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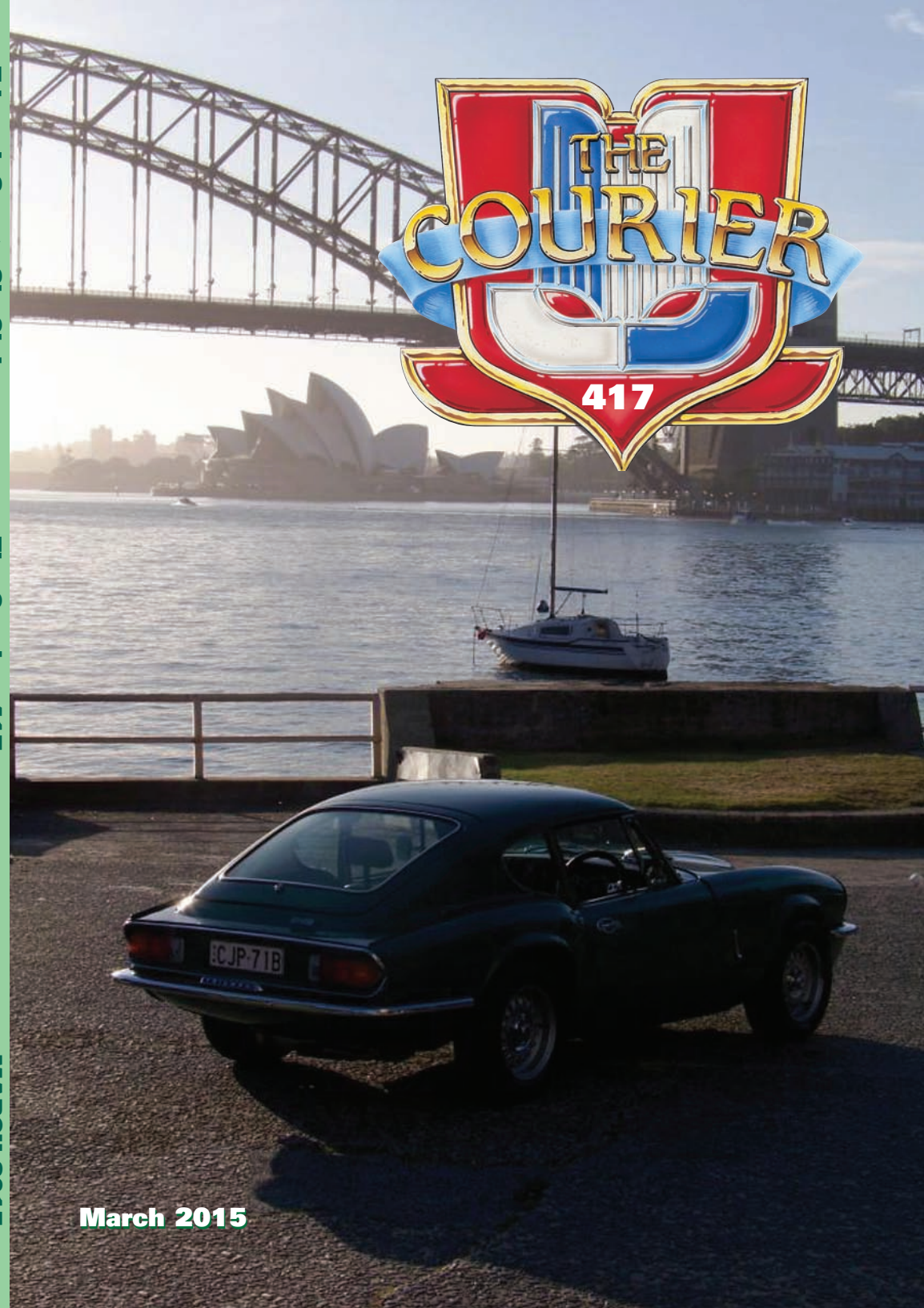
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Triumph Sports Six Club

The Courier 417

MARCH 2015



March 2015

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The Courier

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THE TRIUMPH SPORTS SIX CLUB
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Contents

March 2015

Events Calendar	4
CoMment	5
News Review	6
Herald 948/1200/1250 Register ..	8
New Members	11
Vitesse Register	14
TR7/8 Register	18
TR4/4A/5/250/6 Register	22
GT6 I, II, III Register	28
Herald 13/60 Register	34
Specials Register	36
Spitfire I, II, III Register	42
Big Saloon Register	46
Club Shop News	50
Bond Equipe Register	52
Handbrake Improvements	56
Spitfire MKIV/1500 Register	60
Showtime Special	64
Aspects of Sir John Black	66
TSSC CLASSIFIEDS	70
TSSC Officers	74
Area News Review/ EVENT Adverts ..	75

T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

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

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NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

April 2015

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FRI/SAT/SUN 22 23 24 MAY 2015

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SAT/SUN 13 14 JUNE 2015

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August 2015

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FRI/SAT/SUN 4 5 6 SEPTEMBER 2015

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SUN 13 SEPTEMBER 2015

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FRI SAT SUN 18 19 20 SEPTEMBER 2015

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March 2015

SAT/SUN 28 29 MARCH 2015

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CoMment

AGM Resolutions Questions & Events

BY BEN BROADBENT
GENERAL SECRETARY

Hello again to one and all. March already, Triumphs appearing from their winter slumbers. Next month on **Sunday 12th April** we will be holding our **Annual General Meeting**, at TSSC HQ in Lubenham, and it would be good to see a good turnout of Triumphs in the car park.

The deadline for nomination for election to CoM passed without any one putting themselves forward. Likewise, no members have put forward resolutions for the Agenda. The deadline for general questions also passed without anything being put forward.

If you do have a question please let me know urgently. We (CoM) cannot guarantee an answer at the AGM, but we will post any answers in a future edition of the Courier.

The next CoM meeting is on **Sunday 8th March**.

So, again any issues for the Agenda please let me know immediately.

Likewise, to all Area Organisers, your **AO's Road Show** will be held on the morning of the AGM at 10:30am, again at TSSC HQ in Lubenham.

Pip and Frank would like to see as many Area Organisers as possible in attendance, your contributions to the Club are vital.

Events

As Bill Bate highlighted in last months CoMment, the Club is involved in many national events and even more regional events, with which you the membership can get involved. Typically, page 4 of the Courier shows details of the many events taking place. It's going to be a busy season with so many events taking place.

Obviously, the two events I would like to promote are the trip to **the Spa Classic on 22nd - 23rd - 24th May 2015**. For more information and booking details please e-mail, info@tssc.org.uk or just phone the Club Office on **01858-434424**. The other event is of course **TriumFest UK at Donington**



Park on 11th and 12th July 2015.
Camping is available from midday on Friday 10th July. See the Courier advert for full details on pages 26 & 27.



Last years event was the first at the venue, and Bernard and the CoM have very much listened to the feedback both positive and negative.

In depth discussion has been undertaken, resulting in improvements and changes to the event. It's your main Club event, so we have taken your comments and observations on board.

So again, to repeat what Bill Bate said last month, '2015 is an opportunity to enjoy your Triumph fully supported by a great Club'.

Do MORE with YOUR Triumph!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

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*All bookings are subject to a single transaction fee. All information correct at time of publishing. Call cost 11p per minute plus network access. See website for all information. Tickets include a warm guide.

TSSC Club Stands at the Practical Classics Restoration Show

A New Show for the TSSC is this years Practical Classics Restoration & Classic Car Show. We are on Stand Numbers **5-540 & 5-541** at the NEC Birmingham on **28th & 29th March**. This is the 2nd show for Practical Classics following a really well supported 1st show last year to rave reviews.

The Club Shop will have a Trade Stand at the show on which we are Majoring on a new Range of Restoration Tools & Equipment for Body work and Paint as well as our usual range of Triumph Parts, Accessories and Club

regalia. Pre Order and Save Post!

On the accompanying TSSC Club Stand you will be able to see a Herald fitted with Sound and Heat proofing "Dyna-Mat" material available from the Club Shop, ideal to fit during a restoration prior to refitting the Trim.

Also on Display will be the rolling Chassis and what remains of the body tub at present of the "Shropshire Spitfire Project" This Car is being fully Restored by the TSSC Shropshire Area and when done will promote and benefit the Severn Hospice from its eventual sale.

We will be displaying a famous 'Barn Find' too!

Discounted tickets for the show are available to TSSC Members. **Tel. 0858 858 6758** Quoting Codes **RS14EC** (£10.50 Single) or **RS14CF** (£26.00 Family).

Mike Papworth TRIUMPH

At the Stoneleigh Triumph & MG show on March 1st (Hopefully you will get this mag before then) Mike will have a stall in Hall 3, stand No. 416B and can take confirmed orders to this show for collection. He hopes to have small range of finished units (Gearboxes/Diffs) on offer at the show including the latest Full heavy duty GT6/Vit option on gearbox upgrades.

For DIY he should have a full range of remanufactured O/D mainshafts for small Triumph club cars and also for the TR - Stag - Big Saloon.

Later in the year Mike expects to attend TSSC TriumFest UK Donington Festival with a full trade stall on 11-12 July, and also the TR register Meeting in Malvern w/end of 6-8 August.

Contact Mike Papworth on
Tel. 07768 775170

email: mike.papworth1@btopenworld.com

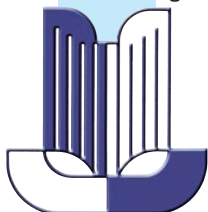


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MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM
HQ Closed Good Friday & Easter Monday

The Club Shop will be attending the following Shows
Triumph & MG Spares Day Stoneleigh Park - March 1st
Practical Classics Restoration Show - March 28 & 29

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 12TH 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 8TH 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 Forshaw's Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.
or email: gensec@tssc.org.uk

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

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herald@tssc.org.uk

Colin Lindsay



Easily LED?

Not being a complete Luddite – I like upgrades made for safety's sake, not to mention comfort, but hate drastic alterations that remove the character and soul from our cars – I've been experimenting with LED bulbs in the speedometer and other auxiliary dials to see how much, if any, they improve things, and how the ambience of a Herald is affected. A soft yellow glow from a rear number plate light sets a tone that is often completely erased by the harsh white glare of a modern LED, and I don't want to spoil the Herald experience by making it too cold and modern on the inside. You know what I mean – it's the sort of atmosphere even the wrong kind of CD player can destroy, especially at night when the soft glow of an instrument panel just throws the right kind of je-ne-sais-quoi to the driver. Unfortunately ineffective lighting, especially on warning lights, can completely destroy the driving experience when you get a friendly two-fingered wave from another driver who politely requests that you dip your headlights, you blind so and so.

The indicator is something that I've often forgotten to cancel and if your steering column has been replaced at the wrong angle and your self-cancelling no longer works, you may not realise that it's still

signalling until someone thinks you're turning in at the next junction and drives out in front of you with the usual embarrassing and often painful, not to mention expensive consequences.

I decided the cure for this, and the other malady of forgetting to dip, was really only better, and brighter bulbs. Unfortunately brighter bulbs have often come with the disadvantage of more heat, with often fatal results for shrouds or filters.

The trick is to improve the light output, and not the heat.

If you remember that the warning lights for our cars – and there are usually four: the high beam, charging and oil pressure lights in the speedometer and the indicator mounted separately - are there to



warn the driver, they therefore point towards him straight through the lens. Consequently any light which goes in any other direction is wasted.

As a rule, look at the fitting on the rear of the dial – shrouded holders channel the light through a

lens; unshielded bulbs are there for all-round illumination. Herald speedos take five bulbs; three for warnings and two for illumination.



At Stafford in 2013 I was able to buy screw-fitting LED bulbs, which throw light all around



and are great for dial illumination (upper bulb in the photo), but I wanted something that gets the greater percentage of light straight out at me.

I found these LED bulbs with a completely flat front aspect available in screw or push fitting, so they're a straight fit for our older instruments. The light transformation is amazing – clear coloured lights visible even during daytime driving, and they make no difference to the rate of flash at the indicators nor is there any heat whatsoever. At night time the clear steady light shines through the



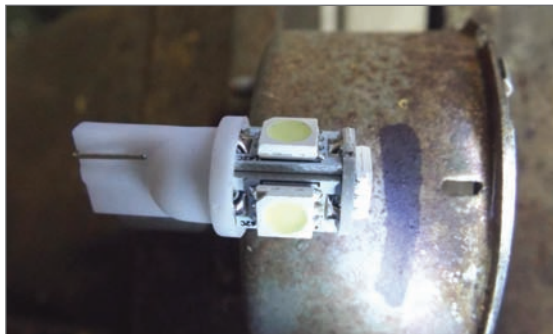
main beam lens but without being distracting or burning out your retinas.

The other style of lighting, the background illumination, is a different kettle of fish, so to speak. I've already mentioned the lovely period ambience of warm yellow light around the clock, and to be honest it has to be poor indeed before you can't make out the speed even in the dark. However given that it also illuminates the fuel gauge you don't want to make any errors, especially on aforementioned dark night when you just want to get home. The bulb used for this casts an all-round glow and therefore requires LEDs which project light all around. The round style that I mentioned earlier



are... adequate... but these five, seven or even nine LED versions are available and really project the light around the dial face. They just need to be long enough to clear the bulb aperture and throw light around the insides of the dial. Once fitted it can be seen that they throw a blue-white light; not unpleasant and

certainly bright enough to read the dial information whilst not being obtrusive and destroying your night-vision. Make sure that the length you buy will fit; a sideways measurement of the bulb against the gauge will



tell you how much room you have to play with, and while a five-LED version may project far enough into the dial to throw light around, the seven-LED version may be too long and foul on the internal mechanisms. It's the Goldilocks story in LED – too short, too long, just right.

The other bulb used in our cars is the

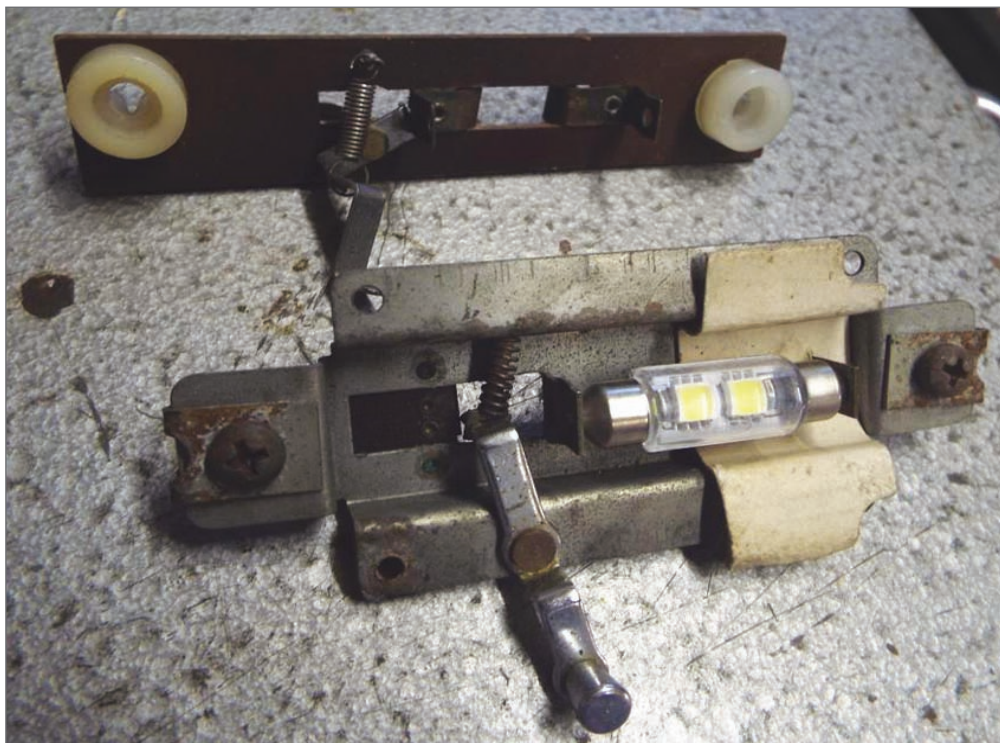
dashboard courtesy light, a festoon bulb under the dashboard. These are also readily available in a number of strengths; it all depends on whether you want to see paradise by the dashboard light or attract every moth in the country. Remember those three little words:

Am Bee Awnce.

They're also available in a range of colours if that's your thing...

Incidentally, the last photo shows the two types of courtesy light fitting which came on early Heralds; the earlier one is a beautifully made metal bracket with a heavy chromed switch, replaced no doubt for cost cutting purposes by the skinflints with a long strip of composite and a cheap bendy switch on later cars. Ok so it's only a lamp holder but as with so many things, quality and strength have been sacrificed for money and functionality. Oh, the humanity.... I suppose as the ad says: 'Get a life, it's only a courtesy lamp'... but it's the thought that counts. Progress, eh? See you next month?

Colin



Welcome to **NEW MEMBERS**

*Welcome to all
these new members,
who joined the
Club in January 15*



Philip Jewson	Beds	Shamsun Noor	London
Christopher Green	Berks	Donald Macrae	Ross-Shire
James Fitchett	Cheshire	James Gretton	Shropshire
Andrew Clark	Derbys	Geoffrey Nunn	Suffolk
John Bowerman	Devon	Philip Solomon	Surrey
Martin Penney	Essex	Simon Wallace	Surrey
Dave Webb	Hants	David Garton	Sussex
Michael Boardman	Herts	M J Upton	Warks
Tony Creedy	Jersey	Roger & Dorothy Smith	Warks
John Howland	Kent	Ben McMinn West	Sussex
Carlo Hernandez	Lancs	Andrew Roberts	West Yorks
John Fernley & Assoc	Lancs	John Callcott	Wirral
Neil Russell	Leics	Joseph Cachia	USA

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



e-mail.

vitesse@tssc.org.uk

Dave Rumens



It's Electric!

Hello everybody, spring is just around the corner and it will be time to get the Vitesse out. The first drive of the season in my Vitesse is normally to the MOT and always bring a smile to my face. It must be the unique smell and the sound of a classic car, both the Herald and the Vitesse have that truly classic feel.

By comparison my modern car feels soulless and lacking in any character at all.

I have been asked by members to revisit the electrical system, this may be opportune as if your car has been standing over the winter it could have developed electrical problems. Remember before you start to work on the electrical system you should disconnect the battery.

The electrical system used on the Vitesse is really typical of most British cars manufactured in the 1960's.

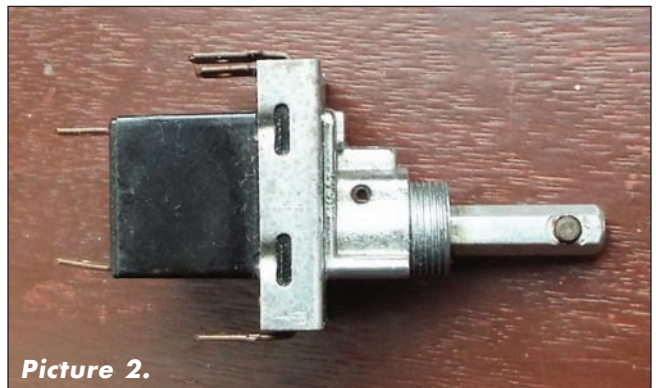
The majority of British marques used Lucas components, [Picture 1](#), which in the past seems to have gained an unfair reputation

for reliability. The basic design of the system used on the Vitesse goes back to the late 1930's, though with the development in plastic, the rubber covered wiring was

replaced with PVC insulation type which is better wearing. A change to tag and spade connectors also took place from the screw type. Call me a cynic if you like but I suspect this change had more to do with reducing assembly



Picture 1.



Picture 2.

times than improving the reliability. The main/master light switch, [Picture 2](#), on the dash of the Vitesse can be found in a number of other marques. The fixing nut and knob were

tailored to suit the interior of each model. The same is true for the wiper switch.

As far as I know the type of Lucas stalk



Picture 3.

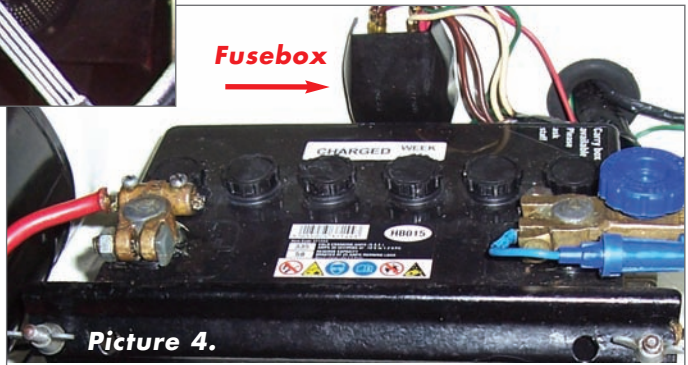
switches, [Picture 3](#), used on the steering column were introduced in 1959 and their first use was on the Herald. These, in different forms, went on to be used on all Herald based cars and the TR4 through to the TR6. They were also used in the original Lotus Elan and some TVR models. The light stalk on the Herald and Vitesse has three positions which give side, head and dip lights.

The stalk fitted to the Vitesse had the additional function of a headlight flasher. The motoring reviews back in the 1960's criticised this arrangement because if you were too energetic pushing the stalk from dip to head you could end up with only the side lights on. Using their words you were, "**Plunged into Darkness**". This may be the reason why the side light position was omitted from lighting stalk used on the Spitfire, GT6 and TR's. Both the dash switches and the stalk switches, due to lack of use over the winter layup, can develop intermittent faults. In other words some days all is fine and others parts of the electrical system

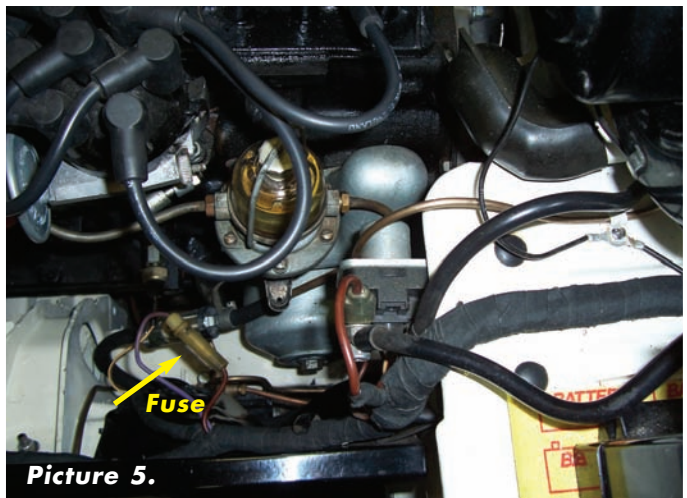
just give up. It is worth applying contact cleaner whilst operating the switch before going down the replacement route. Keep the cleaner away from your hands and any surfaces like the wooden dash.

More of the dreaded intermittent electrical problems, which always occur when you don't want them, can be caused by the corrosion in the tags, bullet connectors and the fusebox.

The fusebox is located behind the battery, see [Picture 4](#). The very early non-USA (USA cars



Picture 4.

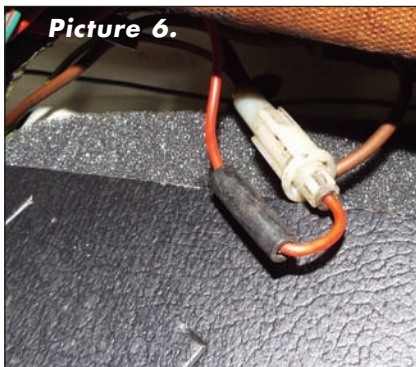


Picture 5.

were fitted with fuses) Vitesse was fitted with only one fuse, [Picture 5](#), and this was to protect the steering column stalk headlight flasher circuit. If we go back to the early days of motoring some types of fuses proved to be unreliable and as a result in many cases they

were not used. Even where they were fitted, critical functions like the ignition and headlights remained un-fused. From early 1963, from Commission Number RHD HB7372 & LHD HB7464, the Vitesse gained three fuses to protect the electrical system. However, if you look in the fusebox you will only find two fuses. The other fuse is hidden away under the left hand side of the dash and takes the form of an inline type, [Picture 6](#). This fuse can be well hidden so you need to use a bright torch and to stand on your head to find it! Sharp-eyed members will notice there is no

Picture 6.



control box in the [Picture 6](#), this is because an alternator conversion has been carried out on this Vitesse.

