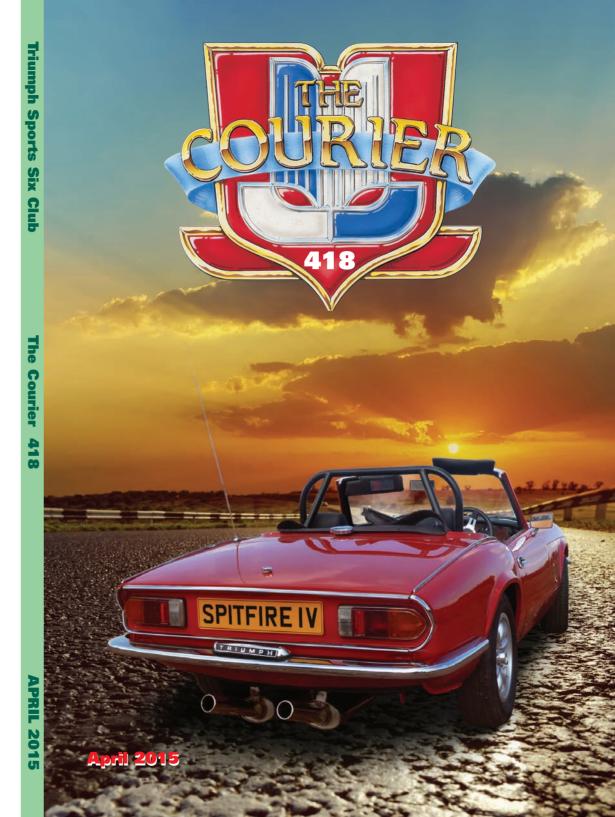
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TRIUMPH

CLUB



The Courier

The Official Monthly Magazine of THE TRIUMPH SPORTS SIX CLUB No.418 VOI 36. APRIL 2015 Price £3.50 Free to Club Members.

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

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2015





A New Show Season Dawns No Fooling! Pic Supplied by Chris Rybka

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

PLEASE SEND ALL 2015 EVENT INFORMATION TO TRUDI AT CLUB H.Q. e-mail: trudi@tssc.org.uk

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

April 2015

SUN 19 APRIL 2015

TSSC WESSEX AREA'S NEW FOREST RUN CONTACT TREVOR 01425 475376 www.triumphnewforestrun.co.uk

SUN 26 APRIL 2015

TSSC DEVON AREA - DRIVE IT DAY RUN TO HAYNES MOTOR MUSEUM - SPARKFORD CONTACT SUE & JOHN 01548 821348

May 2015

FRI/SAT/SUN/MON 1 2 3 4 MAY 2015 THE 26TH ISLE OF WIGHT TRIUMPH WEEKEND BOOK CAMPING 01983 852597 Queries: tssciow@hotmail.com

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

SAT 9 MAY 2015 TSSC NORTHERN IRELAND TOTALLY TRIUMPH WALLACE PARK, LISBURN CONTACT PAUL 07952 663786

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

FRI/SAT/SUN 29 30 31 MAY 2015 TSSC NORTHANTS AREA CAMPING WEEKEND & STANDARD TRIUMPH RALLY WICKSTEED PARK NORTHANTS CONTACT NIGEL 07879 491778

June 2015

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

SAT/SUN 13 14 JUNE 2015 TSSC SOMERSET AREA STAND BRISTOL CLASSIC CAR SHOW SHEPTON MALLET SOMERSET

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

July 2015

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

August 2015

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

September 2015

FRI/SAT/SUN 4 5 6 SEPTEMBER 2015 TSSC LINCOLNSHIRE TRIUMPH WEEKEND BOSTON BUBBLE CAR MUSEUM CONTACT SIMON 07841 450715 www.lincolnshiretriumphs.co.uk

SUN 13 SEPTEMBER 2015

ALL TRIUMPH & CLASSICS DAY DUXFORD IWM DUXFORD CONTACT PETER 01582 750943

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

CLASSIC CAR SHOWS (CLUB INVITED)

July 2015

FRI/SAT/SUN 24 25 26 JULY 2015 SILVERSTONE CLASSIC www.silverstoneclassic.com Discount Code C1525008

September 2015

SAT SUN 26 27 SEPTEMBER 2015 PISTONS & PROPS SYWELL AERODROME NORTHANTS www.sywellclassic.co.uk

66CoMment

Why Bother?

BY CHRIS GUNBY

COUNCIL OF MANAGEMENT

few days after this Courier arrives on your doorstep OUR club Annual General Meeting will take place on Sunday the 12th April at 2.30pm held at TSSC HQ in Lubenham, a really important date in our diary and possibly the least attended event in the calendar.

Attending OUR AGM is the opportunity for all of us to get together and to help point OUR great Club in the direction we want it to go.

Why bother I ask?

We all know that our Club offers a lot, hopefully that's why you are a member, do you ever think about why it's such a great club?

I think it's easy to answer, it's all of US, the members that make it great.

I am asking all of you to think about those people, members like yourselves who tirelessly work to run events, write articles and generally help OUR Club, help all of US.

We need to consider what we all can put into the TSSC to make the load a little lighter for our great team of volunteers.

Attending OUR AGM is just a little ask but think about what we could achieve if we did in fact all pull together.

Your Council of Management is run by a few members who are all unpaid volunteers, we need to hear your voices, we know what we want to achieve, we would love to hear what you ALL see as the future of YOUR Club.

The AGM has evolved a lot over the last few years, it is no longer a ten minute stuffy affair, your Council of Management are trying their hardest to make it an event worth attending, to map out what's happening in YOUR club and to see what we have all achieved in the past twelve months.

If you can come along we would love to see you, if you can't why not pencil it in for next year, I can promise you it's worth it, or as Jennifer Anniston says "Because YOUR worth it !"



Hopefully by now you are enjoying driving your pride and joy in slightly better weather don't forget your AGREED valuation for your insurance. Possibly the most important thing that your Club can offer you.

I know sadly of a couple of our members who had cars written off last year and the agreed valuation made life a lot easier during the claim process.



Remember you will have the backing of the TSSC once that valuation is signed. Looking forward to meeting you all out and about this year.

Do More with Your Triumph!

NEWS REVIEW Your Monthly round up of all News of a Triumph Nature

Annual General Meeting Sunday 12th April 2015

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 12th April 2015** at TSSC HQ in Lubenham.

General Issues

General issues can, of course, be raised at anytime through myself (General Secretary), for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Road Show, to be held in the morning prior to the AGM; please see your Area Organiser. In the past a number of wide ranging issues have been discussed and implemented as a result of these informal meetings.

> Ben Broadbent General Secretary

The 2015 TSSC Club Shop Parts, Accessories & Regalia Catalogue

A copy of the Latest Club Shop Catalogue Should be with THIS issue of the Courier.

As usual throughout this catalogue we have added some new items, but please remember to keep an eye on the Club Shop News articles in future Couriers for further new product launches in the coming year.

We are also offering special offers from time to time. Where possible we have kept price rises to a minimum, in some instances we have



even managed to reduce a few prices. If you have any questions or enquiries, ideas for new products etc., please don't hesitate to pick up the phone and call me between 10 a.m. and 5 p.m. Monday to Friday, just remember to press **2** when you get through to the menu system on the phone.

Finally when you call to order **PLEASE** have your membership number handy and full details of the vehicle model, as it saves a lot of time, helping us to sort your order as quickly as possible.

KEEP THIS CATALOGUE HANDY FOR YOUR ORDERS THROUGH THE YEAR. Garth Jupp

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Lancaster Insurance 0800 013 0080 www.lancasterinsurance.co.uk/tssc MAY - 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 Show The TSSC South Of England Meet

Leatherhead Leisure Centre - Sunday 10th May 2015

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a 5% Discount on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline

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 - MAY 17TH & JULY 26TH 2015

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: Ben Broadbent TSSC General Secretary, 28 Forshaws Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.

or email: gensec@tssc.org.uk 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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SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Derek Ford

Don't try this at Home! Part 2



kay, presuming that part one didn't scare you off, it's time for part 2 of our gearbox strip down and rebuild. In the first article we removed all

the external parts of the gearbox to gain access to the internal components, now that the cover is off the gearbox you can see 2 sets of cogs. The topmost set are divided into the input shaft and the mainshaft. The lower set is the laygear. Our first job is to lower the laygear into the bottom of the casing out of the way. At the rear end of the gearbox the end of the layshaft can be seen sticking out with a



roll pin through the side of it. You will need to make up a dummy layshaft (I use an old layshaft cut down to size) this will need to be slightly shorter than the lay gear and must be inserted into the laygear from the front driving the existing layshaft out of the rear (see pic). The layshaft will then drop into the bottom of the gearbox and the dummy shaft will hold the



needle bearings in place (pic2). Next we must remove the input shaft, I have



photographed the input shaft on the bench (see pic) to remove it the bearing section must be driven out of the gearbox casing using a suitable punch. What we want to do is split the top shaft at the synchro (the brassy coloured bit) The only thing holding this in place is the fit of the bearing into the casing, sorry there's not a photograph but you will see two indents either side of the input shaft bearing for you to insert a punch and carefully slide the input shaft

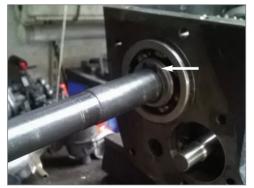


out of the front of the casing.

The next bit is by far the most complicated and an additional pair of hands is very useful. The



mainshaft has to be tilted to remove it from the box(see pic) and getting to this stage is hard



work. On the rear of the mainshaft you will see a small circlip holding the bearing in place on the mainshaft (see pic) remove this and place to

SPITFIRE MkIV/1500 Register

one side. Next you will need to drive the mainshaft into the casing effectively sliding the bearing off the mainshaft We found the easiest way was to hammer the end of the mainshaft with a soft mallet while your assistant holds the other end of the gearcluster to stop it springing apart. What we are aiming for is to have the mainshaft assembly on the bench complete (see pic). Once the bearing is off its seat (loose on the shaft) then unfortunately you still can't get it out because of the bearing and speedo drive. Drive the bearing out of the casing in the same way you did with the input shaft bearing, once free move the mainshaft down so that the speedo drive is sitting against the bearing, by hitting the end of the mainshaft again with a soft mallet the bearing can be used to drive the speedo gear off the end of the mainshaft. Once the speedo drive and bearing are removed the mainshaft can finally be tilted and removed as shown.

The laygear can now be extracted from the bottom of the casing, you will have a thrust washer at either end, make a note of which one goes where as they are different sizes.

The next picture shows the 3 assemblies on the



bench, mine did not come out like this I must confess. As I was working alone the gear cluster fell to pieces the moment it was tapped and I took it out in pieces but this method is much easier.(many hands make light work and all that).

Once the casing is can empty you everything clean well with brake cleaner. this is essential as any aear oil will make reassembly difficult. On examination we could see that two synchros needed repl-acing, the main and input shaft bearings were good but the layshaft and bearinas were totally shot.

It is impossible to show in a picture but my layshaft had small pitmarks in it were the bearings



ran, this made it scrap. New layshafts are available but a good second hand one is probably a better bet. **Mike Papworth** can supply everything you need for a gearbox rebuild, including advice like, don't do it!

Testing a synchro is a bit awkward to explain too, but as you can see in the picture we are pushing the synchro against the gear, if you can turn the bearing while pushing the two together then the synchro is useless.

This was really difficult to gauge with worn synchros but when the replacements arrived it all became clear. Again good second hand units can be a better investment than new.

Once you have examined your internals (check for chipped gear teeth, worn laygear, movement in bearings) you can order your replacement parts. Laygear needle bearings circlips and gaskets should be included as a matter of course.

Hope this hasn't proved to scary for anyone, I'll try and cover final dismantling and rebuilding next month. Good luck.

Derek



Welcome to **NEW MEMBERS**

Welcome to all these new members. who joined the Club in February

Doug Brown Oli Brooks **Clive Hurren** Dominic Kolodziej Wayne Johnson Gavin Macfarland James Down David Crook Norman Brooks David Mack Brendan Beal **Ben Beddall Christopher Halls** Karl Jones Steve Lesage Anne Davies lames Mcara Stephen Hall Mr N Rudd Pete Jackson Peter Still Mr F J Cooke

Berks Berks Berks Berks Cleveland **Cty Antrim Cty Durham** Dorset **Fssex** Gwent Herefordshire Herts Kent Kent Lincs Iondon Iondon West Lothian Monmouthshire Northants **Northants** Northants

Sydney Hill Robin & Janet Williams Andre Simmonds **Clark Landgrebe** Jennifer Metcalfe Phillips Surrey Paul Barton Alan Bull **Iulian Dodimead Jules Sherwood Robs Newman** David Sherwood **Richard Harper** Andrew Kirby Nicholas Collins Andrew Harper Juergen Roth

CLUB Shrops Somerset Somerset Suffolk Surrey Surrey Surrey Sussex East Sussex East Tyne & Wear Warks Worcs **Yorks North** Yorks North

Germany

THE **TRIUMPH**

SPORTS SIX

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

VITESSE Register



e-mail. vitesse@tssc.org.uk

Dave Rumens C

ello folks. I am typing this article on a cold and wet February day so I am

looking forward to when it is published in April as the warmer spring weather should be well on its way by then. I have a mixed bag of subjects this month which includes some interesting feedback on the Press cars as well as answering a couple of queries from Club members.





Press Cars (Picture 1)

Following the article in February's Courier about the press cars I received the following feedback from one of our past Vitesse Register Secretaries Martin Brown.

Hello all. Yes I was, and still am the owner of **MWK 664G** the Mk2 Vitesse saloon press car. The car was damaged at a Goodwood sprint meeting in October 1984 but not written off and will take to the road again in the not too distant future. Another of the press cars that was sold through the Courier not so long ago is MWK 667G a Wedgewood Blue convertible, not sure who bought it but I did speak to the vendor at the time. MWK 668G still existed a few years ago. Hope this helps in clearing up some of the mysteries. Regards,

Martin.

Thanks Martin for the information, it's good to hear from you and that you still own MWK

VITESSE Register

664G, *Picture 2*. Let's hope we receive the same positive news about the other press cars.

Thanks go to **Gary Finn, Martin Brown** and Leo Guyot for the picture of MWK664G.

As a side note Picture 1 is a favourite of mine and it probably pre-dates the production of the Lotus Cortina.

Spin-on Oil Filters (Picture 3)



Moving on to a request from a Club member for the type number of oil filter used on the spinon-conversion fitted to the Vitesse 2 Litre engine. The Unipart type number is GFE180, the Champion C104 and Halfords HOF200. This filter was used by a number of motor manufacturers back in the 1980's and should still be ready available.

Production Figures

I am often asked for the factory production

Compared with the production figures for many cars in the 1960's the quantity of Vitesse produced were much lower. This was probably due to the specialist nature of the Vitesse and the subsequent market it was aimed. From the figures it is obvious that the Saloon sold in much higher numbers than the Convertible. However, the Convertible has had a greater survival rate which was largely due to the appeal of open top sports car with four seats. Interestingly in more recent years the Saloon has now become popular as a classic sports saloon and many have been rebuilt. I wonder if some of the wet summers we have had in the past few years have had anything to due with this!

Finally on a personal note, I sold a Herald



Estate (*Picture 4*) which had a unique registration number, **HIA1360**, about seven years ago to a local TSSC member. He then resold it three years ago and I now can't find

Summary of Production Figures				
Production Dates	Commission Plate	Total Built		
May 1962 – Sept 1966	HB-DL	22814		
May 1962 – Sept 1966	HB-CV	8447		
Sept 1966 – Sept 1968	HC-DL	7328		
Sept 1966 – Sept 1968	HC-CV	3502		
Sept 1968 – May 1971	HC50001DL - On*	5649		
Sept 1968 – May 1971	HC50001CV- On*	3472		
	Production Dates May 1962 – Sept 1966 May 1962 – Sept 1966 Sept 1966 – Sept 1968 Sept 1966 – Sept 1968 Sept 1968 – May 1971	Production Dates Commission Plate May 1962 - Sept 1966 HB-DL May 1962 - Sept 1966 HB-CV Sept 1966 - Sept 1968 HC-DL Sept 1966 - Sept 1968 HC-CV Sept 1966 - Sept 1968 HC-CV Sept 1966 - May 1971 HC50001DL - On*		

mu of Decelustion Ei

*All Vitesse 2 Litre Mk2 Commission numbers start from HC50001.

figures for the both the Convertible and Saloon Vitesse. I have given a summary above. These figures do not include the rare Estate build at Standard Triumph's Park Royal Workshop and not by the factory. any trace of it. If you know of its whereabouts or what happened to it, then please let me know.

That's it for this month.

Safe Driving & Keep Running On All Six Dave.



A Celebration of Triumph! Donington

To be held at Donington Park on its Launch Pad site (which will include the opportunity to drive your Triumph on the Heritage Loop & the Main Circuit) We have also exclusively booked the adjoining Donington Park Farmhouse Campsite & Caravan park with its excellent facilities which include Showers and Campsite Bar for Food and Drink etc. You can Camp from midday on Friday 10th. Events we hope to provide are : Friday Eve Beer Festival, Hog Roast, A Trade & Members Autojumble Market, Saturday Eve Masked Ball with Live Band, Heritage Loop Laps, All Triumph Parades on the Circuit. Discounted entry to Circuit & Museum. etc. etc. Sorry No Dogs - Live Race Circuit rules apply - Campsite only & Must be attended.

More Details/Updates on www.tssc.org.uk

<u> / I RIUM FEST </u>	Advance Booking Form 1 th & 1 ^{2th} July 2015 Camping from Friday 10th - Midday at Difference
EVENT ENTRANCE DAILY PER SATURDAY - DAY TICKET PRE BOOKED SUNDAY - DAY TICKET PRE BOOKED PAY ON THE DAY GATE PRICES £2.00	£10.00 PER PERSON £8.00 PER PERSON
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GT6 Mk I - II - III Register



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



Andy Cook

GT6 Diff Ratios

T6s were fitted with two different Diff

ratios when they exited the factory, either 3.89:1 or 3.27:1. The GT6 range was usually fitted with the higher 3.89:1 diff ratio diff if overdrive was selected as a factory option although

there are a couple of exceptions to this as I will mention later. This is certainly a bit strange, all the other Triumphs I am aware of used the same ratio diff fitted for both

Model	Diff Ratio
Mark 1 without Overdrive	3.27:1
Mk1 with Overdrive	3.89:1
Mark 2 without Overdrive	3.27:1
Early MK2 with Overdrive	3.27:1
Later MK2 with Overdrive	3.89:1
MK3 without Overdrive	3.27:1
MK3 with Overdrive (except Germany)	3.89:1
MK3 with Overdrive (German Market)	3.27:1

Diff Ratios by Model

ratio was to allow higher speed cruising on the Autobahns which have sections with no speed limit.

RATIO	MPH/1000 IN 4TH GEAR	RPM @ 70MPH	MPH/1000 IN OVERDRIVE TOP	RPM @ 70MPH
3.89:1	17	4118	21	3333
3.27:1	20	3500	25	2800

overdrive and non-overdrive versions, resulting in the overdrive giving a more significant reduction in Revs per MPH. I guess this does in theory give an overdrive GT6 a slight advantage in accelerating off the line, but this is pretty insignificant and on modern roads with motorways the more relaxed cruising of a lower ratio would have been better in my opinion.

