complete and return it please. Over the past few years the Lanc's area 'member activity' has been on the decline both at the monthly meetings and events, so the questionnaires might indicate to us what direction you the membership want the area to move in. Regarding the events list that I posted out, I've done most of these in the past and would attend them again in the future if only to show support for the organisers of the events, but in truth I've liked them all one way or another. A couple of things I'd like to run this year is a Sunday morning treasure hunt, and an area show and shine evening on a club night, if you have any other ideas please let us know.

But for now, don't forget your area meeting night is the **last Tuesday of the month 8pm at the Canberra Club, BAE Systems, Balderstone, Samslesbury, Blackburn, Lancashire BB2 7LF.** And also your website is <http://tssclancashire.yola.site.com/> (I'll try and keep it up-to-date)

Cheers

*Kev*

### LEICS & RUTLAND Tel. 07530 307371

OK now that's the silly season behind us for another year and we can now turn our minds to more serious issues such as driving classic cars, car shows, camping weekends with classic cars, Triumphs etc etc. You get the picture.

Here at L&R we are now full steam ahead with planning our **30th Sunshine Rally at the Rutland Caravan & Camping site in Greatham, Rutland LE15 7FN** again as we found it such a brilliant site last year. This years dates are **Friday 7th August until Sunday 9th August** with option for other days before and after. Once again we will be having a leisurely tour of a section of Rutland on Saturday as this went down so well last year.

We will also include the Sunday lunchtime car show at The Horse

and Jockey in Manton, Rutland LE15 8SU after a short treasure hunt. We had lots of good feedback for this event last year but we are making a few tweaks and improvements.

Watch this space.

Today we had 4 cars and 9 bodies attend the Derwent Valley New Year Run and what a cracker it was. Brilliant sunshine once the sun came out though very cold and a fair bit of ice driving on some of the lanes that were in shadow. I don't think the traction control and anti-lock brakes are working too well on my 2000! Good heater though.

In my own garage I now have the 2.5Pi shell back after it's 18 month weldathon and I am getting it ready for it's second dip in the tank to clean it back to bare metal again, then suitably treated and primed before returning to my garage whilst I wait for a lottery win to pay for a re-spray.

The rebuilt Pi engine and drive train that are sitting at the side of the garage have now been joined by the 1300 dolly engine that I have just finished rebuilding for my sons car. Not sure when that will be swapped over as the original engine is still running reasonably well once it gets past its initial knocking on start up. I have a rebuilt single rail gearbox and J type overdrive to put in as well as the dolly 1300 has rather short legs for driving anything above 60.

I also have another engine and gearbox in the garage that came from an early 1970s kit car called a TX Tripper. See photos. This car was built on a Mk2 GT6 chassis with a variety of engines culminating in the CP 2.5 TR5/6 engine that shot the car to 60 in 5.8 seconds and on to 125 mph.



I have one of these engines and it came from the car in the photos that was broken for its engine and chassis. The car only showed 18000 miles and the engine was bought new direct from Triumph along with it's non overdrive gearbox. The engine was intended to be used for a TVR but never got used so it ended up with me. Don't ask why. It has an SAH rocker cover and it has been suggested that it may even be an SAH engine but as my engine lift needs new seals I cannot investigate at the moment. I need to drop the sump and check the con-rods as I am informed that these are different on an SAH engine. Any information that can be given to me on this engine would be gratefully received. I will probably sell the engine once I have checked it out so if anyone has a 4a that they want to convert to a 5 let me know.

I also have an early Mk2 Vitesse short engine so that's 4 in total. In the last couple of months I have got rid of 2 triumph engines. Is it just me or are there others out there who collect Triumph lumps? Do I need help? Remember the film "The Fly"! Help meee

Keep running on 4/6/8

*Neil.*

**M25 EAST** Tel.07938 526324  
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Here we are already into the 2nd month of 2015. Not long now till we're all out and about in those lovely old motors of ours. It may have been cold and rotten out there but we've still been out and about having fun.

The Christmas Dinner was once again a cracking event. 26 of us I





## TSSC AREA NEWS

think, all had fun and jollities at the Beacon in Dartford. The meal was really nice and everything went smoothly. Thanks to everyone for making it such an enjoyable day. Must say a big thanks to 4 people in particular (in no particular order) - firstly Caroline who made all the name tags/menu orders, sweet boxes and personalised cards for everyone and secondly to Lesley who once again made the Christmas Cake. They were all superb !! And thirdly and fourthly Vince and Amanda for inviting everyone round to theirs afterwards for drinks and nibbles, oh and for an exclusive look at their new Vitesse. It is lovely and sounds gorgeous !!



Our last get together of 2014 was the trip to Whitewebbs for their annual autojumble. It was a bit of a disappointment as they are now charging £5 each to get in and the museum is not even open. Other than that grumble it was still a good day, a good excuse to get out and about after all the Christmas excesses. After the autojumble it was on to the garden centres for some half price Christmas decorations for next year, lots of Christmas lights snapped up again. There was a lot more on offer this year and we all came out with bag fulls. To round the day off it was onto the Plough for a well earned lunch.

During the Christmas holiday Donna and Myself had a trip to Maldon to buy our veg from a delightful local shop called 'Greens of Maldon'. I can heartily recommend it, good quality products and run by a cheerful chap by the name of Barry ha ha. Now, going completely off topic - a word of warning !! Be extra vigilant when leaving your car in a public place (modern or classic). We discovered that a few things had gone missing from Donna's car - 2 satnavs, ipod, lead and some change. No damage to the car so we suspect that the signal was blocked when the car was being locked with the remote fob, probably in a car park somewhere. Just give the door handle a tug once you've locked it to make sure. So, I've now bought a shiny new satnav and it's got all of western Europe on it, so, the world (or rather Europe) is now our oyster.

Right, back to all things Triumph - at the moment I'm busy scouring the internet and other sources for new shows to go to. I've found a couple so far, The Faversham Transport weekend which has been recommended by Rich and the Weald of Kent Steam Show which looks to be a proper old fashioned steam and country show with loads going on.

The Chelmer Valley Car Meet look to have come up with another cracker for their annual 'Drive it Day Run'. This year it's the 'I Claudius' - A Roman Rally. Starting from Chelmsford it's a 55 mile (approx) route through Essex before finishing for a static show at Colchester Castle. The organisers always invite entrants to dress up in the period clothes of age of their vehicle. I've had an idea, as it's the 'Roman Rally' who's up for wearing Toga's hmmm.....friend's, roman's, countrymen and all that. I'll leave that one up to you ha ha.

The teams have now been finalised for this months annual battle of the brains quiznight against all the other top local car clubs. Will report next month as to how we got on. Also this month we've got the trip to Tilbury Fort to look forward to as well as the monthly meet which is at the Good Intent.

What's happening with members cars over the winter I hear you ask. Well, Vince and Amanda's sparkly new Vitesse has had some teething troubles sorted out, gearbox issues, oil leak and a couple of other niggles have been rectified and she's back on the road. There's even a video of Amanda being let loose at the controls, careful Vince she won't want to give it back ha ha. Not heard too much from the Johnson household but I'm sure there's plenty going on judging by the amount of thinners Colin bought at Battlesbridge. Keith's had his wheels refurbished and



don't they look grand, can't wait to see them on the car. I've a few small bits to do on mine, front grill repaint and new brake calipers and discs. It's about time for the calipers as they must have been on the car for 20 odd years and I don't think they're doing that good a job of stopping the car any more.

Dickie Boy has asked me to give him a hand with his back brakes, he's invited me down to his and is going to take me down his local afterwards for a few jars.

Oh God, I might never make it home again ha ha. Til next month then - luv ya's

*John*

**February Events**  
**Saturday 7th - Interclub Quiznight**  
**Sunday 15th - Trip to Tilbury Fort and Sunday Lunch**  
**Sunday 22nd - Monthly Meeting (The Good Intent Pub)**

**MANCHESTER** Tel. 01524 791607  
[www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Happy New Year to everyone!!!! thank you to all those that made the January Meeting. The main part of the meeting was taken up with dates for 2015 so below is a list of dates and events. Any members/non- members, with or without a Triumph or Triumph enthusiasts from all other Areas please free to get in touch for passes and information on events you would like to enjoy.