To help you trace problems I have given below the circuits each of the three fuses protect.

Fusebox - The fuse fed by the Brown battery cable protects the following -
Main Beam Flasher circuit.
Roof and Fascia lamp circuit.
Horn circuit.

Fusebox - The fuse fed by the White Ignition/Starter Switch cable protects the following -
Indicator lamp circuit.
Stop Lamp circuit.
Reversing Lamp circuit.
Heater Fan circuit.
Wiper Motor circuit.
Fuel and Temperature Gauge circuits.

In-line fuse protects the following -
Front and Tail Parking Lamp circuits.
Number Plate Lamp circuit.

The fuses in the fuse box are rated at 35 amps. The inline is rated at 25 amps.

The Lucas fuse boxes used in the 1960's go back a long way and as a result are quite basic, so the problems are normally just age/time related. No high tech here. Most of the fuse connections in the fuse box build up a coating of green oxidation and grime. See [Picture 7](#). The fuses themselves can cause problems, either by breaking or the end

Picture 7.



connecting caps being corroded. Use contact cleaner, a rag and sand paper to clean up the contacts, fuses and the cable spade connectors.

The cluster of wires and bullet connectors found in the bonnet nose, feed the lights, [Picture 8](#). (The yellow colour is Waxoyl protection). Due to their location the bullets and

Picture 8.

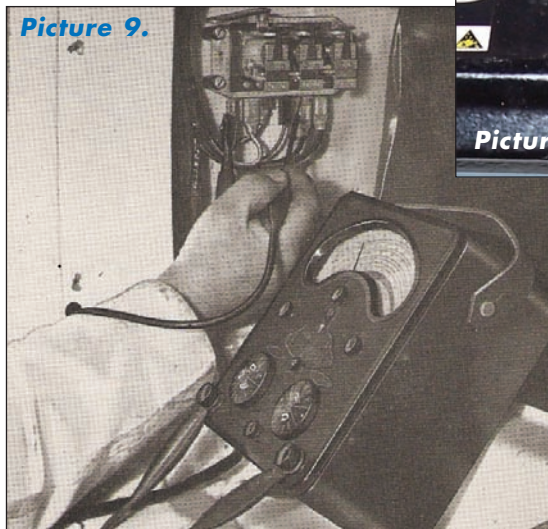


their joiners tend to suffer from corrosion causing the lights to be either intermittent or just

not work. If this is happening and the bullet connectors are corroded then clean this off with a small wire brush or sandpaper. If required replace the bullet joiner.

Once we have got rid of any corrosion how do we prevent it reappearing. This has two schools of thought. The first being to keep all the connectors clean and dry. The second is to apply a small amount of grease to the connectors to prevent moisture causing corrosion. The problem is, due to the construction and often the location of the connectors it is near impossible to prevent any moisture coming in contact with the connectors. Though using grease may attract some muck, however, moisture and electricity tends to be the major cause of corrosion. So I apply either silicon or LM grease to the connectors.

Just a word on best practices. Back in the 1960's the industry standard multi-meter used was the AVO Meter, [Picture 9](#). On vehicles the AVO 7 or AVO Minor was used. In electronics the more sensitive AVO



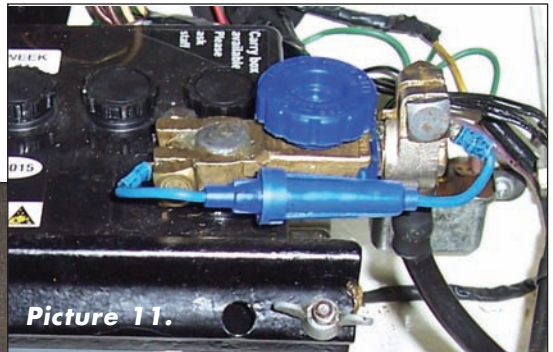
Picture 9.

8 and later 9 were standard. These days we tend to use a digital multi-meter which is easier to read and adequate for the job, [Picture 10](#). When using a multi-meter the workshop practice when measuring current or voltage is to set the meter to the highest value to start with then work down to the lower ranges. In this



Picture 10.

way you stand a chance of protecting the meter from overload. When checking voltage



Picture 11.

or current the battery has to be connected. To protect the loom use a **"Battery Isolator"**, [Picture 11](#), fit a 35 amp fuse in the by-pass fuse-holder and remove (blue) isolator. If you have to run the engine to carry out your checks then remove the blue isolator once the engine is running. If you are carrying out resistance checks do not run the engine and disconnect the battery completely as any standing voltage present may damage your multi-meter and will give an incorrect reading.

Always start with the lowest resistance range and then work up in value.

Well I guess I had better practise what I preach and check out my Vitesse ready for it's MOT. See you all next month.

Safe Driving & Keep Running On All Six
David.

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Paul Lewis



Restoration Update

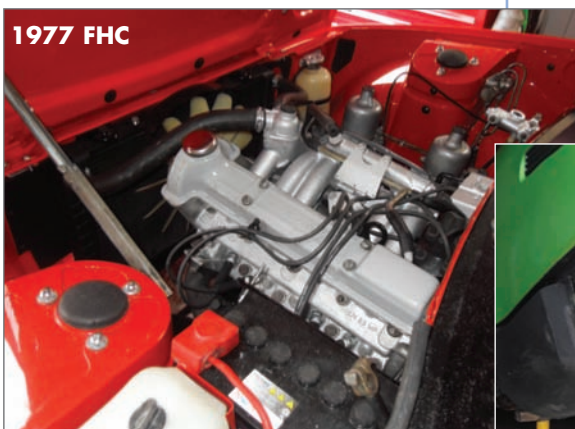
Even though the weather has been miserable it really hadn't dampened

my enthusiasm to venture into the garage in the evenings and weekends. I currently have three projects on the go which is actually becoming hard work but I am concentrating on just two at home.

My 1977 FHC is about 85% complete now and really is awaiting me to send the seats away for refoaming and fitting



rear axle and fuel tank to allow me to waxoyl above the tank and the rear trailing arm and radius arm mounts. The axle was quite easy to remove and luckily the bolts came out without too



1977 FHC

a new carpet, there are some electrical jobs to finish but priority has been to finish the Triton Green DHC that I took to SPA in 2013.

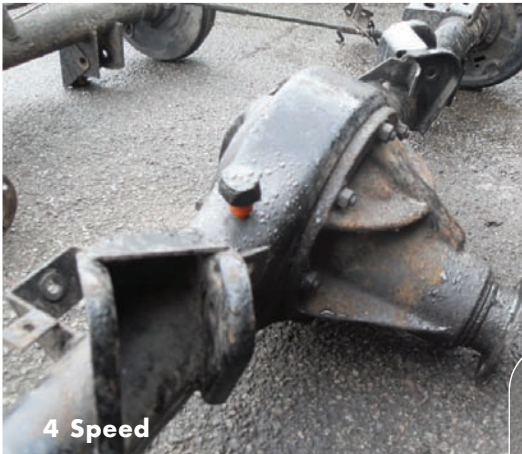
This month I have focused on removing the



much sweat and tears. Once the axle was

removed I decided to pressure wash it down in preparation for painting, I also have a 4 speed axle that I needed to do the same so they were laid side by side.

When you see the two axles together you suddenly realise how small the 4 speed axle is.



4 Speed

The four speed is what's known as a three-quarter floating live axle.

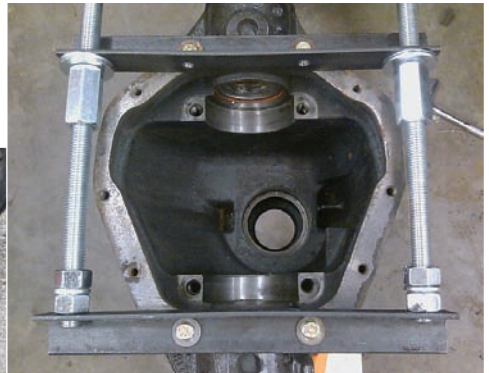
This is easily recognised by the fact that you can remove the differential by undoing a ring of bolts and once the half shafts are removed, "hey presto" out it comes.



5 Speed

The 5 speed is a little more complicated and is known as a semi floating live axle.

You will need the aid of a special tool called an axle casing spreader to remove the differential from the rear of the axle.



Axle Casing Spreader



After the axle was removed I returned under the car to remove the fuel tank. Again surprisingly this came out quite easily (my day was just getting better). Once out I decided to again wash off the 34 years of dirt that had accumulated above the tank.

It was only then that I noticed two big holes in the tank.

One had been hidden by the securing strap and the other must have happened when I removed

it. The problem with fuel tanks on older cars is that condensation can form in the tank and settle at the bottom.

Over time this rusts through the tank without you suspecting then one day, **HOLE.**

The tank was stripped and is now waiting for the local foreign metal collectors to call. I am now on the hunt for a good second hand tank or a new one if I can't find one. They are costly at £250. Anyway back under the car to clean some of the surface rust away. Whilst wire brushing some of the old underseal off I noticed another hole this time in the N/S inner sill. Only small but yet another job for the welder. Applying red oxide to keep the surface rust at bay I cleaned up



checking down the sides of the sofa for extra funds I decided that these things happen. I am sure we have all been there, undoing a bolt when the sound of **SNAP** fills the air. Yes it's annoying but that is the pay back for the smile that classic car ownership gives you.

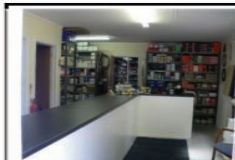
When it's working of course. Well I hope your projects are going well. If they are, or even if they are stalled send me a few lines with some photos and your pride and joy can be shown to

and went inside.

Making myself a well earned cup of tea and

all in the Courier.

Paul



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Bernard Littlewood



Punctured Radiator & Bonnet Respray

In response to my plea for articles S.Wales member **Alan Gourley** sent me the following, although carried out on his Spitfire it can obviously be used on all of our cars radiators, thanks Al and over to you.

A Punctured Radiator A Really Good Idea!

Some might well ask what John Boyd Dunlop's 1888 invention of the bicycle inner tube and Triumph radiators have in common? I would have said the same myself until I had a recent suspected leak from the top seam of my 1977 1500 Spitfire radiator. Sometimes there was a little damp pool in the seam and sometimes it was fine. I decided to bite the bullet and drained the coolant from the bottom hose and managed to catch most of it before it flooded the garage floor. Removing the top and bottom hose jubilee clips and the four securing bolts soon had the radiator free from its cradle.

Close inspection of the radiator did not reveal any obvious problem so I decided to wash the radiator out prior to any further tests. In the past I have had rust and residue move around in a radiator and mask a potential leak by temporarily blocking it. I had some Rad Flush to hand, so I used that to dissolve any crud that may have been left in the radiator. I put the radiator cap back on and lay the radiator on its back and

Inner tube fitted to radiator & inflated



filled it up using a garden watering can. Time for a cuppa and let the Rad Flush do its job.

Half an hour later I rinsed the radiator out and again visually inspected it. It was generally in very good condition with no obvious corrosion inside or externally. The recognised method of testing a radiator, and the method used by most radiator refur-



Radiator immersed in water checking for leaks

bishing outfits is to pressurise the radiator and submerge it in a bath of water. If this is done on a defective radiator the leaks become all too obvious with a tell tale stream of bubbles being emitted from the leak point. This was all very well for the commercial repairers but how was I going to replicate the test with my limited resources. I do have a compressor but I did not have the necessary pipes, tubes or couplings to successfully attach the compressor to the radiator inlet or outlet.

It was while I was puzzling a potential way of blocking one of the radiator pipes with a piece of rubber and a hose clip that it occurred to me that the whole process could be achieved using the complete inner tube from something like a mountain bike tyre. In the old days you had to go to the proper bike shop for inner tubes, now available £3 from ASDA but I just happened to have one lying around from the days when my daughter took an interest in cycling, the days before driving lessons and all night parties!

I cut the inner tube directly opposite the valve and folded the open ends back on themselves like a sock to give a little more thickness to the rubber when attached to the inlet and outlet of the radiator. The inner tube was then secured in place with the Jubilee hose clips from the car radiator

hoses. I then inflated the inner tube with my tyre inflator as it has a pressure gauge, of course a bicycle pump will do just as well and the exercise will count as one of your daily five.

The standard Spitfire radiator caps are set to pressure relief at either 7psi or 13psi, mine was 13psi so I was able to pressurise the radiator to around 10psi without lifting the pressure relief in the radiator cap. With the inner tube inflated I listened for any obvious hissing which would indicate a potential problem and all seemed well. In order to properly benefit from this test the radiator

must be submerged in a bath of water, the best I could do was a large plastic storage box which I filled with water from the garden hose. I dunked the radiator in the water bath and quickly saw a steady stream of bubbles, luckily they were coming from the lower hose connection and an extra half turn on the hose clip sorted this out easily. I checked the radiator all over and there were no other leaks and to make sure, actually to ensure I was not kidding myself, I left the radiator under pressure overnight. It turned out to be fine and after a quick coat of satin black Hammerite spray paint the radiator was fitted back on the car and refilled with the correct antifreeze and water mix. I put the problem down to a worn or badly seated radiator cap which was allowing coolant to pass. I also replaced the radiator cap with one from Rimmers and all has been well since.

Hopefully John Boyd Dunlop's 1888 invention of a radiator test tool will help others diagnose a radiator leak (or not) and save a few quid as I did.

AI

Bonnet Respray

My TR4 when I bought it was a Jaguar Fern Green colour, quite nice, but a bit "weak" for my liking. Quite a few years ago I

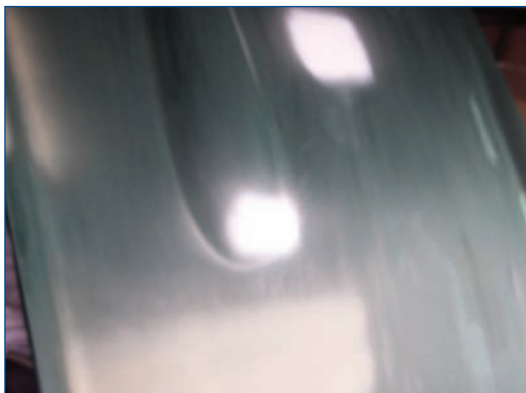
repaired the driver's door and at the time I couldn't get quite the right colour match so I painted the front wing and rear wing the same colour so that you had to look very carefully to see the colour miss match.

Previously I had repaired the windscreen surround and decided that I would gradually turn the car Brooklands (or is that British?) Racing Green which is actually closer to the colour that I painted the O/S door and wings so I painted the windscreen surround and front scuttle in BRG, which then contrasted greatly with the bonnet as they were on the same plane.

As I had finally (hopefully) sorted the engine miss fire I now had the time to paint the bonnet BRG so that the car would only be two different colours. Here is an account of how I went about it, professional or competent paint sprayers please look away, but as I have said in the past, my methods work for me and anyone who needs to freshen up their Triumph's paint or even re spray the whole car can achieve an excellent finish by following my method without the need to pay for a professional paint job.

Monday 24th June

After removing the Triumph letters and Globe badge I gave the bonnet a quick clean then wet sanded it back with 360 wet



Marks receive Hi-build Primer

or dry paper, rubbing along the length of the bonnet. I then sanded the edges of the bonnet and flatted out the marks that the bonnet had acquired over the years.

With some cellulose thinners on a rag I

tested to see if the existing paint reacted with the cellulose thinners, it didn't which hopefully meant that I could use cellulose primer straight on the old paint. If there was a reaction I would have to use an isolating paint like Bar coat.

After wiping the bonnet with a tack rag I applied some high build primer (mixed



Primered Bonnet

50/50) to the marks that I had flatted out then after about ten minutes I gave the entire bonnet a coat of high build primer.

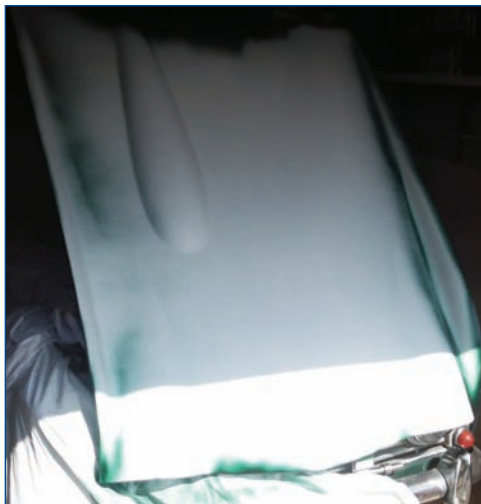
After another ten minutes I applied another coat, then a final coat ten minutes after that. I intended to leave it like this for 24 – 48 hours before flattening back and before final top coating.

This took less than 2 hours

Tuesday 25th June

Well as usual I didn't have the patience to wait 48 hours so after sanding the whole bonnet down with wet 600 wet or dry paper (taking great care not to break though the primer on the raised edges), drying it with a cloth then wiping the bonnet with a clean tack rag I first applied a coat of BRG (70% thinners 30% paint) to the edges of the bonnet and then a dust coat of BRG all over the bonnet.

After about 15 minutes I again sprayed the edges of the bonnet then applied a coat to the bonnet. I left this for 20 minutes then applied another coat of BRG. After another



Edges painted first

20 minutes I applied another coat of BRG and repeated this until I had applied a total of (including the dust coat) 9 coats of BRG. This was a bit excessive, but I was using my new 600ml gravity fed gun and it was taking a bit of getting used to, the finish was



Finished Paint Job before cutting

nice and shiny but it had a bit of an orange peel finish that I would need to polish out, hence the extra coats of paint and the beauty of cellulose paint.

This took a total of **4 hours** and 36 cups of coffee to fill in the drying time between coats of paint.

Tuesday 24th July

Well I managed to keep my hands off the bonnet for a month, so today I wet flatted the bonnet using 1200 grit paper, then I cut it back using G3 rubbing compound. The bonnet came up with a nice shine (I could get better if I had the patience to T cut it, but polishing bores me rigid, so perhaps I'll go over it again in the future). I then re installed the Triumph Globe badge and letters. This took about 2 hours, the longest part of the job was fitting the new plastic badge grommets.

So all in all it only took **about eight hours** to paint and cut back the bonnet, but it took a month when allowing for paint hardening time, this can be reduced if you don't use a rubbing compound and concentrate on achieving a better finish straight from the spray gun (which is what I will do the next time I paint a panel). The materials

cost about £40 and there is enough paint and thinners to paint another three panels on the car.

If you decide to have a go yourself just remember a few things,

1) *The area is well ventilated and you have the correct mask and filter.*

2) *Check to see if the paint on the panel you are going to spray will not react with cellulose paint, if it does, either take it back to bare metal, then etch prime it before applying primer or use an isolating coat such as Barcoat.*

3) *Ensure that you have a nice clean and dry air supply for your spray gun.*

4) *Should you have any runs in the paint, don't panic, let them dry over night then use a sharp craft knife to "shave" the run down then flat it out*

before applying more coats of paint (or even "shave" it off and flat it back when you have applied all your top coats).

Good luck!

Whether 6 cylinders or more a TR is more!

Bern

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GT6 Mk I - II - III Register



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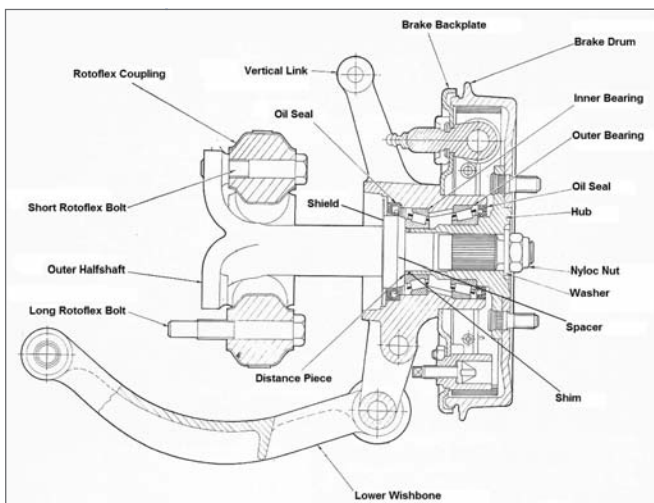
Andy Cook

Rotoflex Wheel Bearings

One tricky little job on a GT6 MK2 or early

MK3 with Rotoflex suspension is the rear wheel bearing. Unlike the rest of the small chassis Triumph's with ball type rear wheel bearings the cars with Rotoflex suspension have rear taper roller bearings that have a shimmed adjustment for end float.

Bearings do wear out from time to time and excess play



Hub and Bearing arrangement

(Drawing extracted from the official Factory Workshop manual with added annotations.)



Damaged Hub and distance piece due to leaving a worn bearing for too long!



Damaged distance piece, this should have a straight outside edge rather than tapers.

will be an MOT failure. Also if you leave a worn bearing too long it can end up damaging some of the other Halfshaft assembly parts. I have suffered from this on my own car when a worn bearing scrapped both the hub and distance piece after less than 1,000 miles.

The shim that was in place before it failed had also completely disintegrated. To be honest this was after a spin off the road in Scotland on the Round Britain Run and although the wheel bearing was inspected and was fine at the time I suspect it had been damaged which may have lead to early failure.

Replacing the Wheel Bearing

Before you do anything else, you'll need to remove the Halfshaft assembly from the car, this really needs one specialist tool, the spring lifting tool which to be honest you are likely to need for any rear end jobs on a Rotoflex car so it's well worth buying one for your garage kit. These are available from the Club Shop as well as some other Triumph suppliers.

As long as you have a spring lifting tool then any decent workshop manual will explain how to remove a Halfshaft whether it be a factory manual or a Haynes one etc.

One little tip, after jacking up and taking the wheel off slacken the hub nut slightly with the handbrake on before disconnecting everything. The hub nut is very tight and it is easiest to undo on the car.



A light duty hub puller like this should be adequate to extract a Rotoflex hub.

Halfshaft. This shouldn't need a heavy duty hub puller like Non Rotoflex cars as the shaft and hub are splined rather than tapered with a Woodruff key so there is no taper to break. However if you do have the heavy duty type puller that will of course work fine. Do be careful not to damage the thread on the end of the Halfshaft as this is easily done and new ones are no longer available.



Bearing puller

You may well need a bearing puller to get the bearing inner race from the outer bearing off the hub, I use the type above which is available from most good auto tool suppliers.

Changing the actual bearing races in the vertical link is the usual method, drifting out



My well used TSSC Spring Lifting Tool

Once you have the Halfshaft off the car and have removed the Nylock nut use a hub puller to pull the hub off the

the old, thoroughly cleaning and carefully drifting in the new.



Bearing race for the outer hub bearing drifted into place in the vertical link.

Setting up the Bearing End Float.

Now the tricky bit, it's time to set up the bearing end float.

If you read the Factory Workshop manual it only describes setting up the bearing using a special Churchill tool (S325) which your average home mechanic isn't very likely to have in his toolbox. However it is possible to set up the bearing without the tool, this is something that **Canley Classics** describe on their website so I can't take credit for coming up with the method but having used it a few times I can confirm it works!

If the same hub, vertical link etc have been used and the new bearing is a good quality one replacing the equivalent shims and spacers from the old unit may well give about the right amount of clearance, however with the latest quality of parts for our cars often being dubious nowadays it is best to assume that some adjustment will be required. Fit outer race and outer shell into vertical link. Fit hub making sure it is tapped fully down. Fit inner race. Put the old distance piece and shim(s) in place. Measure across bearing inner race with straight edge and feeler gauge. If the hub and shims are 1 to 2 thou (0.3 – 0.5mm) higher than the inner bearing race, then the set up is probably correct. If not you'll

need to change the shims and or distance piece to achieve this measurement. If the hub and shims are more than 1 to 2 thou higher than the inner race then you'll need less shims or a smaller distance piece. If the hub and shims are level or below the level of the inner race then you'll need more shims or a bigger distance piece.

The picture below shows how to measure with a feeler gauge.