The exceptions are that German market versions and early MK2s with overdrive were still fitted with the 3.27:1 ratio. I can only assume that the reason for the German market version having the lower

Here are the Ratios available and the revs against speed for each

Note that the above relates to standard wheels and tyres (ie 13 inch diameter rims with 155/13 tyres), bigger wheels or non-standard tyre sizes will affect the RPM/Speed relationship.

There is a view held by many on the Triumph Scene that the 3.27:1 diff is the weakest of all the small Triumph diffs which is a potential issue for tuned GT6s. There was however also a stronger 3.27:1 diff produced for Swiss market

GT6 Mk I - II - III Register

RATIO	MPH/1000 IN 4TH GEAR	RPM @ 70MPH	MPH/1000 IN OVERDRIVE TOP	RPM @ 70MPH
3.63:1	18	3889	22.5	3111

Here are the Ratios and road speed details for the 3.63:1 Spitfire diff

Spitfire 1500s but they are very rare, probably the "Holy Grail" of small chassis Triumph diffs!

One compromise which I and many other GT6 owners have used is to fit a 3:63:1 diff from a Spitfire 1500. These tend to be the strongest of the small chassis Triumph diffs and are in good supply secondhand.

As changing a diff is not a quick job, rather than cut corners I had a diff built up by Canley Classics with a new crown wheel and pinion for my car hoping that this should last a long time!

One point to note regarding diffs is that there are two types of diff cases used on small chassis Triumphs, 6 stud and 4 stud. This refers to the mounting of the rear leaf spring on the top of the diff. 4 stud casinas are used for swina sprina suspension cars, in the case of the GT6 this relates to MK3s from commission number KE20001 onwards (ie non Rotoflex MK3s). All other GT6s use the 6 stud fitting arrangement. Therefore if changing a diff to a later 3.27 from a Swiss 1500 Spitfire or a 3:63 from a Spitfire 1500 on a MK1, MK2 or Rotoflex MK3 the diff casing needs some attention as all Spitfire 1500s were fitted with a swing spring suspension arrangement and a 4 stud case. I have noticed that some 4 stud cases have the centre hols from a 6 stud arrangement blanked off with screwed in plugs so these can be removed to change to a 6 stud case. If however there are no threaded holes for the centre fixings you will need to drill and tap the top of the diff to take the centre two studs. Not difficult while the diff is out of the car. Thread size is 3/8 UNF. DO NOT whatever you do be tempted to use 4 studs only on a non-swing spring car, I've seen examples of broken spring mounting plates where people have cut corners and done this which is a safety issue and an MOT failure.



6 stud diff casing, fitted to all except Swing Spring Cars.

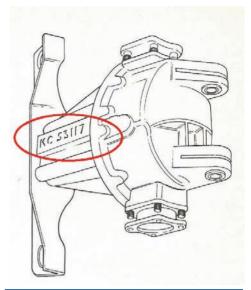


4 Stud Diff casing – Used on Swing Spring Cars only. Note the blanking plugs where the centre 2 studs would be on a 6 stud casing



4 Stud Diff casing with no blanking plugs.

If you are looking around at secondhand diffs at Autojumbles for your GT6 then you need to ensure that it's the right type as there are a few variants of small chassis Triumph Diffs and the earlier types fitted to Heralds, early Spitfires and 1600 Vitesses are too weak for a GT6. The type that is suitable has a round front pinion flange with 3/8 bolt holes. Casing numbers for this type of diff will have the following prefix numbers :-



Diff Case Suffix

GT6s at Stoneleigh

Last month I went along to the MG & Triumph Spares day at Stoneleigh and did a bit of GT6 spotting in the undercover

Diff Case Suffix	Ratio	Fitted to
FH	3.89:1	Spitfire MIV, Spitfire 1500 USA
FK	4.11:1	Spitfire MkIV 1300 USA
FR	3.63:1	Spitfire 1500
FD	3.89:1	Vitesse 2L MK1
HC	3.89:1	Vitesse 2L MK2
КС	3.27:1	GT6 MK1, 2 & 3
KD	3.89:1	GT6 MK1, 2 & 4

classic car parking area. Only 4 GT6s were there as pictured below, I know who 3 of them belong to, but although I've seen the red one before I'm not sure whose it is.

Good to see people using their GT6s before the summer season!

I'm not sure of the suffix for the "Holy Grail" Diff, the 1980 onwards Swedish Spitfire 1500 with 3.27:1 Ratio!

The easiest way to double check the ratio (in case a different crown wheel and pinion ratio have been built into a case) is by counting the number of turns the front flange requires to turn both output flanges by 360 degrees (or one output flange by 720 degrees) – about 3 $\frac{1}{4} = 3.27:1$, just under than 4 means 3.89:1 etc.



GT6 Mk I - II - III Register



Roy Lacey's White MK1





Chris Hollingsworth's Mimosa Yellow Mk3

The Following Pictures are of Marcus' metallic bluey green Mk3. This car is heavily modified in both mechanically and in the bodywork department. Check out the back, de-seemed, integral spoiler and non-standard rear lights.







Red Mk3, not sure who owns this one?

From the Archives

Two more Picture Courtesy of **Leon Guyot** this month. Just to warm people up for Triumfest at Donington this July, these photos were from a previous TSSC meet at Donington, right back in the dim and distance past, 1983. (Overpage)



Donington 1983 - Nice multi-coloured line up of GT6s



Donington 1983 - Tidy white Mk2 with a couple of red MK3s in the background.

TRIUMPH'S ON TOUR

Lake Garda & the Stelvio Pass



10 Days From £749.00 Per Person June & September Departures including: P&O Ferry Crossing Dover/Calais, 2 Overnight Stop in each Direction, 5 or 7 Nights in Lake Garda, Stelvio Pass, All Breakfast & Dinners

The Black Forest



8 Days From £599.00 Per Person June & September Departures including: P&O Ferry Crossing Dover/Calais, 1 Overnight Stop in each Direction, 5 Nights in the Black Forest, All Breakfast & Dinners

Causeway Coast



5 Days From £399.00 Per Person May, June, July & September Departures including: Stena Ferry Crossing Holyhead/Dubin, 1 Night Carrickfergus, 2 Nights Causeway Coast, 1 Night Belfast, 4 Breakfast & 2 Dinners



11 Days From £999.00 Per Person 11th to 21st May including: P&O Crossing Dover/Calais, 2 Stopovers in each direction, A Nights Lake Garda 2 Nights Tuscany, All Breakfast & Dinners as stated

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RETROMOBILE PARIS 'PARK-N-RIE	E' 7th to 9th February
3 Days, 2 Nights	From £229.00 Per Person
ICE DRIVING IN SWEDEN	1st, 8th & 22nd February
4 Days, 3 Nights by Air	From £1199.00 Per Person
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TECHNO CLASSICA, ESSEN 'PAR	K-N-RIDE' 16-19 April
4 Days, 3 Nights	From £299.00 Per Person
NORTH CYPRUS CLASSIC CAR T 8 Days, 7 Nights by Air	From £899.00 Per Person
ROME, SORRENTO & AMALFI BY I 10 Days, 9 Nights	MOTORAIL May & Sept From £1499.00 Per Person
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4 Days, 3 Nights	From £289.00 Per Person
ST MALO TO MARRAKESH	27 March to 18 April
23 Days, 22 Nights	From £2899.00 Per Person
ARCTIC HIGHWAY CHALLENGE	4th to 26th June
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ENCHANTING BLACK FOREST	21 June & 6 Sept
8 Days, 7 Nights	From £599.00 Per Person
AUSTRIA & LAKE BLED (MOTORAI	LRETURN) 15th-28th June
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CROATIA BY MOTORAIL	19th June to 5th July
17 Days, 16 Nights	Price to be confirmed
WW1 100th ANNIVERSARY TOU	JRS 20 May & 23 Oct
4 Days, 3 Nights	From £239.00 Per Person
THE BELGIAN DELIGHTS	April, May, June & Sept
2 or 3 Nights	From £139.00 Per Person
CLASSIC CHAMPAGNE TOUR	16th May & 19th Sept
4 Days, 3 Nights	From £299.00 Per Person
THE ISLE OF MAN 10th5 Days, 4 Nights	May, 14th July & 7th Sept From £349.00 Per Person
2015 SPA CLASSIC	22nd to 25th May
4 Days, 3 Nights	From £259.00 Per Person
LAKE COMO & STELVIO PASS	3rd June & 9th Sept
10 Days, 9 Nights	From £799.00 Per Person
SCOTTISH ISLANDS & HIGHLAN 11 Days, 10 Nights	From £1599.00 Per Person
GUERNSEY & JERSEY 2 ISLAND T	OUR May, June & Sept
8 Days, 7 Nights	From £699.00 Per Person
JERSEY INT'L MOTORING FESTI 5 Days, 4 Nights	From £379.00 Per Person
ANGOULEME 'CIRCUIT DES REM	PARTS' 17th-22nd Sept
6 Days, 5 Nights	From £479.00 Per Person
GORDON BENNETT ROUTE	12th to 15th May
4 Days, 3 Nights	From £229.00 Per Person
DUTCH WINDMILLS & WATERWA	AYS April, May & Sept
4 Days, 3 Nights	From £289.00 Per Person
LE MANS 24 HEURES	13th to 14th June
Packages valid for 9 days	From £199.00 Per Person
THE 2015 BRUGES CLASSIC	28th-31st August
4 Days, 3 Nights	From £289.00 Per Person
	CEC 🕾 0173



15 Days From £1499.00 Per Person 8th June & 8th September Departures ind: Return Ferry Crossing Portsmouth/Caen, 2 Overnight Stops in each Direction, 10 Nights in the Piros & Promess. 14 Breakfast & 12 Dinners



10 Days From £1199.00 Per Person 26th June to 5th July ind: Return P&O Ferry Crossing Dover/Calais, 2 Overnight Stops in each Direction, 5 Nights in the Swiss Alps, All Breakfast & Dinners as stated

Norwegian Fjords &the Atlantic Road



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

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



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Herald 948/Vitesse rear centre valance £90.00
Herald 1200/13.60 rear centre valance £97.00
Rear quarter valences Herald 948/Vitesse £35.50
Rear quarter valences Herald 1200/13/60 £38.00
Inner front wheel arch 903075/6 £59.50
Rear outer wheel arch 802845/6£59.50 Front/Rear wing arch repair panel£26.50
Rear wing front repair panel
All chassis outriggers/side rails/boot extn £27.50 each
Herald/Vitesse Body Mounting Kit
Herald/Vitesse Body Mounting Kit
Rear overriders 703708/9 £60.00
Bonnet corner mouldings 706161/2 £27.50 pair
Wheel arch/bulkhead seal 704033 £4.00
Chrome bonnet catch 607663£45.00
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Caliper repair kit inc pistons type 14£20.50 Caliper repair kit inc pistons type 16P/16PB£28.50
Caliper repair kit inc pistons type 16P/16PB £28.50
Recon exchange caliper type 12 £46.00
Recon exchange caliper type 14£41.00
Recon exchange caliper type 16P/PB£56.00 Brake pads type 12£12.50 set
Brake pads type 12
Brake pads type 14£10.00 set Brake pads type 16P/16PB£10.50 set
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TR7

Early type bonnet (single bulge) WKC170 £155.00
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Doors FHC WKC5286/7 £350.00
Door skins YKC74/75 £52.50
Body shell convertible £4,575.00
LH rear wing Coupe, original £350.00
Late type boot lid XKC3854 £180.00
Rear deck assembly convertible WKC4255 £67.50
Window regulators XKC325/6 £25.00
Door/glass outer weather strip R/H YKC101 £6.00
Radiator grille R/H convertible WKC3674£30.00
Petrol tank retaining strap TKC131£8.00
Petrol tank£205.00
Petrol tank sender TKC3408£35.50
Rear lamp assembly R/H TKC232 £95.00
Recon TR7 (exchange) distributor
TR7 distributor cap£9.50
HT lead set (early) GHT 167£12.00
Gearbox 4 speed (exchange)£350.00
Recon steering rack (exchange)
Front strut assembly recon (exchange)
Front lower ball joint GSJ154£11.50
Front suspension strut gaiter UKC4981 £8.50
Rear shock absorbers£20.00
Upper steering joint UKC2449 £45.00
Lower steering shaft TKC1084£47.50
Track rod ends GSJ185£16.00 pair
Steering wheel (early) RKC509£25.00
Brake pads GBP233 £9.50 set
Brake discs TKC780£17.00 each
TR7 brake master cylinder recon (exchange) £85.00
Brake servo recon (exchange) £85.00
Uprated brake master cyl/servo assy (exchange)£250.00
Brake pressure valve TKC 3667 £49.50
Recon exchange brake caliper £46.00
Brake shoes 4 speed GSP794 OE Unipart £17.50 set
Brake shoes 5 speed GBS813 £18.50 set
Wheel cylinders 4-5 speed £15.00
4 speed differential TKC2619 (exchange) £250.00
Jackshaft 215207 £225.00
Recon starter motor (exchange)£87.50
Service exchange oil pump 215573 £35.00
Fan idler pulley bearing£9.50
Recon w/wiper motor (exchange) £69.50
Clutch kit TR8 Q/H£110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	
Gearbox (exchange)Reconditioned	
Recon exchange J Type overdrive	
Rear shock absorbers	
Rear sub frame mounting 150382	
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	. £13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
Viscous fan coupling TKC101	£85.00
Seatbelts non-sensor	£120.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E	£140.00
Rear quarter bumperO.E	£80.00
Seat belts with sensor wire type	. £95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£62.50
Front trunnion 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB .	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£400.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPITFIRE MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	
Front outer wheel arch 903137/8	
Front inner wheel arch 706548/9	
Bonnet hinge tubes 811679/811680.	
Hinge tube pivot bracket	
Side light mounting panel 907157/8.	
Door skins	
Battery box 806707	
Rear valance lamp panel 569900	
Boot lid 575787	
Dash top cover 714482	
Vinyl hood Mk III inc zip window	
Chrome bonnet catch 607663	
Rear lamp assembly 208532/217025	£49.50
Track rod ends	
Gearbox 3 Syncro (exchange)	
Fibreglass Gearbox Tunnel Cover	£37.50

Recon Exchange Diff £350.00
Recon Exchange Diff (NCW&P) £450.00
Recon exchange brake caliper type 12 £46.00
Recon exchange brake caliper type 14 £41.00
Original head gasket GEG314 £9.00
Distributor cap £6.00
Front valance support bracket 712567/8 £6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£10 50 pair
Front wings 909663/4 PAT	
Front wheel arch outer 909351/2	£49.50
Front wheel arch inner 909797/8	£45.00
Headlamp support panel assembly 818871/2	£40.50
Front quarter valance 815391/2	
Door skins Sills non original. 903097/8	
Sills O.E. 903097/8	
Sill reinforcement panel 806634/5	
Inner sill 806638/9 Front sill end plate 706422/3	£27.00
Half floor (deep pressing) 908900	
'A' post lower filler panel 706288/9	
Bonnet hinge pivot box RKC362/3	
Chassis front gusset 218526/7	
Bonnet hinge tube L/H-R/H 911107/8	
Rear wing non O.E.	£147.50
Rear wing front repair panel	
Rear wing rear repair panel	
Rear lamp panel 716182	
Rear valance 908970	
Boot floor.	
Boot lid 911327	£475.00
Rear inner wheel arch 725563/4	
Rear outer wheel arch 909661/2	
Windscreen aperture drip channels	
Hard top rear screen seal 911040	
H/ top seal roof/ door glass 716183/4	
Door hinges 607824 Exterior door handle (black) YKC2837/8	
Window regulator 911271/2	
Window regulator glazing channel	265 00
Front outriggers 209398/9.	
S/steel tread plate finishers	
Oil pump TKC 1974 (exchange)	
Water pump 216939/GWP128 (exchange)	
Radiator support cradle TKC 1761	
Late type water pump (viscous) UKC774	
Oil filter GFE119/150	
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	
Front wishbone bushes 119451 (set of 8)	
Front shock absorber GSA364	
Front suspension vertical link	
Front suspension top ball joint GSJ155	
Stub axle UKC697	
Recon steering rack exchange	£55.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	
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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
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Brake disc 208715 Drilled/Grooved £42.50 pair
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Distributor cap Mk IV£6.00
HT lead set£8.00
Recon starter motor (exchange) £50.00
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Seat cover set, brown houndstooth material £115.00
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Hoods vinyl inc zip window £175.00
Inertia seat belts less warning light wire £65.00 pair
Inertia seat belts less sensor OE £70.00 pair
Inertia seat belts less warning light wire Red £60.00 pair
Inertia seat belts sensor type£70.00 pair
GT6

GT6

Bonnet assembly Mk II 908116 less tubes £1,100.00
Bonnet assembly Mk III 913766£1,200.00
Front wings Mk II 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
Clutch kit£80.00
Front suspension vertical link £108.00
Front shock absorbers£20.00
Track rod ends£9.50
Rotoflex coupling 152273 £35.00
Rotoflex bush kit inc tubes £16.50
Brake shoe Mk I/II/III rotoflex GBS750 £17.00
Brake shoe non rotoflex GBS746 £20.00
Front side/flasher lamp assembly 155416 £20.50
Delco distributor cap £9.75
HT lead set£12.50
TRIUMPH 2000/2.5 PI/2500
Mk I front wing L/H-R/H 570195/6£300.00

MK I TOTIL WING L/H-H/H 570195/6	
Mk I front panel (nose cone) 903258 £125.00	
Mk II headlamp panel 575894/ZKC1972 £75.00	
Mk II bonnet 910507 £135.00	
Mk II rear lamp panel 910509£145.00	

Mk II boot reinforcement panel 910505 £75.00
Bonnet seal 613894 £12.50
Rear centre bumper (estate) plain 576530 £97.50
Rear centre bumper (estate) for insert 917813 £97.50
Rear quarter bumper (saloon) plain 910158/9 £67.50
Rear quarter bumper (estate) 923444/5 £60.00
Rear bumper moulding (saloon) 824479 £27.50
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Dash veneer set 2000TC/2500TC - 730397 £65.00
Interior grab handle ZKC 701/711 £20.50
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Late Mk I 2000 steering wheel 307493 £25.00
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Recon manual steering rack (exchange) £55.00
Gearbox (exchange) £350.00
Mk II front side/flasher lamp 216149/216150 £42.00
HT lead set £12.50
Clutch kit £80.00
Recon (exchange) water pump GWP201 £29.50
Rear wheel bearing kit £19.50
Rear shock absorber£20.00
Recon exchange brake caliper £56.00
Brake shoes Mk I (axle set) £27.50
Brake shoes Mk II (axle set) GBS803 £16.50
Rear wheel cylinder GWC1205 £17.50

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Headlamp bowl 1300/1500 Dolo (Square) £28.50
Rear screen rubber 913937 £37.50
Boot floor carpet 1300 F.W.D. 617831 £25.00
Recon windscreen wiper motor (exchange) £45.00
Dolomite 1300/1500 new exchange distributor £59.00
Dolomite 1300/1500 recon exch distributor £47.50
Dolomite Sprint recon exch distributor early/late £160.00
Set of HT leads 1300/1500 £8.00
Set of Sprint H.T. leads £59.50
Set of HT leads 18.50
Distributor cap 1300/1500 GDC136 £4.75
Oil filter 1300/1500 GFE119/150 £5.00
Service exch oil pump 18/50 - Sprint 215573 £35.00
Sprint gearbox (exchange) £350.00
Sprint clutch kit £80.00
Gearbox exchange 1300/1500/18/50£350.00
Gearbox exchange 18/50 3 rail£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160 £87.50
Front subframe mounting cup washer 138626 £7.50
Recon steering rack (exchange) £55.00
Track rod end£9.50
Upper steering column joint 157659 £36.00
Lower steering column joint FAM1718 £22.50
Front/Rear shock absorber (Dolo) £22.50
Toledo front shock/spring assembly £48.50
Front lower ball joint GSJ135/RH £65.00
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Anti-roll bar mount bracket 153669£12.00
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Brake pads Dolo/Toledo £10.00
Brake pads Sprint £12.50
Dolo 1500/18-50 brake shoes GBS746 £20.00
Dolo 1500/18-50 wheel cylinder GWC1502 £15.00
Sprint wheel cylinder GWC1121 £15.00
Tank sender 1500HL/1850HL/Sprint 215652 £27.50

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ALL MAJOR CREDIT CARDS ACCEPTED



HERALD 948 -1200 -1250 Register



e-mail. herald@tssc.org.uk **Colin Lindsay** Why have cotton, When you can have a Herald?

irstly, thanks to all of you who made contact to tell me that the unusual headlamps

fitted to the modified Herald I featured some months ago in the January Register actually came from a Mercedes 220. Burkhard Cox, writing from 'stormy' Germany as he puts it, tells me it is US-spec and has attached a photo of the model in question.