**Sun Feb 22nd Trip to Hawes (weather permitting)**  
**Sun March 1st Stoneleigh**  
**May 14th IOW**  
**May 22/24th Spa**  
**May 29/31st Tatton Park**  
**June 5/7th Manchester Area W/END (Cee-Boobies)**  
**June 11/14th Peak Weekend**  
**July 10/12th Triumph-Fest Donington**  
**July 24/26th Silverstone Classic**  
**Aug 8/15th Mcr Wales Week**  
**Aug 22/23rd Tatton Park**  
**Sept 20/21st Event City**  
**Sept 26/27th Piston & Props**

We have several services in the Manchester Area run by our very own members, MOTs & Repairs all modern and Classics - Cheshire BM. P.Cottrell. Cakes for all occasions - Trish Bowden, Camping Equip & Towbars - Steve Bowden, Central Heating & Plumbing - P Oliphant, Mugs, Tees and Artwork - Pete Davies, Polishing/Refurbs etc Magic Detail - Matt & Bill Philpott. All contact details are on the classified section of The TSSC Manchester Area Website.  
 Looking Forward to 2015

*Pip n Frank*

**NEWBURY** Tel. 01635 868640  
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 e-mail: [mary.rumens@btinternet.com](mailto:mary.rumens@btinternet.com)

We had a good Christmas meal at the Berkshire Arms. Some people got out their Festive jumpers again and we had a nice shot of the 3 wise monkeys (Nigel, Ian and Dave) which will undoubtedly appear in the next calendar! There were some lovely lucky dip presents too.

Josie and Malcolm were unable to come this year as they were celebrating the season with their family in Oz. Not that we were jealous of the temperature, beach photo or anything!!

Don't forget **Stoneleigh on March 1st**, tickets available on line. A good source of all things Triumph at the beginning of the season. Some of us are going to the **Isle of Wight Camping weekend 1st to 4th May**, contact information for this event is in the Courier magazine. The first event in our part of the world is usually the **Spring Vehicle Meet at Wyke Down, Andover on Easter Monday** but we have no details at the moment.



## NEWBURY . . . NORFOLK . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND

### TSSC AREA NEWS

## Newbury Continues

More details of other shows and events as and when they arrive.

**Meetings**  
**Wednesdays 11th and 25th February at The Berkshire Arms starting about 7.30 p.m.**

**Events**  
**1st March Triumph and MG Spares Day at Stoneleigh**  
Keep 'em flying

*Mary and Dave R.*

**NORFOLK** Tel. 01502 476699  
e-mail: [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com)  
[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

Hi all not much to report this month as it's a very quiet time of the year on the car front. Too cold to spend much time in the garage but I have managed to exercise the 7 when the weather has been dry.

I must admit that I am looking forward to the days lengthening and the weather warming up so that I can get on with the few jobs that are necessary on the car.

It was nice to hear that Geoff Cleall's suspension rebuild is coming along nicely though after I finally managed to get the spring compressor to him. I never thought that it would get any use after about 15 years on the shelf but this year the tool has been used to rebuild two cars so finally it has been money well spent now all I need to do is find a rear axle to rebuild then I can also put the hub puller that I bought at the same time to good use.

Don't forget the joint meet with the Wensum TR's on **9th Feb at The Bird In Hand, Wrentham** & the run up to **Kings Lynn on 22nd February**. The **March meet will be held at The Bird in Hand on Mon 9th March**.

If anybody is thinking of going to the **MG & Triumph Spares Day on Sunday 1st March** and would like to share the travelling with others get into contact with me and I should be able to put you in touch with others from the area.

On a final note I am still trying to trace the Club Sails and Banners, you never know another rummage through your garages might yield some long lost treasures!?

*Mike.*

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<http://tsscnortheast.blogspot.com/>

A good turn out for the first meeting of 2015, we had over 20 members and guest, makes a change from a few years ago when only 3 turned up to the first meeting of the year.

It was a nice clear cold night and Brian was the only member brave enough to turn up in his new Stag.

Brian has a list of tasks to undertake to make this a very tidy motor, but nothing serious. To insure both his Herald & Stag he Was quoted just over £100 Not bad for 2 car policy. The savings will go towards his fuel for the Stag.

Kevan's TR6 is becoming a money pit, he now has a Flintstone special (no floors) more expense for him.

Thanks to the Northumbria Air Ambulance, for sending me some teddy bears to raffle, which we will do later in the year, to raise more funds for such a worthwhile cause.

The new venue seems to be quite popular with all who have turned up at our meetings.

Thanks to those who turned up at the National Railway Museum at Shildon on the 11th for coffee then lunch.

Not a lot of news this month so get those cars out and happy motoring.

**Next meeting the 1st Feb**

*Geoff*

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News First from Dave & Angie about the Notts News Years Run: Saturday loomed very wet and gloomy as we headed up the A1 to Hadfield House for the Derwent New Years Run. Thankfully Adrian had ordered the weather and on Sunday we woke up to a lovely sunny if cold and frosty day.

Rapping up warm we headed off to meet up with everyone for the start of the run. There was a big turn out, and it was nice enough to put the hood down on the Spittie and enjoy the day.

The run was in two parts, travelling in some lovely country side, with some of the views and hills amazing. A few spots of ice and snow in some more sheltered places was interesting to get the Spittie through, but arriving at the end of the run in one piece and to a well earned roast dinner and some good company.

We would like to thank Julie, Adrian, Nigel and Di, for their hard work in arranging such a great day out

**Dave and Angie**

And Now News from John Fairey.

Sunday December 19, 2014 saw Angie and Dave, Helen, Adam and Karon, Gaye and Norman, Pat and John at the Milton Keynes Museum for their Victorian Christmas. After a go on the Juke Box we made our way to the house which was suitably decorated, for mulled wine, with the subdued oil lighting a very exciting game of blow football (Victorian style) with some of the younger visitors. And what a change to have NO mobiles etc on display to send friends pictures of say, a woodworm, me doing toast, or the worst, Me and 'whoever' at MK Museum. Rant over! This is a lovely museum well worthy of a visit at any time. Dave and myself were waylaid at the pub and enjoyed a couple of beers! Then, off to the restaurant for cream cakes and tea (NO selfies please, it's 1890). I must apologise to our members who didn't realise we were going.

**John F.**

This month has seen small numbers of us going to a few different events. A new one was the Oundle Classic Sprint. There was an interesting collection of cars and bikes sprinting through Oundle. We arrived at lunchtime ready for the afternoon session which included a TR4A and a TR6 and I believe Mark Field was there in the morning. It was nice to see and hear cars racing and showing off and if you book in you can do the sprint yourself, definitely an event to look out for next December.

Coming up we have **Race Retro 20 to 22 February** and **MG and Triumph Spares Day on 1st March**.

If anyone has any ideas for events that we can do let me know and I will see what we can do.

**Next Meeting is 11th February at Overstone Manor, Ecton Lane, Sywell, Northampton. NN6 0BB.**

Cheers

*Nigel*

## NORTHERN IRELAND

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We mentioned last month that John Smith, Smiths Engineering, was looking for Herald front drums and some other parts for a single seater racing car project. Between Colin Lindsay and Paul all the required parts were found and just before Christmas Paul drove up to Ballymena to meet John Smith and deliver the parts. Paul was given a quick tour of Smith Engineering and then was brought to see the racing car as well as some of the other cars in John's collection including a 1931 AJS car complete with dickey seat. John was delighted with the Triumph parts and the proceeds will go to Area funds.

Local member William Dickson got in touch early in the new year to let us know about some Spittie parts near Killyleagh which needed to be collected before 9th January or would end up in the skip! Alan French and Paul duly went down with a trailer and met

## NOTTS PETERBOROUGH



### TSSC AREA NEWS

## PETERBOROUGH

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<http://www.tssc-peterborough.webs.com>

the seller who is moving to the USA. It turned out that most of the car was already in a skip including its overdrive gearbox. Also in the skip was a chrome bumper MGBGT complete with Gold-seal engine. With the help of a forklift truck the remains of the Spitfire was removed along with its gearbox and Alan and Paul promptly stripped it of anything useable. It turned out to be a 1972 Spitfire MkIV with its original (and intact) black dash. The bonnet, doors and engine had been stored in a shed and were in reasonably good order (although the engine does not turn over). Not a bad start to the year!

Our **Annual Dinner will be on the 7th February in the Templeton Hotel, Templepatrick.** As in previous years the Member of the Year, Ladies trophy and Motor Sport winners will be announced. There will also be a free draw for £50 Club voucher. So far over thirty six people have confirmed that they will be going so it should be an excellent evening.