Measuring the set up with shims and distance piece to check

The tricky bit is getting the right combination of distance piece and shims. Several different distance pieces are listed in the workshop manual and parts catalogue but it only shows a 3 thou shim as being available.

Here's a list of distance piece thickness options and part numbers:-

Thickness	Part No
139 thou	152483
141 thou	152484
143 Thou	152485
148 thou	152486
155 thou	152487

The 3 thou shim is part number 142340.

Most of the sizes distance pieces have until recently been pretty difficult to get hold of, however Richard Briscoe of RB mobile classics has recently had some made up so worth contacting him if you need a different thickness distance piece.

Also, although the Factory manual and parts catalogue only shows a 3 thou shim as being available the inner and outer diameter just happens to be the same size as the shims used to set up the diff pinion. These are available in several thickness options and can also be used to set up the wheel bearings.

Shim thickness options and part numbers listed for the diff pinion which can be used are:-

Thickness	Part No
3 thou	140793
5 thou	140792
10 thou	140791
30 thou	140790

Once you've managed to get the right result through a combination of distance piece and shim(s) carefully drive the outer axle shaft fully home and tighten the nut to 90ft/lb, measured with a torque wrench. This should be done dry without grease for checking the set up so use an old nut if you have one rather than wasting a brand new Nyloc. If you have a spare outer Halfshaft it's also worth using this as the threads on



Checking the end float with a dial gauge

the end of the Halfshaft can easily be stripped and it will help avoid the risk of damaging the one from your car. Once

assembled and tightened you should feel very slight play. If you have a dial gauge you can set it up to measure the actual amount of play which should be between **½ to 2 ½ thou (0.13mm - 0.64mm)**

By measuring you will be able to work out how much to increase or decrease the shim/distance piece combination by if adjustment is required. If you are unable to measure this then as a guide if you can feel any more than very slight end float you need to reduce shims, if there is no end float at all or a preload you need to increase shims.

It may take a little trial and error.

Re-assembly

Once the end float is correct, take apart, pack the bearing with grease and fit the inner oil seal.

Refit the outer shaft and drive fully home,



Use plenty of High Quality Grease. A High Temperature grease made especially for wheel bearings is best.

make sure you do drive it home, this is important, don't rely on using the Halfshaft nut to draw the joint together as you'll probably strip the thread if you do.

Always use a new Halfshaft Nylock nut, unfortunately most of the nuts that are available from Triumph specialists today are thicker than the originals and the Nylock part often fails to engage fully with

the thread on the Halfshaft. Therefore it's best to also use loctite to ensure the nut is properly locked on the Halfshaft.



Use Loctite on the Halfshaft to ensure the nut is properly locked.

Tighten to 110 to 115 ft/lbs with a torque wrench, turning the shaft within the bearings as you tighten to ensure that the bearings track properly in their races.



Tightening the Halfshaft Nylock with a torque wrench

Once the hub is tightened, refit the Halfshaft assembly to the car. **Note:** that even with the spring lifting tool it will be a

real struggle to line everything up to get the bolt that runs through the vertical link and spring eye bush into place as the Halfshaft is under tension from the Rotoflex coupling. Also please don't forget to bleed the brakes!

From the Archives

This month's from the Archives pictures date back in the late 80s and was taken at SEM (South of England Meet) in Leatherhead. Sorry about the poor picture quality but it's an unusual car so I thought it was still worth including.

This modified MK2 GT6 featured a T roof modification with 2 removable roof panels. An interesting modification but it looks like it was a pretty straight car and I'm sure no-one would want to devalue a good GT6 in this way nowadays! GT6s were somewhat cheaper back then though, you could pick up a roadworthy usable example for less than a thousand pounds and 2 grand would buy a really nice car. From the DVLA website this T bar GT6 MK2 has been untaxed since 1989 and was never registered as a historic tax free vehicle so I suspect it was more than likely scrapped.



'T' Roof GT6 - Still around?

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Phil Willson



March Musings

This month I introduce **Simon Leadbitter's** 13/60 which looks, as he says, very dusty and unloved. He and his partner **Keeva** actually

bought **'Myrtle'** about 2 years ago having been trying to get her for the previous 8 years. This is a return to their roots as they had both owned 13/60s when they started driving 25 years ago.

When they first met, Simon owned a 2003 MGTF, which has now been sold. They have also been up to their necks in renovating a house recently but aim to spend time on the Herald and get it back on the road later this year.

Once the garage has been cleared then **'Myrtle'** will be coming home from her

storage and work can begin. I hope those wire wheels are fit for further service as they are a good feature in my opinion. The car has been fitted with a 1500 engine and is due to receive an overdrive gearbox as part of the renovation.



Pictures 1 & 2:

Myrtle in storage.



I hope that Simon will keep me informed of progress.

There seems to be potential good news for **Joe Grundy**. A member has contacted me who bought some original Stanpart rubber window seals some years ago for his Vitesse Estate. Since then the car has been sold so the seals are in store. They are being offered to Joe if he wants them, but given the passage of time the deal

will depend on their condition and, presumably, price. I hope this works out.

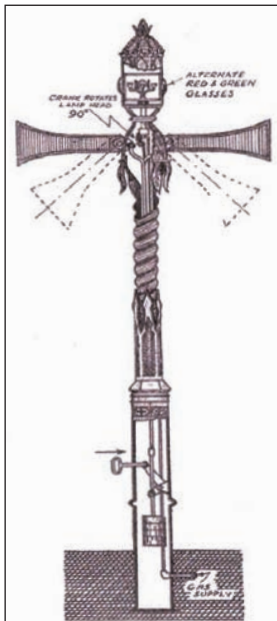
A job that needs doing on my Estate is a quick carburettor overhaul. When I took the car off the road around 1998 I just put the carb into store. At the end of the long rebuild process I bolted it back on again and – hey presto – it worked just fine so I left well alone. However, on a couple of recent outings I've noticed a tendency for it to flood occasionally so I assume the float valve is sticking. I have bought an overhaul kit for about £15 and will give it a going over and fit a new float valve, diaphragm and jet seals.

And now for something completely different.....

My interest in history turned up a real curiosity recently. **Question: Which came first, the car or the traffic light?** We all know that the first vehicles that we nowadays call cars appeared in 1886 courtesy of Benz and Daimler. So it is strange to note that the first traffic light appeared 18 years earlier in 1868 – long before the car had in fact been invented!

Yes, there were traffic problems even then. It was installed outside the Houses of Parliament at the junction of Great George Street, Parliament Street and Bridge Street, just at the entrance to New Palace Yard.

It consisted of semaphore arms and a revolving lantern on top of a 22ft cast iron pillar, which showed red to stop traffic in one direction and green to indicate that you



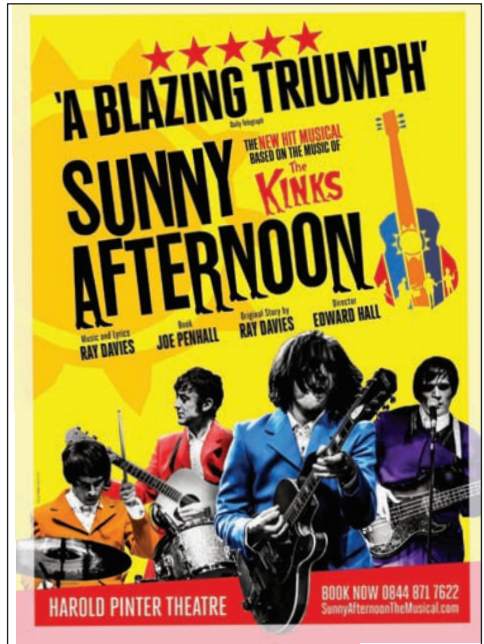
Pic 3:
The 1868 exploding traffic light.

could proceed with caution in the other.

A police constable turned the lantern using a lever. However, only a few weeks later, in January 1869, there was an explosion which badly injured the operator and this led to the idea being abandoned soon after.

There is a memorial plaque marking this momentous invention on the wall of 12 Bridge Street, Westminster.

It wasn't until 1912 that the somewhat safer electric traffic light was invented, in the USA, and 1926 when the first ones appeared in the UK, in Piccadilly Circus to be precise. A few more have been installed since, in case you hadn't noticed.



Picture 4: *A warning from The Kinks?*

Finally, I recently came across this startling advert for the musical 'Sunny Afternoon' based on the work of The Kinks. I understand that it's a great show, though I've only heard that from two diehard Kinks fans.

The monthly cracker joke:

Q. Which motor sport started life in North Wales?

A. Bangor racing.



e-mail.

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Trevor Collett



The Big Question - Answered

I joined the TSSC in April 1981, a young and innocent Herald 1200 Estate owner. The Club's membership was then not many more than 1,000 and the Courier was not the glossy publication we know and love today. Despite being typed on plain paper it was still jammed full of great stuff, which was eagerly devoured every month. In those days our, then, totally voluntary organising team also produced another, glossy, magazine, originally, every quarter.

It was in the first edition of the "*Turning Circle*" I received that I saw pictures of a sports car that I thought looked great, but definitely not Triumph. The text with the photos said the car was a kit car based on the Herald or Vitesse, a concept I hadn't heard of. This car was the RMB Gentry Sports, and from that moment on I knew I had to have one. I sent off for brochure, and at the same time began to read up about the fascinating world of kit cars and specials. As you all know, I never did buy a Gentry myself, instead I embarked on the build of my Moss Malvern, which I completed in July 1984 (note to self: significant birthday coming up).

The story of the Gentry car starts ten years prior to my first contact - in 1971 Roger Blockley, while working on the Spitfire production line at the Standard Triumph factory in Coventry, was building a car in his garage using a Triumph Vitesse chassis, 1600 engine and a pair of original MG TF wings. It took him over 20 months and was completed in 1973. The car attracted much praise, and he was encouraged to build another for his father, and then went on to produce kits commercially early in 1974, from a base at Barwell in Leicestershire. So the **RMB Gentry** was born.

The RMB Gentry soon established a top notch reputation amongst discerning petrol



RMB GENTRY

heads. Obviously the look of the car speaks for itself, even the non-petrol heads in the population could see its beauty, but beyond that

the design of the kit meant that finished cars were properly strong – none of the floppy wings and wobbly windscreens often associated with other “period” style, built-from-a-kit cars.

Roger found a regular supply of paying customers for his Gentry product, until he sold the business in 1989. The new owners continue to sell the kit, under the name TM Gentry.

At some point later the company name changed and we had the SP Gentry. And later still, another name change, to TP Gentry, when the car became Ford Sierra-based.

In 2001 the rights to sell the Gentry car was sold to an already established concern called Vintage Motor Company. These guys were known for producing a range of 1930s styled vans using modern Ford mechanicals. It is not really clear whether they actually ever sold any Gentry kits, certainly no Triumph-based ones.

In 2006 the moulds and rights moved on once again, this time snapped up by a gentlemen called **Geoff Beston** of Nuneaton. Geoff officially re-launched the Gentry, as a Herald-based car, in 2008 and I contacted him then to get the low down. I asked Geoff a few questions about himself and a few more about the Gentry demonstrator he'd built (XOA487), here's what he said:

NAME **Geoff Beston**
OCCUPATION **Kit Car Builder**

(former Policeman, for 32 years)

MAKE AND MODEL **Gentry TF**

PERIOD OF BUILD **8 months**

NO. OF HOURS TAKEN **1,800**

TOTAL COST **Difficult to estimate**

(as you will see later)

Why build a kit car? Retirement was just around the corner. The name, moulds etc. became available and so it was an opportunity we couldn't miss.

Why choose the model you did? Already owned one and was a member



of the Gentry Register. This was the car that I had always wanted to own and doubted I was ever going to own the MG original version.

What was the donor vehicle and how acquired? Triumph Spitfire MkIV. Bought from EBay as a total wreck. Suited our needs very well as it was well beyond consideration for repair/restoration.

Dismantling the donor. Very easy to complete, most of it was already missing!

Chassis alteration & preparation. Not required anymore as we produce our own replacement chassis. In any case the donor Spitfire's one was so far gone it wouldn't have been possible to use it.

Gearbox, propshaft, differential alteration and preparation. Gearbox, and diff are both used in their standard format. New propshaft is used as the size is slightly different to the original. We have these made for us in Coventry.

Suspension, steering, brakes alteration and preparation. All used exactly as they come out of the donor.

Engine type and preparation, including carbs, air filters and exhaust. Engine taken straight out of donor. It suits our body shape to try to use only one carb, otherwise it is necessary to use a 'bulge' on the side of the body to accommodate the front carb. If using the 2-litre Vitesse engine then you have limited options available to you, and most people have used the body bulge.

New body collection & assembly. Easy for us as it was made here at the works. We

offer two options; the first for those who wish to build as much of the car as they can themselves. The second option has the doors, locks bonnet etc. already fitted. These are not difficult things to do, but do take some time to get them right. Then again, not everyone has all the skills necessary to build a car from

fuel tank. Straightforward fitting.

Instruments and warning lights: Can be a nightmare for SVA. Good advice on this in the build manual.

Wiring: Our own purpose-made loom is available for the car. Or you can amend the donor loom if you feel confident about electrics.

Lights: Readily available from either us or other suppliers.

Chromework (bumpers etc): As above for lights.

Wheels and tyres: As above.

Paint: We had our car painted by a professional painter and would recommend his work.

Seats and trim: Made by ourselves and trimmed locally. The area where many kit cars let themselves down, so well worth planning and saving a bit of the build budget to ensure you get it right.

Hood and sidescreens: We make the frame for both the hood and sidescreens. Both of these are



scratch and so we offer what help we can dependent upon their needs.

Assembly of major components and body onto chassis. Best

to prepare the rolling chassis first, and then have the body delivered. It does drop with relative ease onto the chassis.

Fitting out:

Pedals: Need to be positioned carefully as there isn't a great deal of space to work with, and getting it wrong can cause problems.

Heater: Not necessarily needed. We use a heated front screen for the demister issue of the screen and so the heater is just for your 'comfort'.

Windscreen wipers: Fairly simple item to fix. Details of position etc. are given in the build manual.

Petrol tank: New, purpose-fabricated tank included in the kit.

Radiator and plumbing: As above for the

trimmed locally.

Paperwork (SVA, registration, insurance and MOT). I could write an



entire article on this subject! Not actually difficult if you follow the rules.

On the road (first impressions, performance, usage, reliability). The SVA man was the first to really drive the car, he returned with a big smile and stated that not only did it look good but it drove well. The seating position was right and he was very



RMB GENTRY Demonstrator

impressed. What more can you ask for. We use it as our demonstrator and also use it as our Gentry for events etc.. Still very happy with the build but the next one will have one or two minor changes.

Future plans (sell, keep, modifications, would you build another kit). This demonstrator will be sold in the future and another built.

That was 2008, this is 2015, 42 years after the first Gentry kit was sold – can one still buy a Triumph-based Gentry kit? The other day I emailed Geoff again, and he replied again:

Hi Trevor

You have caught me just taking a break and having a quick cuppa and so if I don't answer you now I am likely to forget and it could be days or even weeks before I remember!

The kit is still available but the likelihood is that the price will have to be increased slightly in the next few weeks as the cost of windscreens in particular is rising rapidly. The car is still based on Triumph running gear and we can, and do, produce a new chassis to build the car on. On our 'replacement' chassis there is a need to undergo the IVA test and that can always be interesting, as so much still relies on the individual interpretation of the tester, and that is not always easy to come to terms with.

The 'easiest' way of building is on a Triumph Herald chassis, as no matter how much work you do to 'restore' it to its former glory it remains an original Triumph chassis and so does not require an IVA and is a simple notification of a body change. We are happy to work with potential builders and look to repair their chassis rather than making them build on our chassis, as the build can be progressed along the lines they would like rather than building to satisfy the needs of the IVA and then change it all afterwards!

Due to the nature of the complex body tub build and the fact that I work alone and only when I want to be working (lucky position I know) I aim to produce about four kits a year. Anymore and I have to work too many hours and it becomes hard work to keep up. By restricting the kits to around the four mark it keeps the car available and also keeps me busy.

There you have it, straight from the man himself – 42 years on the Gentry, as kit cars go, the answer to life, the universe and everything, is still available to buy – at least to four lucky people each year – get onto Geoff now and get yourself on the list, you won't regret it.

You can contact him through

www.gentrycars.co.uk

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Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703825/6	£22.50
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 valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£59.50
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extn	£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
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£175.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
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
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Brake pads type 16P/16PB	£10.50 set
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Radiator grille R/H convertible WKC3674	£30.00
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Petrol tank	£205.00
Petrol tank sender TKC3408	£35.50
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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	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
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Clutch kit TR8 Q/H	£110.00

STAG

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Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£400.00
Recon exchange J Type overdrive	£320.00
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Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
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TR6

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Gearbox 3 Synco (exchange)	£350.00
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Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Recon exchange brake caliper type 12	£46.00
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Distributor cap	£6.00
Front valance support bracket 712567/8	£6.00

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Front quarter valance 815391/2	£80.00
Door skins	£65.00
Sills non original 903097/8	£50.00
Sills O.E. 903097/8	£80.00
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Inner sill 806638/9	£27.00
Front sill end plate 706422/3	£9.00
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Bonnet hinge pivot box RK362/3	£49.50
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Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£147.50
Rear wing front repair panel	£25.00
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£191.50
Rear valance 908970	£95.00
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Rear outer wheel arch 909661/2	£89.50
Windscreen aperture drip channels	£18.00 pair
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Door hinges 607824	£21.00
Exterior door handle (black) YKC2837/8	£77.50
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Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	£320.00
Recon exchange J Type O/D 1500	£320.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Clutch slave set GBS749	£10.00
Clutch shive cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£50.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
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Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£190.00
Hoods vinyl inc zip window	£160.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair
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GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,200.00
Front wings Mk I 908113/4	£115.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£55.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£320.00
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Front suspension vertical link	£108.00
Front shock absorbers	£30.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

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Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£135.00
Mk II rear lamp panel 910509	£145.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
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Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158/9	£67.50
Rear quarter bumper (estate) 923444/5	£60.00
Rear bumper moulding (saloon) 824479	£27.50
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Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£55.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
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Recon exchange brake caliper	£56.00
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Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£17.50

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Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
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Set of Sprint H.T. leads	£59.50
Set of HT leads 18/50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
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SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.

Suzie Singleton



MoT Testing, Part 2 (Lighting)

Having paved the way last month with some of the more general 'blurb' from the MoT Testing manual, in my next few articles I will be looking at some of the actual specifics which are checked, in particular those aspects which may impinge particularly on our cars with respect to dates and requirements. I hope this may be of practical use to many of you so please to see which requirements apply to your own car in each case. If in doubt please check the MoT manual (www.motinfo.gov.uk/htdocs/m4i00000001.htm) or the relevant legislation (www.legislation.gov.uk/ukxi/1989/1796/contents/made) or contact the Driver and Vehicle Standards Agency for further clarification.

Please note that the pictures of the cars

with any legally required light the following will apply – the switch, and the lamp units should all be working, in good condition, not obscured, with light switches able to be operated from the normal driving position. The information following does not include every single aspect of the MoT procedure but I hope it will highlight the main items and provide some guidance on where to focus your efforts prior to your car's next MoT test.

Any repairs to lenses and lights will be considered on their own merits considering security, colour, light output and durability. However, it is far better to ensure that all such items are complete and replaced rather than repaired wherever possible.

Front and Rear Position Lamps, Registration plate Lamps, Rear Fog Lamps.

A vehicle that has no front and rear-position lights fitted or has had those lights permanently removed, painted or masked-over is exempt from the lighting sections of the MOT test.

An advisory note will be provided on the VT32 as a reminder that the vehicle should only be used during daylight hours and not used at times of seriously reduced

visibility. [Suzie note: This is a situation perhaps more commonly found with older vehicles and motorbikes where there may be electrical problems, it is possible to get a 'daylight MoT'. This is what we have previously done with our classic and vintage



Driver & Vehicle Standards Agency

modelling for this month's feature have been pulled from my archives, and each for no other reason than that they seem to illustrate a particular point.

This month I'll go through some of the lighting and other electrical requirements. In general,

SPIRFIRE I - II - III Register

motorbikes using masking tape to cover all the lights (but not the rear reflectors!) due to 6 volt electrics, dynamo driven lighting, and non-working lighting.

I can see that there may be the rare occasion where just getting an MoT is the priority and if the car is only to be used during the summer months then it could get you going and on the road. Be aware though that, although the piece of paper you have in your hand may not state that the lighting systems have not passed the required checks, the computerised system does record this and of course this information is available to the Police should you "inadvertently" be caught out and about at dusk or later as you would then be committing an offence.]

Front and Rear Position Lamps (Side Lights)

There should be two lights each at the front and rear of the vehicle to indicate its presence and width, which must all operate with a single operation of the switch.

At the front: steady white lights or a yellow light if incorporated in a headlamp which emits yellow light

At the back: red lamps.

Any additional position lamps are optional and are not to be included in the inspection.



A standard Spitfire generally has single headlights, white front side position lights and amber direction indicator lights at the front.

Registration plate lamps

Registration plate lamps are required to illuminate the rear registration plate. It/they must operate simultaneously with the position lamps, illuminate the registration plate and not show a white light to the rear. Where more than one

rear registration plate lamp is fitted, any one inoperative lamp is a Reason for Rejection.



Twin registration plate lights plus a rear fog light on a Belgian Mk2 in addition to the standard light fittings.

Rear Fog Lamps

One rear fog lamp is required to be fitted to the centre or offside of vehicles first used on or after 1st April 1980. The lamp, switch and tell-tale indicator must operate correctly.

[This date does, obviously, release most of our Club cars from the requirement of having a fog lamp, and so this will mainly affect late 1500 Spitfires, the TR7, the TR8 & the Acclaim.]

Front Fog Lamps

These come into the same category as reversing lamps (see my comments later in this article) in that legislation permits them to be fitted but they are optional, not obligatory, therefore they are not subject to the MoT test. There can be a maximum of 2 white or yellow front fog lights, and there are some specifics as to their placement in the legislation.



A pair of low-slung fog lights fitted to a Mk3

[I was interested to read some of the definitions in the actual legislation on vehicle lights in "The Road Vehicles Lighting Regulations 1989" (www.legislation.gov.uk/ukxi/1989/1796/made)

"Front fog lamp" - A lamp used to improve the illumination of the road in front of a motor vehicle in conditions of seriously reduced road visibility.

"Headlamp" - A lamp used to illuminate the road in front of a vehicle and which is not a front fog lamp.]

Stop (Brake) Lamps

Vehicles first used before 1st January 1936 are not required to be fitted with a stop lamp.

Vehicles first used before 1st January 1971 must be fitted with one stop lamp, either on or to the offside of the centreline of the vehicle.

If such a vehicle has two lamps fitted then it should be treated as a vehicle first used on or after 1st January 1971.

Vehicles first used on or after 1 January 1971 must be fitted with two obligatory stop lamps.

Any additional stop lamps fitted and connected must be tested. Where extra lamps are fitted and there is doubt as to whether they are connected, the benefit of this doubt should be given to the presenter.

On vehicles first used before 1 September 1965 it is acceptable for a stop lamp to be incorporated with a direction indicator lamp.

All stop lamps must emit a steady red light and operate when the brake is applied.

Reversing lamps

Just to put the various rumours and incorrect advice that 'the fella down the pub' insists is true - there is no legal requirement to have a reversing light fitted to a car. The legislation specifies that reversing lights are optional, that up to 2 can be fitted, emitting a white light and that the wattage of any one reversing light must not exceed 24 watts. Being optional in the law they are not therefore covered by the MoT testing procedure except in as much that they could be a reason for refusal of a test if they cause a hazard to other road users in the form of rough edges, overly bright lights dazzling other road users etc.

If a reversing light is fitted but not working it is NOT a reason to refuse a pass of the MoT test.

A vehicle cannot be tested and failed on a feature that is not a legal requirement for it to have in the first place.



Some owners prefer to add a reversing light or two.



Direction Indicators

Direction Indicators and hazard warning lamps are not required on vehicles first used before 1 January 1936. However, if they are fitted, they must be tested.