Given that this Mercedes was on sale at the same time as our beloved Heralds, how on earth did Triumph manage to sell what was effectively a basic saloon pitted against this luxury motor? Designed from around





1957 and unveiled in 1961, the Mercedes had a similar separate chassis, was available in coupe, saloon or convertible 24

form, and a burr walnut veneer. It may have a few more dials than my 1200, but is it any more beautiful when you're behind the wheel? Obviously the main difference was cost: the Mercedes, starting at \$5880 US dollars, was 3.5 times the price of a new Herald in the same market – approximately £2590 compared to around £740 in the UK market. The man in the street had to save hard for a new Herald; the Mercedes was effectively well out of reach for many

working men. This meant that the Herald had to be affordable, but provide good value and excellent service to a prospective owner. This was done by

HERALD 948 -1200 -1250 Register

clever design and engineering, maximising use of space, resources and available technology.

One obstacle that Triumph cleverly overcame was the problem of building a convertible; all that was required was a strengthened rear tub and other slight modifications to windscreen frame and doors. Mercedes however required much more serious engineering to overcome their own build problems and so, in the words of one reference website, "Next to the chassis and engine, the only other parts shared with the saloon were in fact the headlights and radiator grille..."

The coupe version appears to have had a slight advantage over the Herald model, however: "It was possible to travel for the first



time in a Mercedes coupe with four passengers in comfort, provided the front seats were not pushed all the way back and the rear passengers were not too tall." Snow White and the Prince get the front, then... but

apparently miles better than the Herald coupe rear seat, where two people could.... sit.... lie... probably only as a collection of body parts.

It's interesting to note that one of the selling points of the Mercedes was *"licence plate lighting above the rear bumper"*. Sounds similar to the: *"Oh look, it's even got coathooks"* remark from the Herald advertising film of the same era....but this illustrates perfectly how small things like this appealed to the intended market.



Quite a few years ago – in fact not long after I bought my first Triumph – I found an old printing press advertisement for the new Herald 1200 Estate from 1962.

The lawinnower, or the kitchen sink 45 cable feet of cargo space with the rear scat folded. And the Herald Estate Car has all the marvels of the new 1200 series. son on all who et turning circle for ce only once in 3.000 m t facia, new deep upholstery all-round visibility for sule ter-cicmister-screenwashers So sale you can get lower insu Firmle 1200 Estate

These were supplied to newspapers in the days before computers and, rolled with ink, produced a lovely pre-designed advert for the car. Afterwards these were returned to the suppliers and melted down to be reused, but this one has survived in very good condition and, using the benefits of modern technology, I've scanned it then mirrored it to have everything the correct way round. It's one I haven't seen before and it's interesting to note the important selling points of the day, which include room for the lawnmower, or the kitchen sink... I can understand needing to use

the mower elsewhere, but plumbing the sink in a few miles down the road may cause problems.

We all know the 25 foot turning circle or the separate girder chassis, but an eightsection body?

Here's a challenge: name the sections!

The 93% all-round visibility has now dropped slightly from the saloon's 95%. probably due to the rear C posts being so thick to support the roof-hinge mechanism for the rear hatch, but garage maintenance is only once in 3000 miles. At current mileage rates for my

modern that's about three months. With the quoted deep upholstery and walnut fascia I'd expect carpets as well – remember that the Spitfire only came with rubber mats – but heater/demister and screen washers were now standard. This was actually quite important – drive for a few minutes on modern roads, behind an HGV for example, and see how often you need to wash the screen. The most interesting part of the advert claims that the Estate is so safe you can get lower insurance; in those days without crumple zones and airbags – or even seatbelts – a collapsible steering column was a real bonus, but I'd guess that even a huge rigid chassis didn't save many occupants from serious injury, especially when not belted in.

Did you know that back in the 1960s, purchase tax was a whopping 45%? It's not surprising that the Herald cost £799.8.4 including purchase tax... I wonder how many dealers held out for the 4d? The aim of the designers and manufacturers at Triumph – not to mention the advertising team – was to make the new buyer



NEW BRITISH TRIUMPH: The car that all but parks sideways!

feel that he had bought something good; he had achieved a pinnacle in motoring. Who needs a Mercedes when you're off down the road in a brand new shiny Herald? Try parking one of THOSE sideways...

Incidentally both the Herald and this incarnation of the Mercedes 220 ended production around 1970. Both started as upto-the-minute styling and technology, both ended their days dated and superceded, but both gave many miles of motoring pleasure to their respective owners. I've heard the Herald derided so many times, but if they hadn't been cheap to

buy, cheap to restore and cheap to maintain I'd probably never have bought one. Compare one to a Ford Model T and you'll be looking at a massive leap in design, comfort and technology, but I've never heard a Model T owner hanker after a Herald. I've also never heard a Herald owner pine for a Mercedes. Sure, as the Ulsterman in me would say: "For the price of one of those, I could get half a dozen Heralds..."

That's priceless!

Colin









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HERALD13/60 Register

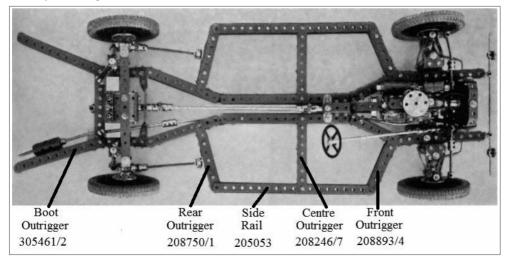


e-mail. herald1360@tssc.org.uk Phil Willson Herald Chassis Prototype Photo Discovered!

igging deep in the archives at the TSSC a few weeks ago, I discovered a fascinating photograph (photo 1) showing the layout of the Herald

chassis as prototyped by Triumph in mid-1959. Apparently they considered retaining all the holes in the final production version in order to save weight but this idea was not followed through. However, as many of us are only too aware, most outriggers grow the holes naturally as time goes on! told me that, at the time of writing this, they are in the pre-production stage. They have the laser-cut sheets and are in the process of folding them to form the final product. Chic says that they will be to the exact dimensions of the originals and should be of even better quality. This will be a very welcome change from some of the rather variable quality pattern parts that we have had for a number of years now. Great work, Chic! For information, I have added the 13/60 part numbers to photo 1.

I performed the carburettor overhaul on my Estate and it seems to have done the trick. The



Picture 1: Herald 1959 chassis prototype

On the subject of the Herald chassis, I have some great news. Very soon we are to be treated to some really good quality replacement outriggers courtesy of **Chic Doig.** He has only problem I had was with the new diaphragm which, for some reason, was much thicker than it ought to be and actually prevented the piston from moving! My supplier, **James Paddock**, immediately checked their

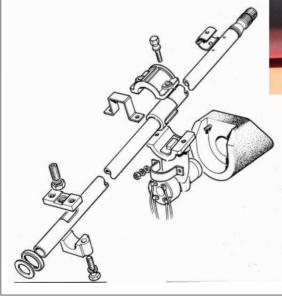
Herald 13/60 Register

stock and agreed that there was an issue and replaced it with a good one – full marks to them for excellent service. They then took the problem up with **Burlen**, who supplied the kit in the first place, so hopefully this will be resolved at source.

The diaphragm on a Stromberg carb should offer virtually no detectable resistance to the up/down movement of the piston. If it does then



Picture 2: Herald Steering Lock



Pic 3: Column and lock arrangement

there is a problem. In my case the piston would not even fall to the bottom of its travel, stopping about 1mm above the bridge.

Herald Steering Locks

Late-model 13/60s and Vitesse Mk2s were fitted with steering locks from the MkIV Spitfire parts bin. As it adds an extra level of security, I recently decided to fit one to my Vitesse.

> The column is directly exchangeable so it is relatively easy to fit. The parts are shown on Photo 3.

> Photo 4 shows the hole in the outer column and through that you should be able to see the extra sleeve and cut-out that was welded to the original



Picture 4: Sleeve and cut-out on the column

shaft. For me, the only real drawback is an ergonomic one in that it is quite a long way down the column – why it isn't a bit further up I don't know.

Once I am completely satisfied with its operation I will fully tighten the fixing bolts on the lock so that the heads will shear off as designed.

This feature is intentional – so the lock cannot be quickly unbolted by a potential car thief. Anyway, it works very well but

I was left with either an unused ignition switch on the dash or a hole where it used to be. I



Picture 5: Jaguar Starting power

decided to fit a starter switch, and preferably one that did not require the hole to be enlarged. I found a solution in the type that was used in most Jags in the 60s (Picture 5) although modern illuminated ones are also available. It's a Lucas SS5 switch and is available with screw terminals (part no. is SPB105) or blade terminals (part no. SPB106). I think it looks as though it ought to be there and it's contemporary with our cars.

If anyone wants any further information about this job then please contact me, but the work is mostly covered by workshop manuals.

Now for the monthly wisecrack:

Q. Where in Wales are rear axles made? A. Cardiff.







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SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org. **Suzie Singleton** MoT Testing, Part 3 Headlamps

ou might have thought last month that you'd read enough about car electrics but

I'm afraid we have a little bit more to go this month, together with a

look at some of the mechanical and other aspects of the test.

Headlamps, Main & Dipped

Vehicles first used before 1 January 1931 are not required to be fitted with headlamps. However, if optional headlamps are fitted: where one is fitted it must dip, where two are fitted, either both must dip or one must dip and the other switches off.

Otherwise, vehicles should be fitted with a matched pair of main-beam headlamps, and a matched pair of dipped-beam headlamps -



Driver & Vehicle Standards Agency

these two functions may be provided by a single pair of headlamps. The headlamps should emit white or yellow light. All main beams must be able to be switched off by one switch (dip switch) which leaves a matched pair of dipped beam headlamps switched on, or the main 32

beam headlamp reflectors are deflected by a driver's control, to make them dipped beams.



A Spitfire has single 7" headlights with integral dipping bulbs

On vehicles first used after 1 April 1986 the headlamps must have an approval marking

or British Standard mark, vehicles earlier than this date do not have a requirement for a specific marking. Also affecting vehicles first used on or after 1 April 1986 a 'tell-tale' must illuminate when the main beam is selected. [This date would only strictly include Acclaims but many earlier cars have this main beam tell-tale, as indeed does Sybil.]

The aim of headlamps will be checked on main and dipped beam according to their type. I will not go into detail here as this is a little too technical to cover in a few lines.

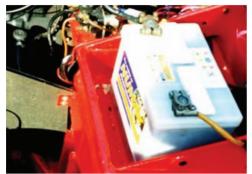
[Another slight oddity I found in the MoT testing manual is that buses first used before

1 October 1969 are only required to be fitted with one headlamp and, where two are fitted, neither the main or dipped beams are required to form a matched pair.

I do wonder at times where these unusual regulations come from – a vehicle as large as a bus with only one headlamp? Can anyone shed light on this (no pun intended!)]

Electrical Wiring & Battery

And finally, while covering the electrical part of the MoT, the wiring and battery will also be checked as will a towbar socket if one is fitted.



Battery not secured properly The battery must be secure [make sure you have the correct battery clamp fitted.] and all wiring must be secure and in good condition [check all through to ensure that no wiring is hanging loose or any insulation covering is damaged.]





This car does have a battery clamp fitted Towbars

As of the 27th April, 2009 towbars became a part of the MOT test. This applies to any

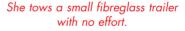
SPITFIRE I - II - III Register

vehicle which has a towbar fitted to the rear of the vehicle. If the tow ball is not fitted during the MOT test, only the mounting brackets and safety of the vehicle structure will be tested.

The towbar, its mountings and the condition of the vehicle structure within 30cm of all towbar mounting points will be checked for security, corrosion, fractures or damage. All mountings, supports and fixings must be of an appropriate size and type.



We sourced a tow bar for Baby Blue from Watling.



The trailer electrical socket must be secure. There is a basic check of 7-pin sockets, but 13pin sockets will be subject to a full electrical connectivity check and incorrectly connected or inoperative circuits will result in failure. 7pin sockets are not testable with an electrical tester as there is no standard wiring protocol.

Along with the electrical systems the other main categories of items to be checked during the test are as follows:

- Steering and Suspension
- Brakes
- Tyres and Road Wheels
- Seat Belts Body structure and other general items

Exhaust, Fuel and Emissions Driver's View of the Road

All aspects of the mechanical parts and bodywork will be checked, from inside and outside of the car, under the bonnet and from underneath the car for insecurity of any parts, corrosion, damage, excessive play, misalignment and oil or hydraulic fluid leaks, any of which could lead to a failure.

I will not go through all sections in detail but will attempt to highlight some aspects that it can pay to be aware of.

Steering & Suspension

There should not be excessive free play on the steering wheel. (Free play allowed depends on type of steering: 75mm for non-rack and pinion, 13mm for rack and pinion steering. Where there are several joints between the steering wheel and the rack, up to 48mm on a 380mm diameter wheel may be accepted.)

A steering lock mechanism must not be missing, inadvertently engaging or inoperative [Although some of our cars do have a steering lock, the inspection of a steering lock only applies to passenger cars where a steering lock fitted as standard by the manufacturer, and the vehicle was first used on or after 1 September 2001.]

Power steering systems will be checked for fluid level, the condition of all components, and to ensure that it works.

If power steering in an option fitment but has been disconnected in such a way that there is no adverse effect on the steering, that is not a Reason for Rejection

Brakes

Vehicles certified as being designed before 1 January 1905 and constructed before 31 December 1905 do not require a parking brake. [As none of our cars drop into that category you do need to make sure that you have a working handbrake.]

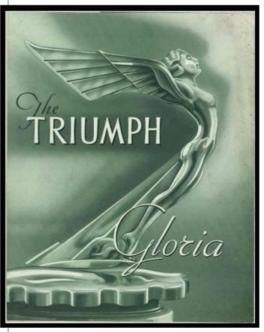
All components will be checked for security, condition and operation and the performance of the front and rear brakes and handbrake are checked for efficiency and balance using specialised equipment. [Basic things to check before the test are that there is sufficient reserve travel on the footbrake, the pedal

rubbers are not worn to excess and any servo assistance system should work correctly. Check that mountings are secure and not corroded and that cables are not frayed.]

There are various calculations which are made from the readings taken by the testing equipment. Briefly, on vehicles first used before 1st September 2010 the service (foot) brake must have a minimum of 50% efficiency. The parking (hand) brake is usually the one that can cause a problem on our cars, particularly those models which do not have a dual (tandem) line brake system as the handbrake needs to be more efficient on vehicles with a single line service (foot) brake system, 25% efficiency required as opposed to the 16% on cars with the tandem brake system. If this is a problem for you then **Darren Groves'** article in last month's Courier may be of some help.

More on MoTs next month.

On a slightly more light-hearted note, **Paul Taylor** was trawling through a certain 'on-line auction site' looking for items of interest appropriate to his Triumph Gloria. He didn't think the following item particularly appropriate - or that



it would really suit him!

So, which accessory do you think would most



suit the Gloria? The green brochure or the other green accessory?

I was contacted recently by **Mike Stennett** about a car he used to own. He told me



"In the 1970's I was the second owner of a 1968 Mk3 reg no **UWX 330F**, I've checked DVLA vehicle tracing and am amazed to find out it's still going, now down as yellow (it's original colour was Valencia Blue) but I know that know the car was resprayed red (at least!) before the present yellow."

If the current owner is reading this, or you know who does own it now, Mike would like them to contact him at mike@laserblocks.co.uk. He can give the current owner more information about the car and also find a few photos of it – to give you a taster he me sent one of him in the car back in 1973.

John Curtis

And finally, we recently heard the sad news that **John Curtis** had died. Some of you may have met him with his Royal Blue Mk 2 Spitfire that had started out in the UK then, under John's ownership spent some time in Germany

SPITFIRE I - II - III Register



before moving with him to France. He lived just outside Le Mans and for many years was instrumental in running the Classic British Welcome held at St Saturnin on the Friday of the Le Mans 24 hour race. We had a lovely time attending the last CBW that John was involved with in 2012, celebrating 50 years of the Spitfire with Sybil in attendance as well as Mark & Jo Field with ADU 1B and John with his Mk2 - not to mention many more Triumphs and a car park full of other classics. Even if you had not met him in person you may have noticed his name dotted amongst my articles as he was a frequent correspondent, and at various times I have featured some of the dioramas he made some years ago based on Le Mans racing.



SPECIALS Register



e-mail. specials@tssc.org.uk Trevor Collett



Not to everyones Taste?

ast month I revealed how a picture of a Herald-based Gentry in a TSSC publication in 1981 led to me building a kit car of my own; it was also the prompt for me to find out more about the wider world

of home-built motor cars. The sharp eyed amongst you would have noticed how I also revealed that I have completely lost track of time – I reminisced that it was July 1984 when my Moss Malvern was completed and said that there was a significant birthday coming up. Yes, something in my brain had this year as 2014 – doh! Triumph Herald, and me turning one into a Moss Malvern was absolutely not an attempt to improve on Michelotti's great design or Standard Triumph's great engineering – it was driven by the urge to own a traditional British sportscar. The common theme between the various Herald-based kit cars and specials is the transmogrification of a saloon into a sports. It wasn't the guys in sheds that were the first to have the urge to turn the Herald into a proper sportscar; the management of Standard

Triumph did just that in 1962, they called it the Spitfire, you've probably heard of it. Beauty, of course, is in the eye of the beholder, but of all those beholding the Spitfire there were very

The more I learned about the various kit cars and specials that have been created since the dawn of the motoring era the more fascinating I found them. The fascination arises from several factors: the ingenuity and industry of the home builders being the roots. Of course, just as in the main stream car world. there some are examples that are universally admired and



others that, well, only their mothers – or fathers – could love.

Regular readers know how much I love the

few dissenters from the view it was a beautiful car. Being such a good looking car, it has never really has been a target for the

SPECIALS Register

converters out there.

Spitfire was The introduced by Triumph with the ambition of competing for sales with British Motor the Corporation products: the Mark 2 Austin Healey Sprite and Mark 1 MG Midget. The BMC cars had attracted supporters. but the Spitfire began to outsell them from its launch.