There was a very good turnout for the January meeting - sixteen members in total (compared to 6 in December). Most of the meeting was taken up agreeing our 2015 events calendar including who will be traveling over to England for **TriumFest in July.**

We had two copies of 2015 Haynes desk diaries to give away (complete with Spitfire on the cover) and the lucky winners were Mark Raine and Peter Mann. At next months meeting copies of the calendar of events will be available and we will also have a short quiz.

See you there.

*Jacqui & Paul*

## NOTTS

Tel. 07976 163006

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New Year's Run 4th January.



What an excellent turnout to this year's event, there was 43 cars turned up for run and we were blessed with a cold but sunny day. Few had tales to tell of slightly hairy moments due to patches of ice in shaded area's but everyone enjoyed the amazing scenery which culminated with a run down Winnats Pass into Castleton to the Cheshire Cat pub.

Sixty five people enjoyed a lovely Sunday roast dinner followed by the prizes for the fancy dress and dirtiest car on run then raffle before heading home some as far as Bedford! All in all a good day and over £300 raised for local charity



*Likely looking lot!*

It is the 10th anniversary of the area soon and are looking for ideas for a celebration /night out please give us your thoughts see you next month

*Adrian & Nigel.*

How good it was to see at the first meeting of the year, 17 other smiling faces all wishing everybody a Happy New Year – once again fortunately. It's amazing how the area has turned itself round with a healthy number of 18 people attending even being in mind the amount of people who were unable to make it.

Many thanks for supporting us girls and boys – and long may it continue.

Paul was dishing out the area's unique Calendar there may be the odd one left – ring Paul to reserve your £6 piece of the clubs Area's immediate history. Though the calendar has some of the years major events we will be attending, we will try to produce an A4 sheet of all the events but help is required and if you know of an event you would like to or even will be attending then please let us know so that we can include them - before we print it. Our contact details are at the front of this report section.

There was the odd shot on some ones mobile of one of our esteemed lady members car perched unceremoniously on top of some car park barriers. There is no name and no pack drill here - but it was so skiffull!! It's a good job it wasn't the Herald Convertible though!

Another amazing shot was the Scalextric layout of Doug Kendal, looks spectacular. I mentioned somebody's train set but apparently the words 'train set' should definitely be 'layout' and to the ears of an aficionado I should have been put up against a wall. Paul is to contact Bernie at the Club to see if we can do an inset for next year's calendar pictures to depict other interests in the Triumph cars owners life as well as the car! Beware this is a family publication.

It was good to see Chris Bourne come and join us again. Well done Chris.

We had apologies from Allan Wright who has gone down with the flu bug. Paul arrived in woolly hat and scarf and threatened us all with the same bug too! We hope you both soon recover.

Colin Saunders brought in a copy of the 7th of January Classic Car Weekly with the report on his 283,000 mile Spitfire bought and still owned and driven daily by himself and Jane. It makes interesting reading. How many publications has this car been in now Colin?

Have you noticed that jumping into your car following the Christmas period that the Triumph 's steering wheel is now closer to your tummy. How's that happen?

Colin and Jane Saunders really care about our figures in this Club you know – and to which degree they've already organised a **February Feast** with a run out somewhere local to this **Sunday Celebration on the 22nd of February starting from the Haycock at Wansford.** You will need to book your seats at the table with a £5.00 reservation at the next monthly meeting. Or to ensure there are enough seats, give us a ring before. The drive will be approximately 21 miles this year so will not be quite as long as last year.

The weekend of **Friday the 20th through to Sunday the 22nd is the Race Retro event at Stoneleigh** for some superb pieces of nostalgia in motorsport, re-engineering and spirited action too! For those with parts to buy for their cars the **Triumph Spares Day is being held at Stoneleigh on the 1st of March.** To save monies on both events at Stoneleigh – booking early will save substantial sums.

In the meantime for most of you it will be just a case of checking the fluids (some will be changing theirs!), dipping the oil and oiling their trunnions readying the vehicles for the off – yes, I will be doing the same but still have a lot of work crawling about on a cold concrete floor rebuilding the GT6.

Paul and myself look forward to seeing you all again at our next **Club night - on Monday the 9th of February 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



# PETERBOROUGH . . . SCOTLAND CENTRAL WEST SHROPSHIRE

## TSSC AREA NEWS

### Peterborough Continues

good natter and that friendly exchange of experiences. That's it for this month – and as it says near the top of the report, let us know about events before the next meeting if at all possible please.  
Regards.

*Doug*

### SCOTLAND CENTRAL WEST

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Welcome to the first report of 2015. A wet and windy (stormy) start to the New Year with 10 people attending the Area meeting; apologies from those with man flu, work priorities and ferry issues. Yes we do have one member that includes a Triumph ferry journey to get to us. Is this unique to our area?? Now here is a teaser for you whilst reading my ramblings... I am known for having things in the boot of my car(s) some useful, some not. So when Martin asked for a socket set, one appeared from the depths of the abyss. Now the question, what on our cars needs a 27mm socket?? I'll leave you with that for now. Back to the meeting and we briefly looked round the only club car there, Martin's 2.5 saloon before going inside where Zoe was on bar duties. There are now tea and coffee facilities available from the bar. Once all the New Year Greetings were done we turned our attention to the night out (report next month) and the Monte Start and display scheduled for Paisley and Braehead. We have Chris and Zoe (not the above one) taking part in the run to Reims in their Spitfire GT Le Mans. They have been in the press giving good Triumph publicity, also on TV as Chris won a Commonwealth Gold Medal (Judo) so double whammy. There will be a report next month. As ever we wish all Good Luck in the event.

We are now compiling a list of events we want to go to, but are still going through options. There is already a clash with the first two event invitations, but not everyone can attend Donington, so there will still be cars to display at a local show (Erskine). Delegation is the name of the game as Erskine is a charity event. We have details of a Lake District event in Flookburgh which we are considering and Spa has been booked or is being booked by some members possibly using the Chunnel. If you are going let me know and I can put you in contact with others going, I know that it will be the same as Le Mans with all the Triumphs from far and wide meeting and travelling together.

A little reminder that as agreed at the AGM there is a collection for Area Funds at each meeting now, as we have sides for the event shelter to pay for, plus it would be good to have a reserve. Purchases will be by majority agreement.

There have been major changes to Michael's Spitfire with the addition of a bonnet bulge to give clearance for the cam cover of the z-tec. For the first time this has been done with modern vehicle construction adhesive. No welding distortion or compromise of bonnet rigidity. The photos were good and we will see the finished result, including modified rear lighting, later in the year. Brian is looking for a Vitesse (bigger) petrol tank for his Herald. This may be a job for a future meeting as he has been offered a swap. Mark and Jacqui's Dolomite is progressing, but buying a garage with a house attached has held the rebuild up a bit. I am at present working out in which order the bits go back on my MK2 Spitfire, I am feeling the need for speed. I have seen so many older cars about, and I really need to get one Triumph going at least. I do have a list of required purchases and also a list of not so required purchases so we will see which one wins. I have also been told that now is the time to stockpile bits for my more modern cars as parts are becoming more scarce or in some cases non-existent. (Merc 190 and Fiat Coupe 16v). The Classic Car press have also highlighted this. We really are lucky with the

Triumphs, the spares available and the support of traders. Onto the events for the coming year  
**Drive It Day is 26th April** this year and the general idea is to go to **The Kelpies** and then **The Falkirk Wheel** in the general Falkirk Area. Details to be finalised dependant on weather and construction work.

Further ideas for runs or events are most welcome, once SVVF yearbook is out we will choose, but again this year I am anticipating invitations from contacts made last year.

Have you got the 27mm answer then?? Well with a bit of brute force Martin managed to loosen the steering wheel boss nut on his 2.5 and change the wheel over for a new shiny one. Easy and of course no horn push to worry about. Also highlights the fact that if you need help with something, we can attend to it at the meetings. As we have done in the past.

Dates for 2015. So far we have.

**26th April - Drive It Day 2015 to Kelpie and Falkirk Wheel.**  
**Saturday 11th July - Erskine Car Show , Ingliston Country Club, Bishopton, nr Erskine.**  
**10/11/12/13 July - Donington.**

**TSSC Scotland Central and West Road Trip.**

**NEXT MEETING** will be on **Wednesday 4th February 2015.**

We are booked at Lochinch, if there are any problems, we move to the Cartha Rugby Club at Park Entrance (Ibrox side). Remember if you see a classic or unusual car/bike /camper give them a wave.

Hope to see you at meetings and events in the coming year.

*Gregor G.*

## SHROPSHIRE Tel. 01952 581391 or 01952 371783

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

As the New Year takes shape we can look forward to using our Triumphs and participating in and attending the many classic car events.