Direction indicators lamps should emit amber light, except for vehicles first used before 1st September 1965 which may have direction indicators incorporated with stop lamps, or combined with front or rear position lamps, in which case front indicators may be white and rear indicators red. They should flash at a rate of 60-120 times a minute.

Vehicles first used on or after 1st April 1986 must be fitted with one side repeater direction indicator on each side.

Direction indicator 'tell tales' may be audible or visual. A 'tell-tale' is not required if one or more direction indicators on each side can be seen by the driver from the driver's seat

[Unlikely with our cars, except perhaps on some kit cars].



USA Spec car with side repeaters front and rear, this requirement coming in earlier in the USA than in the UK.

A semaphore arm must illuminate, emitting an amber light to the front and rear, when in operation. It may flash, but is not required to do so.

Hazard Warning Lamps

Hazard warning devices are not required on vehicles first used before 1st April 1986, but if

SPLITFIRE I - II - III Register

one is fitted it must be tested.

The Hazard warning lamp 'tell-tale' may be a separate light or the same as the indicator 'tell-tale'. However, it must be a flashing light.

[Not audible as the direction indicator 'tell-tale' may be].

Rear Reflectors

Each vehicle is required to be fitted with two red reflectors, one on each side, fitted symmetrically. Reflective tape is not acceptable as a substitute for a rear reflector.

And finally, just to lighten the mood, and help



us to think of and look forward to summer, a lawn mower found by **Peter Truman** in Australia – the Klippo Triumph!

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Mark Blease

Lighting the Way

Y

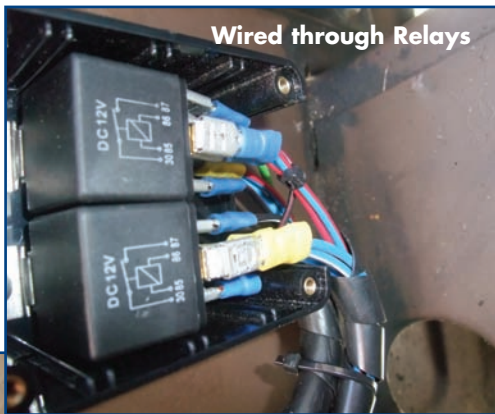
ou may recall that back in December and January **Bill Reed** introduced us to **"RUJ"** - his newly acquired, and rather rare, 1974 2500. This month

Bill has kindly updated us on his latest big saloon projects.

"In getting RUJ up to scratch, one of the first things to be tackled was lighting. The original dip switch had failed before I bought the car from Ray, and as part of the sale he supplied me with a new stalk, along with fitting instructions. As this component also operates horn

to the lamps; and that in extreme cases fires have been known to occur as a result of the

Wired through Relays



New Lighting Stalk

high current running through the dipswitch. I also found that this was not the only lighting problem built into these cars.

A 40W main beam, with a 37.5W dipped beam, is pretty dim compared with modern 60/55W halogens; and sealed beam units are expensive and impractical. Even back in August 1969, five years before my car was built, Motoring Life printed a comparative road test of the Rover 2000TC and the Triumph 2.5PI, commenting:

"Lights are a lot less effective than they ought to be on such expensive cars and we thinks (sic) it's about time that the customers began to demand quartz halogen bulbs as of right rather than as self-paid conversions."

Despite the late-sixties slogan "Triumph put in what the others leave out", British Leyland evidently chose not to take the hint. My car

and indicators, the switch assembly is complex both mechanically and electrically, and has its own 9-wire loom with a substantial connector.

In the process of fitting the replacement part, I discovered that unfused headlamp current travels from the battery through the bulkhead to the switches on the steering column, then back

Halogen Headlights



had to wait over 30 years for its "self-paid conversion", and I am grateful to my brother

headlamps have at last come into their own, making night driving a pleasure - an improvement which was technically feasible back in the 70's, but which BL chose not to incorporate into the cars, despite the clear safety benefits and those twin headlamps being such a prominent feature of the car's design."

Parcel post

"To jump to the present, here's one of my recent jobs.

For anyone in a hurry to get behind the parcel shelf on the driver's side - for wiring, say - it's just too tempting to yank down the cardboard at the back. Eventually - after forty-



Night driving is now a pleasure

Jon for designing the solution and doing the work. I fitted new headlamp units with halogen bulbs, and he wired them through relays fixed on the front panel beside the nearside headlamps, with fuses behind the passenger parcel shelf. So now, current through the switches is reduced. Instead of bulky spare sealed beam units, I only need to carry bulbs. Replacing a bulb does not require re-setting the beam. And more power goes to the lights. Before the conversion, Jon measured the voltage drop to the main beams as 1.8V, leaving only 84% of power to the lights. Afterwards, the drop was only 0.45V, allowing 96% of power to the lights. So the

odd years - the card gets tired, scuffed, torn and detached from its rivets. In my case, someone had taken a Stanley knife to one end. The hardboard base was warped and had come away from one of the securing bolts. The vinyl covering on the crash pad had become frayed at one end and some of the padding had fallen out. I had removed the shelf from the car in case it fell on my feet, and it sat in my study glaring balefully at me, so I had to do something about it.

I scoured the stands at the Stoneleigh Restoration Show for a second hand replacement, without any joy. I could not find the right sort of card for the very convoluted back

section, but I did get a sheet of black millboard. In the end, I decided that it would

the thing back into the car, including that bit of curved steel trim on the left which is fixed with a bolt you can't get at to a bracket whose two tiny screws you can't get at. While I had my head in the footwell, I took the opportunity to spray some WD40 on the heater linkages as well.

It may seem a rather banal repair, but I am always inordinately pleased with myself when I manage to fix something that has been bothering me; and sometimes just a bit of attention to detail can make all the difference to the appearance of the car. I guess it was all easier to put together in the factory. Or

maybe it went something like this:

"Oi, Fred. You was late yesterday, wasn't ye?"

"Yes, but I..."

"Never mind that, me lad.

It's parcel shelves for you today."

"Aargh! No! Not parcel shelves! Anything but that!"

"Off ye go, me lad."

Many thanks Bill for keeping us up to date with your latest projects. **You Can Meet Bill & 'RUJ' in Person on The TSSC Stand (Club1 Hall2) at Stoneleigh 1st March**

If you have any stories of big saloon or estate ownership, please send them to bigsaloon@tssc.org.uk

Until next month!

Mark



Parcel shelf under repair

be beyond my skills and tools to remove the riveted-on back card and fit a replacement, but that reinforcement and repair were feasible. Using the existing base as a template, I made two millboard panels, one for the tiny shelf to the left of the steering column, and one for the larger one to the right. I made them a tight fit, to push behind and under the crash pad and fit over the existing hardboard base. This straightened the base up nicely and I found it also pushed the back into a better shape. Then it was a matter of judicious application of strong black tape, out of sight as far as possible, to repair tears in the back. I cut a piece of foam to replace the missing section, and re-formed the vinyl over it, securing it with tape. The final touch was to re-black the badly-scuffed back card with shoe polish.

It took me an hour and a half of fiddling to get

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by Garth Jupp

New Products 2015

In Car Protection

Firstly this month, we can announce a price cut on our ever popular **CHIPnTRAC car GPS tracker unit**, down from **£129** to **£109** which makes it even better value as this is a once off payment, no contract or recurring payments, unlike more expensive units.

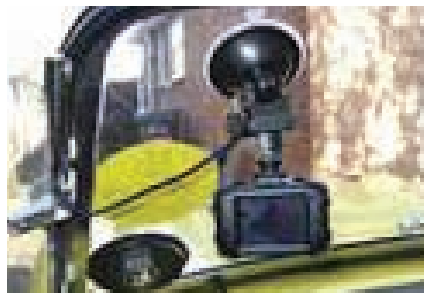
With the values of our cars starting to rise can you not afford to get one?



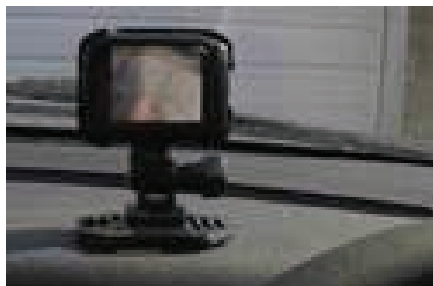
Secondly from the same supplier we can now offer The Digi-Cam, this is a small high quality video camera to put in your car to give continuous recording as a video witness in the unfortunate case of an accident.

This camera has been recommended by Crash Detectives Ltd (An independent company that provides "Forensic collision investigation and scientific reconstruction of road accidents that are carried out on the instructions of clients in both the insurance industry and legal profession.").

Although there are both cheaper and more expensive cameras on the market such as the GoPro, this unit has been designed to record what would be seen by the human eye and thus is able to be better used as video evidence in court.



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2+2 to the Fore

T

his month I will dwell on the first Equipe model built – now usually known as the 2+2. I received an email

to let me know that there was an interesting post on the Forum (I'm afraid I do not get to look at this often so if you want to contact me please send an email or phone) So I went ahead and logged in etc and found a post from **Chris** saying:

"My grandfather passed away a few years ago and I have inherited his car. Although I have very fond memories of the car and I'd love to keep it, it's not possible. It's currently garaged at my grandparents' house. It hasn't move in over a year. Last time I moved it to see how it ran, it was a little lumpy however did drive ok.



My grandfather had this car for well over 30 + years and was always modifying it and working on it. The engine I believe is a spitfire engine. It's had the head modified to be able to be used with unleaded. He did quite a lot of mods inside and out and the shed is full of spare parts. It could be an interesting project for someone."

It is a shame that he is not able to keep the car – if you are interested please contact me and I can put you in touch with Chris, or look up his post on the Club forum.

This is a car I did not previously have on my Equipe Register so great to 'find' a new one.

You may recall that in my May 2014 article I did some research on cars on the DVLA website and concluded there were about 68 cars that I did not know about – that's now one less!

Moving on, and to the stage that follows buying a car – the restoration.



Last year when looking for inspiration for an article I found the following blog (<http://bond-equipe.weebly.com/>) by **Steve Fox** showing photos of his ongoing restoration of his 2+2 CJA 304B which he bought in February 2012. Although in one piece it was in need of restoration. I will let the pictures tell the story but you can see that he has stripped it right back and separated the fibreglass from the rear floorpan in order to get access to all the rotten metal.

I understand that the original bulkhead was beyond repair and he found a sound or better one to use.



Rear body tub separated from floorpan



As purchased



Work started on chassis



Dashboard restored



Work started on the rear floorpan



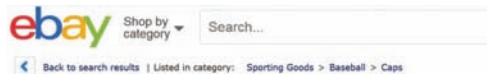
Original Les Leston steering wheel restored



Replacement bulkhead painted ready to fit



Floorpan repainted



Rear floorpan reunited with chassis

And, just to cap things off this month, something Suzie found for me on the ubiquitous e-bay, but we decided that even we might struggle to get a helicopter in the garage!

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Your guide to the **Practical Classics Restoration Show** including the chance to vote for Restorer of the Year (will a Triumph win the Golden Spanner?). Neil takes PC's £500 challenge in a **Dolomite 1850** and we give you the lowdown on how to pass your own classic MoT... Plus a ton of other stuff!



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HANDBRAKE IMPROVERS

by Darren Groves



I doubt whether I'm the only Herald owner who's had the discussion with the MoT tester regarding the handbrake efficiency of our cars, despite the fact that I have far more confidence in it than my main car, a Mercedes SLK. When parked on a hill I always leave the SLK in gear with the wheels into the kerb, whereas the Herald I never think twice, just pull up the handbrake and leave it.

According to my local MoT tester the reason the Herald only just makes it through is because it has a single circuit braking system, so it must score higher than a car with dual circuit. No real comfort come the MoT test when you have the nervous wait of whether it has sneaked through again or not.

As my car is off the road for a short mid-winter layup, I thought I'd take the opportunity to try and do something that would hopefully fix this problem for good. Some of you may have seen

provides better leverage, which applies more pressure between the shoe and drum.

To produce the same effect for a fraction of the cost is quite simple if you have access to a mig welder.

Pic.2.



After removing the handbrake lever, using a cutting disc, hacksaw or guillotine cut the lever at the midpoint between angled section and the hole for the clevis pin. (Image 2).

Pic.3.



Then find a piece of steel of suitable thickness and cut to the required length, I chose to



Pic.1.

the handbrake improvers that are often on eBay (Image 1), but at nearly £35.00 for the pair I could never bring myself to click the Buy it Now button.

The theory is quite simple, the added length

Handbrake Improvers

Then it's just a matter of refitting ([Image 7](#)). The extra length does increase the amount of travel of the cable/lever, so ensure you re-adjust everything as per your choice of Workshop Manual.



Pic.4.

extend by 20mm. You can just about make out from the image that I have ground off each of the mating ends into a 'v', this creates a groove to weld into and will provide better penetration and a stronger join. Using mole grips or similar, clamp the sections together and weld nice and hot to ensure a good join. ([Images 3 & 4](#)).



Pic.7.

My MoT isn't due for a short while, so time will tell if this is an effective modification or not.



Pic.5.

I ground off the excess and then cleaned up with a soft disc and wire wheel. [Images 5 & 6](#) show the finished article and a comparison between the original and modified lever.



Pic.6.



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Derek Ford



Clutching at Solutions?

Many of us over a lifetime of Triumph ownership will experience clutch problems and although we have covered clutch replacement in these columns before I thought it might be handy to give you an idea of what causes clutch failures and how to recognize each problem from your used clutch plate.

The photos used for reference are not Triumph clutches but are taken from the Quinton Hazell clutch fault diagnosis guide (thanks to them).

Believe it or not most clutch faults arise from mishandling while fitting, although the clutch

Fig.1

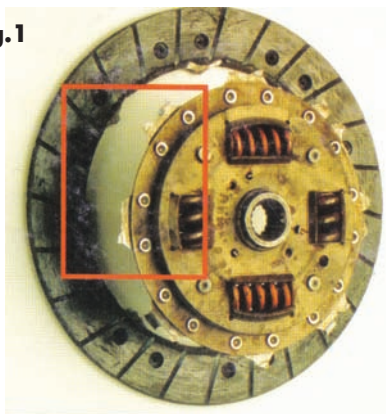


plate may seem very robust it is in fact a delicately engineered item designed to withstand high acceleration and heavy torque load but very easily damaged during fitting.

Fig 1 shows what is probably the most common Triumph clutch fault. The section of clutch that has sheered off is designed as a safety fuse so that rather than cause extensive engine or gearbox damage this section will break. Due to the rather flimsy build of this section any mishandling during fitting will show itself up not necessarily straight away but at any time leaving you motionless.

Fig 2 shows the connecting straps, in this case damaged. Any damage to these straps will lead to clutch judder and although a vehicle can

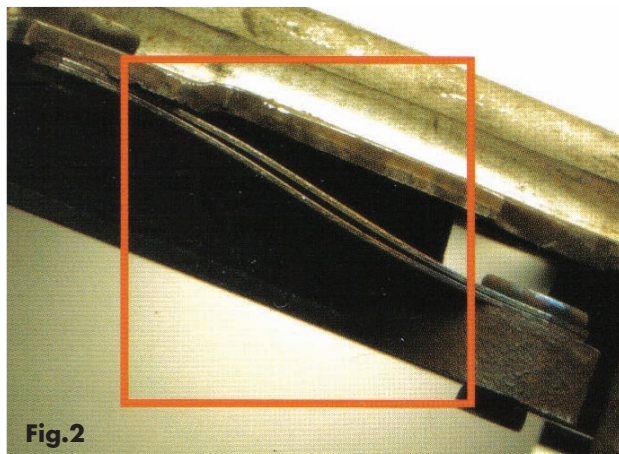
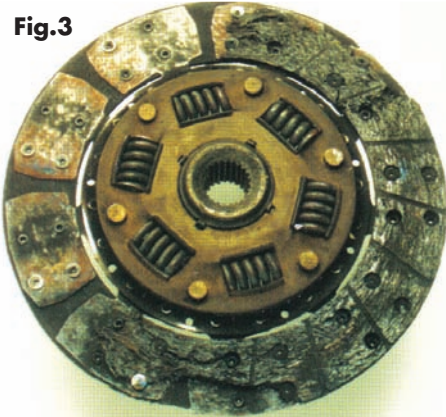


Fig.2

be driven with this condition it is very uncomfortable and wholly avoidable. These straps are normally damaged during handling and should be checked on purchase and again before fitting. If you inadvertently drop the clutch you will probably damage these straps so buy another clutch.

Fig 3 shows an extreme case of clutch slip and this vehicle would have been displaying

Fig.3



clutch problems for a long time before its total failure.

Fig 4 shows a damaged drive plate which you may think would be a component failure

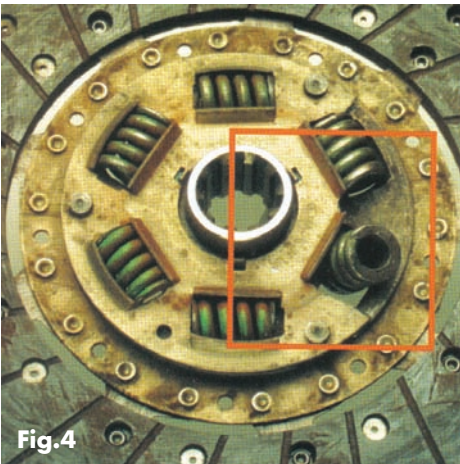


Fig.4

but again this kind of damage would have been caused on fitting the clutch. It is extremely important when fitting a new clutch that the

gearbox is not allowed to hang off the clutch plate at any time. This is particularly difficult when you are working from inside the cabin.

An assistant when handling a gearbox is an absolute must.

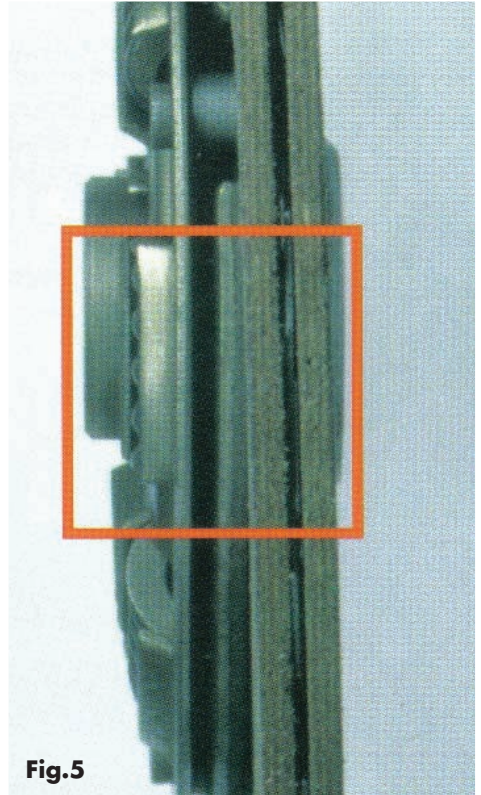


Fig.5

Fig 5 shows how the plate can become distorted easily by just resting the gearbox without having it on the dowels.

The dowels also ensure accurate positioning of the engine to bell housing and without them clutch failure will be imminent

Finally and probably most importantly do not lubricate the splines of the clutch with anything other than the grease supplied and use it very sparingly indeed.

Any excess grease will fly onto the clutch plate and cause clutch slip evident on removal of the gearbox by radial lines of lubricant running out from the centre.

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A Weekend at the Races

By Dave & Jo Beardsley - **AUSTRALIA**

Early in March 2014 we were given the opportunity to display our car (GT6 Mk3) at the **Formula One Grand Prix** – the first round of this years championship at **Albert Park, Melbourne**.

The Club (**Triumph Sporting Owners Association From Victoria**) has been invited each year, due to the consistent quality of the cars it puts on display – not pure concours cars, but a good representative sample of models across the marque. The care and attention is obviously appreciated and we balanced the cars for soft-top/hard-top, colour, age etc. All the front bumpers were level in a line and the cars were wiped off each morning, so that they all looked their best. We had a blend of Spitfires, GT6, Herald, TR4 & 6 and a Stag.

There were around a dozen invited clubs displaying cars – Ferrari, Mustang, Mercedes, Alfa Romeo – positioned in groups around the track. Our area was adjacent to Turn 10, by the UBS bridge. Also, this year, the drivers parade used TR2's and 3's, so Triumph had a very strong showing.

The event started on Thursday morning, but all cars have to be in place by lunchtime



Wednesday. Once parked up, it seemed very strange to walk away from the car, parked on the grass in what is usually a public park – or in our case the middle of the golf course! The whole of Albert Park is fenced off and has 24 hour security, so we knew the car was safe, but it still felt odd.

Our car certainly got lots of attention over the weekend. The GT6 wasn't that popular in Australia (try driving one when the temperature tops 40 degrees!), so the locals wanted to know what it was, but many of the overseas visitors knew exactly. One of the great things about the small Triumphs is the bonnet – only seconds after opening the front there would be a swarm of people eager to take photographs.

We made sure the car had **TSSC logos** on view, so this may well have been the most far-flung display car the Club has ever had.



TR's for Drivers Parade



Whilst wandering around the media camp, we spotted one of the television support trucks – Global Television 6 – so we weren't the only GT6 there that weekend.

On Saturday afternoon, whilst casually strolling along the grass, we realised we were in fact walking alongside TV's **Martin Brundle**.

We stopped and talked about the weather (very British) before he headed off to his Grand Prix commentary box.

Being official 'Exhibitors' we could enter pretty much wherever we liked and had access to almost all areas – not the F1 Paddock unfortunately! This meant we could get in early, wipe the cars down and put the flags up before heading to the inner precinct for coffee.

Top tip, the best coffee carts are always in the paddock area.

Being a late race, to fit in with European TV audiences, meant it was getting late, and dark, before we were allowed to leave and that was our Grand Prix Weekend over.

We hope to do it again this year, so if any members are planning to come down under, be sure to call by.

With The Mustangs





Paul Richardson©

Aspects of Sir John Black



I've been asked quite often over the years what I know about **Sir John Black** Chairman and Managing Director of the Standard Motor Company. I produced a full profile on Sir John for the Courier about ten years ago I think, but I'm still asked about Sir John after those interested notice demeaning reports seen in print about the great man. In fact this was brought up by fellow Standard Triumph historian John MacCartney only a couple of days ago during a phone conversation we were having. Both of us defend Sir John's reputation as a thoroughly decent human being secure in the knowledge that the information we have on Sir John was gleaned from our fathers who both worked for the company when Sir John was in control, and company staff we both knew and interviewed.

I think one of Sir John's publicised speeches sums his work ethic up he related.

"The biggest assets of our company never appear on its balance sheet - the human element. You cannot chart or buy it. Right from the word go, when I first took over in 1929, I put all my energies into driving out what the Company had been brought up on from 1903 - the fear of management. We had to work together, and those fellows had got to like and trust me as I had to like and trust them."

There is no doubt that Sir John blew his top if he came across any inefficiency or sloppy work - but what boss of any large manufacturing company these days would not react in the same way?

During all my interviews with company staff not one of them had a bad word to say about Sir



Photo by kind permission of the Black Family

What finer tribute has any great man than the respect of ordinary people

Sir John Black Chairman and Managing Director of the Standard Motor Company.

John Black in fact it was usually the reverse. For new members of the Sports six club over recent years I've prepared a shortened profile of Sir John from various transcripts of my interviews with company staff which I'm sure will be appreciated. I suppose my contact with export sales director **John Warren** was the most informative about Sir John Black as he became one of Sir John's closest allies. John joined the company in 1946 as an area sales

rep, and because of his sales aptitude, he progressed up the promotional ladder by leaps and bounds and was made Export sales director personally by Sir John the early to mid fifties. One of John's descriptions of Sir John is as follows.

"I remember extremely well many of Sir John's habits. He was always immaculately dressed and liked everything neat and tidy in our factories. In fact I remember him taking me on a tour of our production facilities and assembly lines including our Banner Lane factory where we produced the Ferguson tractor. Anyway he spent some time explaining the advantages of some of the latest machine tools he'd instigated for producing gears, and he knew exactly where these machines were among the many hundreds used to build Fergusons. So about half way through our walk round the factory we were joined by Mike Whitfield our general manager, who was also made a director of the company by Sir John at roughly the same time I was. After we finished this tour of the factory Sir John went back to his office and Mike and I were chatting when he told me that he'd done the tour with Sir John the day before with Frank Higham who was in charge of home sales.