My 550 words so far have been a rather protracted introduction to get to the mention of "Arkley SS". The Arkley SS was intro-

duced in 1969, designed by **John Britten**, as a fibreglass front-end and rear-end body conversion to be fitted to the MG Midget or Austin-Healey Sprite. The fibreglass sections were manufactured by the Lenham Motor Company at Harrietsham in Kent and conversions either done in John Britten's Arkley Engineering workshop at Arkley in Hert-



The Sprite and Midget were already sportscars, of course, so the main reason to turn either of them into an Arkley SS would have been, I suppose, to improve the look of the cars, although there would have been a bit of weight saving thanks to some fibreglass replacing some steel.

Now we get to what inspired my piece this



fordshire or they were sold as kits for the home build market.

month – a car on EBay that I'd never heard of, an Arkley SS conversion of a Triumph Spitfire.

This is the seller's blurb: "1978 Triumph Spitfire fitted with Arkley SS bodywork. Correctly registered as Triumph Arkley SS (matching numbers). Fitted with MGF alloy wheels and blue suede and leather seats from Audi A3 High-line. Rewired, all new brake pipes and flexis, calipers and rear cylinders resealed, new track rod ends, all ball

joints replaced, CD radio and speakers, stainless steel mirrors, and two new aero

screens fitted. It drives lovely, quiet engine, box and diff. Wide comfortable cockpit, and electric ignition and thermostatically controlled fan. It's a fun and nippy little car and being a 1300cc single carb it's cheap to insure, if you want something rapid I suggest buying a Westfield! All gauges work correctly on car





and as you can see from the pictures the car looks a million dollars."

From the pictures here, you've probably all got your own descriptive phrase to describe this car, "looks a million dollars" is, frankly, ,not one I'd pick. Then there's the question whether or not it's an improvement on the 1978 Spitfire

which spawned it. Shall we take a vote?

As I write the car has just been removed from sale on EBay. It was put up with a starting price of £1,000 and was removed, before any bids were registered, with the note, *"This listing was ended by the seller because there was an error in the listing".* I've no idea what that's all about.

The look of this car reminds me of another example of a new fibreglass front and back for the Spitfire; rather than attempting a description myself, here's the

words copied from the reviewer of the Classic Kitcars web site:

"Not exactly a kit car in the strictest terms but a 'transformation kit' as DSL called it. This really quite ugly car involved replacing the Triumph Spitfire front end with a new fibre glass front end very reminiscent of a Dutton Phaeton (DSL stood for Dutton Sports Ltd, an offshoot of Dutton).

Not content with making the front end of the Spitfire look as ugly as possible they also ensured the back end didn't get missed by supplying a new bootlid and back panel to enable a spare wheel to hang off the back.

The DSL blurb at the time stated that the Spyder kit 'gives a high degree of personal expression', which I guess it does, I'll leave it up to you to decide what that expression might be!"

I'm afraid I sort of have to agree about the looks of this car; I'm even going to spare you any chance of visual trauma by not getting Bern to print a picture. If, however, any of you really do want to ,see just what it does look like just type **"dsl spyder"** into your favourite search engine, it'll take you to the Classic Kitcars site.

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Bonnet Release Back Up



ow over to Club member **Robert** who's experience should prompt TR 4 - 6 owners to fit a secondary bonnet release catch device, many and pass its MOT. I pulled the cable to open the bonnet and nothing happened! – there was about an inch of play but the bonnet did not move.

My immediate reaction of course was that there was a problem with the cable. A great deal of thought went into the problem – the local garage suggested my wife sitting on the bonnet to see if that took the

thanks Robert.

Having read your article on TR bonnet release catches I was finally driven to sort

out the fact that I have not been able to open the bonnet on my TR6 for almost a year. This had become a matter of great embarrassment and frustration but for anyone who has been through the following situation there is light at the end of the tunnel.

Let me begin, l am sure l am not



the only one who garages their car over the winter leaving the battery on a trickle feed. I would leave the bonnet up as it made life easier when sharing one charger between 2 cars. Eventually I realised that leaving the bonnet up only supported on one side was not so clever and so I closed the bonnet, when the battery was not being charged.

All was fine until that day in April when it was time to get the TR6 ready to hit the road

pressure off the catch but despite the amusement in trying – no luck (and no there are no photos).

Finally deciding I was getting nowhere, I wrote to a club forum. The response was that supposedly there are 3 options for opening the bonnet if the cable has failed. My experience of the 3 options was as follows:

1. Raise the car on ramp/ axle stands and

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



Proof that Robert eventually got his bonnet open!

lying underneath you should be able to shine a torch up at the catch and with a length of dowel release the mechanism – I do not know whether my car is different but there may be a space down the side of the bell housing to poke the dowel but then there was no room to shine the torch – in short a non-starter!

2. Remove the speedo cable and you should be able to poke a wire through the hole in the bulkhead and with a great deal of patience you should be able to release the mechanism – life is too short

3. Undoing the bonnet hinges at the front of the car. I never actually tried this through fearing the problems of realigning the bonnet afterward. If you look at the number of bolts and their location I would really query whether this is really practical

Having tried and failed and run out of ideas, the TR6 sat there through the summer and into another winter not moving.

Pride had said, probably wrongly, that I was not going to ring the local garage to tow the car away and pay for them to solve the problem. Finally I read your article and thought I have to do something it has gone on too long. However, a prob-

lem shared is a problem halved and calling on a local friend Bob, our combined brain cells went to work.

It was clear the bonnet was firmly in place, it was also clear that the options discussed above were not going to work.

It also seemed strange that however hard we pulled the cable it didn't come away in our hands. As we looked at the bonnet for inspiration we realised how the bonnet was fitting very tightly in place and that it was slightly misaligned.

To try and solve the latter problem without damaging the paint work we slid a spare plastic number plate up the side of the bonnet and used this as a lever.

One tug on the cable and the bonnet popped open – eureka!

It was open – and so simple why had it taken almost a year? But it WAS open so what is the first thing you do – well that is obvious – reconnect the batter and try to start the car. A few turns of the engine and it fired into life – the sound being music to my ears. But of course the bonnet was still open and we had to face the issue that hitting the road meant closing the bonnet again.

Looking at the bonnet catch mechanism identified two issues:

1. The catch, which at some stage had been welded back into place, was out of position, easily cured by the use of a hammer.

2. The spring loaded part of the catch has a nut sitting within it that had worked down the thread (the reason the bonnet was fitting so tightly?). A liberal application of grease and returning the nut to its position on the thread were easy fixes.

Having reassembled and realigned the catch mechanism we fitted it back to the car and aligned it. Then we finally had the courage to close the bonnet and see if our work had solved the problem – yes result! Lessons from the above:

1. Do not be too proud to accept help and advice – 2 Roberts are better than one

2. Do not always assume the worst – immediately assuming it was the cable was the wrong answer

3. Having been prevented from driving my car for a year by bonnet trouble and seeing the issues that a faulty cable could cause – fitting a second cable seems a very sensible plan. While you didn't solve the problem thank you for the inspiration to get it solved.

TRIUMPH TR4 MORE DOOR PROJECT

A project that I have been working on over the last 2 years gained a greater urgency for the finished article after I had a call from area member Ant who had broken his leg in 2 places (Bath & Bristol I believe). Ant has 2 Triumph Herald Convertibles that he is restoring and so he usually has a lift with me in whatever car I take, but obviously he was not going to be able to fit inside my TR4A with his lea in a cast and I did not want to use my Stag Saloon (now maybe up for sale as I have bought a Vanguard Phase 3 Vignale as a project, contact me if you are interested in buying the Stag Saloon or are interested in my Vanguard project, the worst rust bucket I have ever come across) continuously until his leg was healed.

I therefore had to accelerate my TR4 More

Door project so that Ant could get into the back. I had previously cut a TR4A in half and extended the chassis using old railway lines for their extra strength, the prop shaft was extended by a local company and extending the brake lines, fuel line and handbrake cable was an easy matter, the biggest problem was the B/C post, this I made by amalgamating the existing B post with an A post and it worked out quite well, apart from a "wobbly" B/C post. I gave my mate Alan Gourley a call and asked if he could help and like the trouper he is he jumped into his Spitfire and headed to Janard Classic Cars where proprietor Ritchie Bolwell had kindly allowed me to use his premises for my project as it was too long to fit in my aaraae.

We soon found that the problem with the B/C post was that the sills were twisting with the weight of the doors and so they had to be strengthened, Al advised that we should cut off the sills and weld in a strengthening bar to which we could attach the B/C post and while we were busy attending to this Ritchie produced some galvanised steam pipes. With the sills removed and the areas of the steam pipe that were to be welded around back to the mild steel Al and Ritchie held the pipe in position while I welded them into the sill cavity, the O/S doors were then fitted in the closed position and Al and Ritchie held the B/C post so that there were equal door gaps so that I could weld the bottom of the B/C post to the steam pipe. The result was very good.

We then carried out the same procedure on the N/S. The sills were then re welded (Al had done a great job cutting them off with a thin cutting disc so it was a simple matter for me to re attach them).

It had been a long day and the three of us were too tired to carry on, but James and Ken who work at Janard Classic Cars offered to work late into the night, grinding back the welds and preparing the car for its paint job and when Al, Ritchie and myself arrived back at Janards the next day it was in the spray booth and ready to be primed. After a few coats of primer and then a dust coat of black we flatted it back and could

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



not find any imperfections, James and Ken had excelled themselves.

The next day I applied the top coats of cellulose red and left the car for a few days for the paint to harden, when AI and I returned to fit the bright ware etc we found that Ritchie, James & Ken had beaten us to it so after arranging for the Ministry Engineer to examine the car and then getting it mot'd we took it for its first proper maiden "voyage".

It took me a while to get used to cornering and navigating roundabouts due to the cars extra length, also as the car was heavier with 4 of us in the car there was a very slight loss of performance, but the torquey 4 cylinder wet liner engine coped extremely well and we gave a shocked MGB driver some cheeky waves as we out accelerated him.

The only downside is that the soft top really needs 2 people to put up or down as it is a bit floppy as it is pulled over, but Al is on to that and by the time this article is in print he will have perfected his new cantilever design that will be operated by 2 electric motors.

I must say a big thank you to Al, Ritchie, James and Ken, who swept into action when a fellow TSSC member needed a helping hand (or should that be "a leg up"). Whether 6 cylinders or 4 a TR....

.... is a More Door

Bern



TR7/8 Register



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



TR Towing issues

irst of all the season seems to have started well with Stoneleigh just gone and Practical the Classics Restoration show just upon us. Lhave

classics) that my good friend and fellow TSSC member Gary Law owns, so over to Gary:

If you own a TR, or Most Classic Cars car for that matter, it's inevitable that at some stage

also received confirmation that there will be a TR7 Parade Lap at the fantastic **Silverstone** Classic on the Saturday 25th evenina July 2015.

So if your TR7 is on the road (fore warning) then please try and join us for a memorable drive around the circuit.

Silverstone Booking info is available within the Courier pages this issue.

The article this month is actually about a



fantastic TR6 (But applies equally to many 44



you will require a tow for one reason or another whether it's calling upon a mate to tow you home or utilising the fourth emergency service on the back of a rescue truck. Like me you will struggle to find a good strong point to complete the task. The so-called towing eyes, incorporated into the radiator protection shield, can only be described as decorative and should not be used for attaching a tow at any cost. "However," with little or no visual alternative they are often used by unsuspecting recovery drivers and freshman TR owners. Not only are they totally inadequate and bend under the

TR7/8 Register

minimal amount of pressure, they are situated too high especially if a spoiler is fitted.

Having owned my TR6 for over 30 years I've lost count of the times I have called upon international rescue to bail me out. At one point I was member of the AA & the RAC simultaneously, a slight over

sight on my behalf. In most cases I would find myself removing the front spoiler in order to secure a hitch. On one occasion, the preconceived towing eyes parted company from the protection shield leaving the car in a very precarious situation.

The latest winching issue struck last year 2014 whilst touring Italy. I was present to supervise the car being winched onto the rescue truck and on this occasion the car was winched on backwards. bent inwards. I made myself a promise that I would find a solution during her winter refit.

Having stripped down the engine in order to rectify the catastrophic engine failure she





Broken Valve Spring

suffered in Italy when a valve spring broke in half, but that's another story, I removed the front running gear and all the ancillaries to repaint parts of the chassis. With the paint job completed I took to ordering some new bits i.e. steering rack boots, ball joints along

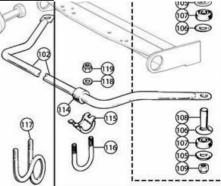
Winched on Backwards

I would have had no control over the rest of her journey home as she was piggybacked from place to place whilst we continued our holiday in a Fiat Bravo "I know" a Fiat Bravo not exactly a like for like replacement as mentioned in the insurance policy, a very emotional time in my life.

"Downer" would be an understatement.

Eventually my pride and joy returned home some four weeks later. I must say she was in fantastic order. The insurance recovery team had certainly taken good care of her.

It was only on close inspection some months later I noticed signs of paint damage to the underside of the spoiler together with the towing eyes they were



with nuts and bolts in stainless steel. It was whilst searching online I noticed some anti-roll bar U-bolts with towing eyes (Item 117 see pic above) Solution found, problem solved? No! When they arrived they were the standard one's picture (Item 116) No towing eyes! Disappointed I expressed my displeasure with the supplier only to be informed they were are no longer available.

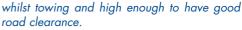
"Back to the drawing board".

After thinking long and hard I was initially stumped. It was only after receiving some U-

bolts at work to replace the ones on our yachts that a light was illuminated within the grey matter.

It was simple. I could fit a pair of these 8 mm marine stainless U-bolts adjacent to the anti-roll bar U-bolts. As pictured.

The only alteration required is to drill 4 holes into the radiator protection plate. The U-bolts are low enough not to hinder the spoiler



The units are made from high quality marine stainless steel complete with backing plate, nuts, and washers, £40 a pair inclusive. A little expensive but well worth it in my honest opinion.

Gary





Thank you Gary, I have had the same recovery drivers try and strap the TR7 down on the recovery vehicle bending the track rod ends.

Anyway that's it for this month and hope to see more TR's on the road now the days are getting longer.

Paul



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In the Spring issue...

PC Resto Show report - will a Spitfire win Restorer of the Year? We've got **Tony Pond's TR7** rescued and restored, the latest report on the **Racing Spitfire** and we give you the lowdown on how to rebuild your gearbox and revive your stored classic. Don't miss it... **it's on sale now.**



Now available on iPad, iPhone & Android

BOND EQUIPE Register



e-mail. guy@bondequipe.org Guy Singleton

Preston Connection?

n January I had an email from **Jerry Woodard** about his Courier Van - my first thought was it had come to the wrong register, but quickly reading his message there is a very strong Bond link.

He wrote:

"Hi Guy - I'm writing to you because of my recently acquired Courier van not a Bond I know but it is unique in as much as I'm pretty sure that it is the

only surviving van that was registered in Preston - which was of course the home of Bond motors. You probably recognised the plate TRN 405 is very close to that of the Bond in one of the publicity photos.

My van was built on 12 July 1962 and delivered 12 days later to Loxhams Garages Ltd of Preston which at the time was the parent company of Bond!





The van was registered on 4 July 1963 - almost a year later! - to Holmes (Preston) Ltd - would you have any information about this firm? [Guy Note: sorry, no, it's not a company l've ever come across.]

I have attached a few pics, the first is the van, second is of a Bond and GT6 (let's get Andy involved!) I co-owned with a friend over 20 yrs ago, as spares or repairs cars, the Reg no of the

Bond was KCK 514H. I think the GT6 was to be restored as well."

I was able to let Jerry know that I knew KCK well, it was owned for a long time by **John Snook**, the Club Triumph Bond Secretary, and I had it for a short while - it needed quite a lot of welding so a friend bought it and did that work, and used it for some time, **Dave Abbitt** also owned it for a while whilst he was restoring another Coupe, but I have not seen it for a few years. (A quick check on the DVLA website shows that the GT6 also appears to still be around.)

BOND EQUIPE Register



wear on the operating arm with weld - as per my September 2012 article - since them all my cars have passed without any trouble, before I was putting new shoes on each and vear. manv times just scraping through. A combination of these two techniques may prove worth trying if you

Jerry then came back to me to say "I got in touch with Preston records/archive dept which still has some records of vehicles registered in the sixties. They were able to tell me the date and place of registration of the van, and also that it was registered as one of six vehicles. I wonder if Holmes (Preston) Ltd was a peripheral garage owned by Loxhams which was used to shift unsold stock......I'm sure there's someone who knows!" And, if YOU know anything about Holmes or Loxhams and can shed any light on this story, we'd love to hear from you.

Moving on, I read **Darren Groves**' article in last month's Courier on handbrakes with interest - this is something I had done some time



ago on my red Equipe Estate. Whilst I found it did help, what really did the job is to fill the

also have these problems.



Finally, I have just had a message from **Bob Buckby.** the Bond Owners Club Equipe Secretary. He has heard from **Norman Durran**, who used to own a 4s.

He has found a MK1 Spitfire engine and box, out of a Bond, it is all there minus the carbs and it turned freely before, but seems to be reluctant now due to being left standing. He also has two bare Bond/Herald doors and a spare GT4S bonnet!

Would any of this be of interest to anyone?

If so you can contact Norman by email: norman.durran@btinter net.com or by phone: 01327 811778,

TSSC Social Media



Jane Rowley

https://www.facebook.com/pages/The-Triumph-Sports-Six-Club/1391249377782323



https://twitter.com/triumphssixclub https://twitter.com/TSSC_Triumfest

Embracing Social Media



aving to totally review our web presence last year it was time to review how we communi-

cate outwardly to the world.

Our means of communication for official announcements still has to be The Courier, it sends the same message to the membership at the same time and this will continue in this style. But in our modern world we had to shape up to a faster form of communication where it is required.

So we have the following places that we are regularly placing updates for you to enjoy.

FACEBOOK

• Facebook – we have an Official FB PAGE. https://www.facebook.com/pages /The-Triumph-Sports-Six-Club/1391249377782323

This carries very regular updates, Club Shop news, TriumFest plans, Area events and up to the minute pictures from NEC, Stoneleigh and other shows or open days. All posts on the main timeline are posted 'officially' – check it out, "like" the page and get our regular postings.

• There is an FB GROUP, this is more of 50



a 'free for all' gossip, cars, cars and more cars, postings by anybody and everybody. Find the group and ask to join.



• There are also a lot of FB Groups for the local areas – started by the local AO's or representatives, so they always promote events with a little banter chucked in for good measure. Devon, Derwent Valley, Notts, Gloucester, Isle of Wight, Manchester, M25 East, Essex and many more all have very active groups. A great way to promote your events & encourage people to get involved.



- Twitter we have two twitter accounts.
- TSSC official page

https://twitter.com/triumphssixclub

General Twitter style updates from the Club,

TSSC Social Media

Triumph news re-tweeted and up to the minute postings of all things Triumph. Check us out and "follow" to be ahead of what is going on.

• TSSC TriumFest UK

https://twitter.com/TSSC_Triumfest

Created for updates on TriumFest UK, news of what is coming and big coverage of the event over the weekend.

TSSC Web Site Forum

http://forum.tssc.org.uk/

Our new Forum has been live now for a number months and we would like to thank our great band of Moderators for keeping you all in order! The technical ability on here amazes me, thanks to everybody for sharing your knowledge and offering to help, it is fantastic.

So we have come a long way in the last twelve months and

we now have many windows out on to the world, I hope you "like" us, "join" us, "follow & re-tweet" us!

A month is a long time between Couriers!

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Driving Licences

Hi Bernard.