For a moment when we look back to December 2014 we enjoyed the two Shropshire Christmas meals, organised by Debbie at the White Lion, Wittington, North Shropshire and to Dave and Chris at the Huntsman, Little Wenlock (pic1).



The first show, adjacent to our area, of the year is at **Stoneleigh**

**on March 1st**, where the Club will have a stand in the heated hall, on a previous occasion we have shown the complete Shropshire Spitfire rolling chassis to raise funds (pic 2). Simon



has now located a garage to store the rolling chassis and the body tub, that has been completely stripped ready for major restoration. (pic 3) we will commence our weekly 'work-out' on **Tuesday February 3rd**, if

you fancy some excellent company, a drink and Flake cake, you are welcome to join us.

The next show is the **Weston Park Transport Show on Sunday/Monday 5th/6th April** (pic 4), come and join us on our stand for a chat and hot drinks.



**National Drive it Day is on Sunday 26th April** meeting at **Blists Hill Museum** overflow car



## SOMERSET SOUTHERN . . . NORTH STAFFS

park (pic 5), proposals for a drive it day route of approx. 80 miles round trip would be most welcome.

We look forward to meeting you at the **North Shropshire meet February 4th at the White Lion Whittington and the Huntsman at Little Wenlock on February 18th.**

More details are on the **Shropshire Area Events of the National Club Website [www.tssc.org.uk](http://www.tssc.org.uk)**.

We shall be updating our own Shropshire Website shortly, keep checking!

*Bill, David & Simon*



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Hi all. Firstly a reminder of our **Feb meet. This is on Tuesday the 10th, at the Fox and Goose** at 8pm.

Next I would like to welcome 3 new Somerset members. Oliver Quinton who joined in November, Chris Brann (December), and Ian Hall and partner Alison, who joined in December as well! On behalf of all Somerset members, Martin and I hope to see/meet you all soon as possible with or without your Triumph.

At the January meet we (hopefully) discussed and finalised the 2015 area calendar of events we hope to support/attend with as many cars as possible. Some are the good old established events we frequent each year and some are new ones that we may well attend, should we get enough Somerset cars/drivers interested!! I will just list a few of the EARLY ones just in case anyone fancies them.

There is an autojumble on the **14/15th February at the Bath and West showground Shepton Mallett.**

The **Triumph/MG spares day 1st March at Stoneleigh Park (THE SHOW to attend for many spares for our cars)!**

**Weston S Mare beach lawns 4/5th April**, in support of the Sea Scouts. (just turn up and display).

**Coleford festival of transport 6th April (Easter Monday)** in conjunction with Avon area.

**National Drive it day 26th April (to Haynes Motor Museum)** hopefully 100+ cars and discounted entry!

Any information you require on any of the above contact Martin or Derek.

Hopefully we can make 2015 a great year for getting as many Somerset cars as possible out and about! Just remember we don't care if your car is mint or manky we just want to see our members enjoy their TRIUMPH cars!!!!

Cheers for now,

*Martin & Derek*

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

Hi All, our first meeting of the year was well attended, we even had 2 Triumphs and an E-type in the car park. The calendars were well received even if they were a little late arriving but you won't get a refund even if W.H.Smiths are now selling 2015 calendars at half price. I know Robin was out and about in Romsey (top down, of course) but I have had no reports of other member's outings on Boxing Day or New Years Day.

Now Christmas is over and done with, we can now start planning for the year ahead I have put some dates below, but as the spring arrives there will be more dates and venues to add to the list. Paul will as always keep you updated via Yahoo as to what is going on.

**February**

**3rd Regular meets, Seven Stars.**

**GU323PG**

**15th Sunday Lunch. The Bat and Ball , Hambledon .**

**PO8 OUB**



## TSSC AREA NEWS

**March**

**3rd Regular meet, Seven Stars. GU323PG**  
**15th Sunday Lunch. Hen and Chicken. Upper Froyle. GU34 4JH**

**April**

**6th Wyke Down Spring Vehicle Meet SP116LX**  
**7th Regular meet, Seven Stars. GU323PG**  
**16th Roaming meet. The Flower Pots , Cheriton. SO24 0QQ**  
**19th New Forrest Run**  
**26th Drive it Day**

**May**

**3rd Goodwood breakfast club. Supercar Sunday**  
**5th Regular meet, Seven Stars. GU323PG**  
**21st Roaming meet. The Milbury's. SO24 0PB**

**June**

**2nd Regular meet, Seven Stars. GU323PG**  
**7th Goodwood breakfast club. Soft top Sunday**  
**18th Roaming meet. The Elsted Inn. GU29 0JT**  
**26th-28th Cornwall Camping Weekend. Penmarliam Camp Site. Bodinnick by Fowey PL23 1LZ**

**July**

**7th Regular meet, Seven Stars. GU323PG**  
**10th,11th,12th TSSC Triumphfest**  
**16th Roaming meet. The Titchbourne Arms ,SO24 0NA**

**August**

**2nd Goodwood breakfast club. Thoroughbred Sunday**  
**4th Regular meet, Seven Stars. GU323PG**  
**20th Roaming meet. The Ship, Lanstone. PO9 1RD**

**September**

**1st Regular meet, Seven Stars. GU323PG**  
**17th Roaming meet , The Golden Pheasant. Farrindon. GU34 3DJ**

That's all for now folks, take care.

*Mark*

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Over the Christmas and New Year break, I stood back and thought why do we spend lots of time and money, along with some of the pain and grief we can get participating this hobby, we are all involved in.

I suspect a lot of it has to do with nostalgia, to some a challenge, some out of desire to learn new skills, others out of need, or just for pure fun, I don't know the answer.

For me at the end of the day it's down to the people not just the cars, who make it all worthwhile, without the people there would be no Club, and without the Clubs lots of the cars would have long been made into washing machines or other cars.

So people get out there, and join in with the events that we will be planning to attend in the new season, I will be putting together a list to choose from at the next meeting.

I had hoped to join the new years run that the Nott's area had organised, but due the large amount of snow that fell on Boxing day, it meant work on getting an MOT was put back until the snow cleared on the Friday 2nd Jan.

I did manage to get the car out and check it over on the Friday, then booked in for a test on Sat at 8.00am, however the every day car refused to start as the new battery had died again, so I was unable to get car out of the garage.

I did manage to start the car, however by then I had lost my spot at the garage as they had already started another MOT, meaning I was too late get the over due certificate renewed, so missed out on the Sunday run.

We all enjoyed the Christmas meal at the Spot Gate as the food was very good, even if moving up and down the busy carriage did hinder some of the banter.

The first prize of the raffle was won by Andy, Ian and Mark did their usual battle of who bought the most tickets, and then proceeded to return any prize to be redrawn in the true Christmas



# NORTH STAFFS . . . SUFFOLK SUSSEX . . . THAMES

## TSSC AREA NEWS

### North Staffs Continues

spirit ,thanks guys, we are now back in the black.  
I hear that Tom's GT6 should be back on the road by the end of the summer, Dave's GT6 may be getting new seats, and if we get some decent weather over the winter months, it would enable work on the Vitesse to progress, as space in the garage is limiting to what can be done with out moving stuff outside.  
Let's make 2015 our best year yet, happy motoring what ever classic you drive.

**Some events coming soon:**  
**Race Retro Stoneleigh 22nd-23rd Feb**  
**MG & Triumph Spares Day 1st March,**  
**Classic Restoration Show 28th-29th March,**  
**Weston Park Transport Show 5th-6th April**  
**Drive it Day 26th April**  
**Llandudno Transport Festival 2nd-4th May**  
**TR Wharf Classic Night 11th June**

Cheers

*Dave*

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

As for a couple of months ago, two Triumphs graced the car park on a cold night but this time the gritters had been out laying down salt. Mike came in his Herald and Colin in his big saloon. Colin's battery expired by the time he got to the Sorrel Horse but, to no one's surprise, Colin had a spare in the boot!

Rodney did not come in his Spitfire as he was midway through the process of removing underseal from the wheel arch of a rear wheel. The other 3 arches will follow in turn and be finished in paint.

Mike is progressing with his Vitesse renovation. It is just about completely stripped down. He is making a frame to support a tub whereby he will be able to rotate the tub into whatever position / orientation he needs when working on it. As the existing chassis is quite ropery he has been able to source another one and this is now already prepared to start having bits added to it. The big question for him is will it be ready for Shetland 2016? He suspects not.