The reason Sir John organised the tour with me, Mike informed me, was that Sir John used it for an excuse to check the floor area in several places as he'd told the factory supervisors that areas of the factory floors needed cleaning and he was checking up if this had been done. It was a dual purpose trip you understand, because it was important that we in higher management understood our latest manufacturing techniques, which were very impressive, because we often took overseas distributors on guided tours of our factories and Sir John always insisted that our factories were spick and span."

The wages at the Standard Motor Company were higher than most other companies in Coventry, due to Sir John's doctrine which he publicised as follows. *"We employ some 12,000 people and they have always joined in the general prosperity of the company by progressive increases in wages, and improve-*

ments in working conditions." It is a well known fact that the constant installation of the latest machine tools to increase production, and therefore sales was part of Sir John's policy that enabled increases in wages. He also put in place an employees special fund, which was non contributory, and served to assist widows, workers who become ill or needed special help and support etc.

Thanks to Sir John the company also had sports clubs including tennis, cricket, football, boxing and ruby etc. Sir John was an excellent sportsman and played tennis regularly with champions like Fred Perry and Dan Maskell. The company also had its own golf course at Canley at one stage, and I was informed by **Arthur Ballard**, Chief Body Engineer, that Sir John was an excellent golfer, and several members of staff became golf caddies for him in the company golf tournaments regularly played against supplier companies. Arthur informed me that 'tips' given to golf caddies were a welcome boost to wages in those days

Sir John was knighted for his war work as Chairman of the National Joint aero engine Committee, and the Standard Shadow factories at Canley and Banner Lane were responsible for manufacturing over 20,000 complete Hercules radial aircraft engines (produced at the Banner Lane plant) and 1,066 complete Mosquito fighter bombers built at Canley and test flown at Ansty.

After the war Sir John decided to produce the Vanguard 'world car' as the main car production and the Vanguard was designed for world exports. The bankrupt Triumph factory had also been purchased just for the name and the low production Triumph Renown and Roadster were produced prior to the small Triumph Mayflower saloon and eventually the Triumph TR2 sports car from 1953 etc.

I have some interesting quotes from staff about Sir John's mind set and work ethic and an one that highlights his sense of fair play was related to me by **Bert Brown** who was the longest serving design draughtsman in the company. Bert related that a very adept member of the drawing office staff called 'Tech' Hurst invented



Sir John Black talking to a Test Pilot

a new modification for the Vanguard gear change mechanism. Apparently a senior member of the drawing office staff decided to claim Hurst's invention as his idea. Hurst naturally complained about this false claim which eventually reached the ears of Sir John Black who investigated the problem thoroughly himself. As a result Sir John sacked the senior draughtsman and his accomplice who made the false claim to Hurst's invention and insured Hurst was given true recognition for his work.

One of those senior design engineers I interviewed who know Sir John is **Ray Bates** who I'm still in contact with. Ray always remembers Sir John *"As a most likeable, well respected and charismatic boss."* Ray also related the following amusing story about Sir John.

"As part of my apprenticeship training I spent eighteen months in the experimental department's machine shop and during this time it was the practice every Friday afternoon to clean all the machines and work benches in the shop and carry out any maintenance required. On one occasion Sir John made a visit to the machine shop on Friday afternoon and during his inspection, and with a twinkle in his eye

and a smile on his face he remarked. 'I don't see any swarf on the machines, and there doesn't seem to be much work going on.' He did, of course know exactly what work was done there and on leaving he expressed his thanks and appreciation to Len Farren the foreman of the shop. Sir John also shook hands with everyone who went to the departments Christmas dinners and one year he handed all those who attended a weeks extra pay in a brown envelope."

This type of gesture was typical of Sir John and he regularly attended the Christmas parties organised by various company departments. He also established the company's own holiday camp facilities at Weston Super Mare for the workforce.

Vic Hammond, Chief Stylist also admired and respected Sir John. Vic became exceptionally annoyed at some of the critique he's noticed in print about Sir John Black, Sir Alec Issigonis, and others and he regularly made a point of complaining about it. This was during a period when Vic was being interviewed on the workings of the British motor industry by several historians. Vic had also worked at Ford

Aspects of Sir John Black

and BLMC and knew an enormous amount of senior people in the motor industry. Vic related of critics. *"You see some critics thoroughly*

Tragically, Sir John passed away on Christmas Eve 1965 and a memorial service was held for



Sir John seated on Ferguson Tractor with Harry Ferguson

enjoy taking any opportunity to level ill researched snide remarks at thoroughly decent people of well proven ability, which tells us more about the critic's character than anything else." Vic then focussed on criticisms of Sir John Black and retorted. *"Those with an axe to grind fuelled the fire for critics as well, because several staff who'd either been dealt a volcanic telling off or were fired by Sir John Black for incompetence, hatched falsehoods in attempts to demean him."*

him at Coventry Cathedral in January 1966. The memorial service was attended by thousands of Standard Triumph workers and staff. So much so that extra seating had to be organised in the aisles and a large proportion of the congregation had to stand at the back or remain outside the Cathedral on a cold and snowy evening.

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Herald



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GT6



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TR3/2 Basket Case needed for restored shell and chassis. Must be RHD, pre 1960. V5 and ID Tags Required. Condition Immaterial. Eric Cooper (Cleveland) 01642 535962 or 07845 904987.

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HALOGEN HEADLAMP kits, reconditioned steering racks, master cylinders, used parts. See www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts but email simon@triumph-recycler.com for direct prices! (trade)

HERALD CARPET. "Coffee" Maybe Standard Triumph original. N.O.S. Unfitted. 75"x50". Call / SAE for sample. Buyer collects/arranges Courier. £25 ONO. Joe Grundy (Morpeth) 07831 097659.

WHEELS GT6. 4 Chrome wheels with 4 matching, very good, 165/70/13 tyres off my MK2 GT6. Please call Gary 07860543119 and I can then email you a picture of them. £125 Gary Neidus (United Kingdom) 07860 543119.

SPITFIRE MK3 New, unused hoodbag and fixings £15. Also indoor Dust cover, Little use, VGC from Club Shop. £25. Can Post. Ian Cook (Isle of Man) 07624 498568.

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MK3 SPITFIRE parts sale. Twin 40 Webber carbs on Spitfire 1300 manifold. Tuned 1300 engine. Good bonnet complete. Reg no. KEV 810J on very good chassis. NEGOTIABLE. Chris Hallett (East Devon) 07971 662 449.

PARTS WANTED

VITESSE SUN VISOR I'm looking for a passenger sun visor (with mirror) for a Mk2 Vitesse - must be in good condition. Robin Hill (Herts) 07894 173149.

HERALD/ VITESSE Webasto Roof Wanted Wanted Herald/Vitesse Roof with Webasto fitted, solid roof panel preferred

but anything considered. Carl Wright (Lincolnshire) 07534 331830.

WANTED Set of Spoked Wire Wheels. Looking for a second hand set of chrome spoke wire wheels for my 1979 Triumph Spitfire 1500. If anyone has any, please give me a call. Thanks. Callum Raymond

(London) 07730 011663.

VITESSE MK1 INTERIOR PARTS WANTED. Black rear seat base and back (or covers) in good condition. Black door cards and rear quarter panels. Dominic Mason (South Coast) 07850 323955.



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STONELEIGH 1 March 2015

Practical Classics Restoration Show
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£46.00 UK £49.00 EUROPE £55.00 OVERSEAS
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£46.00 UK £49.00 EUROPE £55.00 OVERSEAS
Direct Debit Membership & Renewal UK £41.00
Young Member £20.50 (Age 17 to 25)

Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP INFORMATION PACK

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e-mail: info@tssc.org.uk

<http://www.tssc.org.uk>

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

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

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

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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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TBC

Tel: e-mail: stag@tssc.org.uk

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Vivien Thompson Tel: 01484 541185

Julie Hazell Tel: 07813 589799



March 2015

Contents

- **AREA DIRECTORY**
- **AREA NEWS**
- **EVENT ADS**

SOUTH OF ENGLAND MEET

9TH & 10TH MAY 2015

Sat 9th

**Drives out to local
places of interest**

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For more information contact Mickey Hazell
Telephone. 07773 623807

E-mail: chippymickey@yahoo.co.uk



AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
------	------------------	---------	--------

SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various - see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	The Boundary Inn MANCHESTER M34 5HD	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Geoff Dent: 07773 440201	The Dunn Cow, Primrose Hill.	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	BOURMOOR DH5 6DY.	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
NORTH YORKS	Richard Briscoe: 0776 6354449	Cottage Loaf - THURSTASTON	1st Tues. Eves.
SOUTH YORKS	Alistair Banks: 01302 771628	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm
WEST YORKS	Victor Thompson: 01484 541185	The Crown - Barnburgh, DONCASTER DN5 7JQ	1st & 3rd Tues Eves
		The Arkle, 105 Springfield Ave, MORLEY, LS27 9PP	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Richard Malin: 07813 397731	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 8.00pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 7.30pm
LINCOLNSHIRE	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
SHROPSHIRE	David Embrey: 01952 371783 Bill Bate: 01952 581391	The Huntsman - Little Wenlock, TELFORD, TF6 5BH	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999 Chris Allen: 07505 110922	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
		Pear Tree - LOWER SMITE Worcs WR3 8SY	1st Mon. 7.30pm

WELSH AREAS

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

EASTERN AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - 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 Crown. High Rd. Shillington. HITCHIN SG4 3LP	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 Goolding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		Ring A.O. Details	1st Sun. Lun
DORSET SOUTH	Robin Nicholls: 07920 549474	The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Swan - COOMBE HILL	3rd Mon. 8pm.
		The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
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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	
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ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@fiscalinet.it	
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TSSC AREA NEWS

AREA LIAISON OFFICERS

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As usual 2015 seems to be a very busy year in the Triumph Calendar. Your award winning monthly Courier is packed with Events being organised up and down the country by volunteers. Area Organisers who work tirelessly so you can enjoy your Triumphs and the camaraderie that comes with being a TSSC member.

The Model Register Secretaries sharing their technical experiences in whichever

Triumph they have special knowledge in helping to keep our Triumphs on the road!!! The Showcar Register where you never know? Your beloved Triumph could end up on TV (and there are a few diva Triumphs out there with equity cards!) The volunteers on the social media sites, TSSC Website, Forum, Facebook etc. keeping them up to date getting the message out there that we are a great club Come and Join Us!!

The Volunteers that put themselves forward to sit on the council of management (no personnel gain) Always the interest of our great club first!! And finally the most important of all. YOU, the members, the backbone of our great club, keep up your membership and enjoy everything the TSSC has to offer, and thank you for being a member of a great family "The TSSC".

All Area Organisers that have a change of venue or indeed a change of Area Organiser 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 Simon Morgan IT Manager e-mail: simon.morgan@linxdesign.co.uk.

Don't forget to support each others events, your TSSC Club Events, TriumFest UK, 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 H/Q** so please get any questions/concerns or opinions to us in the usual way. The cut off for questions or opinions to be added to the AO Roadshow Agenda is **Monday 6th April**. **The Area Organisers Roadshow** will be in the morning starting **10.30am at TSSC Club H/Q**.

Pip n Frank

ANDOVER

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Meetings Cover Swindon/North Wilts area

We first have to give you some sad news. We had a Christmas card from **Rachel Price** to let us know that her partner **Anthony Thomas** died in November from asbestosis, he had been ill for 2 years.

Anthony and Rachel were regular attendees until a few years ago when Anthony's shifts made it difficult for them to attend. However we did still see them at various shows, especially at Oare where, the last few times, they had come in Anthony's Gilbern - Rachel's Vitesse being the subject of a prolonged rebuild. Rachel has said that she hopes that her father can complete the rebuild and get her back on the road.

Our condolences to Rachel and family and we hope to see her soon.

The Courier deadline (which we seem to have overshot again!) mean that we have to submit this before the Plough meeting so no new news from that meeting.

Graham, Frank and John were at January's Bruce Arms meet-

ing, and Lily was reasonably well behaved. The chef was off that evening so Frank had to have a pizza rather than a mammoth gammon steak like he had had the previous month.

John as ever kept the conversation flowing with stories of his - or more accurately, others' off-roading escapades and Graham was disappointed to discover the recent speed limit change along the back road to Hungerford. He'll have to get that Spitfire back on the road as at least the journey will feel faster in that than on his bike.

Next meetings:

Thursday 12th March - The Plough, Grateley, SP11 8JR

Wednesday 18th March - The Bruce Arms, Easton Royal, SN9 5LR

Events

Sunday 1st March - Triumph & MG Show at Stoneleigh

Monday 6th April - Easter Monday, Spring Vehicle Meet

Monday 4th May - Popham Auto/Aero Jumble. Please contact us to book into the Club Stand

13th & 14th June - Wiltshire Steam and Vintage Rally at Oare

(We have just received application forms for this event, please contact us if you would like one).

Gay & Suzie

AVON

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A quick report this month as close to or may miss the deadline. At last months meeting we agreed some events for this year. Coleford entries are now closed and that will be our first event. On **April 26th** we are going to **Jet age museum** and a stop for lunch. The museum is free entry but donations expected. Meeting place and time will be confirmed next month, but do need to have an idea of numbers.

We also plan to have a camping weekend at **Brean from 5 to 7 June**, so please let me know if you are interested.

A club stand for the **South Glos show on 1-2 August** will be planned with further information on how to book nearer the time.

There will be other events, these are just some agreed so far. I am very pleased that Somerset area have taken on the Bristol classic car show in June.

June

SOUTH BUCKS

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Hi all. Well, here we are already heading into March!!! Hope the first few weeks of 2015 has been good to you and yours so far.

I was most pleased to see my picture on the cover of The Courier for Feb 2015. Thanks Bernie! I took it at the 'Classics on the Green' at Rickmansworth last September. I must also admit I'm no artist, the image is the product of a clever programme I have that changed my original picture.

Unfortunately my father is in hospital at the time of writing, and has been for the last few weeks. This has taken precedent over everything else, so I missed various events, but managed to sneak a couple of hours for the TSSC South Bucks meet on the 21st Jan. Pau & Liz and the sheep, Dan, Phil and myself attended and enjoyed a good evening, highlighted by the recent move of Paul & Liz and all challenges that brings including purchasing a TV that is colour and everything!!! Dan is planning his business trips which may include the Falklands too! His Stag is still in the process of being restored, and with most things Stag related, is showing signs of being harder and more expensive than originally planned. I know that feeling first hand being an ex Stag owner! Phil is riding, and falling off horses. Each to their own, but I was asking Phil why he doesn't wear body armour. I've raced bikes and motorbikes, on and off road, and wouldn't even get on with-out a good level of armour!!

Depending on when you receive this, the **Triumph & MG Spares day is at Stoneleigh Park, Warwickshire on Sunday March 1st. The Ace café classic car night is Tue 10th** from 7pm on but it is open all day if you are in the area! **The South Bucks TSSC meet is Wed 18th March** from 7pm or so. Please do feel

CANTERBURY . . . CHESHIRE CORNWALL



TSSC AREA NEWS

more than very welcome to come along for a chat. **The Practical classics restoration show is on 28th/29th March at the NEC Birmingham.** Hope you find something that interests you from that selection.

Being close to my own tragic loss in March 2001, the loss of the great Mike 'the bike' Hailwood and his daughter, Michelle in 1981 becomes even more prevalent at this time of year..

As always, take care.

Carl.

CANTERBURY Tel. 07810 438074
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The main news this month is that we have an Area Organiser! I had a break for 6 months and as no one else wanted the job I decided to resume. Nobody objected so let's move on.

February's meet was not well attended, possibly because it had been snowing during the day and more looked entirely possible. A lot of folks were sensible and stayed wrapped up warm indoors but the brave few who were there decided to have a meeting, the proceedings of which are outlined below.

The first order of business was to get the A.O. Registration forms filled in ready to be sent to Pip and Frank at TSSC. Paul D proposed me and was seconded by Paul S.

I can report that I have filled in all my bits and the completed form has now been sent off.

Next, I gave some thoughts on how I see the activities developing for the year ahead. I proposed that there should be at least one club activity per month during the season. That could be a run or a show. As a starter, I suggested:

05/04 Chatham dockyard

26/04 Drive it Day to Hastings for Fish & chips!

30 - 31/05 Cathedral open gardens (TBC)

21/06 Classic show Rare Breeds Centre (£8 per car)

12/07 Arundel Castle classic car show

and that's about as far as we go!

Of course individuals can attend as many events as they like: these were suggestions for Club events which we do together. These are not yet cast in stone, so any other suggestions let me know at the e mail address at the end.

I also suggested and it was agreed that we reinstate the £1 per meeting VOLUNTARY contribution. The purpose of this is firstly to buy anything the club needs. A couple of years ago we bought an "event tent" for use at shows. Secondly, at the end of the year we can make a donation to a chosen charity. Last year we gave a cheque the Kent Air Ambulance. Previously we have been able to make donations to The Vulcan Trust in memory of Eddie Brown, and to the Motor neurone charity in memory of Dennis Cleford, both members of many year's standing.

If you're out there reading this in the Canterbury or Thanet area, why not come along on the first Thursday of every month and find someone new to talk Triumphs to!

That's all for now. I can be contacted at philrogers002@gmail.com Regards

Phil R

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It's been quite cold of late so I believe most Triumphs are in their garages hiding from the old car solvent that the council are supposed to spread on the roads when the weather is this cold. Rear wheel drive is also not the friendliest when it's icy, as I found out when piloting the Spitfire mk8 up a very gentle incline with a very gentle throttle. Said car is now banished to the garage until the threat of ice has gone and unexpected oversteer is unlikely.

There doesn't seem to have been much progress on the projects. Jeff is still at the painting phase on the GT6, with 'assembly' to follow. Another GT6 that was assembled locally spent several years in this phase, as my memory serves. The Herald Estate in Crewe is also awaiting further progress, the owner claiming work

(the paid sort) getting in the way, and also answering my questions about overdrive Heralds. Last month Cast Iron World (Head Office) made noises about selling off some of the unwanted stock, but nothing seems to have happened there.

We welcomed Graham from Warrington, who has a acquired a low mileage Vitesse from Devon, and was brave enough to take the train down there, and drive the Vitesse back! We also talked about the cost of having older cars, and how (in some cases) it can be important not to keep accurate records in case 'she who must be obeyed' finds the records and thinks of other avenues for the money.

There was also discussion about diffs, the various ratios, the annoying feeling when you open one and find a little pile of minced metal in the bottom, and the widely varying cost of the things on eBay (£10.50 and £175 for very similar items....)

Our provisional plan for **Drive It Day (April 26)** is to meet at Sainsbury's in Leek, 10 for 10:30, then to drive from there through the pleasant countryside and sunny weather to the **National Tramway Museum at Crich** (however that is pronounced, I've heard several variations). For those with an interest in old pieces of metal, the afternoon can be spent at the Museum, and then we'll drive to a pub in Rowsley, have a meal, and meander gently home afterwards. More details will appear on the TSSC website (tssc.org.uk).

I listed a number of forthcoming events in last month's report, so I'm not repeating them this time (you have got last month's Courier, haven't you?). Our 'event list' is on the TSSC web site, follow 'AREA DIRECTORY', then 'Cheshire', scroll to the bottom of the page, and the latest issue of the event list is there as a pdf. As the meerkats say, 'simples'.

Our next meeting is on **Thursday 5th March at the Cock and Pheasant**. See you there, around 8:30.

Henry

CORNWALL Tel. 01872 573763
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Firstly an apology, we should have been registered as an Area. What happened was I gave the Registration Form to one of the members who had to sign it and he agreed to post it, but wasn't sure he had, now we know he hadn't. Suffice it to say that we're alive and kicking and I am dealing with the Registration, which hopefully will have happened for this issue.

After the excitement of our Christmas Dinner/Dance, January's meeting was very quiet, although the log fire was very welcoming at The Hawkins Arms. On Sunday 25th January we had a run out and lunch at Trevaskis Farm, Connor Downs (between Hayle and Camborne). Our convoy assembled at The Hawkins Arms, just as Adam, the Landlord, was about to run off on a 'hash' - very fetching in his shorts!!! Just before we set off Jane had the idea that we should all swap passengers and then stop several times to swap around, which she managed with her usual efficiency (thanks Jane, wanna be AO?). We headed for the coast through back roads to Perranporth, taking in the cliffs and beach view at Droskyn, then on through St Agnes, along the coast to Porthtown, where we stopped to change around. Quickly sorted and back on the coast road to Portreath, Hells Mouth and Godrevy, where we swapped around again. The sea was in a very rough state, so some of the views were spectacular and showed Cornwall's winter character to its full. Leaving Godrevy behind we headed for Hayle, then the old A30 to Trevaskis Farm, with John showing off his TR4A rally car to me - quite spectacular and a lovely exhaust note!

Not sure where we're going this month, but you're welcomed to join in, drop me a line to find out, or be at **The Hawkins Arms at 11 am Sunday 22nd**, but best to let us know to expect you first.

The other big event was The Exeter Trial and the name of Triumph was not disgraced. I had picked up a misfire (again) in

Cornwall Continues

my car running up to the event, which I diagnosed as a failing plug. On the morning of the event we changed the plugs and found that one of the leads had come apart, so we fixed it back together and the car went really well. So off on the trial. On the way up to Sourton Cross the misfire started again and persisted through the trial gradually getting worse. Still, I managed to climb more hills than I failed, albeit on 3 and a bit cylinders, but Jane managed a Silver only failing Simms and Simon got his first Silver only failing Wooston Steep, through a silly mistake (should have been Gold). Team TR; Mike Warnes (TR7), Phil Tucker (TR3A) and Neil Christie (TR7 V8) all did well too. Mike got a Silver only failing Simms, Phil got a Silver only over running a line in one of the tests (silly mistake) and Neil got a Bronze. I'm sure that if my car had been running properly I might have been up in the medals too. The early sections were very slippery, but as daylight came they seemed to dry out and offer more grip. It was a great event and we met up with several old friends at the dinner at the finish. Still there's always next year! Other TRs; Adrian Booth (TR7) didn't make the restart at Haynes Motor Museum, not sure why and Brian Shore (TR7 V8) had a good trial as well. Thanks also to John & Chris Bonner who came out to see us at Sourton Cross.

Diary
MARCH

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

Sunday 22nd Lunch TBA, meet Hawkins Arms 11am
APRIL

Saturday 4th Lands End Trial and dinner - TBA

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

Sunday 26th Drive It Day: Paradise Park, Hayle -
The Hawkins Arms 10:30am

I hope your car preparations are going well and that soon you will be joining us on the road for some summer fun.

Mike

COVENTRY

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Hi Everyone. January as expected was a quiet month with only 2 events to attend, the first being the Heart of England meet on Sunday the 11th which started nice and sunny so we were able to have the roof down on the "Smiffy Spitty" to travel there, a fair turnout of 27 vehicles of which 6 were Triumphs, again a good showing of the TSSC clan so a good couple of hours was had mainly in the bar.

Sunday 25th was our Dalos Day (Drive and lunch on Sunday) Run, 14 of us in 7 cars, 5 of them classics assembled at the Roseycombe, Rugby Road, Binley Woods to embark upon an excellent run devised by Maurice & Ann once again taking in lots of country lanes and villages of Warwickshire before enjoying an excellent lunch at the Queens Head at Bretford, a well chosen venue. Well done Maurice and Ann. The weather was fine so the hoods were down on all 5 classics, another great day out in great cars and great company.

The "Smiffy Spitty" had one other roll to play, our daughter

Michelle got married to her partner Leighton on the 16th and it took it's pride of place in between Maurice's Armstrong Siddley and a Lanchester for the wedding photo's. What a fabulous day we were so proud and our daughter looked absolutely stunning.



Tuesday 3rd February our monthly meeting at the Bull & Butcher. 6 of us enjoyed a pre meeting meal in the restaurant before retiring into the Snug to be joined by 6 more for the meeting. A special welcome goes to Roger & Dot Smith (no relation) and Steve Cox joining us for the first time. A number of events were put forward to consider for the coming year and a schedule of forthcoming events will be produced when agreed upon.