I found the following information in the February VSCC Newsletter, from one of the insurance companies, and thought it might be of interest to members.

If you have to send your driving licence away for renewal for any reason (change of address, conviction, etc.), be aware that the paper part of the new licences is being phased out and the information on it will be added to the plastic credit card part.

It seems there have already been problems with the system, with some licences returned with incorrect information and some with driving entitlements missed off.

Before you send the licence off take a copy of it, and check the information carefully when it comes back. With a copy you should be able to get the mistake corrected - otherwise you might have a problem.

It says that this won't affect those with the old green paper licences, but when you hit the magic age of 70 and have to switch to the new type I would think it prudent to take a copy anyway.

Cheers.

Peter Hennell

Nice to see!

Wasn't it good to have the cover picture for the March Courier, and the piece about the Triumph Sporting Owners Club sent from Jo and Dave Beardsley from Victoria, in 52

Australia. Thanks to both of you ! In nearly 25 years of membership, I can recall only a few other pieces from our far flung collegaues.

Write

It would be great to hear other news - any news - about shows, runs, reactions to British built foreign cars, etc. from abroad. When I was last in New Zealand, I hoped to be able to contact Dayle Montgomery - but our schedule precluded it. Maybe next time.

Del Holman CoM.

A Few words on Screw Threads

At the Swiss Spitfire Club AGM. I gave a short talk on screw threads, firstly explaining that most Triumph cars many years ago were made for the American market and as such were fitted in the main with UNF/UNC screw threads. However one of the problems here is that these threads were all too often replaced with something called "Metric"!

When I left England in 1961 to come to Switzerland my work colleagues presented me with a Moore & Wright "mm" micrometer. So with my first salary here in Switzerland I naturally bought myself a precision vernier gauge calibrated in Inches as well as "mm". The problem was that the table on the rear side of the gauge gave mm screw thread sizes, however after a few years these were no longer valid as 2.1 & 2.6 mm were replaced with 2.5 mm! Such is the incompetence of the staff in Brussels.

Now there are still only two screw threads that were correctly calculated from the outset and they are Whitworth and BA, the latter coming

from the precision industries around Geneva.

For your further information it was Whitworth who optimised the rifling in gun barrels or perhaps a very coarse thread!

The American screw threads were basically copied from Whitworth with a slightly differing pitch and thread form so that Whitworth screws could not be used in their vehicle production.

Now back to the metric threads, where a 5 mm thread has an 8 mm hexagon head. So logically in most peoples minds a 2.5 mm thread should have a 4 mm hexagon head, but not with Brussels standards as it has a 5 mm hexagon! So next one sees that double 5 mm is 10 mm, however twice 8 is 17 mm in the metric system.

Equally one must not forget that when it was decided in Brussels that all of Europe would only use the "metric" system, it was pointed that if this was the case then there would be no weapons for the military as most small weapons used the UNF/UNC system.



Ex Courier Cover Car

Dear Bernard,

Following our telephone conversation you know that My GT6 is now on the road again. The history of the car is that it was registered on 6 March 1968 and I purchased it in





Finally while on a trip with my Spitfire through the hills here in Switzerland, I found these roadside signals:-

DANGER ROAD WORKS SILICON IMPLANTS

I have pleasure in enclosing a photograph of same. Kind regards,

Philip T. Bellamy.

January 1973 for just £585. I left for Hong Kong in 1977 when the car was garaged until I shipped it out to HK in 1991 where I enjoyed events with both the Hong Kong Classic Car Club and MG Car Club. The car featured on the cover of The Courier in January 1994 when it was exhibited at the classic car display in Chater Road Hong Kong.

The car was returned to UK in December 1994 and sadly I did not have time to carry out major refurbishment over the years until two years ago when I embarked on a full body off restoration.

The car was finally registered again back in the UK in 2014.

Have attached a photo taken by my son Patrick who is also now enjoying the car. Kind regards

Andrew Long

Shropshire



FERRER





1500 1977. Red. MOT November. Rebuild approx 1989, 23,000 miles since then. History, receipts. Hard/soft top, Tonneau. Overdrive. Electric rad fan, oil cooler. New tyres, discs and pads. £3,200 Lawrence Peacock (Guildford, Surrey) 07775 742399.



1500 1980. Hard and Soft top, unleaded head, S/S exhaust, overdrive, rad fan. 72,760 miles, all original except for safety additions. Complete S/History since new. £5,250 John Collis (Surrey) 01932 564618.



COURIER VAN ('factory' converted to Herald Estate spec) 1500TC Overdrive as per eBay listing 390980524753. £2,000 ono. simon@triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler /Triumph-Parts (trade)

13/60 SALOON 1970. MOT October 2015. Under 45,000 mls. Believed genuine. Solid chassis, tidy bodywork. Many new parts. £1,395 ONO. Robin Haynes (Norwich) 01953 850442.

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1600 CONVERTIBLE 1966, White with Red roof and trim, overdrive, 87k, MOT April 2016, various new parts, minor bodywork repairs required. £5,000. Hugh Waterhouse (Grays Essex) 07973 404401.

CARS WANTED

GT6 MKIII - Seeking o/d or non o/d model. Well, as my Stag has a new home ... there is a space for a good, usable GT6 Mk3. Budget not too far adrift of £7000. Not after concours, but solid and not with rot. Iuse my classics ... and the TR6 needs a stablemate. Funds waiting ... Paul Leicht (Kent / Northumberland (varies))07840 986755.

WANTED Triumph Herald 13/60 convertible or possibly Triumph Vitesse. I am not concerned about the mechanical conditionbutthe chassis and bodywork must be good. I am located in Lichfield, Staffordshire and will travelup to 80 to 100 miles to view. Paul (Lichfield) 01543 302906.

GT6 MK3 WANTED Looking for a GT6, preferably a Mk3 but anything considered. Doesn'thave to be a runner or even together. Paul Ludwig (Sutton/Surrey) 07799 062012. SPITFIRE IV / 1500 Wanted in Red, Blue, White or Yellow, must have overdrive and prefer it to include hard top. I am prepared to travel up to about 300 miles from the Portsmouth area. £3,000 to £3,300 ish David Mchugh (Hampshire) 07720 239320.

VITESSE MKII CONVERTIBLE WANTED

With Overdrive. Must be original CV car and have solid chassis and good engine, paint and interior not an issue! Cash buyer. Roberto Bozzi (Italy) 00393490738130.



MKIII. RESTORATION PROJECT. 1973, chassis repaired, cleaned, powder coated and painted. Body tub, bonnet and doors repaired, SPL dipped and coated. Reconditioned engine on stand, overdrive gearbox. All other parts in boxes. Substantial history file. Sensible Offers. M Drew (Milton Keynes) 07956 430880.

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

RECONDITIONED (uprated) radiators as per www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts. Direct prices: Herald/ Spitfire £120 (full-width £140) Vitesse £180; GT6 £190. TR/ Saloon/ D o l o m it e / S t a g £ e n q u i r e . simon@triumph-recycler.com (trade)

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

GARAGE CLEARANCE SPITFIRE Mk 4. New & used spares including, Hood frame. Fuel

tank. Complete front suspension. 2 Vertical links, hubs & discs, 4 Con rods. 2 Rear light units pair. Black plastic dash – 3 Piece. Starter motors. Propshaft Non-o/d, strap drive. Contact Del, Details & Prices. e-mail. delandwen@btinternet.com Del Holman (West Kent) 01732 743 747.

BOND SEATS. Pair of front seats in black for sale. Useable condition, one with slight vinyl damage. Email jeff.boston@bosscreen.com or phone 01780 470805 for pictures. £150. Jeff Boston (Peterborough) 01780 470805.

USED BOOT LID VITESSE MK2 BOOT LID Used Boot Lid, some rust. Buyer Collects. OFFERS Keith Power (Lancashire) 0704 534474.

GARAGE CLEARANCE VITESSE or HERALD.

New & Used spares. Telescopic rear damper top mounts, new. Re chromed Rear left hand over rider. Right hand quarter light. Soft top front frame. Vitesse rear left & right Alloy bumpers. Starter motors. Bonnet handle. Contact Del, Details & Prices.e-mail.delandwen@btinternet.com Del Holman (West Kent) 01732 743 747.

HERALD, VITESSE, SPIT, Parts. 1200 Engine Spares, Filters, Brand New 1200 Dizzy Cap & Coil. Bullet Mirrors, Pumps, Filters, Electrical + Many More. Simon Canham (Cumbria) 07901 842248. OVERHAULED ENGINE 2 litre Six. Various ancillaries, mainly unused, at half new cost. Overdrive gearbox, overhauled, £450. The head has been removed so that the internal state of the engine can be seen. £600 James Mather (Berwick-upon-Tweed) 07836 715655.

BONNET SPITFIRE 1500. I have for sale a very sound bonnet requiring minimal work. I can email photos as required. £175 John Bonnett (Devon) 07860 523204.

GEARBOX without overdrive, not seized, but otherwise in in unknown condition. Removed from Mk 3 Spitfire. Can bring to London if that helps. £30. James Mather (Berwick-upon-Tweed) 07836 715655.

ROLLING CHASSIS & TUB from Mk 3 spitfire. Seriously incomplete (as I have been using it as a parts car), but restorable, One rear wing is GRP; no bonnet. Some welding previously done to the floors is not tidy. No chassis plate. Free. James Mather (Berwickupon-Tweed) 07836 715655.

FREE PARTS. Vitesse/Herald/Saloon Vitesse - Front door panel, rear valance no rust, front valance - steel needs metal work, various Triumph badges and a box full of parts.Caveatisyouhave to take all Triumph parts not pick through them. Free - make a donation to charity Stuart Cripps (Milford, Surrey) 07785 465 307.



WANTED 'D' TYPE OVERDRIVE gearbox and propshaft for MK 1 2 Litre Vitesse. Fergus Crump (Somerset) 077837966362.

MKIII HOOD FRAME. Soft top hood frame wanted to complete restoration project with or without hood cover. Barry Hall (Ipswich) 01473 743806.

HERALD 13/60 bonnet needed. Would prefer one that's been sorted, or at least the right shape(1), for me to fix. The further north the better, but condition/cost more important.lanOsprey(Lanarkshire)01698 428112. CARPETS & CHASSIS Wanted. Herald or Vitesse carpets wanted, blue or charcoal, anything decent considered. Good Herald 1200 chassis wanted, Alex Back (UK) 07966 847471

VITESSE INSTRUMENT PANEL WANTED. Preferably MK1 but can use MK2. Must be in good condition. Simon Canham (Cumbria) 07901 842248.

ROOF RACK /luggage rack Wanted for UK road trip, roof rack and luggage rack to fit on boot lid. Can collect. Andrew Kirby (Pershore, Worcestershire) 01386 710596. SPIT IV THROTTLE LINKAGE. Spitfire IV or 1500 throttle linkage wanted. Looking for the bellcrank type bolted to the manifold. Please help me get back on the road. Cash waiting. Richard Waddington (Halifax) 01422 836962.

FASTBACK HARDTOP Wanted for Mk 1V 1975 Spitfire. Ashley / Lenham / Sebring Fastback hardtop. George Challis on 07784 939868. West Midlands. George Challis (Birmingham) 07784 939868.

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Vivien Thompson Tel: 01484 541185 Julie Hazell Tel: 07813 589799



For more information or Booking Form, please E-mail.

info@tssc.org.uk

or phone the Club Office on **01858 434424**

Area News	AREA DIR	E C C C C C C C C C C C C C C C C C C C	DIRECTORY I GREY THEN REGISTER IALLY!!!
This Directory is kep Members and enjo and take a friend .	t up-to-date by the Area Liaison Officer so the y the social side of the Club. Any Member is v Why not contact your local Area Organiser	t Members may meet with other welcome to attend any meeting and find out what's happening.	MEETING JT TSSC CE COVER!
	SC Area Organisers are volunteers and		
Area	Area Organiser/s	Meet at	On the
SCOI	TISH AREA	S	
CENTRAL & WEST NORTH EAST	Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW G41 4SN 1 Various - see report in Area news or www.brmmbrmm.com/grampiantr.bb	st Wed. 7.30pm Last Thurs. Eves.
NORT	HERN AREA	5	
CHESHIRE CUMBRIA MANCHESTER	Henry Jones: 01625 425845 Roy Ross: 01229 474077 Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ Advertised in Cumbria News & Website The Boundary Inn MANCHESTER M34 5HD	Last Sun.12 midday
NORTH EAST LIVERPOOL LANCASHIRE	Deryck Beadling: 07939 068976 Geoff Dent: 07773 440201 Alex Cain: 0151 222 2366 Kevin Makin: 07980 604021	The Dunn Cow, Primrose Hill. BOURMOOR DH5 6DY. Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL Canberra Club (BAE systems) Balderstone BB2 7LF	
WIRRAL NORTH YORKS SOUTH YORKS WEST YORKS	Dennis Petty: 07951 727747 Andy Todd: 0151 339 4150 Richard Briscoe: 0776 6354449 Alistair Banks: 01302 771628 Victor Thompson: 01484 541185	Cottage Loaf - THURSTASTON The Cross Keys - STILLINGFLEET The Crown - Barnburgh, DONCASTER DN5 7JQ The Arkle, 105 Springfield Ave, MORLEY, LS27 9PP	
MID	LAND AREAS		
COVENTRY DERWENT VALLEY LEICESTER & RUTLAND LINCOLNSHIRE NOTTS		The Bull & Butcher - CORLEY MOOR CV7 8AQ Smalley Common Ex- Servicemans Club - ILKESTON DE7 6FY The Red Lion - HUNCOTE - LE9 3AU Swan Holme - Doddington Rd LINCOLN LN6 3RX The Nags Head - WOODBOROUGH NG14 6DD	1st Tues. 8.00pm. 1st Tues 7.30.pm 1st Wed. 8.00pm.
NORTHANTS PETERBOROUGH	Nigel Hawes: 07879 491778 Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Overstone Manor - SYWELL, NN6 OBB Red Lion - 48 King St. WEST DEEPING, PE6 9HP	
SHROPSHIRE	David Embery: 01952 371783 Bill Bate: 01952 581391	The Huntsman - Little Wenlock, TELFORD, TF6 5BH	3rd Wed. 7.30pm.
NORTH STAFFS WEST MIDLANDS WORCESTER	David Woodward: 07939 603061 Roger Haywood: 07969 024999 Chris Allen: 07505 110922 Vicky Kitchen: 01527 894125	George & Dragon - MEAFORD Nr STONE ST15 OPX Drakes Drum GREAT BARR BIRMINGHAM B44 8TR May to Sept New Venue being sought - Contact AO's Pear Tree - LOWER SMITE Worcs WR3 8SY	
	LSH AREAS		Lat Taxa Dama
SOUTH WALES	Roger & Helena Hill 01691 600215 Bernard Littlewood: 02920 315260	The Plough Inn, GRESFORD. The Plough Inn, St ASAPH Unicorn Inn - Pontprennau - CARDIFF CF36YA	1st Tues. 8pm. 3rd Wed. 8pm. Last Tues.7.15pm
	TERN AREAS		· · · · · · · · · · · · · · · · · · ·
CAMBRIDGE ESSEX M25 EAST NORFOLK SUFFOLK	Kevin Rochfort: 07764 324345 Allan & Janet Jannaway: 01375 672072 John Hill: 07938 526324 (Venue Swaps Monthly) Mike Carroll: 01502 476699 Colin Wake: 01206 250360	The Good Intent - HORNCHURCH The Wharf - DARTFORD The Bird in Hand WRENNINGHAM NR16 1BJ Sorrel Horse - Barham IPSWICH. IP6 0PG	4th Sun. 12 Noon April to October
	IERN IRELANI		
NORTHERN IRELAN	D Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBE	1st Wed. 8pm.

Area	Area Organiser/s	Meet at	On the
SOUT	H EAST AREA	S	
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 OPX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1 st 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	Various - See report in Area News	Call for details
	Tracy Cleaver: 07754 751672	·	
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807		Alt. Thurs. 8pm.

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
		The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
AVON	June Wrighton: 01454 327059	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8.pm
DEVON	Sue & John Franklin: 01548 821348	The Star Inn - LIVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6A	S Last Thurs. 8pm

OVERSEAS Contacts

AUSTRALIA Eric Mariner 03 97878010 **MELBOURNE** BELGIUM Stefan Vandendiik: 370000 32 12 23 34 76 Luikersteenweg166 Tongeren - LIMBERG. David Stock: CANADA R.R.I. Picton Ontario - KOK 2TO. Jens Konrad: 0045 86 85 19 98 DENMARK Moselundvej No 8 8600 - SILKEBORG. DENMARK. FRANCE Ray Lomax: 0033 555 899 750 Le Boura 23800 Lafat - FRANCE GERMANY Hans-Georg Stumpf: 0049 (0) 5724 9579552 Bergststr. 17 D-31688 NIENSTAEDT GERMANY GREECE Nassos Sarris: 00 30 6937095200. ATHENS Soulis Papathanasiou 00 30 6977280215 ATHENS INDIA Shyam.K.Chary(91) 40 7171173 Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn sk1981@yahoo.com Luca Bellinello: 00 39 347 7405795 ITALY MILAN. lucabellinello@tiscalinet.it LUXEMBOURG Jean Claude Cigrang: 00 352 44 16 47 53 Rue Des Aubépines L - 1145 - LUXEMBOURG. Guus Van Der Krogt: 00 31 2263 81233 Grote Sloot 78, 1754 JH - BURGERBRUG **NETHERLANDS NEW ZEALAND** Dayle Montgomery: 00 64 9 818 6620118 A Archibald Rd., KelstoN - AUCKLAND. NORWAY Knut Skoglund: + 47 91 16 17 78 Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org PORTUGAL Carlos Camacho: 00 351 962721862 Rua Dionisio S Matias 5G - 2270 Paco des Arcos **SWEDEN** Odd Hedberg: 00 46 173 17131 Pomonagatan 45 - 742 36 OSTHAMMAR. Switzerland SWITZERLAND Robin La Barre: 0041 523451805/0041 79 296 69 46 Philip Bellamy: 0041 79 347 1221 Switzerland Alan Donohue: 00 61 004 35 77 70198 **TASMANIA** Mount Road - RIDGLEY 7321. **U.S.A.** - NW Dave Eaton: 00 1 360 459 1919408 Revere Court Lacey, Olympia - WASHINGTON 98503.



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

TSSC AREA NEWS

AREA LIAISON OFFICERS

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



It is with great regret that we have to announce our resignation as Area Liaison officers and members of The Council of management this will take affect immediately after The AGM in April. This is due to health issues that most of you are aware of.

We are actively searching for volunteers to take over the role of ALO, this is a role that is both rewarding and satisfying and a way of helping fellow A/Os and the Club.

We would like to take this opportunity to Thank all the Area Organisers for all your support and friendship that we have received over the past 9 years the position has give us the chance to meet so many of you, we wish you all the best for the future and hope to see you on one or two of your events.

The A/O Seminar will be at 10.30am Sunday 12th April at Sunderland Court (Club H/Q) Don't forget 6th April is the dead line for any questions or opinions you would like entering on the agenda.

Well it is now March and we are still waiting for South Bucks and Surrey to register their areas, please can you register your area as soon as possible as you are not insured without it.

We would like to wish you all good luck for the future please keep up your membership and enjoy all this great club has to offer and we hope to see you around in the future.