Brian with his Lightning and Mack is to appear on the front page of Triumph World with an article inside. Well, it is an unusual combination, Always attracts interest wherever he goes, except with the purist faction.

The article was recorded at the Triumph Fest this summer. Brian also showed a calendar produced by TSSC M25 East Group. This was excellent, picturing Triumphs and people from all the events that group had been to. In the mean time he has been continuing with the building of the camping trailer based on a half-sized GT6. Photos showed this progressing well and looking very much like a GT6.

Russell is still not back into his house following its lightning strike. He reckons it is going to be the end of January at the earliest. Colin's garage is progressing; it now has a roof and is water tight. As yet there is no floor but this should be next.

If you are interested in taking part in the Ipswich to Felixstowe run in May then the application forms are out now. Look on the Ipswich Transport Museum website.

Chris is chasing another car jigsaw. This time it's a TR250 imported from the States. And finally, Colin has filled in his renewal of Suffolk Area Organiser. Thank you, Colin, for doing this for another year.

The next meeting is **3rd February** followed by the **3rd March and 7th April**. So, see you at the **Sorrel Horse, Barham on 3rd February** at 8:00pm.

*Peter*

### SUSSEX

Tel. 01444 450941

We had 12 people at the meeting so that was very good for the 1st meeting in January, thanks for coming  
So some highlights of the evening were we had French Bob all the way from France at the meeting!

Dave managed to buy some uprated Front springs and shocks from me. Thanks Dave

Colin has now fitted the gearbox rebuilt by Gearbox Pete. (I'm not sure who Pete hasn't built gearboxes for in the Area at the moment)

Lee turned up with what looked like modern art. In actual fact they were pictures of rust holes in his car. So Lee will be getting the MIG out to try and repair these. Much advice was given to Lee for the best ways of doing it. Hopefully all helpful!

Pete's Herald has a piston failure. Pete's car is his every day car and it has done over 100,000 mile in 15 years on an engine he rebuilt just by honing and re shelling. So I am guessing it has done 150,000 plus without a re-bore. So Pete will be working on his own car for a change.

Clive is organising a trip to Spa in May, this will be a first for Sussex.

Glen is getting his CV conversion drive shafts together for his CV conversion on his Vitesse.

On talking to Colin who has now taken over the West Kent Area I have suggest that they may want to have a trip down to us in June of July to make the best of a summer evening. So Colin is going to see if there is any interest. I am sure we could use the field at the back of the pub.

Next meeting **4th Feb Laughing Fish Isfield**  
Regards

*Martin*

### THAMES

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Welcome all. Well one month down eleven more to go. We hope that your New Year resolutions are still on track.

I am starting this year's list of show events if you know of any local shows to add to the list please get in touch. We love to see you at the meetings.

**SOCIAL EVENINGS AT THE FOX & CASTLE - 4TH DECEMBER** It was a very quiet night at the Fox & Castle (until the quiz started) Only Graeme, George, Julie & myself. We filled out the AO's form ready to post the next day.

Work on our Triumphs has been:- George has refitted his chrome work on his Vitesse and finished replacing the drive shaft UJ's. I have removed my Vitesse seat belts so Julie can get them refurbished for Xmas.

We had a pleasant evening helping out on George's crossword, putting the world to rights and eating mince pies offered by the landlord.

**18TH DECEMBER.** No Julie tonight as she is poorly. But keeping me company were Bob, Tony, George & John. We had a great evening chatting amongst ourselves, sorting out our New Year's meal and shows in the New Year. Work on our Triumphs has been sorting out the lights on my Vitesse (blown fuse again but not found the cause) sorting out the passenger door window which was fouling on the door brace, the driver's side door lock.

A wonderful evening in great company.  
Our next meetings at the **FOX & CASTLE** are from 8pm in **February on the 12th & 26th, in March on 12th & 26th**. Please come and join us for a warm welcome or call me on 07773623807.

#### UPCOMING EVENTS

**FEBRUARY**  
**15TH Brooklands winter classic breakfast Brooklands**

**MARCH**  
**1st Triumph & MG spares day Stoneleigh**  
**28th/29th Practical Classic restoration show NEC**  
**Birmingham**

*Mickey & Julie*



**NORTH WALES** Tel. 01691 600215

www.wrexhamgandtriumph.co.uk

email: helenahill@btinternet.com

**TSSC AREA NEWS**

**1st March:-** M.G. and Triumph Spares Day, Stoneleigh Park.

**3rd March:-** Monthly meeting at the Plough Inn, Gresford.

**18th March:-** Meeting at the Plough Inn, St. Asaph.

**31st March:-** OFFAL.

Regards,

*Helena and Roger*

**SOUTH WALES** Tel. 02920 315260

www.triumphwales.moonfruit.com

e-mail: gwyndjevans@dolomite1300.plus.com

**BRYNOL CHROME VISIT NOVEMBER 29th**

The day started badly, I received a txt from Ant to say that he couldn't make it, "how the heck are we going to find our way there?" I asked Al, "it's in the bag, Mikey J. knows the way" he replied. Buoyed by this myself, Emma & Al jumped into the Stag Saloon and started off for the meeting point at Cardiff West Services with Paul & Barb G in hot pursuit in their TR6. Mikey J was waiting for us and we were soon joined



by The Hammer and Action Man in their Spitfire MkII, Gwyn & Tim in their Dolly and making a late (and attempted ) dramatic entrance, Mike The Cake in his "new" "lucky" 13 Spitfire MkIV. At the pre arranged time we headed off along the M4 to Brynol Chrome near the Pyle turn off with Mikey J taking pole position. It only took 76 laps of the industrial estate before we eventually found Brynol Chrome, but this was quite enjoyable because it meant that we kept passing an aircraft engineering company that had a Spitfire airplane ( we were not sure whether it was a model or the real thing, but very impressive) at the front of their business premises.

Finally at Brynol Chrome we found Howard and his friend waiting for us along with John Philips, so all in all a group of 14 of us. The proprietors showed us around and explained the process in detail making it very enjoyable, some of us took along parts to be re chromed and were very happy with the discounted prices for TSSC members that Mikey J had negotiated, well done that man.

With the visit complete, myself, Al, Emma, Mike The Cake, Paul & Barb G decided to make good use of the pre arranged hot and sunny weather to take a ride to Porthcawl and to visit one of our favourite fish 'n' chip restaurants, Beal's, so we said our goodbyes to the others and started off for Porthcawl with Emma now co piloting "lucky" 13 with Mike The Cake taking instructions in the driver's seat!

At Porthcawl Mike The Cake had somehow been persuaded to take Emma off to a Pizzeria for a romantic meal leaving Al, me, Paul & Barb to walk the short distance to Beal's where we found a good table and ordered our meals. Just as the food arrived Emma phoned me, "Dad, Mike's car has broken down". She said



Hello, everyone. Well, December has been a quiet month, as is usually the case. Our meeting on Tuesday 2nd. started at 7.30 p.m. to fit in all the activities. The evening began with the presentation awards to deserving folk:-

in the Triumph section we had Jan and Geoff (Best Newcomer), Bob (Enthusiast), Spitfire Sam (The Mick Cohen Trophy), and Julia (Triumph Over Adversity).

The Golden Spanner went to M.G. Phil Coppack, Contribution to Group to M.G. Malcolm and Joan, and then two more trophies were awarded purely by the M.G. members.

It is a great night when we have these presentations, and a way of acknowledging people who have done things or had experiences (good or bad) throughout the year.

We then moved on to the film of the past years events presented by M.G. Sam. Looking back over the year there was a lot of fun with our group in their classic cars driving, showing, eating and drinking. After the film show we settled down to eating the giant buffet and generally enjoying a very sociable evening.

On Saturday 13th December, Bob and Spitfire Sam attended the annual Wirral Triumph Appreciation Society dinner. The chairman, Dave Evenett, welcomed everyone, especially Bob and Sam, and a good evening was enjoyed by all.

Sunday 14th December was the traditional mulled wine and mince pies at Julia and Alans house, and this went down very well with all who attended. Once again, a big thank you to the both of them for putting this on each year, it is most welcome and thoroughly enjoyed.

Spitfire Sam had an interesting experience at the St. Asaph meeting on Wednesday 17th December. He had taken his MGB GT, which was fine, except that when he got there the gearstick decided not to play anymore, and broke off, leaving only a stub! Sams dad came to the rescue, and it turned out that Sam drove the car back using a hammer as a makeshift gearstick.