February Dalos Day Run on Sunday 22nd being planned by Keith & Trish, we will meet in the Layby on the A444 between Bedworth and Nuneaton, just before Amhed's Palace at 12.15pm ready to leave at 12.30pm. If you want to join us we must know numbers by Wednesday 18th.

There will be a **skittles night on Thursday 12th March at the Queens Head in Bretford**, 7.00pm with ASOC, arranged by Maurice, all welcome £9.00 per head including a buffet, need to know numbers and receive monies by **28th February**.

Have made enquiries about **Daffodil Sunday at Monks Kirby on 12th April**, awaiting details.

Don't forget the **Triumph/MG spares day at Stoneleigh on 1st March**, the "Smiffy Spitty" and Steves Herald Convertible will be on the TSSC stand there.

Plans are going well for our 2nd Spring Rally details will be going into the Courier next month, don't forget all makes welcome, let us know which events of the weekend you will be taking part in.

That's all for now will have more events planned by our next meeting.

Regards

Phil & Lyn

Forth Coming Events :-

Tuesday 3rd March our monthly meeting at The Bull & Butcher, Common Lane, Corley Moor, 7.30pm in Snug.

Sunday 8th March HoE Meet at the Griff.

Thursday 12th March Skittles Evening wit ASOC at the Queens Head Bretford, 7.00pm, \$900 per head need numbers and monies by **28th February**

Sunday 22nd March Dalos Day Run planned by Steve & Sharon details to follow.

Monday 6th April Weston Park, Weston under Lizard, a Transtar Promotion. www.transtarpromotions.com

Sunday 12th April TSSC AGM at Lubbenham. 2.30pm. HoE Meet at the Griff. Daffodil Sunday Monks Kirby.



DERWENT VALLEY . . . DEVON ESSEX



Sunday 26th April Dalos Day Run & Drive it Day with ASOC to be planned by ourselves details to follow.
Friday/Sat/Sun 8th -10th May Spring Rally Bulkington Village Centre. phillyncovtss@yahoo.co.uk
Saturday 6th June Kenilworth Show

TSSC AREA NEWS

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Hi Everyone. Even though its still officially in the depths of winter for most of us it was really pleasing to see a really good turn out of faces at the February meet.

There was no entertainment planned but it turned into a chance to have a good old chatter and a catch up and for a few to start planning activities for 2015.

There isn't much to report from the DV area at the moment other than the planned trip to the Dogs has been put on ice at the moment but hopefully it will resurface later in the year.

Our plans are starting to gather pace for the **27th Peak Run** so please keep an eye on the Courier and Facebook for more updates but for those of you that are interested, if you haven't heard already we are going to be rocking through the ages so watch this space.

As for other events, for **Drive it Day** there is a plan for a run to the **Oil Can Café in Holmfirth** that Adrian Hadfield is putting together, it's a lovely area and there is a small museum there, so please feel free to contact one of us for more details, but it will be starting from Rowsley on the edge of the Peak District.

There is more planned for early May so watch out in the next write up and through all the usual channels
 All the best

Richard

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

TWO BIG announcements this month. Have you seen the new TSSC Devon Area website yet? The new website address is: **www.tssc-devon.org.uk** please have a look around. It has a fresh new look and contains lots of useful information including our busy Calendar of Events, Technical Articles, AO News, Classifieds and a Members Car Section. We really would like to get the Members Car Section as up-to-date as possible, but we can only do this with your help. We'd be really grateful if you could email a few recent photos and some details about the car such as the Registration, Year, Location and any other details that would be of interest. We do understand that some people prefer not to share certain details on-line, so if you'd like the registration or any other details withheld just let us know. You can email your photos & text to us at: **sueandjohn@tssc-devon.org.uk** or directly to Darren at **webmaster@tssc-devon.org.uk** or selecting the 'Add My Car' link on any of the Members Cars pages. With your help we can make the Devon Area website one of the best, so please get in touch soon. We'd like to say a huge thank you to **Rob Northcott** who created and maintained the previous website for many years and has provided a link to the new site.

Darren lives in the North Devon area, and we hope to have news soon of a new regular meeting place for our many members in the north of the county. Watch this space and we'll also be contacting members direct to let you know the latest news.

Of course, we'd also like to again thank **Steve Wilkinson** for his hard work in this direction before being overtaken by the responsibilities of family life.

Talking of websites and emails, the new Club website at **www.tssc.org.uk** was revamped last year and is much more user friendly, and the Forum is back. We would like to have all our local members' email addresses so that we can keep you up to date with any pertinent news – so please could you let us have your

contact details if you are not already on our e-mailing list.

Going back now to January Club Night, once again we had a good turnout at the Star at Liverton, with Darren coming down on a rare night off. We welcomed new member Chris Dore who has a TR6 which we look forward to seeing out with us soon, and we hope you enjoyed meeting the gang Chris. The 2 Triumphs venturing out were Dan's Herald Estate and Mike's Spitfire. My excuse was having had a week in bed with flu compounded by not having any internet access for over a fortnight – Grrrr.

We had to postpone our February run due to the expected snow – though overnight there was a bit on the moor which was our destination, all we had was sheet ice at our place whilst most of our members wondered if we had lost it completely as they saw no white stuff. Hopefully we can report on the revised run next month.

COMING UP IN DEVON

On **Sunday 1 March**, we have an interesting day planned. Tim Hills is organising for us to visit the classic vehicle museum at **Mortonhamstead** which is opening specially for us, 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 car park at 10.15am to drive to Mortonhamstead via the Teign Valley. **March Club Night at the Star Inn will be Wednesday 18th March.**

Our **April run will be on Sunday 12th** – changed because of Easter being the previous week. Not sure where we are going yet, but we'll keep you up to date.

Looking forward a bit, we hope you have already put **26 April** in your diary, when we will be visiting **Haynes Motor Museum in Somerset** as our big **Drive it Day event**. We have had confirmation from several other Areas that they will be joining us, so it looks to be a great event. We are also looking forward to returning to the **Isle of Wight at the beginning of May**.

We are looking forward to meeting up with you all soon.

DEVON DIARY

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/

Hopefully the weather is better as you read this as I write it as it is snowing and freezing cold but hey the summers coming soon. I have added to my Triumphs. I have just purchased a Toledo, we had to go to county Durham to collect it which meant a weekend away (what a shame)

My office - I have had a very busy month, the Rad is back for the Stag but as you would expect from me not on yet, hopefully this weekend, weather dependant.

And as mentioned I now have a 1972 Toledo (Kiki) we collected her on the Sunday morning 67 miles into a 250 mile journey there was an awful noise from the rear nearside, when I pulled over there was smoke from the wheel (I was not doing burn outs) I let it cool down then checked the brakes, little tight. Wheel and drum off clean and adjust turn wheel by hand noise still there looked closer and the wheel bearing was shot. This was one of the few things I hadn't brought with me. That would have been an inter-

Essex Continues

esting repair by the side of the road. Thanks to the break down recovery from Peter James we were relayed home. Bits ordered and adaptor made for the slide hammer. Sunday was the big day. I got started only to find a I had a number of visitors during the day coming



to look at the car, but it all got sorted and it was nice to see 2 of the 8 K Reg Toledo's that are apparently on the road together. Kiki has now gone to a friend of Janet's who has a workshop into storage for the winter. We are on the lookout for a garage locally as the car park outside our house as the grandson calls it is now full. We are also looking out for Hectors house memorabilia for those who are old enough to remember it. We now have two foggy Toledo's and a puddle duck in the Essex club.

Out and about - The Blow the cob webs away trip was a run out to a retro shop, the place where we get all our club regalia, as a number of people wished to update their clothing, a garden centre, then the important bit lunch. We had 17 of us braving the weather to do the run to Enfield and a good day was had by all. The Plough did us proud once again, it is becoming a regular haunt, third time in a few months for some of us. The girls said the Retro Centre was a must for another visit in the future.

Excel London - a new show this one, lots of very exotic cars and the parade was something different that went down well but we did not take our cars, we used something called a train. Well that is what they told me it was called. An easy journey into London changing at a place called West Ham onto the docklands railway another first. 8 members ventured out to undertake this new activity I think this will be a fixture on our winter calendar.

Club day - 19 of us with a mix of cars someone who will remain nameless (the Mole) even had the cheek to turn up in his new Japanese sports car.

We did have some Triumphs as well, 2 Spits, 1 with its roof down, 2 Toledo's and a 2.5 it was too cold to be outside so we looked at cars through the window (well some of us did) and a big welcome to Tom on his first visit to the club.

Up and coming March

Sun 1st Stoneleigh MG & Triumph spares day
Sun 8th Essex Arena opening shake down - bangers plus other

Sat 14th South Bank classic car jumble (on the train again)
Sun 15th Club Day - as it is mother's day and the pub will not be doing bar meals we are doing a breakfast run to the Toby Rumwell followed by a run out instead.

Sat 21st / Sun 22nd Tinkering day (pumpy's garage)
Stanford - le-hope (numbers to Janet please for catering)
Sat 28th / Sun 29th NEC Practical Classics Restoration show

Birthdays this month

Cheryl on the 15th and Brian on the 30th have a great day
Regards

Allan & Janet

IMPORTANT NOTE

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

GLOUCESTER Tel. 01452 790126
www.tssc.org.uk/gloucester

Hi all here we go with this months news review. The classic calendar is slowly coming to life and following on from another eating meeting at the Filling station a few of us went on to savour the goodies at the classic car autjumble in Malvern, it was a lovely sunny morning and as usual goodies were taken home.

The area meeting was a good turnout considering even I thought twice about staying home in front of the fire.

My brother is on the look out for a classic and had spotted some of the catalogue at the Anglian car auction so fortified with coffee we set of to have a look around, to say there were lots of people there would be an understatement, we were packed in like the terraces of a premiership football match, shoulder to shoulder still it helped to keep us warm.

Unfortunately his favoured car and his budget were in no way a match and as like quite a lot of the cars prices were very much at a premium, and interesting day out but his search goes on.

The area dinner was very well attended and the Swan put on a really good spread for us, twenty five happy diners were very well fed and watered and the evening had an excellent buzz, thanks to everyone for coming along.

Last year breakfast clubs seem to have sprung up everywhere and the trend is ongoing, as you know we do like to support local events so Shelsley walsh gave us the excuse to enjoy a great run out in the sunshine, Bev was there really early and decided to wait for the queue to die down before getting in line for a full English and as luck would have it Jane and I had arrived by then too, the air was fresh but the sunshine lovely, the best way to enjoy a convertible.

I hope you have noticed the evenings drawing out it's time to finish off your tinkering and get the cars out and about, some of you have quite a bit to do and with time specific deadlines (Spa will be with us soon you know) so press on and if you need any encouragement we're here to help.

Look out at the events list and we look forward to enjoying a full on season together.

Events

Sunday March 1st The MG and Triumph spares day at Stoneleigh park.

Sunday March 15th Prescott breakfast club.

Sunday March 15th The Filling station, Malvern.

Sat & Sun March 28th-29th The Practical classics restoration show & the NEC

That's the reminders for this month but keep your eye on the calendar for more to do coming soon.

Drive in movie, drive it day, pub runs etc.

Andy

HERTS & BEDS Tel. 01582 750943
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Hi folks, all settled down for the oncoming seasons drives and excursions. If you want our print at home events calendar, drop me a line and I can forward it to you.

Please note that the Pub location has changed, we have for some time been testing and trying many pubs in the central area to find a place which has acceptable and lit parking, a room without intruding on the restaurant and diner's and friendly staff and sits centrally in the wide spread of membership, we knew the Rising sun was set on the rather extreme eastern fringe so after numerous pub crawls and downing a few test pints we have settled on:

The Crown, 104 High Road, Shillington.
Bedfordshire. SG5 3LP.
always the fourth Monday each Month

we start with **Feb 23rd March 24th April 28th May 26th June 23rd July 28th August 25th September 22nd**

There is now a **Duxford date booked as September 13th** so watch out for clues on this being our 22nd year we hope to make it more open to any classic so if your Triumph is ailing you can use the Aston!!!

ISLE OF WIGHT . . . WEST KENT LANCASHIRE . . . LEICESTER & RUTLAND

Best regards for a lively season, our first event is our Blow the Cobwebs run which will be finish at a riverside watering hole 'The Pike and Eel' for a **Noggin and Nosh** **March 22nd**. Start point is TBA. There you go, short and swift!
Keep them running

Pete

ISLE OF WIGHT

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At last the evenings are getting lighter and we are looking forward to getting out and about in our Triumphs.



Our January brunch run was a great success, with a lovely drive to Ventnor Botanic Garden followed by breakfast and a catch up with friends. More about the February run next month and of course there will be another run on 22nd March meeting at Upper Coppins Bridge car park, Newport at 10am as usual.

The Isle of Wight Triumph Weekend plans are coming along nicely, the static caravans are all sold now but there is plenty of camping still available. The band is now booked for Saturday so a good evening is to be expected, we have lots going on over the weekend so it would be great to see you. If you want to camp you can email info@appuldurcombegardens.co.uk and you will be sent a TSSC accommodation booking form to complete and at the same time be provided with a ferry quote which is worthwhile as this is at a greatly reduced rate.

In case you don't already know the event is on the **first Bank Holiday weekend in May** we would love to see you.

Here are some diary dates for March:

Sunday 15th VHVC Afternoon Tea Run 1.30pm

Monday 16th Triumph Club Meeting at

The Woodmans Arms, Wootton 8pm

Sunday 22nd TSSC Brunch Run, meet at 10am Newport

Look forward to seeing you soon.

Tracy & Elaine

WEST KENT

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www.tssc-southeast.org

Rant: London Classic Car Show. Terrible. We got there at 12 to find performance cars, racing cars and everything irrelevant to a classic car owner. All the worst bits of NEC in one small hall. 12.45 we were gone. Not a classic car show. Car show maybe. Shiny things for Dockland millionaires.

Rave: Christmas meal. Excellent as usual. 10 of us arrived, Me & Ros Del & Wendy, Jim & Ann, Dave & Linda, and Alan & Carol. So nice cosy group. Nice meal and well worth the effort on a cold night.

Report: Getting a few applications for shows this year. All up on the website or I'll have some with me at the meetings. Anyone interested do let me know and I'll arrange us to be together at the events. Especially members who haven't been to monthly meetings but would like to make contact. Ideal way of meeting fellow members, do email for details.

Relax: Great meeting for the time off year. 8 Attended although the weather did keep the cars under wraps at home. Great thing with the Old Cock is that it naturally divides people into groups rather than all round one table. So there is the opportunity for different conversations at the same time. So while Roger and Jim's group were in deep discussion about mechanics and



TSSC AREA NEWS

restoration, our group were discussing hobbies of our youth. And it all seemed to be water sports. Sailing, boating, canoeing and me surfing.

Not much to report for the coming month. Preparation the thing with all the fun kicking off at **Easter, Chatham Dockyard**. Few already booked in and applications on the website if you'd like to join us.

So next meeting, **24th Feb**, and weather behaving, some cars as well.

Colin

LANCASHIRE

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Well, the first meeting of the year (January) and we are at the Canberra Club, BAE systems, Blackburn. Around a dozen members came to the meeting which was largely given over to the discussion of events and runs we should do this year.

A new member 'Andy Wallace' briefly called in to see what were about. Andy has got himself a TR6 and has plans to improve/renovate what was originally an American vehicle that has been converted to a right hand drive prior to Andy's ownership. The photo's he had on his phone looked good enough to use and work on at the same time, but some of us warned him of doing too much too soon or you run the risk being consumed by a full resto.....trust me I know how easy you can find yourself in that situation. Anyhow we hope to see Andy (with the car) during the year.

One keenly proposed plan was to do a weekend away with the cars hopefully at the **end of March and possibly to Llandudno**, a similar trip we did some years back. There'll be more on this by email. The other regular events which we attend still seem to carry favour, most of these you should have had on a previous email from me, if you haven't got it drop me a line.

If anyone has a project on the go could you send me details of it please.

That's all for now...

Kev

LEICS & RUTLAND

Tel. 07530 307371

IS IT JUST ME OR.....

Browsing through one of the more famous on line auction sites at the classic car section has left me feeling a little confused. I had always thought that a "barn find" was a car that was discovered in, well, a barn after many years lying undiscovered and forgotten about? Not these days it seems.

I have spotted several so called "barn finds" recently that are in garages at houses with not long expired MOT's.

There was a Metro in a "barn/workshop" that had to be sold soon as the very old building it was stored in needed to be demolished. Along with the ad was many pictures of said car in a workshop that looked fairly new and in very good condition. The MOT had not long expired.

There is a Rover P4 on at the moment that is a barn find "found" in someone's back garden? Imagine running in to the house shouting "wow look what I just found in the garden!"

I have a cunning plan! I will put one of my Triumphs in the garage and empty the vacuum cleaner dust bag on to the roof. Then I will shut the garage door and not go in for a month. Imagine my shock and surprise when I go in to the garage and discover my "barn find!"

I might take this one step further however and leave the garage shut for TWO months.

This will then qualify as a "GENUINE barn find!"

IS IT JUST ME OR.....

I have never liked high intensity rear lights on cars. I think they are dangerous and make it more likely that someone will run in

Leics & Rutland Continues

to the back of you as it masks your brake lights.

Last year the 'elf & safety brigade decided that we all needed "running lights" on the front of our cars during the day time just in case you don't see that 20' long ton and a half of Silver (they are all Silver now aren't they?) steel coming down the road.

These new LED running lights are so damn bright that they dazzle you even in the day!

I do a lot of evening/night driving and I see scores of cars on every journey in the evening where said cars are driving around with the running light on at the front and nothing on at the rear. Do they not realise?

IS IT JUST ME OR.....

Are the sensors buried in the road at the approach to traffic lights set up to stop you as you approach even though there is nothing coming the other way? Seems that way to me. What about major islands where there are several sets around the island that you have to pass through? Why does one set change to Green just for the next set to change to Red as you approach? This can happen 3 or 4 times to you on a big island. Why can't they be set up to allow traffic to flow instead of constantly stop-starting?

OOOH I feel better now.

We have put the final details to our big trip for this year in **May**. We are off to **Ypres and the Mennen Gate, then on to Spa for 3 nights followed by 4 nights in Bruges**. We are also going to the **IOW bash at the start of May** so we are away for 13 days in total in May. Lots of other things planned including our own **Sunshine Rally on 7-9 August in Rutland**.

3 of our cars are going to the **Haynes Motor Museum for Drive-it-Day** and meeting up with the SW guys.

In my own stable I now have the shell for the 2.5 Pi back from it's 2 year weldathon. Well I did have until I sent it away again to enviro-strip at Tamworth for its second dip in the acid tank and primer coat. This should all have taken place by the time this goes to press so I will have a shell sitting in the garage until I win the lottery to get it sprayed.

The Dolly has had its new seats and door cards etc. fitted but I haven't done the dash yet. I have spent the last 3 days trying to remove the steering column in order to replace the bulkhead rubber bush but when I finally got to it the one sent by Rimmers was the wrong size! I will be replacing the tired engine with one that I have fully reconditioned complete with recon overdrive gearbox. The Dolly 1300 was never fitted with an overdrive but I feel it needs one as it has short legs when on dual carriageways etc. With the new dash it will be a 1300HL, a car Triumph never made.

The CP series 2500 engine that I am working on is well under way and coming along nicely. It's only done 18000 miles since new in 1972 when it was fitted new to a TX Tripper car. No real engineering work needed but I am glad that I have taken it apart as the waterways were very corroded and full of rubbish. The head had gone away for a recon as it needs converting to unleaded but also needs chemically cleaning to dissolve the rust in the waterways. It's an SAH head that has been ported and flowed.

I don't know if the cam is different as it was all down to individual choice when they tuned an engine but as the CP had the 150 bhp cam I am guessing it was not changed as that was the fast cam in the day.

If anyone is looking for a tuned as good as new CP 6 pot engine give me a call. It also has a TR6 gearbox as good as new.

I asked the wife if I could make a glass topped coffee table out of a Vitesse short engine. She didn't answer me but the look said a thousand words that I can't repeat here.

The Slag needs a bit of work (there's a shock) for the up and coming season. It has developed a bad oil leak that I think is possibly the oil filter rubber seal. There are some bad ones out at the moment. Sometimes the oil pump leaks too so I need to investigate. The biggest issue is that the windscreen surround has developed 2 large blisters that are obviously holed under the paint so this is quite a big job to sort out.

At the same time one of the door skins will be replaced as it has

been done before but not very well.

The 2000 will have its carbs changed from Strombergs to SU's soon. I have finished rebuilding a set of HS6's for this and I have all the other bits such as air filter and collector box ready. Not yet though as I need to leave one car roadworthy at least.

Most of the gang are still in hibernation waiting for warmer weather but it is just around the corner according to my barometer.

There is no actual "news" to write about this month so forgive me for going into Victor Meldrew mode but our gang are used to me now and expect it now and again.

Right, I'm off to check my lottery ticket.

Keep running on 4/6/8.

Neil.

M25 EAST

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Hello everybody peeps, and welcome to another rip roaring instalment in the day to day doings of the M25 East Area. Way



back in January we had a trip to Chislehurst Caves. No cars involved, although Phil did turn up in his Vitesse, just a trip out to make the winter pass a bit quicker. Well, what a really interesting place. I didn't imagine it would be so big. It was made all the more interesting by the guided tour. The caves have been in use for thousands of years. Firstly dug out as a mine for chalk and flint by the Celts and then the Romans, used during WW1 as a store for explosives and later, during the Second World War it was an air raid shelter for up to 15,000 people where it had its own electric lighting, chapel and hospital. Perhaps the most interesting part of the caves life was that during the 1950's and 60's it was used as a venue for concerts. Firstly by jazz bands, who our very own Brian can remember coming to see and later in the 60's by rock bands - The Who, Led Zeppelin, Jimi Hendrix, Status Quo, The Stones to name but a few. I bet the sound was incredible! Everyone thoroughly enjoyed it, even Laura who was a bit nervous before hand about going down there. By the time we emerged back to the surface we were ready for lunch and so it was then on to the local Toby Carvery. It took a good hour to get seated but it was worth the wait. Anyway, the wait gave us an excuse for some beers and a chinwag.

The monthly meeting this month was at the Wharf and what a lovely day it was. The sun was out and it was dry. This meant that The Beast was given an airing, although the roof was up and the heater was on. I still don't know how I managed for 10 years without the heater!!

3 more Triumphs were wheeled out for the day - Brian and Jean's GT6, Phil's Herald and making it's debut was Vince and Amanda's Vitesse which was parked in pole position right outside the front door and with it's roof down as well. It looked gorgeous



MANCHESTER . . . NEWBURY NORTH EAST



TSSC AREA NEWS

and definitely caught the eye of the natives, most of which stopped to have a look on their way into the pub.



14 of us turned out, including a very pasty looking Dickie Boy. He'd overdone it the night before and was now paying for it ha ha. He must have been rough as all he drank was coke. Still, at least Claire was on hand to take him home and tuck him up in bed aaahh !! We were also joined by new members Colin and Anna who are on the lookout for a GT6. Colin is hoping to build a race car so watch this space. Anyway, good to meet you two and hope to see you out and about with us.

Colin J reports that plenty of painting is being done to the Johnson's Vitesse with the other side of the rear tub getting the attention this winter. Malc has taken the plunge and got himself a Gopro, so that'll be even more videos for next year.

Brian showed us the updated pics of the mini GT6/Trailer that he's building for Mike. It's coming along really well and should be amazing when finished. I've now refitted my grill after it was repainted and I've also left my badge as it was, with the red wings. I couldn't make up my mind whether I liked them red or blue so left them red. All I need to do now is order my brake calipers and that's me ready for the summer.

On the subject of summer I've booked clubstands for the **Maldon Show, Bromley Pageant and the Duxford Spring Car Show** so far and will be booking one for the **Enfield Pageant** as well. We went to the Duxford Show last year but this year, as we've got the clubstand we will have our own area and be able to have our gazebo up. It is £10 each to get into this one but that does get you in to the whole of the Duxford Museum.