Pip n Frank

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

The February meetings were fairly quiet. We were shown up again by Southampton Bob and Ed who came out in their TR6s. Frank is still struggling with getting Bruce, his recently restored GT6, to run correctly and is now trying a Kenlowe fan to cure the over-heating problem. Bruce - weather and mechanics permitting - is scheduled to attend the April meeting at Grateley - and advertising that will surely put the mockers on that idea! John came along to the Bruce Arms in his 'new' Land Rover 90

- this replaces his locuu for green laning - and and one of these days he might even get the GT6 back on the road - but we won't schedule that car for attendance at a meeting yet!

We have just heard that the Spring Autojumble and Classic Car Meet at Wyke Down - or wherever - has been can-celled/postponed from Easter Monday due to being unable to find a suitable location in time. I'm sure Dave and Jenny will keep trying to find a suitable venue and, if we hear that they plan to put on an event later in the year we will let you know.

A shame it has grown too big for Wyke Down as it was always a

pool start to the year. Drive It Day - We are planning to join the Devon and Cornwall groups at the Haynes Museum in Sparkford - if you would like to join in then please let Sue Franklin know - her contact details aré in the Devon Area News

And, while we're on the subject of events, due partly to a resounding silence when we asked in the February area news about interest in a Midsummer Madness event this year, and partly just due to the pressures of work and lack of time, we have decided not to try to make it happen this year. Depending on the level of interest, availability of time and offers of help to arrange it we may consider resurrecting the event next year.

Next meetings:

Thursday 9th April - The Plough, Grateley, SP11 8JR Wednesday 15th April - The Bruce Arms, Easton Royal, SN9 5LR **Events**

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

11th & 12th July - Classics Car show and run out at the Atwell Wilson Motor museum in Calne.

Please contact us if you would like an application form or contact details for the above events. Guy & Suzie

AVON

Tel. 01454 327059

Sorry I missed the meeting in March and thank you to Angie for covering some events for me. We also appreciate the kind comments from Somerset area in their news report for March about the Bristol Classic car show. There are several people who have really supported us through the years we ran it (you know who you are so I won't mention names) and we want to thank them for their support and wish Somerset area good luck.

Moving on to events in April :- Coleford is booked and you will all have been contacted with meeting place/time. We are still planning a visit to Jet age museum, Gloucester for Drive it Day (26 April). The plan is to drive up the A38, visit the museum and head back down the Lydney road hopefully finding a lunch spot on the way. For those that wish to meet up, we will meet at the layby just before Gossington Bridge on the A38 at 10.30am. If you wish to travel direct to the museum that is fine. Either way, could you please confirm to me if you wish to attend by Saturday 18 April so I know how many are coming. Email Junewrighton@tiscali.co.uk or phone/text 0744 364 1162

I am looking at planning some events in May and looking ahead I have booked a club stand at Castle Combe Action Day on 20 June. We have space for 10 cars and the driver and car get free entry. This year they are charging for passengers which ideally need to be booked and paid for in advance.

We also still plan to go to Brean on 6-7 June, but based on the interest shown so far we will not have enough to do a club rally at discount rate. If this remains the case, it will need you to book individually and I will confirm which field we intend to use for camping next month.

I am liaising with South Glos show to ensure booking is straightforward again this year and will confirm number of spaces available in next report.

Please note our club meeting in April will be one week later on Monday 13 April due to Coleford show. Our meeting in May will remain on the Bank Holiday Monday - 6th May.

June

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

Hi. Just a brief one as running very late! Upcoming events in April. 14th Ace café London classic car night from

early to late evening 15th TSSC South Bucks monthly meet at the Squirrel from 7.30pm

18th Cookham Dene Gathering, Cookham Cricket club, SL6 9EF. From 1pm to 5pm. Raffle, bar and hotdogs with classic cars welcome.

26th Drive it day. There is a meeting at Brooklands museum in Weybridge, Surrey and another at The History on wheels museum, Long Close House, Eton Wick. SI4 6QY. Take care

Carl.

CANTERBURY ... CHESHIRE CORNWALL



Not many (any?) Triumphs in the car park of "The Duke" this month, but as it was already dark when we arrived I certainly understand. Despite having three Triumphs at home I am sad to report that two are without MOT and the third was off having some pretty serious welding done.

Still, it's that time of year when the longer days and promise of Summer get us motivated to "sort the cars out". Accordingly, the Spitfire has had a new clutch fitted after the old one failed. On removal we discovered that it had failed catastrophically with one of the four springs completely out of its mountings. It must have been bouncing round the bell housing like a sock in a tumbledrier! It was while fitting the clutch that we noticed the rot in the floor/sill area just in front of the nearside rear wheel. So off to Ray to have the whole area opened, repaired and a new body panel fitted. All that's needed now is the paint.

The 948 needed two new wheel cylinders on the right front and, while fitting those, I noticed the rubbers had perished on the track rod ends. Doh! MOT failure!

The Stag is almost up to scratch and should have an MOT by the time you read this in The Courier.

And people ask me what I do in my spare time! But back to the meeting. We had already agreed to attend the Chatham Dockyard event in April.

Drive it Day will see us making our way to Hastings for fish 'n chips on the beach (in cafe if wet).

May sees a classic car show in Sittingbourne on the 4th. And our old favourite at Canterbury Cathedral is on Saturday and Sunday 30/31. I have sent members the application form for this one. Please e mail direct to the Cathedral and let me know which day you're going so we know who to wait for.

In June we have the Rare Breeds Centre classic and vintage show. It is £8 a car, but you and your passengers get in free.

We really have not thought much further ahead, but as shows and events keep coming in perhaps that's just as well!

As stated last month, I have reinstated the signing in register and the voluntary contribution for essential purchases or charitable donation. This seemed well received. Thanks to Mary H for the signing in sheet and the proceeds will go to Derek H for banking when he returns from driving round new Zealand in a camper van! I must say it was good to see Mike S up and about after his major operation. Good to see you Mike. Now get your car sorted out! All for now. Let me know if I have forgotten anything.

Regards to all

Phil R

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

The only event that's happened in the preceding month has been the 'Spares' day at Stoneleigh. At least 5 of us went down, some from Macclesfield and one from Romiley. Unfortunately the organisers had one of their 'let's do it differently' moments and devised a scheme whereby the public (that's us) had to queue for an extended period in the back of beyond in darkest Warwickshire in order to drive very slowly along a single track dirt road into the back of Stoneleigh only to park where we would have done if we'd gone in the front entrance. Added to what we think was an accident on the B4113 we got to the show a good deal later (and a good deal more stressed) than we had intended

Nevertheless we had a good time at the show. Everyone came away with bits and pieces. It seems that this event has moved upmarket guite a bit, which means that there are less piles of rusty bits to sift through. I guess this is the way the world is going, possibly not for the better. On the way home we were treated to the most fantastic hail then snow shower, which sent the outside temperature plummeting and slowed the motorway traffic down considerably. There was also a brief but spectacular lightning display.



TSSC AREA NEWS

We don't seem to have much progress on projects, but I do note the movement of a medium sized piece of cast iron at the Branch Office of Cast Iron World, while the threatened sale at the Head Office remains a threatened sale, delay being assigned to the

April has 2 events in my list – the Sandbach Festival on the 19th, and Drive It Day on the 26th. To get a ticket for Sandbach, you have to apply by the 1st of December (in the preceding year, of course) and I remembered just in time. Then, it seems the fun and games at junction 17 of the M6 (a real pain of a junction for those of us who use it) means the parade has been cancelled. Our plans for Drive It Day remain unchanged, meet at JS in Leek then the Tramway Museum in Crich then a meal at a pub. There will be more detail on the TSSC web site, when the details have actually been figured out.

I must also note that Dave (who does not like computers one little bit) has just emailed me a scan of a magazine article about a TR3 negotiating the roads in the vicinity of Crich. Was this Dave's own work, I wonder?

A number of folk sent in apologies for absence from the meeting, mostly to do with being in another place due to work (or in one case at least collecting a shiny new campervan). So we had one of our cosy meetings, with two Triumphs in the car park, the rest turning up in more modern cars with better headlights amongst other things. It looks as if Jack is going to embark on an overdrive gearbox project for his Herald, in an attempt to reduce the alarmingly high revs at modern cruising speeds. To this end, there is a tentative agreement to purchase an overdrive gearbox from Cast Iron World (Head Office) which, together with a spare Herald gearbox, can be reassembled to make a Herald overdrive gearbox. Jack also has a friend who modifies propshafts at very reasonable rates, so it looks like said friend may have two Herald propshafts to shorten in the near future, as Hark the Herald's overdrive gearbox is sat on the garage floor just waiting for Hark to return from his winter home in Halifax.

Our next meeting is on Thursday 2nd April at the Cock and Pheasant. I'm trying to book hood down weather for the early evening, noting that's snowing as I'm typing this (earlier in the week).

Henry

Tel. 01872 573763

CORNWALL

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

February is always a quiet month, though as I type the sun is streaming through the window and the weather has been good since March started. The meeting was attended by the usual few with the usual talk about what's happening this spring and summer. We have a change of venue for Drive It Day, by popular vote we are now going to Antony House, near Saltash. If you would like to join in our convoy, please let me know.

Our Sunday lunches continue to be popular and often arranged at the last minute, so drop me a line if you would like to join us. The Easter Saturday Dinner has been arranged at The Hawkins

Arms, Zelah, again if you would like to join us and hear about some of the intrepid adventures of our trials team, let me know. So, you see, although it's quiet at the moment, very soon we will be very busy again, we'd love to see you out and about with us, so dust of your Triumph and do more with it!

Dates APRIL

Saturday 4th Lands End Trial and dinner – The Hawkins Arms, Zelah, 7:30pm Thursday 9th Meeting at The Hawkins Arms, Zelah, 8pm onwards Sunday 26th Drive It Day: Antony House, Torpoint -The Hawkins Arms 10:30am MAY

Fri 1st - Mon 4th Isle of Wight Camping Weekend



CORNWALL . . . COVENTRY CUMBRIA

TSSC AREA NEWS

Cornwall Continues

Sunday 10th Windy Ridge, Trerulefoot - 12 noon onwards Thursday 14th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Fri 15th – Mon 18th Circuit de Laon, France See you out and about

Mike

COVENTRY Tel. 02476 457487 e-mail: phillyncovtssc@yahoo.co.uk

Hi Everyone. Still not a lot to report on for February but at least the nights are getting lighter earlier now spring is here.

Our regular visit to the Heart of England meet at the Griff in Bedworth on Sunday the 8th was again fairly well attended with approx 40 vehicles on display with Triumphs being well represented with 6 various models plus also a Standard on show, it was a fairly dry but chilly day but still able to have the roof down on the "Smiffy Spitty", the normal clan was there so again the ladies dragged us inside once again and forced us to participate in the local beverages on offer, a pleasant couple of hours were spent putting the world to right's and planning for future events.

Sunday 22nd our monthly Dalos Day Run was devised by Keith & Trish we met near Nuneaton, 14 of us in 7 cars of which 5 were classics, 4

Triumphs and а Mazda, normally the sun always shines on our Dalos Day but this day was going to be the exception, we got to our meeting place with the roofs down but before we left it started to spit with rain so up went the roofs just in time because as the run progressed the rain got heavier and heavier. Still it didn't spoil a well planned route taking in some very narrow and muddy lanes before concluding at the Brewers Fayre at Hinckley Marina for a





very good value for money lunch. The venue as the name suggests is situated along side the canal and on a nice day it would have been terrific, we will have to repeat this run in the summer. Keith did a very nice gesture presenting all the ladies present with

a red rose (the Creep). Well done Keith & Trish another great day out in great cars and great company.

Sunday the 1st March the Triumph / MG Spares day at Stoneleigh the "Smiffy Spitty" and the "Longi Herald" were on the TSSC stand alongside a pretty impres-



sive Spitfire with a Rover V8 engine fitted, a very busy day with lots of interest shown. Bernie produced us a fantastic poster and flyers promoting our Spring Rally in May which we were able to hand out. Thanks very much Bernie lets hope they have the desired effect.

At our Monthly meeting at The Bull & Butcher on a cold but dry Tuesday the 3rd March there were 12 of us in attendance all of us having an excellent meal before retiring to the snug to discuss forthcoming events. Paul & Joan and ourselves arriving in our Spitfires with the roofs down (we must be mental).

A number of events were decided on, all of which you can see in forthcoming events, don't forget anyone can join us for most of these events, don't be shy just get involved we have some great days out.

The plans for our Spring Rally with the Armstrong Siddley Owners Club are progressing well, The full itinerary has now been produced and distributed via email, anyone not received one and requires one just get in touch. We now need to know which events of the rally you will be attending so we can organise each venue to suit the numbers.

That's all for now folks, let's see a few more of them classic cars dusted off and join us for some fun. Phil & Lyn

Forthcoming Events :-Monday 6th April Weston Park a transtar promotion, www.transtarpromotions. Meet in layby on A5 north of Nuneaton opposite The Copper Kettle. Sunday12th April Heart of England meet at the Griff from 11.00am / Monks Kirby Daffodil Sunday / TSSC AGM Lubenham Sunday 26th April Dalos Day Run on Drive it Day with ASOC need to know numbers by Wednesday 15th April. Saturday 2nd May Rushden Cavalcade & Country Show Friday 8th - Sunday 10th May TSSC / ASOC / HoE Spring Rally Bulkington Village Centre. Need to know numbers ASAP. Monday 11th May MVPS meet at Millenium Fields Bagington 7.00pm. Just turn up. Sunday 17th May Swadlincote Festival of Transport, Swadlincote town centre, Just turn up. Weekend 29th/30th 31st Coventry Motorfest. Sunday31st Woolaton Hall details to follow. Saturday 6th June Woodford Halse, Farndon Mill. Just turn up Fri - Sun 12th - 14th June Derwent Valley Peak Run. See Courier. Sat/Sun 20th/21st June Midsummer Vintage Festival Asby Magna, Nr Lutterworth. Sunday 21st June Osgathorpe Village Festival. Osgathorpe Leic's Sunday 28th June Banbury Rally @ Bloxham Sunday 5th July Hollowell Steam & Heavy Horse Show. **Hollowell Northants** Saturday 18th July Ainsbrook Valley railway Drive & Picnic Day with ASOC. Sunday 26th July Welland Steam & Country Rally. Welland, Malvern. www.wellandsteamrally.co.uk Saturday 8th August ASDA Day Bruntingthorpe Sunday 9th August Fillongley Show Sat/Sun 29th/30th August Coventry Festival of Motoring & Standard Triumph Marque day, Stoneleigh Monday 31st August Pershore Plum Festival Sat/Sun 26th/27th September Sywell Classic Piston & Props, Sywell Aerodrome, Northants NN6 0BN

CUMBRIA

e-mail: roy.anne@tiscali.co.uk www.tssccumbria.co.uk

Thirteen members attended the meeting on the 22nd Feb at the King's Head Thirlmere. Everything including the fact that it was snowing was discussed. Some of us had to take the long way home as the road to Grasmere was blocked by snow. A Calendar for this year has been drawn up with some old shows dropped

Tel. 01229 474077

DERWENT VALLEY ... DEVON

and some new ones added.

The next meeting will be again at the King's Head at Thirlmere on Sunday 29th March. Last month this proved to be an excellent venue with the use of our own room and good food. This meeting will be the last of the winter meets as the show season will start in April.

Drive It Day: 26th April. I have arranged for us to meet up with the Wigton Motor club at Dalemain House at 12 noon. The Cafe and the House will be open. We have been asked to donate £5 per car on arrival for charity. Please pay me on the day.

May 17th. Elite and Performance show at the Auction mart, just off junction 36 on the M6. Some of us went to their first show in August last year and were very impressed with the vehicles on display. The organisers have told me that this time there is a VIP area for 250 cars + around 50 trade stalls and a beauty room for the ladies. If you intend coming please let me know as there is limited space.

If you would like a list of events for the year, please email me. Safe motoring

DERWENT VALLEY Tel. 07813 397731 www.derwentvalley-tssc.org.uk e-mail: richard.malin318@gmail.com

Hi all. Well spring is just about sprung, or at least it should have done at the time of reading, the first few signs of good weather have been gracing me at least whilst writing, so much so I even ventured into that dark whole that is also know as a garage (being the odd individual that I am and keeping a car in one!) and got round to starting the old girl (and yes I mean the car!), well I say start I put her back on charge. So by the time of print she should be back on the road on a more regular basis.

The meeting was again well attended by all, and by the time I arrived an Easter themed quiz was well under way being run by Kim, Thanks very much, there was the usual quiz type of banter going down but too much to individually mention in dispatches but all in good fun!

The raffle was as always well supported, but as tradition seems to dictate, the meet before Easter the contents were just one thing, CHOCOLATE!!!! so as always very popular.

By way of other business, there are plans for **Drive it day** as mentioned in the last write up but unfortunately will **no longer be heading to the Oil Can Café**, so please keep an eye on the websites and facebook pages for Derwent Valley & Notts for more information about start times, etc as this is in the process of being sorted by Adrian Hadfield and Nigel Hill so please get in touch with one of us via the usual channels.

There are other events also in the offing so please get in touch with the local areas and also keep an eye on all the social media as when more info is available I am sure that one of those attending will share.

For now thanks very much and keep on enjoying the cars

Richard



The new Devon website is already proving very popular, but we are still looking for pictures of your cars to populate it. As mentioned briefly last month, Darren & Michele Groves have been investigating various hostelries to find somewhere suitable for a regular NORTH DEVON meeting place. This was a great hardship of course, but they have come up with a great venue, the **Crealock Arms at Littleham near Bideford EX39 5HN**. The launch of the additional meeting will be on Thursday 7th May at 7.30pm, and future meetings will be on the first Thursday of each month which could enable members to go to both the North





and South Devon meetings! Darren says it is not the prettiest pub inside but it has everything we need. The staff and owners are friendly, it's spacious, there is a separate area we could use if numbers grew, they do local beers, good food and it has a good size car park for the cars. The drive down the lane to the car park is a little bumpy, but hey it's Devon so not unusual. John and I are planning to come up to the launch meeting, and it would be great to meet a lot of our North Devon members there. To enable Darren to have details of our membership base in the north of the county, we have agreed that he will become a Joint Area Organiser with us, and we are looking forward to working closely with him to improve the membership experience of our more northerly members.

Our decision to postpone February's run for a week proved to be the right one, as we were told that traffic was at a standstill in the Dousland area at the beginning of the month due to the heavy snow. So it was that we met the following Sunday at the South Devon Railway, where a total of 11 Triumphs displayed outside the station whilst we all had a coffee. 10 of those Triumphs and 2 moderns made the drive from Buckfastleigh via South Brent, Ermington and the southern moor, where we enjoyed some great views, to end up at the Burrator Inn. We stopped on the way for a photo opportunity at Cadover Bridge on a brilliant winter day then went on the pub where we were joined by the Treleavens minus Sam, and the Northcotts. We had two 'new' cars out. We gave a warm welcome to Alistair and Andy with their very clean 13/60 convertible and it was also good to meet long time member Neil Appleton who brought along his very tidy black Mk1 Spitfire. We hope to see you all again before long. We saw another Stag at the Railway, thinking it was Dave & Lorraine's, we tried to hunt them down but ended up putting details of our run on a stranger's car. The Chudleigh family were out in force, celebrating Dan's, Jas's and Gabriel's birthdays.