Our Spitty had been leaking a little water from the back of the head, so has been treated to a valve grind and a new head gasket, also some proper mirrors instead of the bullets that were not much use, being very difficult to see out of.

On the subject of repairs, Spitfire Sams MGB creation was taken for a rolling road tune, because nothing is standard on this car. The tune up went well, and Sam took the car home and all seemed fine. The next day he checked the car in the garage, and had a horrible shock:- both front wings had damaged paintwork.

The new, faulty water pump had sprayed both front wings with a fine spray of "4-Life" coolant while the bonnet was open for tuning, and it had eaten into the paint.

So, be warned, this stuff is good, but bear it in mind, in case this happens to your car. Sam has put the problem right, but yet again, something modern has had a negative effect on something old! With thoughts to all of us classic car owners we were in discussion with Stag Mick, and looking at prices for all our cars, from basic Heralds through to GT6s, Stags and 2500 saloons.

Their prices are increasing quite dramatically, so don't forget to up-date agreed value on your Triumph. We do not want to be under-insured if we have to make a claim.

Well, that's about it for now. So, don't forget our monthly meetings are held at **The Plough in Gresford on the first Tuesday of the month** at 8.00 p.m., and there is also the meeting at **The Plough in St. Asaph on the third Wednesday of the month** at 8.00 p.m. Come along and join in the fun that is the Chester and Wrexham group. Take care.

**Forthcoming events:-**

**February**

**3rd February:-** Monthly meeting at the Plough Inn, Gresford.

**15th February:-** Wheels Within Wem Show, Wem:- 12.00 - 4.00.

**18th February:-** Meeting at the Plough Inn, St. Asaph.

**24th February:-** OFFAL. March

**South Wales Continues**

that they were safe and that there was no rush so we quickly ate our food and I called her back, no reply, so I called Mike who said that they were on the hard shoulder of the M4! Well we rushed to our cars and found them near junction 36. A quick appraisal of the situation was made, the engine block had a small hole in it where a con rod had broken but it would still run! As Mike was going to fit the engine and gearbox from his previously crashed Spitfire the best course of action was calculated to be that Mike would drive his Spitfire between my Stag Saloon and Paul G's TR6 at a steady pace, we were lucky as Wales were beating the Springboks that day so the M4 had extremely light traffic. As the engine was beyond repair there was no more real damage that could occur over the 25 miles that we had to cover, so our small convoy made its way at a steady 60 mph along the M4 and then on to Mike's house where his pre warned dad was already removing the engine and box from Mike's old Spitfire. I had to rush home to watch The ARSENAL beat West Brom (sorry Paul, had to get that in) so Al, Emma & I jumped into the Stag Saloon to make our way home but not before Barb had said what a good day out it had been (unless you were Mike The Cake) and that what we had in numbers had been more than surpassed by the quality of those who had attended. Al pointed out to Emma that Mike had gone to great extremes to get out of buying her a Pizza to which the reply was an unnerving silence!

A big thank you to Mikey J for organising the day and best wishes to John Philip's Grandchild who has undergone surgery at the Heath Hospital where John had to go immediately after leaving Brynol Chrome, all the members of TSSC S. Wales wish this brave little person a very speedy recovery.

**TSSC HQ VISIT DECEMBER 7th 2014**

As there were only four of us participating we decided to take up George Lazarou's offer of using his modern car to make a mad dash to HQ to collect his shipping order and to share fuel costs. Ant called at my house at 6:30am and we strolled across to ASDA where we met Alan Gourley, then right on time George turned up to take us to HQ. We stopped at Cardiff Gate just in case any others had decided to join us then had a smooth drive along the A449, M50, M5 and M42 to HQ, stopping for a full English (well we were in England and it seemed only courteous to do so) breakfast in Hopwood Services, George used his influence to secure us a very discounted price! It was then on to HQ with a detour that the SATNAV worked out on its own to avoid some severe congestion.

When we arrived at HQ we were made very welcome by Bernard, Trudi & Angie who served us beer, jacket potatoes and other delicacies throughout our stay. I bumped into Phil Gladwin who I hadn't seen for a while and we had a quick catch up. Phil was interested in Mike The Cake's current status and I was glad to enlighten him (Mike's girlfriend would not allow him to attend this event and the evening before he had suffered a fall in her living room while wearing a pretty pink bow in his hair, I kid you not) George picked up his order of parts for his Herald restoration and the discounted prices and savings on postage covered the costs of his day out. I had a chance to catch up with Pip and Alan took photographic evidence as I registered S. Wales for "the legali-



ties". We all picked up bargains at Bern's bargain table and had a good look at the cars in the museum and in the car park. George (who has been a TSSC member for a while but was on his first outing with S. Wales) kept us entertained for the entire day and we hope that this was the first of many events that George participates in.

Well as always happens when you are having fun the time flew by and it was soon time to return home so we said our goodbyes to the HQ staff and started home for Cardiff stopping off at Strensham services where we had a light snack and coffee. We arrived back at Cardiff just after 5pm and as we said our farewells George said "Well, what we lacked in numbers we certainly made up for by the quality of those who attended!" "You've been reading too many Couriers" I replied.

A great day out and yet another "character" among the S. Wales active membership.

**S.WALES TSSC XMAS PARTY 2014**

The venue for our area Christmas party was once again held at The Unicorn Inn, the venue for our monthly meetings. The event was organised by Rob with fantastic cooperation from Gemma, Dan and their staff. Our growing numbers made it impossible for the restaurant area to accommodate us all comfortably so for our



3 course meal the lounge area was utilised with monitors used to link both areas. I thought that this worked well as you are only able to talk to those on your table even if you are all seated in one room. Father Christmas made an early appearance to have his photograph taken with Gemma & Dan's daughter in front of the fire and then the Christmas tree before she had to go to bed, very nice of him to do so and Gemma & Dan both appreciated it.



Before food was served we all assembled under our area banner which was placed over the fire place which had a roaring log fire on the go. Alan took some images and continued to do so throughout the evening. After the group photo our Area Organiser gave out plaques to some of the members, a difficult job as everybody who was there deserved an accolade for their help and support throughout the year and there are many "unsung heroes" who play a big part in keeping the area running for example Gwyn our area web master who had brought our 2015 calendars along and sold out on the night! Well done that man as it took until March to sell out our 2014 calendars.

After the Unicorn staff served the three courses (in my opinion the food was magnificent and I only heard excellent comments from everyone else) and everyone had finished we all moved back into the restaurant area where the raffle took place with prizes that Rob & Gaynor had bought, wrapped and divided into 3 sections, men's, ladies & unisex so that those with a winning ticket could make a choice from one of the sections. After the prizes Father Christmas made another appearance with a little Elf to help him and he had a gift and a chocolate "coin" for everyone (a cardboard one for those who had been naughty in 2014), it was a shame that Action man and Emma missed Father Christmas and the Elf's appearance, we couldn't find them anywhere!

After Father Christmas and the Elf had made their exit the tables were moved to the edges of the room to allow those who wanted, to sway (sorry dance) to the music supplied by The Unicorn and for the rest of us to "get merry" and have a good chat.

It was a great night and my present from Santa of The

## TSSC AREA NEWS

ARSENAL winning 4 – 1 made it even better!  
A special thanks to Rob for organising this event and a merry Christmas to you all and hopefully a "TRIUMPHant" New Year, see you all on December 28th for Amber's Run to Brecon.