So, what's in store this month - first of all is the trip up to **Stoneleigh** for all your Triumph bits and bobs. Then it's the world famous **Tinkering weekend at the Hill residence** (don't forget cake, we like cake), all welcome to come and have yer trunnions oiled and yer nipples greased, ooer missus !!

The meeting this month is back at the **Wharf**, which will probably be our last monthly meet till the winter as shows take priority during the summer. Then right at the end of the month it all starts again with our **first show at the Heritage Transport Show**. For all the up to date info on our events check out the events list on our FB page. Laters Taters

John.

March Events

Sunday 1st - MG and Triumph Spares Day (Stoneleigh)
Saturday 14th/Sunday 15th - Tinkering Weekend (The Hill Residence)
Sunday 22nd - Monthly Meeting (The Wharf)
Saturday 28th - Heritage Transport Show (Detling)

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

Well we have had a great start to January 2015 weather wise up Norf?? The so called weather bomb!! Snow thunder!! And Triumph starvation. Roll on the spring get the salt off the roads and enjoy our Triumphs again, can't wait!!!

We had a very lively Manchester Area meeting with 24 members attending, phew!!! That's more like it although the traffic was horrendous again we managed to make it albeit we were quite late. It was good to see you all. As usual we discussed our up and coming events in 2015. As you probably know this is the time of

the year when shows and events are looking to accept your bookings for passes etc. So please if you were unable to get to the February meeting and you would like to be included in any of the following events please let us know ASAP. **Fleetwood Tram Day 19th July** (Park your Triumph) and have a look around they close the town off!! **Tatton Park Extravaganza 29/31st May and 21/23rd August** (urgent names needed as soon as!!) **Wales Holiday 8/15th Aug??** Unless? another date is suitable (only date not available is last week in July) **Manchester Area Weekend 5/7th June**. Let us know what events you want to attend in the usual way!!

We are also introducing a game or quiz into our meetings we thought this might wake you up and inspire you whilst waiting for members to fight their way through the traffic to attend the meeting Thank you Lorraine for being the first volunteer.

Due to circumstances beyond our control we have been struggling to confirm a suitable campsite and date for our very own Manchester Area Weekend any way I hope by the time this Area News goes to press a campsite will be secured The Date however will be **5/7th June 2015**.

If anyone requires a TSSC insurance valuation please do not hesitate to give us a call!!!

Hopefully weather permitting we will have done our run to Hawes so a full report will be in next month's Area Report.

Dates to Remember in March

Sun March 1st Stoneleigh
Tues March 3rd Area Meeting Boundary Inn 8ish

Pip & Frank

NEWBURY

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It was very cold on the evening of our meeting at the end of January meet so understandably not many turned out. As a result we didn't hold the Naff Raffle but will do so at the next meeting.

Some of us have booked for the Isle of Wight camping weekend in May, let's hope the weather is much warmer than at the time of writing! Unfortunately this means we will not be able to go to Lambourn or Popham this year. **Lambourn Country Show is on Sunday 3rd May**, see Lambourn Vintage Machinery Society website. **Popham Aero/Auto Show is on Bank Holiday Monday 4th May**. Popham Airfield website has details and how to get a pass for your classic car.

The Spring Vehicle Meet at Wyke Down is on Easter Monday. If you have been before and given a s.a.e. you should get a form in the post. At the moment there is nothing on their website. **The Thatcham Show at Henwick Field is on 28th June**. This year there is an entry form. If you haven't had one e-mailed to you and want one, please let me know and I will send one.

Meetings

Wednesdays 11th and 25th March at The Berkshire Arms starting about 7.30 p.m.

Events

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

Mary and Dave R.

NORTH EAST

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Well a very poor turn out at the Dun Cow for our February meeting. It probably had something to do with the freezing cold weather, only six of us turned up, including Ken who had to travel from north Northumberland, so not a great deal to mention this month.

12 of us had an enjoyable morning at the National Railway



NORTH EAST . . . NORTHANTS NORTHERN IRELAND . . . PETERBOROUGH

TSSC AREA NEWS

North East Continues

Museum at Shildon, followed by lunch, even though the weather was a bit damp and cold, but it was a nice to get the car out and give it a run. Poor Mick in his Caterham was a bit on the cool side, especially as he didn't have the roof on.

Future ideas for coffee mornings / lunches
The National Glass Centre, Sunderland.
Discovery Museum, Newcastle.
Sunderland Aircraft Museum, next to Nissan.
Dobbies Garden centre.

Up coming events

26th of April is our Area Treasure Hunt, all welcome to attend, if you have never done one before come and give it a try, it's a great laugh, and you don't have to be a rocket scientist to answer some of the Questions.

MG Durham car show at Houghall Agricultural college Durham, on Sunday the 17th May, it's free entry but must be pre booked, if it's a nice day you can walk along the river into Durham city.

North Yorkshire's camping weekend at Runswick Bay is also on this weekend.

Saturday the 4th of July is Longhurst village gardens open day, just park your car in the village and have a look around the gardens, Kevan has asked if we could attend, possibly followed by a BBQ at Kevan's later on in the afternoon.

Next day **Sunday the 5th is the MG Northumbria show at Corbridge.**

Well as Bugs Bunny say's
THAT'S ALL FOLKS

Next meeting 1st March

Geoff

NORTHANTS

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Hi all, unfortunately there is not much to report this month. Meeting night saw a relatively low attendance, but considering the weather and close proximity to Christmas it was in fact good to see so many of you there.

We have launched the Northants Diary Dates List so that we can keep you informed of future events, which will be given out at club meetings and also via email. Any one from Northants Area who has not received a copy please send me your email address and I will add you to the list.

When going to press we are still trying to pin down a date for **Northants Camping Weekend**. So hopefully by now we should have informed you of the date.

Planning for **Silverstone Classic** is coming along nicely. Now we have a confirmed parade lap for TR7 drivers in the Saturday Evening Session to celebrate 40 years of the TR7 so please pass the message around. Session starting at 17.55.

For those of you who have not been before it may, on the face of it, seem expensive but as Club members we get 2 for 1 entry and infield parking which is a considerable saving over standard entry for what is a massive event. See ad in Club Magazine and their website, www.silverstoneclassic.com.

Next Meeting: Wednesday March 11th 2015 at 8.30 at Overstone Manor, Ecton Lane, Sywell, Northampton. NN6 0BB See you soon.

Nigel

IMPORTANT NOTE

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

NORTHERN IRELAND

Tel. 028 9029 2722

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There were 11 of us at the February meeting (Douglas sent his apologies) and two club cars in the car park - not bad for a dark and cold winter night.

As always there was plenty to talk about and printed copies of all our 2015 events were handed out - the details are also on the TSSC Northern Ireland Facebook page.

Frank had been in contact with Carrickfergus Council and has got permission for us to use the area beside **Carrickfergus Castle for our Truncheon Oiling event on 11 April.**

Paul explained that we have already booked the ferries for our trip to **England in July to attend TriumFest** and then compete at **Shelsley Walsh** the week after. There was some gentle teasing about getting old when he mentioned that we were booked into a hotel rather than camping at Donington but Paul explained that there would not be enough room in the Spitfire for camping equipment as well as his helmet, overalls etc for the hill climb. Frank confirmed that he is also planning to go to Donington for TriumFest but has not booked the ferry yet. Hopefully we will get a few more local members going over this year. It should be a great event. We have also booked the ferry and hotel for **September** when we hope to return to the **Bo'ness Revival Hill Climb in Scotland.**

Phil from Letterkenny had been in touch suggesting that we go to the **Le Mans Classic or possibly Spa in 2016.** Paul and I are unlikely to be able to do this ourselves as Paul hopes to compete at Bouley Bay in Jersey or the Saint Goueno Hill Climb in Brittany next year. We thoroughly enjoyed the Le Mans classic last time we went and would love to do Spa. Phil's idea is a very good and if you are interested please let us know.

The meeting also included a short quiz. There were three teams and in the end it came down to a tie breaker question- the Triumph Vitesse went under what name in the USA? The team made up by Alan (Hayes), Frank and Laurence got the correct answer first, the Triumph Sports Six.

All participants got a packet of Haribo plus the winning team got lollies - prompting the usually quiet Alan Forsythe to shout 'suckers!'. I have no idea what came over him.

A full report on our annual dinner and prizegiving on the 7th February will be included in next months report. Don't forget our **monthly meeting on Wednesday 4th March and the garden centre treasure hunt on Saturday 21st.**

Jaqui & Paul

PETERBOROUGH

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Despite the cold, frosty evening and the general air of gloominess that seems to somehow exude from the month of February, it was a cheery bunch of Triumph enthusiasts that gathered at the Red Lion for our monthly meet. After all, with our glasses well and truly half full, spring is now just around the corner and it is time to start thinking about getting those servicing jobs done to our cars so they are ready to go.

This is all the more important for the Peterborough group at this time because Colin has once again arranged a 'February Feast' for us. By the time you read this it will have been and gone, but basically it is a chance to get the cars dusted down for an early season run followed by Sunday lunch in a country pub. Last year was a great success and Colin reports a healthy take-up for places on this year's event too. Hopefully there will be a report next month. Sadly it won't come from me as I am once again working on the Sunday in question - maybe next year!

Last month we asked for suggestions for further events during the summer that we can add to our calendar. Colin sent in suggestions for the **Bromley Pageant of Motoring**, (in memory of former member Fred - sadly now deceased). He also mentioned

SCOTLAND CENTRAL AND WEST



TSSC AREA NEWS

The Leicestershire and Rutland Area Rally in early August and the Lincolnshire Camping Weekend in early September.

Geoff reminded us about the **Nene Valley Railway Classic Car Show on July 26th**. It's free to attend and train tickets for the steam railway will be half price – well worth a visit as it's so local! We will add these to the growing list and hope to get an events sheet printed for next month.

I also mentioned that my village, Kings Cliffe, is holding a summer festival this year (**Cliffefest**) over the weekend of **June 20th/21st**. I have been tasked with arranging a small classic car display so please if you are free, do consider coming along. As well as lots of trade stalls the festival will also feature fair rides, dog show, birds of prey display, parachute display, beer festival and live music on both days. I'll have an application form for the car display ready for next month.

Finally, just a reminder that **Sunday April 26th is 'Drive it Day'**. It is also the **Stilton Cheese Run** and application forms for this popular event are now available online. We usually have quite a few club cars entered so let's hope for another good turnout.

As you go to all these wonderful shows over the summer months do please remember to take a camera and take some snaps of your Triumph. I will soon be looking for photos for next year's calendar! By the way the current calendar has again sold well. I have just 5 left for sale. They are £6 each so give me a shout if you would like one.

That's it for another month. Doug and I look forward to welcoming everyone to our **March meeting**. It will be on **Monday March 9th at the Red Lion, West Deeping** from around 8pm. If you are in our general area and you've been thinking about coming along to a meeting, why not make it this one. We are a very friendly bunch and new faces are always welcome. See you there!

All the best
Cheers

Paul

SCOTLAND CENTRAL WEST

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The February meeting had 12 of us turn out in freezing conditions. We had one apology as there is a flu bug about. No Club cars but two nice Alphas (one is for sale). Now, in previous News I have said that if there is any small job we can help with at the meetings, just bring it along. Well, Martin turned up at the meeting with an engine in the back of his pick-up. Newly purchased he wanted to know if it was OK. So it was off with the head in the middle of the car park in sub-zero temperatures, hoping the tail-gate would hold out. 15 minutes later the head, manifolds, rockers etc. were all history and we were all staring down the bores of a very clean engine. A good buy which will be rebuilt and put to use. So, is this part of an AO's duties???? I'm just glad there isn't power in the car park (no generators allowed). The stripping in the car park took everyone's mind off the fact that the place had closed early. We all then ventured to the Cartha Rugby Club, our back up venue for a heat and a warm cuppa. We have confirmation that we are welcome at the **Falkirk Wheel on Drive it Day**. The Kelpies are not an option as we would have to hire space too early in the morning. We will try to go on after for a little run, weather permitting. We have had a busy start to the year.

Report on January Christmas Night Out. Saturday morning dawned with me standing in my back garden listening to see if the trains were running. It had taken me 4 hours to get home the previous night in heavy snow and I was seriously thinking of calling the meal off until Davy phoned from the east coast to get directions. No one else called off, so off I went through the snow to Central Station. 3pm under the clock and we all met up and headed to a local pub where we took over a small area and had a little snack, followed by drinks and Triumph chat. We had 15 people all together for the Indian meal at The Kama Sutra in the big city. The night life was out too. Good food good company good chat Thanks to Asha and the restaurant for having us despite

thinking that we made underwear. We stayed a little later before going for the last trains home. Some had a more eventful train journey as it was Saturday night in Glasgow. The heavy snow the night before was still making things difficult, but we all had a good night. It was good to see the ladies (come camping or glamping?? Do we do that?) and to meet Davy, Jill and Stevie. All were made most welcome, and brought pictures of their cars (proof we don't make underwear) Davy has a nice Vitesse convertible which he is going to restore, he also brought pictures of his childhood holidays with a Herald 1200 and a small caravan. The Vitesse is a former Club car, so we look forward to seeing it on the road when it is finished.

Report on Monte Carlo Historique Rally Start in Paisley. Again. A very good event 2nd time at this venue. The Parc Ferme was at the Abbey which provided a beautiful backdrop for the cars. We had a few Triumphs competing in the different runs to Luss, Dumfries, Reims, and Monte Carlo. Dolomites, a Vitesse (former Course Car) TR7 and of course a Spitfire Le Mans Replica which was one of the lead cars. The event was attended by approx. 10,000 people in the freezing cold. There were a few minor mishaps (miss fuelling, Ignition failure and charging problems but all teams helped out and all were under way in the increasing snowfall. There were some good photos in the local and classic car papers, especially the Spitfire GT. Now I have to admit here that I elected not to drive to the event but got my bicycle out. Remember I said about the increasing snow fall? Well I ended up cycling through 2 inches of snow, looking like a snowman, to catch the last ferry across the river to get home. Just made it and was going faster than the cars (no, not the rally cars). The event did give me an incentive to get my cars going again.

Now here is a question. What happens to peoples driving skills when the snow comes? Are we as classic car drivers more in touch with the way cars behave, due to basic controls and stronger feedback from the controls? Just a theory. My old Merc went through all the snow and ice no problems. Newish tyres and momentum are the trick (although I did have some fun too).

As agreed at the AGM there is a small collection for Area Funds at each meeting now, the sides for the event shelter are nearly paid for, plus it would be good to have a reserve.

Onto the events for the coming year

Drive it Day is 26th April this year and the idea is to go to **The Falkirk Wheel and then a run**.

Some have booked for **Spa** and are looking at **Silverstone** too. I will compile a list.

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.

Dates for 2015. So far we have.

26th April - Drive it Day 2015 to The Falkirk Wheel.
Saturday 11th July - Erskine Car Show, Ingliston Country Club, Bishopton, nr Erskine.

10/11/12/13 July - TriumFest UK Donington,
TSSC Scotland Central and West Road Trip.
NEXT MEETING will be on Wednesday 4th March 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.

IMPORTANT NOTE

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



SHROPSHIRE SOMERSET . . . SOUTHERN

TSSC AREA NEWS

SHROPSHIRE Tel. 01952 581391
or 01952 371783
www.tssc-shropshire.co.uk

Debbie reported that the Feb 4th North Shropshire meeting at the White Lion was busy. A new member, John, was welcomed to the meeting, the next meeting is Wednesday March 4th. The rest of us are to have our first meeting of 2015 at the Huntsman, Little Wenlock, Telford on Wednesday 18th February, we hope to see as many of you there that can make it in our busy schedules. Apart from catching up, we have a fair list of venues/drives to discuss in planning using our cars to their maximum advantage and of course enjoyment.

We had a telephone one evening from a new owner of a GT6 engined 1970 Spitfire. Amongst the receipts etc he discovered a 2012 Courier that he had read cover to cover. From the AO's details he recognised the local area code, hence the call. This resulted in a walk along the beautiful Severn Gorge to his address armed with recent back copies of the Courier and other promo stuff (thanks Angie). Following our visit we had a new member! Welcome to the Club Sid Hill, hope to see you at our next meet on the 18th February.

The Shropshire Spitfire has kept a number of us active, the body has now been prepared for shot blasting and was recently transported for



that operation. (pictures)The Shropshire Spitfire gallery has been updated with the latest pictures www.tssc-shropshire.co.uk refers.



On the web site is a comprehensive list of our programme of forthcoming activities (it's worth having a look!)

The next two months are listed :

March 1st Triumph and MG Spares at Stoneleigh
March 28/29 Practical Classics Restoration Show NEC
April 5th Weston Park Transport Show
April 12 AGM HQ Lubenham
April 26 National Drive It Day
May 9th Marches Transport Festival, Ludlow Castle
May 22-24 Spa Classic
May 30/31 Tatton Park Classic Car Spectacular
May 31 Classic Cars at Cound Hall
near Shrewsbury SY5 6 AH

Look forward to meeting you in the near future,

Bill, Simon and David

IMPORTANT NOTE

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

SOMERSET

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derek1360giles@breathe.com

Hi all. Considering the weather we had a good turn out for the January meet. Special thanks go to new attendee Carl Allery of Yeovil, who came in his tidy 13/60 Estate (hope to see you again soon Carl)!

It seems that Martins persistence in mailing a meeting reminder has started to pay off. We have received a trickle of apologies and suggestions on how you think we could offer something different/more as an area!

We will explore what has been suggested and see if we can attract more members to join with our activities!

I guess some of you will have heard/read that June and Les (Avon A.O's) have decided, to pass on the mantle of setting up and running a club stand at the **Bristol Classic Car Show!** They have done this for many years and have always dedicated a weekend and many more hours of hard graft to represent the TSSC in all its guises! Martin and I would like to thank them both for their efforts and hospitality over the years! June will still be Avon AO so we will meet up many times I am sure.

Martin and I have decided to organise a **Somerset stand for this years (2015)** and have duly registered with the organisers. We will see how it goes and decide what it means for further years! The good thing about this show is its June date. Set up is on **Friday 12th June**, and the show days are **Saturday 13th and Sunday 14th!** We have a provisional theme for the stand but are willing to look at other suggestions! We will though, NEED HELPERS, so if you want to help, contact either of us and we will put you on the list!!

Hopefully you all have the latest area calendar Martin mailed. It spells out many of the shows/runs/meets we have planned. It is though, subject to additions/alterations! With this in mind there is one to add already. There will be a gathering at **Doniford Bay (Near Minehead) for an early 'Children in Need' event**. We did this last year and raised cash by offering punters a trip round the caravan site as a passenger in one of our cars on condition they made a donation. So if you are interested then again let either of us know!

I know you have the following dates but just here's a reminder of what's on in the next 2 months:

Sunday 1st MARCH -- Triumph/MG spares day
STONELEIGH (the one to go to for ALL your spares)!!
Saturday/Sunday 4th -- 5th APRIL -- Beach Lawns W-S-M
(meeting point to be confirmed)!
Monday 6th APRIL -- Coleford Festival of Transport!
(entries closed 15th Feb)!
Sunday 26th APRIL -- National Drive It Day to Haynes
Motor Museum Sparkford (reduced entry fee)!

If you are interested in any/all of the above please contact Martin or Derek for details soon!! Or see our facebook page; **"TSSC SOMERSET AREA"**

Cheers for now and hope to see many of you at the next club meet **March 10th.**

Derek

SOUTHERN

Tel. 01252 722432

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

Well folks another year is upon us. As the PI is in the dock, on New Year's Day I borrowed the 2.5S from Vanessa and joined by David in the TR6 we journeyed to Elstead, near Midhurst for the annual meet. With mediocre weather there wasn't so many cars as previous years. Never the less a good turnout considering. On arrival we were greeted by Gill and Barb headed to the pub for a cup of coffee, leaving the three of us chatting. Later we met up with Paul, Neil, Tim and Paula in the Stag, Peter turned up in the modern and Wendy came along with her daughter. All in all a

NORTH STAFFS



TSSC AREA NEWS

20th Roaming meet. The Ship, Langstone. PO9 1RD

September

1st Regular meet, Seven Stars. GU323PG

17th Roaming meet, The Golden Pheasant. Farrindon. GU34 3DJ

That's all for this month, take care

Mark

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Hello everyone. Having passed the most depressing day of the year, so called blue Monday, I can sympathise with those who become a little depressed at this time of the year. Snow & Ice on the ground, long dark nights, too cold to work in the garage, cars covered up to try and protect them from the winter weather.

Everything moved into the garage for storage so there's no room to work, well the good news is by the time you read this things should be picking up, the snow and frost will hopefully be gone and the clocks move forward on the **29th March** and the classic car world comes to life again.

So cheer up!

I went to see how work on my door was getting on last week, well it wasn't, the garage still hasn't got the equipment to start the job, I might have to find another body repair shop.

Depressed again!

Work on the car has been at a stand still, mainly do to lack of space to work, also domestic decorating jobs taking up my time, another one down, about two more biggish ones to go.

We had a good turn out for the February meeting and sorted some of the early events to attend in the coming season.

After the **MG & Triumph show, and Practical Classics at the NEC**, our first event is the **Weston Park Transport show 5th April**, then it's the **Sandbach Festival followed by Drive it Day**.

The Cheshire area are making the arrangements this year. with a visit to the **Crich Tramway museum** so make a note in your diary for **26th April**.

The following week is the **Llandudno Transport Festival** which makes a nice start to the holiday season.

A list of events is available on the TSSC web site, so check it out, and keep a look out for updates on which ones we will be attending as a club.

Dave Hemming contacted me a few days ago who is in the final stages of a complete rebuild of his Vitesse, Dave was having a problem with something holding the car back when putting on the power, he had gone over all the most likely cause's and I wasn't able to offer any advice.

We are very fortunate in having Ian as a member who runs Hissey garage and MOT station, established in the 1940's, and is a big Triumph fan, with three Triumphs in the family.

So I asked Ian to have a word with Dave to see if he could help, this resulted in Ian travelling over to take a look at Dave's Vitesse (how many garages would do that) and hopefully by the time you read this Dave's problem will be resolved, and the Vitesse will have its MOT and be coming to join the team.

I will be looking forward to hearing more about Dave's Vitesse, as I believe its involved a lot of chasing around the country locating many parts.

So if you haven't been in touch with your local area, there's one good reason to do so, it could help you get more out of your Triumph, just drop me an email to be added to the mailing list. Until the start of the light nights, keep taking the pills.

Cheers

Dave.

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



good club turn out. Well done all!

In readiness for the 2015 show season, Stella is being fitted with a reconditioned diff which should stop her whining (excuse the pun). Show applications have been drifting in all ready so I will keep Paul informed (much to his dismay). Well all, that's it for now, and remember if you don't use it you lose it.

Mike

After twelve years, maybe more Gerry Mechin has finally bitten the bullet and has started to recommit his MK1 GT6. He has swapped the 2.5 litre engine he had in it for the original 2ltr lump and taken off the fibre glass bonnet and replaced it with the original steel bonnet.

He sent the car to GS Retro Classics where I am having my Vitesse rebuilt. They have beaten out all the dents in the nose of the bonnet and plugged a series of small dents and dings. The doors have been re-aligned but due to the sills being replaced many years ago and not being fitted with the doors in place they are still slightly out. The car was they rubbed back and sprayed Royal Blue, the original colour.



Gerry has now got the car back home and will start to refit it as soon as the weather warms up. After taking Gerry to see the car before it had it's final polishing, I sensed that Gerry might be having second thoughts on selling it.

As I previously mentioned, I have the Vitesse chassis back and have now refitted all the front suspension. When I have refitted the rear suspension and engine and gearbox it will then go back to the body shop for the body work to be restored. At least things are begin to move now.

Just another short one this month, but by next month we should have some show dates to add to the list below.