A further birthday was celebrated at February Club Night - this time it was Tracy Treleaven - suffice to say - it had a zero at the end. Another good turnout, with three Triumphs out, Dan and Mike brought their Spitfires and Colin his 2000 estate. Also there was Nigel from the Mid Devon Advertiser who was a previous owner of Dan's car, but when it was Sienna Brown, not the smart BRG it now is. On 1 March, a decent gathering of six Triumphs and John Bonnett's trials car met at Chudleigh for a run up the Teign Valley to Moretonhampstead. Here, local member Tim Hills had arranged for Frank at the Moretonhampstead Motor Museum to open up specially for us. If you have not seen Frank's collection, it is very much worth a visit, and the museum is expanding all the Young Robbie even had the opportunity to ride a child's time pennyfarthing bike. From there, Tim had arranged for us to eat at the Union Inn in the town - a great carvery, followed by a car based quiz. No fun it they are easy, and this was certainly not! The winner proved to be Frank himself showing an encyclopaedic knowledge. Many thanks to Tim and to his wife Dawn, whose big birthday was on that day!

Hopefully we have now seen the last of winter and can look forward to doing a lot with our cars. The show season kicks off soon, and we have a number of events we intend to go to. Always more fun as part of a group, and we are very light-hearted about 'showing' – we nearly all prefer to drive our cars.

Powderham entries will have to be submitted by the middle of May, there are always more spaces available on the Saturday as Sunday is always very busy. Contact us if you want to come alono.

COMING UP IN DEVON

With the longish run to **Haynes** at the end of the month in mind, we have decided NOT to have an outing at the beginning of the month, so our first event in **April will be Club Night at the Star Inn on Wednesday 15th April**, and we hope to see a lot of you there. The really big one for 2015 of course is **Sunday 26 April**, when we have Triumphs from all over the country coming to Somerset for the big **Triumph Drive it Day event at Haynes International Motor Museum**. We'd love to have an idea if you are coming along in your Triumph – the more the merrier. We have discounted entry fees but would suggest that you bring your



DEVON DORSET SOUTH . . . ESSEX

TSSC AREA NEWS

Devon Continues

membership cards to ensure smooth entry! We will aim to leave Exeter Services at 9am to ensure that we are there in good time for 11.30am and all Triumphs will be parked on their track. DEVON DIARY

Wednesday 15 April Club Night at the Star Inn, Liverton Sunday 26 April DRIVE IT DAY all Triumph meet at Haynes Motor Museum 1 – 4 May Isle of Wight Trip Thursday 7 May Inaugural North Devon meet at Crealock Arms, Littleham Sunday 10 May Southwest Triumph Meet at Route 5, Haldon Hill, Exeter Sae & Tohm

DORSET SOUTH Tel. 07920 549474

Hi all. Well the classic car season really gets a kick start this month and Dorset South will be supporting the following events.

Our season always gets off to a great start with the Wessex Areas New Forest Run on Sunday 19th April. Always a fantastic and well organised event and a must if you have never been. Picture below

is some of the Dorset South group enjoying the sunshine at the halfway stop a few years ago.

On Sunday 26th April (National Drive it day) we will be supporting our close neighbours Devon TSSC with a drive down to the Haynes Motor Museum at Sparkford which is being supported by several areas.



Other events for your diary are: Sunday 24th May: Pecorama Vintage/Classic Vehicle Rally at Pecorama Beer Devon. Sunday 7th June: Transport Of Yesteryear (Dorset) 16th Hardy Country Classic Tour. For more details and entry form go to www.transportofyesteryear.com Sunday 28th June: Transport Of Yesteryear Charity Show Day. Details and entry forms as above. Sunday 19th July: Durrington 2015 Village show. (Wiltshire). Sunday 22nd August: Simply Classics at Beaulieu Motor Museum. Hope to see some of you very soon

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

It has started, the season of car shows is with us, now be honest, how many of you got all your winter works done? me neither! but with the weather getting better and longer days I would rather be driving my car than doing jobs on it hope to see you somewhere out on the road.

My office - I did a part service on Kiki (Toledo) then found I had not got all the bits I needed but she is running better. The other jobs this month were at Primroses garage helping Mike fit her new seats. We had a visit from Brian & Jean (Lightning) after M25 club day they stopped off for a Coffee and to drop off some bits that Jean had knitted for our new expected arrival, no not another car but a granddaughter, already a week overdue as I write this but should be with us by the time you read this.

Out and about - Southend brékkie run. 22 of us, ("Kiki" first club run) the brekkie was ok but we got ripped off for price and we won't be going back as Club, his loss. On the plus side there were 5 triumphs on the seafront enjoying the view. After quite a lot of chatting and admiring our new Kiki everyone headed off to their respective homes, or had plans for the rest of the day. We headed out to Machine Mart to pick up the new gazebo that we had ordered, paid for by the 50/50 money. We then paid an impromptu visit to camping and general where we bought a new tent. As we are now back into the land of camping, Kirk, Jed and Vera, came with us to help us choose a new tent, there was much chat about which of them was the most suitable but eventually we managed to find a nice one. We also got Jack an orange sleeping bag in the sale as he wants to come camping too and mummy and daddy have said he canl. (or they just want to get rid of him for a few nights) also the others bought lots of bits for camping. I did not know it took so much stuff to camp, I was exhausted, so we went to McD for a coffee and was followed by other triumphs.

Club day - The car park was a little crowded with MGs from the Rover era but we had 20 members and 6 cars spread around the car park, we may be looking for a new venue, we used to have a member who ran a golf club, I will try and dig out his number or if anyone has any ideas let me know. A big welcome to Gary who came along with his Red Spitfire with a Sprint engine in it, nice to see you again Gary.

Stoneleigh weekend - we set off on Saturday for Gaydon we all left at the same time but we arrived at different times and different routes such is the way of these things but we all got there with a few coffee stops. Then on to the serious business of looking at old British cars, we met Mike and Sue Titchen there as well, nice to catch up with old friends. We have been before but it is still nice to look at the lovely cars. I fell in love with a Jenson C V8 but it was not to be. Then on to the Premier Inn and the evening meal, 12 of us sat down for dinner and three hours later after much food and nattering we got up. The lads got to know Tom a lot better with it being his first trip out with us and the girls chatted to Aston and I hope we all made them both very welcome. The seemed to laugh at our jokes and fit in very well.

Sunday off to Stoneleigh, all going well until we got on the end of the queue to get in, we took an hour to get in, some of our members were turned away from parking their Triumphs in the classic car parking and took one and a half hours to get in, come on Stoneleigh sort it out! Janet did manage to see Fuzz on the TSSC stand so all was good. We had a fixed meeting place in the cafe where we all came and went as Cheryl didn't want to go in to the actual event so that was very helpful. She spent the time reading. But once in lots of goodies to buy, I had to stop when Janet and I could not carry any more. It was good to see Nigel Clark having a wander round and a chat to catch up. Then it was to the food area for coffee and show and tell. Lots of people bought lots of bits and I think we got bargains, ranging from Stag rear light cluster to Snap-On spanners. All too soon it was time to head for home and we set off in daylight. A quick stop at the services for something to eat and say our goodbyes. Which is the norm on the way home from an Essex road trip. The trip home went well

Everyone reported to have got home safely and to put all the purchases away.

Up and coming April

Sun 5 Museum of power Maldon Sun5 Mon 6 Medway festival Chatham docks Sun 12 AGM at TSSC HQ Sat 18 Colne Valley Castle Headingham Sat18 Sun 19 Wessex and new forest run (as advertised in Courier) Sun 19th Club day Halfway House Sat 25 / Sun 26 Saturday Clarks village / Sunday Drive IT Day Haynes museum with Devon TSSC. Overnight stop at

Day Haynes museum with Devon TSSC. Overnight stop at Podimore we are staying two nights Saturday and Sunday due to the distance.

Sun 26 Writtle College drive it day run

New members. Welcome to Martin Penney hope to see you at the Club meet or out and about.

Birthdays - just one this month, Bronwen on the 16th April.

Allan & Janet

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

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



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

The Feb area meeting was as per in full swing with an excellent turnout and a positive buzz for events and projects coming along. The following Sunday lunch run wasn't quite as well attended however those of us that took part enjoyed a first class rural tour through Gloucestershire to finish up at the Cotswold airport at Kemble where we enjoyed an impromptu tour of a Bristol Britannia aircraft and refreshing coffee and lunch at the on site café AV8, three triumphs, six people and two dogs enjoyed the run and the rain that was threatened managed to hold of until at least lunchtime

The MG & Triumph spares day was very busy and once we'd managed to get out of the traffic jam and into the show all was very much worthwhile both for shopping enjoying all the cars parked in the sheds and all the familiar faces we saw on our , way round.

It was nice to catch up with Mike Carter and great to bump into Ron and Petra Verlan two of our Dutch friends.

Lots to do as the evenings are getting lighter and the weather warmer and if you don't get started on all those tinkering jobs now then you won't be ready for all the fun out and about. See you soon. Andy

Events, Easter Monday April 6th the Coleford festival of transport. Sat April 11th Drive in Movie night, venue tbc. Sun April 12th TSSC AGM at Lubenham. Sun April 12th Shelsley Walsh breakfast club. Sun April 19th Prescott Breakfast club. Sun April 19th The filling station, Malvern. Mon April 20th Area meeting at the Swan Coombe hill. Sun April 26th Drive it day run to the Haynes motor museum, Sparkford. Wed April 28th Pub run to the Old Fleece inn at

Woodchester.

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

Hi here are some updates on what we have been doing recently. The meeting at the Crown PH Shillington 23rd Feb proved a great success with 36 attending, even the Buffet disappeared with nowt left for the doggy bags. The room has the space and seating ability to do a few simple techy displays to amuse the onlookers so there's scope to do odd demonstrations that help break up the evening.

Jo made up her usual hidden raffle surprise parcels and made a profit of $\pounds 25!$ whoopee, just as well as next month we take delivery of Two, yes Two, 3x3m steel framed Compact one man assy gazebos, these will be available to members who need a cover for a weekend for a small hire charge. This is our only major purchase from area funds, we have rambled on about these for ages as to what to use them for and your Area committee have looked at all the pro's and con's and think this is a good resource that we have needed for far too long. These fold small enough to fit in a Herald Boot and easy to erect. So we use one for small events and join two for bigger needs, so quite versatile, the punch line is they cost £515. There's still plenty in the kitty so all is not squandered.

Duxford is Booked for September 13th and we already have some traders booking in, there is a cost of £20 this year which will reduce take up. I will be looking for Volunteers to run the day later in the year ... have a think about that one.

The next event is Drive It Day, details TBA ready for those at a loose end on April 26th.

Sorry about the Tuesday dates in last months news, dates and senior moments seem to be a plague just now, anything calendar orientated seems to have gremlins, and for the record we Only meet on the Fourth Monday ! Never on a Tuesday. Ha! all the best



TSSC AREA NEWS

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk www.facebook.com/groups/786750551371248/

Happy Easter everyone, hope the Easter bunny has been to see you and you're enjoying all your chocolate. At the time of writing this report we have just returned from our monthly brunch run and although the weather was a bit wet and one mad driver and passenger, mentioning no names Jason and Ellen, had the roof down, our breakfast was very 'sunny side up'. Those that attend enjoyed amazing hospitality at the Wight Mouse with Andy proving that nothing was too much trouble. We were supplied with copious refills of tea, coffee, juice and toast and the full English breakfast was extremely filling and very delicious, we can guarantee that we will be visiting the Wight Mouse again later this year.

In the meantime we look forward to seeing you on our next organised Brunch Run on Sunday 19 April for a drive out followed by breakfast somewhere.

Sunday 26 April is National Drive It Day where all drivers are encouraged to use their classic vehicles that day. Devon TSSC Area invite you to join them on a trip to the Haynes Motor Museum in Somerset, more information is available from Sue and John Franklin (sue@franklin500.entadsl.com

And of course next month it is the 26th Isle of Wight Triumph Weekend, 1 - 4 May, so we'd love for our Island members to pop along and join in, it is a very relaxed weekend with fun things to do with like-minded Triumph enthusiasts. Come along and meet your mainland TSSC counterparts and make new friends as well as catch up with old friends and acquaintances. See you soon

Tracy and Elaine

Dates for your diary: IW TSSC Brunch Run – Sunday 19 April, meet at Upper Coppins Bridge car park, Newport at 10am
 IW Triumph Club Monthly meeting – Monday 20 April,

meet at Woodman Arms, Wootton at 8pm

WEST KENT

Tel. Colin 07810 102525 Tel. Del 01732 743747

e-mail: colin@tssc-southeast.org www.tssc-southeast.org

Firstly a bit of an appeal. Each month we see new members for Kent in the Courier but we don't see new faces at the meetings. We'd love to see new members and cars in the car park so please email me if you are interested but unsure. Also mail if you feel you're too far to make the journey. I'd be happy to form a splinter group to compliment the Tonbridge group.

Just need 3 or 4 in any area to get things going. Just email with suggestions I'll do the rest.

Last meeting was small and cosy, well roasted by Glyn's fire. Rodger's GT6 plans really coming together now, Anne braving the cold with Hurricane, and garage loads of helpful hints from John. Can't wait for warmer summer evenings and I do promise to get the wraps of Dolly next month.

Few things in the pipeline. Drive it Day. Hmm! Didn't realise how far in advance these things need organising so rather missed the boat this year. Next year I'll really get things together, but for now I suggest a local run out, meeting about 10am. I'm thinking Bluebell Railway, I know has been done before, but probably parking at Horsted Keynes station nice car park picnic area and catching the train into Sheffield Park direct or E Grinstead and back to Sheffield Park. Any other ideas please do suggest, but definitely meeting at 10 to head somewhere. So need names of interested drivers

Second, we have been invited to join East Sussex for a combined meeting. So a nice evening run. I'm proposing moving our day from 30th June to Wednesday 1st July. There's a nice field, pub snacks and the Lavender line railway next door.



WEST KENT LANCASHIRE . . . M25 EAST

TSSC AREA NEWS

West Kent Continues

Also like to organise a Lady's Day one Sunday this summer. Nice run out with the other half's to a nice garden.

By now the first show (Detling) will have passed so hope to see some faces at Chatham Dockyard over Easter. And finally, do email please and make contact.

LANCASHIRE Tel. 07980 604021 07951 727747 www.tssclancashire.yolasite.com/ e-mail: kev.makin@hotmail.co.uk e-mail: jdpetty@talktalk.net Facebook:TSSC Lancashire Triumph Sports Six

Hi All. February's meeting was a quite affair with a number of members sending apologies leaving only six people attending. So all that was left to do was have a beer and a chat.

One attendee was a new member to our meeting nights -'Malcolm Sugden' who owns a Spitfire that was restored some time back and never been out in the rain since, even to the point that when he was once caught in a shower whilst out in the Spit he took shelter in a filling station until the shower had passed.......we might see Malcolm and his Spitfire during the summer months (weather permitting of course!!)

I had an email from another new member to the TSSC 'John Fernley', John was responding to my request in February's courier for information/stories on your vehicles so that I can update the Lanc's website. In short, John writes :- I think I've probably gone mad but when my MG TF was written off in December I used the money to buy a TR7, The car has a Rimmer body kit and it was reasonably priced so I couldn't say no. . Matching the paint will be hard as the car was originally gold and is now a vivid red. I want to drive this TR so I've started by restoring the interior, There's now a nice black carpet from S&S which looks much better, The seats were awful So I have painted them with vinyI paint and I'm very pleased with them. He goes on to say the purists might sneer at it, but the point here is that John is keeping another classic on the road, he's using it and enjoying it. Hope we see you at a meeting John,

The weekend after our meeting I went to check-out the inaugural Classic car gathering the 'Corner House' Pub in Wrightington. They are planning to hold these meeting the 1st Sunday of the month. Three of our members were there – ie the GT6 boy's Pete and the two Andy's, but more importantly the carpark was full to the brim with all manner of classics and with hot drinks and bacon butties on hand I'm sure the idea will go from strength to strength.

Finally I'd just like to plug an upcoming event that a few of us have attended over the past few years. The North Yorkshire Triumph Weekend held at the Runswick Bay camp site, this year it's on the 15th – 17th May, most of us do camp but there are three hotels available in Runswick. This is a top event (even when the weather is not that good), if you want any further info checkout their website or drop me a line...I'll be there!!!. That's all for now....



Here we are again in April, the start of the show season. Wonder what fun and laughter we will have this year. All the cars should be in fine fettle by now and ready to face another summer of use and polishing. We've been up to quite a bit since you last heard from me.



First of all was the quiz night with all the other local car clubs. As usual the pub was packed to the rafters and we again managed two teams - The Girlies and The Boys. Dunno why but us boys were given the team name of The Idiots by another team who shan't be named (The Girlies ha ha) Don't know why we deserved that. Anyway, both teams did alright but nothing spectacular, mid table finishes for both of us, although next year I think we'll have to be a bit more cunning with our teams. The winning team (The Imp Club) sneakily had more than the specified 8 per team, hmmm dodgy !! Once again we did pretty good in the raffle with 4 prizes I think. The food was really nice this year with the menu being changed to a carvery. The main beneficiary of the night was the Essex Air Ambulance who received a cheque for £882. Oh, and Dave, you're still not forgiven for Sir Francis Drake ha

Our last winter trip was to Tilbury Fort. Most of us had never been before and it made for an interesting couple of hours mooching around. Plenty of photo opportunities as well for people to act up to the camera ha ha.





with Sunday lunch at a pub right next door. We'd heard some dodgy reports about the pub before hand and even the name - The Worlds End didn't inspire much confidence but it was really nice. A big table was laid out for us, a roaring fire and the dinners were huge. We even had a visit from our old mate Russell who was once the Essex AO.

The February monthly meeting was held in Essex at The Good Intent in Hornchurch. It's normally fairly quiet but as Spurs v West Ham was being shown live it was packed. Only 2 Triumphs graced the car park, Alan Malley's Vitesse and Brian and Jeans GT6. The rest of us wimped out and came in our moderns, although my Herald did nearly make it but a last minute check of the weather made me leave it in the garage.

Alan's another one of the gang that has splashed out on a Gopro, he's also bought every conceivable accessory to go with it. So, another budding film maker in our midst. He got it all when he visited the States and as with most things it was a lot cheaper than buying it in the UK. Nothing that important was discussed, just some show info to let peeps know some of the events we are attending.

On the subject of events about a dozen of us, so far, are booked in for Silverstone. I have heard there are plans to have a section of the campsite exclusively for TSSC members, I will keep you informed of details for this. Hopefully this will be a great

MANCHESTER . . . NEWBURY NORFOLK



event. If anyone else wants to join us, contact me for all the info, where we're camping etc. Right, that's about it for this month - let's go and sit in a field, wahoo !!! ATB

April Events Sunday 5th/Monday 6th - Medway Festival of Transport Sunday 12th - Vince's Breakfast Run Saturday 18th/Sunday 19th - Colne Valley Railway Vehicle Show Sunday 26th - Drive it Day - Charity Fun Run

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

We had a fantastic Run to Hawes In Yorkshire visiting the Wensleydale Cheese Factory and Asgarth Falls. Two Triumphs and four modern cars (it doesn't matter what car you turn up in as long as you participate in your area's events) started from Clitheroe in Lancs in beautiful winter sunshine covering fantastic Scenery with snow capped hills and Dales and Ribblesdale viaduct. We did a mini tour around the cheese factory spent loads of money on cheese and things, souvenirs and fridge magnets and had cheesy lunch. When we came out of Wensleydale the weather had turned from Sunshine to heavy snow!! As we made our way to Aysgarth Falls we had lost sight of the scenery and the water fall. So a hot drink at the visitors centre for some and an early exit for others seemed the sensible thing to do. Approximately 30 minutes later Mark Lorraine, The Kids came back saying the road home was blocked through Snow and accidents so an alternative was made. We have never felt so relieved to see the M6 and thankfully everyone made it home safe.