### AMBERS' RUN DECEMBER 28th 2014

December 27th. Somewhere in Rumney, a distraught Amber Rowlands looks out of her bedroom window with her friend Naomi "my 15th birthday run will never take place in this weather!" S. Wales Area navigator Ant tries to console his daughter "Have faith in our AO, I installed a shower in his bathroom last Saturday and he promised me that all would be well". Penarth, Alan Gourley stands in his front doorway, watching the sleet and rain cascading down from the heavens, "the roads from Penarth won't be open until June" he mutters under his breath. Pentyrch, Tony pulls the cover over his MKIV Spitfire, "another day sitting by the fire tomorrow" he shouts to wife Lynne. "Don't despair love" she says, "you have known our AO since 1970, if anyone can sort out the weather, he can, and if he doesn't don't give him his 7mm combination spanner back that he left here when he rebuilt the Spitfire engine". LLantwit Major and Derek looks forlornly at the darkening skies, "we'll be trapped here until July" he exclaims. "You never thought he could fix the brakes on our TR6 in time for the MOT, I know he can sort the weather out for tomorrow" comforted Victoria. Regents Gate estate, Mike The Cake stares out of his girlfriend's house downstairs window, "Guess I'll be baking a cake tomorrow, there is no way that the weather will be good enough for me to take my Spitfire on a car run". "My Dad can fix anything, don't worry Mike, the run will take place and we will take part" replied Emma. Pontwyn and Young Eddie looks forlornly at Even Younger Mo "No run for us tomorrow love" he says "the weather is too bad". "Cheer up Eddie" says Mo "how many times have you thought that before, our AO always comes up trumps". Rogerstone near Newport, a tearful Paul G looks out at the six foot snowdrift blocking the exit to his garage, "The TR 6 is going nowhere tomorrow" he says to Barb who puts a comforting arm around him and says "He's done it before, let's give our AO a chance before we give up on the run". A Pub somewhere in Pontypridd, "No speeding tickets for us tomorrow in your Spitfire" sighs a sad Mals Per Hour to a concerned Action Man, "you never know" replied an emotional Action Man, "You never Know". Blackwood, "what shall we do tomorrow Nicola? The Vitesse is going nowhere in this weather" said a disconsolate Steve Wright, "Don't give up yet love, don't give up yet" replied an emotional Nicola. Aberdare, Gwyn and Tim step into their garage "No run for you tomorrow" they say to their beloved Dolly only to be comforted by Babs "We have overcome poor weather in the past, I'm sure that we will tomorrow". Church Village, a Classic Landy is being loaded with survival equipment "We'll drive as the crow flies to the second rendezvous point, the club will turn up and we will be there to provide shelter should it be required" Ian exclaimed to Louise, "We sure will, we won't let them down and they WILL be there" replied Louise. Pontprennau, Robbo starts preparing a packed lunch for the run, "you won't be going anywhere in this weather" his wife says sadly, "look, if our AO managed to get that GT6 running he can sort the weather, no problem" replies a confident Robbo.

A forest deep in Pontprennau, a lone S. Wales AO draped in his Druids robes looks up to the snow filled heavens "What will it take!" he shouts above the wind, "Ambers' run must take place, I need to push the weather front North of Llangorse lake by 10am tomorrow!". "Twill take the sacrifice of 4 chickens" was the reply from the heavens. With a heavy heart the S. Wales AO removed the four chickens from the 5p carrier bag and using a razor sharp blade he dissected them into wings, legs and breast (please note that smart price frozen chickens from ASDA were used, no fowls

were harmed in this sacrifice). Immediately the wind subsided, the snow and sleet stopped and at 7:30 am the following day the S. Wales members looked out on a beautiful fresh sunny day with all roads to Llangorse lake clear and open.



Alan arrived at Bern's house and they drove in the Stag Saloon to the first rendezvous point where they met Derek & Victoria, Robbo (Spitfire 1500), Tony & Lynn (Spitfire MKIV), Mike The Cake & Emma (Spitfire MKIV), Eddie & Mo (Herald 13/60 Saloon), Paul & Barb G (TR6), Action Man & Mals Per Hour (Spitfire MKII), Steve & Nicola (Vitesse MKII Convertible) and Ant, Amber & Louise. Tony had to buy some petrol so he and Lynn went on ahead and were going to meet us at the second rendezvous point. At the allotted time our convoy took to the roads and we made our way through the beautiful S. Wales countryside between the Brecon Beacons to our second rendezvous point where Gwyn, Tim & Babs (Dolly), Tony & Lynn and Ian & Louise (Classic Landy) were just about finished packing away the shelter that Ian & Louise had erected the night before. We then went on to Llangorse lake with Gwyn Tim & Babs' Dolly leading the way in case the lake had been moved as it had the year before (Ant!) where we were attacked by Swans and had to restrain Amber from taking a birthday swim in the nearly frozen lake. Steve Wright led the singing as embarrassed Amber received her birthday accolade. After a nice walk around the lake we said goodbye to Robbo who needed to get back to Cardiff to watch Cardiff City get beaten by Watford and we drove the few miles into Brecon town. Ian & Louise had received distress calls from Yorkshire and so had to leave us to go and lend their survival skills to the authorities there. The rest of us arranged to meet back at the cars at a certain time to allow people to make their own lunch choice, some had a pub lunch, some had a fish & chip restaurant meal etc.

When we regrouped at the car park Alan & Tim took some group photographs then led once more by Gwyn, Tim & Babs' Dolly our convoy made its way through the picturesque Beacons with its snow and frost covered peaks. All cars went well with Tonys' Spitfire (only 350 miles on the clock since an engine rebuild) needing a tweak of the rear carburettor and the Stag Saloon needing its tick over increased. As the cars peeled off from the convoy as they neared their homes Alan received a phone call from Lynn, "well what we had in numbers was definitely surpassed by the quality of those who attended" she said. Nicely put I thought, and a phrase that I may use in the future.

Thanks to all those that were able to attend, a great turnout especially in a period of coughs, colds, flu and all the other ailments that influence the availability of participants. Sadly this was the last run of 2014 and we won't be having another one until January 18th 2015. See you all then and thanks for all your help, support and encouragement throughout 2014, you really are a special bunch of people!



*Bern*



**WESSEX**

Tel. 01425 475376

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

The New Year has got off to a good start - at least a lot drier than this time last year! Hopefully, the weather will continue to be kind to us this year, so we can get out and about with our Triumphs in 2015.

On this subject, Alan has got the year off to a good start with his



## WESSEX . . . WEST MIDLANDS WIRRAL . . . WEST YORKS

### TSSC AREA NEWS

## Wessex Continues

idea of introducing a Sunday lunchtime run ending at a suitable hostelry. The first of these is planned for the 18th January, so its fingers crossed!

Looking forward to warmer weather, we have begun planning the year's activities including the **New Forest Run** which is scheduled for **Sunday 19th April** which is back at our "normal" third Sunday of the month. Hopefully it will be a little warmer than last year's run and the sun will shine on us. The start will be from the usual place - Avon Heath Country Park around 10am. At the time of writing this report we are awaiting replies from a couple of possible finishing points. If you would like more details see our website [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk). Alternatively, come along to our meetings.

The following weekend, there are plans for an all **Triumph day at Sparkford**, which promises to be a good day out. No doubt further details will be available nearer the date.

Before all that though, the next scheduled event is the annual **Triumph Show and Spares Day at Stoneleigh** which, for 2015 is scheduled for **Sunday 1st of March**. As in previous years, in order to avoid queuing on the day, we can obtain advance tickets. These are also usually slightly cheaper than paying on the day. If you would like to go and this is of interest to you please let me know.

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

*Trevor*

## WEST MIDLANDS

Tel. 07969 024999  
Chris. 07505 110922

I must first of all apologise for missing the deadline for area news in the January issue of our magazine. I have been having more than a little problem with my computer, and unfortunately this was one of those moments when it decided to play up.

Secondly a belated Happy New Year to everyone, you were supposed to read that in the missing area news.

I very happy to report that our first meeting of the new year at the Drakes Drum Pub on Tuesday 6th January got us off to a fantastic start. 36 West Midlands Area members turned up for what had been planned as a casual start to the New Year. Congratulations to everyone who attended it made the evening very pleasant to see so many happy faces, some obviously wearing quite proudly gifts they had received at Christmas. I hope as the year goes on that not only can we maintain that attendance we must strive to increase it.

New year Resolutions.....I Played safe this year and didn't make any personally other than to try and attend more Triumph functions, and to make better use of my two Acclamings. With this in mind I made a good start to the new year by attending the New Year Run organised by the Notts and Derwent Valley Areas, and what a good job they made of that first of the year function. Five West Midlands cars met at McDonalds Restaurant, Bassetts Pole, Sutton Coldfield for breakfast before setting off at 9.0am for the start of the rally at Ripley in Derbyshire. Over 40 cars started off from there after registering and collecting their routes, to complete two sections each of about 30 miles around the beautiful Peak District of Derbyshire before finishing with a tasty roast lunch in a beautiful old pub.

Well done Notts and Derwent Valley Areas for organising a fantastic day out to start the New Year

For those people who did not attend the Christmas Lunch at The Beeches Pub in Thornbridge Avenue, Great Barr on Tuesday 16th December 2014, I am happy to report that we had a great evening. The staff at the Hungry Horse did everything they could to make our evening special and the two course meal a bargain at £9.99 was good value and as far as I know everyone enjoyed

themselves.

We will be meeting at The Beeches Pub for our 3rd Tuesday meeting on Tuesday 20th January.