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 Forest Run
26th Drive it Day

May

3rd Goodwood breakfast club. Supercar Sunday
5th Regular meet, Seven Stars. GU323PG
21st Roaming meet. The Millbury'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. Penmarlam 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



SUFFOLK SUSSEX . . . THAMES

TSSC AREA NEWS

SUFFOLK

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Welcome to Adam who came along to our February meeting. Adam has recently acquired a Dolomite Sprint. Chris went with him to look at it and he described its condition as one of the best Sprints that one could get. Certainly the photos showed a very clean car with Red paintwork and a Black vinyl roof. Looking forward to seeing it.

Chris was expecting his newly purchased TR250 to arrive the day after our meeting. This is another restoration project. The body, chassis, engine and gearbox are together in one piece but not much else is. Well the car did turn up on a trailer, but the "not much else" absent from the body includes wheels, axles etc., so it was not a rolling body. What the seller did not tell Chris is that they had lifted it onto the trailer with an engine hoist. Naturally, one was not available to unload it. Fortunately Chris had got 2 friends to come along to help, so that made a total of 5 men; they could not even lift it slightly. So all the bits of the car that were stuffed in the car were removed and at last they could just pick up the front end and slide a couple of skates underneath. Then it was more plain sailing to move it off the trailer a bit and get more skates underneath. Then it was easy to move. If you have never moved a car with a set of skates then you would be surprised how easy it is to manoeuvre a car around on them, but only on a concrete surface.

Brian is progressing well with his GT, half sized trailer and it is near being painted.

Russell has bought a brown, 1972, 2.5Pi Mk2 estate on Ebay, sight unseen. There are not many of these left now so it is quite a rare car, and therefore he is going to get it back on the road. It needs some floor patches, 2 wings need replacement edges, and the sill strengtheners and outer sills need replacing, and probably a few other bits as well once repairs start. It is so easy for cars like this to be broken and used as donor cars so it is to Russell's credit that he is going to get it back on the road.

Justin is getting rid of a Herald saloon that is in need of restoration, presumably to concentrate on his Spitfire restoration.

Well, lots of people working on car restorations / renovations, so will we see any on the road in the coming summer?

The next meeting is 3rd March followed by the 7th April and 5th May. So, see you at the Sorrel Horse, Barham on 3rd March at 8:00pm.

Peter

SUSSEX

Tel. 01444 450941

We were down to Eight of us on the Feb meeting. It was very cold I will admit. Doug is working on his GT6 with a view to selling it. He is looking at paying someone to spray it. Pete's Herald's woes last month were a blown piston. He's managed to save the bore and just re-honed it and new rings. So hopefully its good for another 100,000 miles. Clive's Spitfire is still progressing well. Clive brought his Chinese sourced Halogen headlamp relay loom along which he will be fitting to Lucy's Mini as a test.

Lee brought along photos of his Spitfire and the Welding fest he is having with it. He is now putting metal back into it which is always a good sign.

Many of us have our cars stored away in garages and are waiting for the better weather to get them out and about.

Future events:

1st March MG and Triumph Spares day at Stoneleigh.
Several of us are going up for this to sell or pick up some bargains.

4th March our monthly meeting at Isfield

1st April our monthly meeting at Isfield

10th May SEM meeting with our annual trip up to Leatherhead

22-24th May Spa classic. Several of us are making our first trip to Spa under Clive's guidance.

3rd June our meeting at The Laughing Fish, Colin Robert, the new AO for West Kent, is bringing some of his guys down to meet up. Hopefully we can use the field behind the pub so please come and join us hopefully the weather will be good and it will be a light evening. Don't forget the pub does excellent meals too.

11th-12th July TriumFest UK. Building on last year's success several of us will be going up in convoy.

Regards

Martin

THAMES

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Hello all. It's been a slow start to 2015, with two meetings at the Fox & Castle in January and only six members turning up (even I am guilty, missing the 1st meeting enjoying ice karting). This has us thinking to drop the fortnightly meet to a monthly meeting at the same pub and in the summer possibly meeting at random pubs in the area. Some feedback would be nice, so pop along or contact me with your views. We had a good time on New Year's Day at Brooklands and a great meal at the Otter in Ottershaw for our New Year's Meal.

SOCIAL EVENINGS AT THE FOX & CASTLE - 15TH JANUARY - George B kindly held this meeting as I was already committed to another engagement. Keeping George company were Graeme C and John P. Work on our Triumph's has been- George repaired a coolant leak from his Vitesse's thermostat.

Graeme's had to change the headlight switch again on his TR6 as it was faulty. John P has a customer with a MX5 for sale with 37,500 miles from new.

29TH JANUARY - It's a very chilly night as I make my way to the Fox & Castle. Inside the cozy warm pub I am greeted by George B, Tony H & Graeme C. we enjoy a lovely meal & chat the evening away. Work on our Triumph's has been- George has overhauled his hand brake system on his Vitesse. Graeme has fitted a replacement new light switch to the TR6 but has yet to test it & refit the rev counter.

SHOWS & EVENTS

1ST JANUARY. BROOKLANDS NEW YEARS MEET - In the Vitesse I join the queue of classic cars to enter the museum were I am shown were to park up, already the parking is limited as an enormous amount of classic's are here already. I see George's Vitesse parked up behind me on the banked racetrack and have a warming mug of coffee before taking in the amazing gathering old motors and museum exhibits. Throughout the day I meet friends and recognise parked up Triumphs like, George B Mk1 Vitesse Convertible, Rob W Mk1 2000 Saloon, Mike in his Mk 2 2000 Saloon, Dave L Mk1 2000 Estate, Ollie & Nikki in their Mk1 2000 Saloon Adam K Mk1 2.5Pi Saloon, Adam, Karen & Will in Will's new Herald 13/60 Saloon. Other Triumph's there were - 5 Vitesse's including an Estate, 8 TR6's, 10 TR4's, 11 Stag's, 2 Mk2 Saloon's, 4 Mk1 Saloons and a Mk1 Estate, 4 TR4's, 5 TR7/8's, 2 GT6's, 5 Herald's, 3 TR5's, 2 Spitfire's and lots of other wonderful Classic's. George and I enjoyed our first picnic of the year out on the chilly windy racetrack. We had a great day there looking around the museum and seeing the classic's come and go.

4TH JANUARY. THAMES AREA NEW YEARS MEAL - We held our meal this year at the Otter (Harvester) in Ottershaw. Julie and I took the Vitesse to the Otter. Once there we booked the table for us all (too hard for them to reserve it for us) and waited for our friends to arrive for the meal. They were George B, Bob & Wendy, Tony, Penny & young Harry, Graeme C, Martin & Cynthia. Once we were all ready we sat down to our meal. Our orders were taken and we hit the salad bar and shared Xmas crackers. The main meals arrived in good time and most of us managed to tuck away a sweet afterwards. While waiting for puddings we held a blind raffle (many thanks to Martin & Cynthia for gifting some of the prizes). We had a wrapped gift for each guest (which was lucky) and they pulled a raffle to claim their gift. I manage to get a Magic tricks box. Julie got some smellies, Bob got a cleaning mitt, Wendy

NORTH WALES . . . SOUTH WALES



TSSC AREA NEWS

got a Cupcake Cup, George got some smellies, Graeme got a bottle of red wine, Tony got a bottle of red wine, Penny got some smellies, Martin got a tin of biscuits, Cynthia got a bath spa and little Harry got a box of Maltesers. We had a lovely meal with great company thank you all for coming.

Our next meetings at the **FOX & CASTLE** are from 8pm in **March on 12th & 26th & in April on the 9th & 23rd**. Please come & join us for a warm welcome or call me on 07773 623807.

UPCOMING EVENTS

MARCH

1st Triumph & MG spares day Stoneleigh
28th/29th Practical Classics Restoration & Classic show
NEC Birmingham

APRIL

12th TSSC AGM HQ Lubenham
19th New Forest Run Wessex Area
26th Drive It Day Thames Area visit to the history on wheels museum Eton Wick & UK wide

Mickey & Julie

NORTH WALES Tel. 01691 600215

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Hello, folks. The January 6th meeting at The Plough was as usual very well attended. New Year greetings were exchanged and then dates for the earlier events of the year were announced. The entrants list for Weston Park was filled out, and the meeting point for the months OFFAL was arranged. Tickets for the nights gigantic raffle were sold by Joyce, as Pat is unable to attend at the moment. Herald custodians Pam and Bryn and Barbara and Graham were at a table discussing cars and talking about where they live when Pam and Bryn realised that, having moved to Llangollen, they now live within walking distance of Barbara and Graham. The evening continued with friendly banter until we all made our way home.

January has also been a quiet month, all in all. The weather up here in North Wales has been very hit-and-miss, with more than one sprinkling of the dreaded white stuff where we are! However, the sun shone down on us on the day of the OFFAL, Tuesday 27th January, so we were able to get out in our Jaguar saloon and pick MG Sam and Joan up. This OFFAL run was organised by MG John and Chris, and we duly met up at the Barrowmore Bluebell Cafe for coffee and tea, after which we visited the workshop of West Cheshire Restorations, owned and run by Ken West. This gentleman rebuilds MG T series cars for folks across the U.K.: he quietly takes his time re-building up to four at a time. It can take years to complete a car, but the quality is amazing. From there we took a leisurely drive through some lovely countryside to the Forest Hills Hotel at Frodsham, where we were booked in for lunch. This was a great venue, plenty of space, good food at a good price, and windows overlooking the Cheshire plains and the Mersey Estuary. Once again, another smashing day with great company. Well, as previously said, we were lucky with the weather, because by Thursday morning we got up to snow, and the only vehicle that can be used is our tried and trusty Discovery, which is one heck of a good car.

However, unbeknown to us all, on the Monday evening, 26th January, our former A.O. **Bob Whiting**, someone who is still very active within our group, suffered a stroke:- fortunately this was not too severe. He was hospitalised in Rhyl, but we are pleased to report that he is making good progress.

The groups thoughts are with you, Bob.

That's really all there is at the moment:- cars are once again

being prepared for the season ahead, let's hope that it is a good one.

Please remember our monthly meetings are held at **The Plough in Gresford on the first Tuesday of the month at 8.00 p.m., and not forgetting the meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m.** If you enjoy a laugh, come along and see us. Take care on these roads.

Forthcoming events:-

March

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.

April

5th - 6th April:- Weston Park.

7th April:- Monthly meeting at the Plough Inn, Gresford.

12th April:- TSSC A.G.M., Lubenham.

15th April:- Meeting at the Plough Inn, St. Asaph.

18th - 19th April:- Sandbach Transport Festival.

26th April:- Drive-It Day.

28th April:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

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AO'S RUN TO MUMBLES JANUARY 18th

First of all I would like to say how nice it was to welcome Terrence (who has attended an area meeting) in his lovely yellow Spitfire and Paul & Lisa in their absolutely immaculate (one of the best that I have seen) Vitesse Convertible on their first area run, we hope to see more of the three of you in the future.

Ant, Al and myself (Stag Saloon) met Paul & Barb G (TR6), Monmouth Mafia, Young Eddie & Mo (13/60 Saloon) and Mike The Bass & Sandra at Cardiff Gate services. Our small convoy then travelled to the next meeting point at Pencoed where we were joined by Derek & Victoria (TR6), Terrence (Spit 1500), Action Man, Mals Per Hour & The Hammer, Ian & Louise and as usual making a late and dramatic entrance into the car park, Paul Johnny Breakfast Price (Spit 1500). At the allotted time we left to head West along the M4 for the next meeting point in perfect synchronicity to arrive as a group (!!) at the McDonalds on Fabian Way Swansea where Gwyn &



South Wales Continues



Babs (Dolly) and Paul & Lisa (Vitesse Convertible & beautiful Old English Sheepdog – I believe from my limited knowledge of breeds) were waiting for us. We then continued along the coast to our final destination of Bracelet Bay Car Park where we parked up and watched Paul & Barb drive past! Soon we were all assembled together and with the help of Paul & Lisa's four legged friend our "flock" of 24 were rounded up and herded into the Piano Bar cafe at the entrance of the Pier.

For the third year running we had forgotten that the cafe refunded the car park fees on production of part of the ticket (which we had all left in our cars) Al could distinctly recall having tasked Ant in 2014 to remember this when Lisa pointed out our oversight. After we had all eaten from the comprehensive menu we took a walk along the Pier and were then offered a tour of the new lifeboat station where a guide gave us a detailed explanation of the boat



launching procedure. We then (well most of us) assembled on the pier for a group photograph in the beautiful sunshine then strolled back to the car park where we had another partial group photograph then stood around chatting for the next hour during which time I overheard Sandra say "well, what we have in numbers is certainly surpassed by the quality of those who have attended" a nice way to sum the run up I thought. Paul G then reminded us all that we had to be home by 4pm to watch THE ARSENAL beat Manchester City, so after saying our goodbyes we started off for home with cars turning off at the various M4 junctions en route, as I pulled off at junction 30 Paul & Barb passed us and I'm sure that I could lip read Paul singing "2 nil to THE ARSENAL", that man must have high connections.

Thank you to all who were able to attend and make it a good few hours out.
Cheers

Bern

WESSEX

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Now the year is really underway, we have put an events list together, but as of yet, not sure which ones to attend! So being a democratic group we will be relying on your thoughts! The most important date for your calendar is **The New Forest Run on Sunday 19th April**. The start will be the same as our previous years, Avon Park, the finish will be Highcliffe Castle, at (surprise! surprise!) Highcliffe! A new venue for us, so it should be interesting to see what you all think! As for the bit in between that's still a bit of a mystery! Entries have been coming in, so be quick to get yours in as we do have to limit the number due to restrictions on space available at all locations! If you would like more details

see our web site, www.triumphnewforestrun.co.uk or come along to our meetings.

The week after is the **FBHVC Drive it Day April 26th** which is also the **Devon Triumph Day at Sparkford** which several of us have shown an interest in attending.

Also a decision will have to be made soon on if we are going to attend the **Bournemouth Wheels** (Bournemouths attempt to emulate the Air Show!) **29th - 31st May**. Priority would go to clubs that can guarantee a good display of cars on all three days, also there will be no chance of sneaking away early. That said it was a good show last year and looks like it will get better as time goes on! I'm sure they will accept single day entries, as not all of us can spare the time to do all the days!

Thanks to Alan for organising our Sunday lunch run, finishing up at Frogham in the New Forest for lunch! A good turn out of Triumphs, let's see if the next one can be more spontaneous! Also hoping to have been to **Shepton Mallet and Stoneleigh autojumbles**, will report on these next month.

Neil and myself have been helping Jerry transplanting an engine into his coupe, trying to breath new life into the old girl!

Will it be ready in time for the N.F.R?

That's it for now, don't forget, **last Thursday of each month at the Avon Causeway!**

Martin

WEST MIDLANDS

Tel. 07969 024999

Chris. 07505 110922

It's still very cold and as a consequence we had very few Triumph cars on the forecourt of the Drakes Drum at our February meeting on Tuesday 2nd. However inside the pub it was a different matter, it was packed with members enjoying each others company, and two visitors who as usual were given a hearty West Midlands welcome.

They were Ronnie Rashit from Tipton who is the proud owner of, as he puts it a dismantled Mk4 Spitfire, and Dan Clougher and his girlfriend Chloe from the Birmingham area who attended in his very nice Mk 4 Spitfire. It was nice to see them join in with the nights activities and we hope that we will see them again.

Ken Heaton and TJ had organised for us this evening one of their very popular quiz's, and 6 teams of six persons battled it out, with questions varying from information about Triumph cars to general knowledge and of course the odd question about the soaps. Did you know what building Ena Sharples of Coronation Street was the caretaker of, I didn't but we had a few clever clogs who did. Guess I have been watching the wrong programmes.

All in all it proved to be a very popular evening with the eventual team being presented with a bottle of wine each, OK I know it was only a small bottle of wine each, we are not made of money you know. Second prize a box of chocolates each and the third prize chocolate eggs. There were consolation prizes to everyone else of chocolate bars.

Our thanks were extended to Ken and TJ for providing us with a very entertaining evening, and proving to the most of us that to enter Mastermind would be a complete disaster.

Forthcoming events.

Sunday 1st March - Triumph and MG Spares Day at Stoneleigh Park, Warwick, with trade stands, cars for sale and of course club displays so do not forget to visit the TSSC stand and Club Triumph. Book your tickets for a discount on line at www.mgandtriumphsparesday.co.uk.

Sunday 26th April 2015 is Drive it Day. For the last couple of years I have organised a run out into the Countryside for this event but this year I will not be in the Country I will be enjoying the sun in Australia. I am looking for a volunteer to step into my shoes and organise something for that date. A meet somewhere and perhaps lunch together.

That's all for now folks, see you at the Beeches on Tuesday 16th February or at our next meeting on **Tuesday 3rd March**
Cheers

Roger

IMPORTANT NOTE

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

WIRRAL WORCESTER . . . WEST YORKS

WIRRAL

Tel. 0151 339 4150

Hello once again to all our readers. By the time you receive this in early March it will "Herald" we hope "Triumphantly" the advent of Spring. Although the sun is shining this day 1st February, it is distinctly chilly here in Cheshire, but who knows, it could be almost tropical come March, keep your fingers crossed.

So what is there to report? News has been a bit thin on the ground since our Christmas meal in December and the City Desk is remarkably free of any correspondence, so what can I say. Our January meeting was well attended with eighteen bodies all alive and well making for an enjoyable evening.

Likewise our early February meeting brought a respectable number out of winter hibernation.

Sunday January 18th saw our annual Winter run get under way at 11 a.m. from the "Tudor Rose" pub. A few years ago we managed to get 10 or 12 cars to this event but this year only 4 turned up and after only 20 miles Sam Evans MG (what else) had an attack of the hiccups and he retired homeward. I did not attend having the sniffles as did Bettine and we thought a day by the fire-side would be more conducive to a cure than a day driving a "Spitfire" around the icy roads in North Wales.

Dave reported they had an enjoyable day despite having some difficulty on some particularly steep hills, a couple of cars had to turn back but they did all manage to rendezvous at the designated hostelry for a good lunch.

Finally on Wednesday February 11th we are having a planning meeting at the "Tudor Rose" so hopefully in the near future we will be sending out our plans for 2015.

By the time you read this we will have attended the annual Quiz organised by the Wirral Classic Car Club. To date we have never won this, on one occasion we did manage to come third out of fourteen teams competing, who knows this may be our lucky year. Let you know the result in the April report but not if we come last. Mean while, put on your Parkas, keep warm.

Cheers

Ray

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

Hi Folks. Sorry about the complete lack of news for about the last three months, I seem to remember the deadline about the 11th of the month. I suppose I ought to have then written a piece in readiness but things get in the way and before you know it it's the 11th of the next month.

It's not to say that things haven't been happening, the Malvern and Shelsley breakfast meets were well attended, there have been some lovely crisp winter days when a few members wrapped up in their best Arctic gear and had a jaunt out and about and there has been some serious planning going on for this year's calendar - one of the previous three is not strictly true but I'll leave it to you to work out which one.

The New Years Day breakfast at Shelsley was probably the most popular event of the last couple of months with eleven members turning up to enjoy the time honoured hangover cure of a fry up followed by a brisk walk up the hill - even Mike made it half way up with Amelia egging him on. I think it was the lure of another hot chocolate that made them run back down again and who can blame them? The other popular turn out event which has become a staple of this monthly round up and is firmly entrenched on the calendar is the Malvern Filling Station breakfast meet. This is getting more popular for two reasons, firstly you really don't know what is going to turn up, it can be a Mini club one month and American Hot Rods the next, but I think the main reason is the people who organise it are just fantastic. Keith and Dot started the meet about 18 months ago (I think) as part of their efforts to raise funds for their local cancer charity and their enthusiasm just brings people back time and time again - that and the breakfast black pudding.

We do have plans in the pipeline for the next few months, I have a treasure hunt all planned out, a private cinema screening in the offing as well as a film night, fish 'n' chip evening (always a pop-

TSSC AREA NEWS



ular one) and a couple of pub runs. If there is anything that you would like us to try as a group let me know and I will see what can be done - I think the indoor sky diving may have to come off the list but maybe not if there's enough of us.

One last thing to say is that the **Annual Dinner is set for Saturday 14th March**, if for any reason you haven't had the menu yet please let me know and I will send it over to you - all area members are invited so if you haven't been to our monthly meets maybe this is your chance to see who we are - go on we don't bite!

Cheers

Vicky

WEST YORKS

Tel. 07800 551363

www.tssc.org.uk/westyorks

As always thank you to those who turned up for our February meeting. As it turned out it was more like the 1st April than the 10th February, with what went wrong (but then I don't want to make it look too easy!)

Firstly, sorry about the meeting room, as I mentioned the pub double booked us with all things the local Psychic group, not that psychic or they should have known it's our evening! The room was very cramped and with the log fire it was a case of who was going to melt first.

Secondly, my profound apologies to Lynn for getting your name wrong, where on earth I got Val from is anybody's guess. Last month's Area News should have said thanks to Denis and Lynn for doing the quiz. Anyhow it looks like I'm forgiven as they have kindly offered to treat us to a treasure hunt for one of our Sunday meetings a little later in the year, details to be announced.

Thanks to Bob for the quiz, however sorry for forgetting to bring the answers, it just got better and better. Anyway as promised I found them once we returned home so we will mark the answer sheets and let you have the results at the next meeting, just builds up the suspense!

Talking of next month's meeting we announced we would look for an alternative venue, as we're not able to use our usual room again.

As it happens though Cath and Trevor came up trumps and informed us their daughter has a pub with a large room which we could use and which isn't too far away from our regular meeting. This is very kind of them and her, so please take note

The meeting for March will be at:

THE ARKLE, 105 SPRINGFIELD AVE, MORLEY, LS27 9PP

Vivien and I intend to visit the pub and have a word with the landlady, as she has also offered to put some food on for us, possibly sandwiches and chips, so come hungry.

I announced that we have firmed up our plans for **Drive it Day**. We had thought of going to Riddlestone Hall as this appeared to coincide with other car clubs visiting. However we've since discovered this is planned for Father's Day, so perhaps we could do this then?

Instead, therefore we have decided to go with an alternative plan to visit the **Keighley & Worth Valley Railway**. We are planning to meet somewhere in the area of Denhlom, have a convoy drive taking about 45 minutes ending up at the Museum of Rail Travel on the outskirts of Keighley. You'll then have a number of options including look around the museum, travel on the railway and visit the various stops including of course Haworth. Later if interested we've provisionally booked at the **Three Acres Pub** (<http://www.the-3-acres.co.uk/>) overlooking some amazing views over the Worth Valley. I'm hoping this should be an interesting and varied day to start things off for the year. We'll let you have more details at March's meeting, but provisional interest in this would be most appreciated?

Well that's about it for this month, hope you find the venue for next month's meeting ok, any problems give me a call on **07800 551363**, and let's hope the AO gets his finger out and it runs a bits smoother.

Victor

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.

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

Run Open to all

Triumph Owners and Enthusiasts

For further details/ entry form contact

Trevor on:

01425 475376

Or Visit www.triumphnewforestrun.co.uk



26th **Isle Of Wight** **Triumph Weekend**

May Bank Holiday

Friday 1st to Monday 4th May 2015

Appuldurcombe Gardens Holiday Park, Wroxall
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:

tssciow@hotmail.com or call

Elaine on 07842 249591 or Tracy on 07754 751672



THE
TRIUMPH
SPORTS SIX
CLUB



Trip to

SPA CLASSIC 2015

Track, Paddock &
Grandstand Access
Circuit Laps -
Camping at Eau Rouge -
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Bookings Available Now!

**We are now OPEN for bookings
from TSSC Members & NON Members**

For more information or Booking Form, please E-mail.

info@tssc.org.uk

or phone the Club Office on **01858 434424**

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 ONLY on Sunday 14 th 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 one night Camping	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to 4 nights 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
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

30th SUNSHINE RALLY

7th - 9th 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 (1st come - 1st served), less than a 10 minute walk to Greetham village with 3 pub restaurants
Camping Friday 7th & Saturday 8th 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



Totally Triumph - 2015

Formerly Mile of Triumphs

- Friday: Meet & greet
- Saturday: Scenic drive, evening entertainment
- Sunday: Car show

**18th 19th 20th
September**



Hermanus Leisure, Winterton on sea
Accommodation and camping available



TR REGISTER ★ STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH

www.totallytriumph.org