I hope you have been doing a little bit of studying ready for our Quiz Night being organised by Ken and TJ for the **next meeting at the Drakes Drum on Tuesday, 3rd February 2015**. Teams of 6 people will compete for major prizes with battle due to commence at 8.30pm after normal notices etc. Look forward to seeing you all there, ready, willing and able.

That's all for now folks, so check your anti-freeze level and keep warm. Best wishes for 2015...

*Roger*

the Dodger.

## WIRRAL

Tel. 0151 339 4150

Hi everyone. This is my first report of 2015, but just like last month there is very little to report. The Christmas dinner at the Cottage Loaf in December was, as usual, well attended, and the food was up to the usual standard. It was good catch up with everyone, especially those members who cannot always attend the monthly meetings. It was also good to see Bob and Sam who had driven over from the North Wales area to join us that evening. I think it is safe to say that everybody had a very good evening.

Not much is planned for this year yet, I'm sure we will be attending the usual shows this year. At time of writing we have not arranged the annual planning meeting, but I'm sure this will go ahead soon and the events calendar can then be written.

I know it's still cold in the garage, but as spring will soon be approaching, it's time to start getting the cars ready for this year. As some of you will know, my GT6 was off the road last summer due to some bodywork repairs, it's still not finished but I'm aiming to get it done by the end of March.

That's about it for this month, take care.

*Andy*

## WEST YORKS

Tel. 07800 551363

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

Despite the snow flurries we still had a very good turn out for our meeting. Thanks to everyone who came along.

It appears as if we will have had an excellent attendance at our annual dinner, with 30+ booked to come along, here's hoping we had a good night, but thank you for your support.

We're already making plans for **Drive it Day on the 26th April**, Vivien and I made couple of suggestions including the Vineyard at Holmfirth and Keighley and Worth Valley Railway, although these were well received, we thought these could be done as part of a Sunday lunch time meeting later in the year. Favourite appeared to be **Riddlestone Hall near Keighley**. Although this needs to be firmed up we looking at having a convoy run of about 1 hour ending up at Riddlestone Hall, a National Trust property. I've had a look on the Hall's website and it looks very nice, so watch out for details of this, so anyone in the West Yorkshire or surrounding Areas would be very welcome to join us. Alan informed us that another club will be attending and they are keen to have more cars there, so looks like we'll be in good company

We are planning to have our **first Sunday lunch time meeting on the 8th of March 2015**, again confirmed details will be advertised in advance so all welcome to that.

Thanks to Dennis and Val for doing our quiz, next month is Bob Yeoman's turn to have a go, you weren't at the meeting Bob so hope that's ok?

Short and sweet this month, see you all in **February**.

*Victor*

### IMPORTANT NOTE

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

## STOP PRESS - EAST BERKS



## LATE NEWS - STOP PRESS! -

## TSSC AREA NEWS

### EAST BERKS

Tel. 07989 104324

[www.freewebs.com/eastberkstssc/index.htm](http://www.freewebs.com/eastberkstssc/index.htm)

e-mail: [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk)

Hi All! Not a bad turnout for a cold January evening - Colin even came in his Spitfire!

Not too much going on at this time of the year, but I've received the annual email from the organisers of the **Chiltern Hills Rally** (the one which used to be held at Aston Clinton but has moved just down the road to Weedon Park near Aylesbury). The show is going to be on **17 May 2015** so you can all put that in your diaries. Their website is [www.chilternhillsrally.org.uk](http://www.chilternhillsrally.org.uk) where you can download booking forms. It's a really good show, one of the biggest multi-marque shows in the calendar and I should be going, hopefully along with a few of you.

The Christmas do at Sweeney Todd's pie shop (again, by popular request I should add!) went really well, with over a dozen of us turning up and stuffing ourselves with pie crust and filling. We had a little raffle, and the area's new set of axle stands (kindly donated ages ago by Peter Hinson) were won by David Elliot who I'm pleased to say is back on the road and has been treating his

Herald to some tlc. Everything between then and now seems a blur so it must have been good!

Another show to get in your diaries is the **Isle of Wight Camping weekend from 1-4 May**. Gotta try and find a 4 seater Triumph for Charlie to ride in by then, otherwise it'll be the ignominy of taking the Golf...

Hopefully Andy Cook, who normally goes, will be feeling better by then, as he's been feeling a bit under the weather.

Something else that I've recently discovered is a classic car meet that happens fairly regularly on Sunday mornings in Hartley Wintney, next to an antiques shop near the humpback bridge as you leave Hartley Wintney towards Blackwater. Andy introduced me to this and there are always a lot of very impressive cars there - there were around 50-80 last time I went, and it makes a nice morning of the last day of the weekend before settling down to the household chores for the afternoon! I'll sort out when we're next going to attend and let you all know.

Right, that's it for now - things will no doubt get busier as the year progresses. Happy new year! Next meeting is **Tuesday 10 February**, as ever at the **Shire Horse pub near Maidenhead** on the A4 towards Reading, from 8pm.

Cheers,

*Mark*



## 26<sup>th</sup> Isle Of Wight Triumph Weekend

### May Bank Holiday

Friday 1st to Monday 4th May 2015  
Appuldurcombe Gardens Holiday Park, Wroxall  
[www.appuldurcombegardens.co.uk](http://www.appuldurcombegardens.co.uk)

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

**[tsscior@hotmail.com](mailto:tsscior@hotmail.com) or call**

**Elaine on 07842 249591 or Tracy on 07754 751672**

# SOUTH OF ENGLAND MEET

## 9TH & 10TH MAY 2015

**Sat 9th**

Drives out to local places of interest

**Sunday 10th**

ALL Triumph Car Show & Concours

**Autojumble & Stalls**

Camping from

Friday 8th 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)**

### Derwent Valley's 27th Peak Run on Sunday 14th June 2015 and camping weekend ~ 11th to 15th June 2015

Friday night a warm welcome at the campsite.

Saturday daytime activities are planned for you to enjoy.

Saturday night is the usual Party Night at the campsite.

Sunday 14th June is the day of the 27th Peak Run—a scenic drive through the breath-taking Derbyshire Peak District.

Camping available from 3pm Thursday 11th until noon Monday 15th June at the Peak Gateway Campsite near Ashbourne. NO electric hook up available.



Name .....

Address .....

Postcode .....

Phone Nos. .... Email .....

Car Make ..... Model ..... Reg. No. ....

**Four packages available—please select the one that suits you:**

Package	Rate	Tick below
The Sunday Peak Run <b>ONLY</b> on Sunday 14th June 2015	£10.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping	£17.50 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	£40.00 per car	<input type="checkbox"/>

**Please remember that any make of Classic Car is welcome, so tell your friends and bring them along!**

Please send booking form together with your cheque made payable to

**Derwent Valley Area TSSC to:**

**Peak Run 2015, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.**

**Telephone Enquiries:**

Kim and Paul Dale - 01335 345784  
or Richard Malin - 07813 397731  
or Roger Buck - 07970 619149

**For more information visit:**

[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)  
and click the Peak Run link

The Peak Run is organised by Derwent Valley TSSC the Derbyshire area of the Triumph Sports Six Club.





# Leicestershire and Rutland Area

Triumph Sports Six Club



You are cordially invited to the  
**30<sup>th</sup> SUNSHINE RALLY**  
**7<sup>th</sup> - 9<sup>th</sup> August 2015**

We will be returning to  
Our venue at 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 7<sup>th</sup> & Saturday 8<sup>th</sup> with option for additional nights

### Friday night

Warm welcome, meet old friends and make new ones

### Saturday

Optional planned casual 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.

2 nights inclusive £40.

2 nights inclusive + hookup £50.

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



# Lincolnshire Triumph Weekend

4th - 6th September 2015

The TSSC Lincolnshire Area are proud to announce the return of the popular Lincolnshire Triumph Weekend.

This year we are holding the event at the Bubble Car Museum near Boston, Lincolnshire.

We would like to invite all TSSC members to join us for the whole weekend or just the convoy run through the local countryside, using the fantastic local roads, on the ~~Saturday morning~~.

We're still in the planning stages, but please put the dates in your diary!

For more information:

[www.lincolnshiretriumphs.co.uk](http://www.lincolnshiretriumphs.co.uk)



# ***Totally Triumph - 2015***

*Formerly Mile of Triumphs*

- Friday: Meet & greet
- Saturday: Scenic drive, evening entertainment
- Sunday: Car show

## 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> September



Hermanus Leisure, Winterton on sea  
Accommodation and camping available



TR REGISTER ★ STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH

[www.totallytriumph.org](http://www.totallytriumph.org)