The positives we had a great day out Ruby behaved well after electricgate. Thank You to Anne,Wayne, The Killgallons, The Kids, Pete,Janet, Paul,Kes, Mark,Tracy, Graham and Julie for helping to make it a fantastic day.

All this year's events on now on TSSC Manchester Facebook and Website check it out and let us know what you would like to attend.

Good to see the numbers back up at our meeting with 23 members present, A massive welcome back to Mr n Mrs W, Mark Goodman, Hugh n Paulinel and Chris Newman. Thank you to Lorraine and Eleanor for providing the quizzes they were attempted with the usual enthusiasm and competitiveness that Our Manchester Area generate. Lorraine Killgallon has kindly volunteered to organise the Xmas Do this year.

Manchester Area have also stood up to the plate again by volunteering to do gate duty at Triumph-Fest in July. If anyone wants us to take any questions to the A/O Seminar or the AGM please let us know by the next Area meeting please.

We are holding our Manchester Area Holiday Weekend TSSC CTV this year 5/7th July at Piethorne Valley Touring Caravan & Camping Site

at Piethorne Valley Touring Caravan &Camping Site Huddersfield Road Rochdale OL16 3 TA

Tents caravans & limited Pods available Same Prices as Past years £38 for camping £10 for Run & Saturday Night entertainment & £5 per extra car.

Please get in touch with Frank & me for details and bookings. Remember these events are only as successful as the people that support it and the dedication and enthusiasm of the members that plan it, so a big thank you go to our entertainment officers in advance Pete, Janet, Mark n Tracy.

Our next Meeting will be Tuesday 7th April at The Boundary Inn, 8-ish

Please come along and meet us and enjoy the company of Like minded Triumph enthusiasts.

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

TSSC AREA NEWS

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

We held our Naff raffle at the beginning of February even though we had a smaller turnout. The prizes turned out to be quite useful. The children's flower-making kit was very popular with our granddaughters the following day. Lloyd modelled the Minnie Mouse shower cap that he got and Nigel was very quick to take a photo of him. Methinks that may appear again in the future! Malcolm and Josie have returned from their trip down under with

Malcolm and Josie have returned from their trip down under with lots of tales to tell about things they did and saw, including several interesting cars.

Please note that at the time of writing the Spring Vehicle Meet at Wyke Down on Easter Monday will not take place.

The organisers have been looking for an alternative venue but without success.

So far about 5 of us are planning to go to the **Isle of Wight 1-4** May. See the Courier magazine for more details. This means we will not be able to attend either Lambourn or Popham shows. If you are planning to attend either of these I gave details of how to get entry forms in the last area news, but if you have any problems let me know.

Stoneleigh was very busy as usual and we managed to get a few bagfuls of things. Dave saw Nigel and Dennis there but we didn't see other Triumph enthusiasts that we often see there.

Meetings Wednesdays 8th and 22nd April at The Berkshire Arms

starting about 7.30 p.m. Keep 'em flying

Mary and Dave R.

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

Another good turnout on Sunday 22nd February saw our roving meet once again terminate at The Wildfowler in Kings Lynn. Not many triumphs as the weather forecast was not particularly briliant but we did enjoy a first outing for Geoff Cleal's 13/60 Saloon with the Norfolk TSSC group after it's front suspension rebuild. As Geoff states it's never going to be a cosseted concours car but it is lovely and straight and looks like it could tell a few stories. I am sure that now it's on the road it will get lots of use and give equal amounts of enjoyment.

Although I appreciate a superbly restored car I always feel that a little identity is lost in a full restoration in some cases and it is always nice to find a reasonably original car like Geoff's that is going to be driven as a Triumph is capable of.

This time of the year I always look forward to the longer days as our cars that spend the darker months hibernating in our garages and under cover all start to be re-commissioned ready for this years events to start. Hopefully they have all been put away thoughtfully and start with the first turn of the key. I have always found that if leaving the car for any length of time it helps to suck out the old petrol with a syringe from the float chambers and fill it up with new, turn it over a few times with the ignition circuit disabled reconnect it and usually they start without any problems. Another tip to prevent a clutch sticking during storage is to use a length of wood placed between the front seat and the clutch pedal to disengage the clutch whilst stored. I am sure that there are lots more tips that other members have up their sleeves, perhaps we could all share them during one of our future meetings. For a long while our small chassied Triumphs and their derivatives have been the poor relations when it comes to valuations compared with some other classics but this is no longer the case if recent auction results are anything to go by. At a recent local auction a couple of Spitfires were knocking on the door of £6000

and a 13/60 convertible reached the dizzy price of £8,800 all good

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NORFOLK . . . NORTH EAST . . . NORTHANTS NORTHERN IRELAND

TSSC AREA NEWS

Norfolk Continues

useable cars but by no means concours. Bargains were to be had though with a thoroughly presentable supercharged TR6 seeing the hammer fall at £13,600 and some reasonably priced cars were there to be had. If you fancy a day out and fancy a flutter on what looks like a very presentable Vitesse at the next auction to be held in Norfolk on April 4th join us on our next roving meet - see the TSSC events list for Norfolk TSSC or email me direct for details.

Dates for your diaries :-

Next Roving meeting. 4th April see main website the Norfolk TSSC newsletter or contact me direct for details. Next meeting. 13th April at the Bird in Hand, Wreningham.

I am working on **26th April (Drive it Day)** and am looking for a volunteer to organise a Norfolk TSSC Dive it Day event - put something together and I will forward the details for members. Finally if you want to receive the Norfolk TSSC newsletter I need your current e-mail address sending to MIke.carroll01@btinter net.com. Happy Triumphing.

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

Well then, It's a very quiet time of year, not a lot happening at the moment. The GT6 needs to get out of the garage and get a few miles under its belt, but there is to much salt around at the present time. The clocks change at the end of March, Let's hope the weather will get a little warmer and stay dry.

I have been asked to do a vehicle inspection for a member who lives in North Northumberland, he has owned a Spitfire for 3 years and has never registered it, unfortunately he needs to register it but it still has the old style log book, at one time you would have to take the vehicle to the DVLA local office for inspection, but as there is no longer a local office, the club has a vehicle inspection form to fill in with the vehicle details, chassis/ frame, number's, engine number, vehicle condition etc, which has to be completed and the vehicle verified by a club official, so looks like we have to do the DVLA work for them now, well it will give me a chance to give the GT a good run out.

A group of 9 went down to the MG & TRIUMPH spares day at Stoneleigh on the 1st march which was club meeting night, those that turned up at the pub probably thought we had gone back to our old venue as we all arrived late.

Upcoming events Sunday 26th April

Annual treasure hunt. Start point will be Durham motorway services at Bowburn ending at ??? start time 10.00am. a small fee may be charged which will go to charity, come along and have some fun and start praying for good weather

Sunday 17th may. MG Durham at Houghall agricultural college. Saturday 13th June. Ingleton Village Fair, (3 miles west of Staindrop.) over 150 cars from around the area attended last year.

Sunday 14th June. Morpeth fair, you need to contact Joe ASAP if you wish to take part in the parade through the town, if not just go straight to the display field.

I have had a request from someone looking for a good MkIV or 1500 spitfire, so if anyone has or knows of any for sale let me know and I will forward the details.

So get the dust covers off and let get motoring.

Geoff.

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

NORTHANTS Tel.07879 491778 www.tssc-northants.org e-mail: nigeliohnhawes@gmail.com

Hi everyone, at last we can announce the Northants Camping Weekend which will be held at Wicksteed Park on the weekend of 29th to 31st May 2015. On the Saturday we will have a run out to a place of interest and in the evening the usual barbecue and games with a doctors and nurses fancy dress theme. On Sunday the **Standard Triumph Rally** will take place from 10.00, in the same field as the camping this year. For booking forms email me at: **nigeljonhnawes@gmail.com**. See advert in this magazine for more details.

Last month saw around twenty of us bowling at Wellingborough. This seems to be becoming a regular annual event which helps keep us active during the winter months and judging by the comments received everyone had an enjoyable night.

This month sees the return of the **Classic Car and Bike Meet** at Earls Barton. Please note that this has now changed to the FIRST Wednesday of the month from 4.30pm to 9pm and only costs £2 per car. The variety of vehicles that attend this event is always amazing and well worth a look.

Don't forget the club discount for Silverstone classic is still valid until the end of May

Next meeting Wednesday April 8th 2015 at Overstone Manor, Ecton Lane, Sywell, Northampton. NN6 0BB



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

Our area dinner on the 7th February in the Templeton Hotel, Templepatrick was a great success. Even with five cancellations at the last minute there were still 35 people on the night in Raffles Restaurant. The service was very good as was the food but, as always, it was the people who made it an excellent evening. We have not used the Templeton for our annual dinner and I would have no hesitation recommending it. before the Templeton was built there was a previous establishment on the same site called the Pig & Chicken and at least one long standing member (Hi Rob) will recall that the first meetings of our area very many years ago were held there (I think the AO at the time was a Cornishman called Andy Scorgie).

As it now traditional during the dinner the winners of various annual trophies were awarded. 2014 was an excellent year for our area so there were more awards than usual.

Winner of the Member of the Year was Alan French, not least in

recognition of all the work he did when members from the Manchester Area were over on holiday. Alan has won this award at least twice before but Paul pointed out that, unlike with some trophies, that doesn't mean he gets to keep it. Our ladies trophy, the Coupe Des Dames, went to Christel



Edwards-de Graauw. This was the first time we had awarded this trophy to the same person two years in a row but anyone who

watched Christel last year racing her 2.5 fuel injected Triumph saloon will understand why she won it. The Coupe Des Dames trophy is an antique silver-plated cheetah - chosen in honour of Triumph works driver (and French tennis champion) Annie Soisbault, who occasionally would bring her pet cheetah



PETERBOROUGH



along on rallies!

Last year we were very lucky to have a trophy donated to us by William Reid. William had the Standard Triumph dealership in Bangor and was a very successful competitor in the 1950s and 60s, mainly in TR3s. The cup he donated was one he won in 1958 at a Triumph Scratch



Race held at Ards airfield. It is now the W J Reid Annual Motorsport Award and at the dinner it was awarded to a very surprised Michael Hudson. There were also three special awards for drivers who set club records for speed hill climbs in Northern Ireland. These were very nice engraved pewter tankards complete with club logo and details of the hills and times. Not surprisingly Michael Hudson got a tankard as he holds the club record for five speed hill climbs (Cairncastle, Cultra, Drumhorc, Eagles Rock and Spamount). When checking the records Paul realised that one club member, even after 20 years, still holds the record for two speed hill climbs. David Edwards (Christel's husband and chief mechanic) was definitely surprised when his name was called out and he was presented with tankard with details of his times for Croft and Craigantlet Hill Climbs. There was one more tankard, for Paul, who set a new club record for Garron Point Speed Hill Climb. When Paul sat down after making the presentations Michael Kernahan leant over and casually mentioned that his mother had won her class in the Circuit of Ireland Touring Class back in the 1960s - there will be an article for the Courier when we can get more details.

That was the formal presentations over but Alan French stood up and asked for peoples attention for a minute or two longer. In previous years Alan has constructed his own trophies, usually from broken pieces taken from a blown engine and presented them to the engine's owner. This year we were convinced the lucky recipient would be Michael Hudson (having melted a piston in his 1500 Spiffre). However we were wrong - the winners

were us, Paul having completed destroyed the engine in our 1200 Herald, as well as sheeting three wheel studs on a club run. Alan had fabricated a trophy from a bent conrod, a section of sump cover the bearing cap had punched a hole in plus three wheel studs, all mounted on a mahogany base.



There was a reasonably small turn out for our area meeting on 4th March (Tom, Frank, the three Alans, Douglas, Laurence, Michael K, Stephen and ourselves). Richard Charles and Bert Gault sent their apologies. Paul confirmed that Wallace Park in Lisburn has been booked for our Totally Triumph Classic Car Show on the 9th May. Draft flyers and application forms for the show were circulated and discussed. There were some very good suggestions and revised flyers and forms have now been produced. Chic Doig Classic Sportscars have confirmed that they will be at the show. There was also a discussion around our choice of finishers award - cool bags or LED torches seemed the most popular choices. We also discussed arrangements for the Garden Centre Treasure hunt on 21 March, the Trunnion Oiling on the 11th April and our Dundrod event in September to mark the 60th anniversary of the last RAC Theld there.

There was no quiz this meeting but there were a few free club calendars and t-shirts handed out. last but not least we were supposed to have a draw at our dinner for the £50 worth of club vouchers very kindly given to us by the Manchester area. However Paul forgot to do it on the night so instead the names of everyone at the dinner were out in an envelope and the draw was done at the area meeting. Frank drew the name from the envelope and the winner was Shirley Biggerstaff. Congratulations Shirley.

That's all this month.

Jacqui and Paul

TSSC AREA NEWS

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

Spring has sprung with the snowdrops well out and the first daffodils giving their yellow hue towards the end of February.

Doug, Graham, Gary and Steve sent their apologies for the March meeting, which saw a lower than usual turnout – was it anything to do with the FA Cup quarter final between Man Utd and Arsenal I wonder? A pity if it was because it turns out that landlady Marie at the Red Lion is a big Man Utd fan so we watched it on the big screen at our meeting.

Colin and Jane Saunders mystery tour and February Feast - was very well organised and well supported too. A green vintage Guy bus rolled up at our starting point as it was running a shuttle bus service from Sacrewell Farm to the Nene Valley railway. Several of our members were given tickets from the original hand wound ticket dispenser and few of the members took a few moments to sit in the bus and reminisce. The old coach staging hotel The Haycock at Wansford was the historic and picturesque meeting point on a 'coolish' Sunday the 21st to the start of this mystery tour through the by-roads and mellow stone villages of Cambridgeshire, Northamptonshire and on through Rutland arriving at the 'Rocks by Rail' Museum at Cottesmore for a quick stop. Unfortunately the weather turned bitterly cold and we didn't do the venue much justice as the temperature had dropped 2 degrees in 2 miles! We then headed off to the Wheatsheaf at Greetham for a fine February Feast and eighteen of us enjoyed good food, good company and a good old natter around the tables. Brian Watson didn't take the Spitfire due to his sciatica - with that cold weather he would still have been in that car now!

It was good to see new member Peter Still bring his newly acquired GT6 Mk111 along. This helps his collection of TR7's and a 2000. Hopefully Peter found us a friendly bunch. We can't have made too bad an impression as he also came along to our March meeting at the Red Lion.

Colin Saunders is certainly not one to rest on his laurels! He announced at the meeting that he is already planning another trip. This time he is hoping to take us all to the Shepherd Neame brewery at Faversham in Kent. Not only is this the UKs oldest brewery, but it also produces 'Spitfire' Ale so there's an added interest for Triumph enthusiasts. The plan will be to make this an overnight stay and Colin has already sourced some extremely attractive prices for the brewery tour plus B&B. He is now working on dates around late May/early June and more details will be announced next month.

Although he sent his apologies for the meeting, Gary Howson is expecting to get a (2 for 1) discount code from TSSC HQ for the Donington Historic Festival. The dates are 2nd, 3rd and 4th of May so if you are interested please get in touch and we'll put you onto Gary

It was sad to hear that Dave and Chelle have now sold their house and were heading off in the motor home for Southern Spain and then across into the Eastern Bloc countries as their will and information takes them. I am sure on behalf of us all we wish you well and a safe journey. We look forward to seeing you and listen to the exploits sometime – we hope! Bon Voyage!

For those of you with a couple of hours to spare it would be good to see you at the AGM at TSSC Headquarters on Sunday afternoon the 12th of April. If you have any issues pleas let Doug or myself know

We look forward to seeing you all again at our next Club night on Monday the 9th of March at the Red Lion, King Street, West Deeping, PE6 9HP around 8.00pm. Join us for the usual raffle and refreshments, chunky chips and a few noggins and a good natter and that friendly exchange of experiences. Cheers

Paul



SCOTLAND CENTRAL WEST SHROPSHIRE ... SOMERSET

TSSC AREA NEWS

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

The March meeting had 13 of us turn out at Lochinch, only to be turned away as there was a function on. This will be seriously reviewed next month (April) as we need a reliable venue, last warning. More info next month. One member did turn up in his MG (really) after looking over it and finding all the relevant Triumph parts on it we went to our alternative venue at the Cartha Rugby Club. We went over the upcoming events and shows. Thanks to Michael for arranging Moffat Show which is fully booked now. See the Calendar for the list so far.

Ian W has completed welding John's P6 which has a MOT but still has fuel problems. The other club cars are all being fettled for the coming year. Everyone is getting on well with welding, bodywork etc.

We have a Yearbook now so we were able to go over some ideas, but are keen to try new events and maybe revisit past events another year. We are all looking forward to getting the cars out and getting away from the run of weird weather we have been having

As agreed at the AGM there is a small collection for Area Funds at each meeting now, this is working well now, thanks to all members attending. We have all the equipment we really need now and it seems to work well. One aspect still to be looked at is some kind of lighting for the event shelter and our little piece of Scotland whilst on tour. Probably not gas powered lighting, also some form of heat, as our BBQ bonfire worked last year. Ideas please.

Onto the events for the coming year:

Drive It Day is 26th April, meet at Garfield Hotel Stepps 10 am, onto Falkirk Wheel for 11am, look around and then a run to Loch Katrine with another halt for sight seeing etc.

17th May Stirling CC - Bridge of Allan Show - TBC

13th June - Saturday - Hamilton Show Town Centre - Classics to promote trading, free lunch, hard standing, shops etc. Note a Saturday Event.

24th June - Moffat Show - Single entries only (fully booked) or visitor.

We have a clash of events. Erskine and Donington are on the same weekend. Most are Donington bound. Let me know if you are attending Erskine as it has to be prebooked.

It is a Saturday 11th July. 16th August Biggar Rally TBC

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

Report on Stoneleigh. It is two years since I was last at Stoneleigh, so it was good to get back into the routine. Thanks to the TR Register Ian, Mason. I had a place in an mpv (big space) to the show and back. There was a back up vehicle too, with Martin, Brian, Dave and Bob in a VW 4x4 (also with big space). The mpv got off to a bad start as our meeting time of 3.30 am passed and one of the team slept in. The VW was more organised and we eventually caught up on the M6 just before the Toll. Mpv then pulled off At TGIF for big breakfast so VW made it into the show first. (Hope you are following this). The show was well attended and it took a long time to go round all the stalls so not to miss anything. There were a lot of old friends to catch up with at the event, it was really good to see you all again. All wished us a good trip back up north. (I think some thought we were mad to come 330 miles and back again for the day, although there were a number over from the continent) Purchases were good but not excessive (the big space was not filled). Farewell Stoneleigh and off to Knutsford for an excellent curry and then back onto the M6 via a shortcut at the services service road, shortcut? Well shortly afterwards mpv driver noticed the junction numbers were decreasing not increasing, yes we were going the wrong way, so much for the services shortcut!!!! At least we were able to turn around. Following that we were diverted through Preston and then once we gained altitude we ran into hail and then snow. This lasted until just south of Glasgow. Then we had to drop off sleepy and then pick up my car before I finally got back home. Total event time 23 hrs. 30 mins. The M6, Toll was good though, especially the all lane, foot planted, charge from the payment booths to rejoin the motorway. Same next year ??? You bet!

If anyone has use for a GT6 MK3 Handbook, I have been contacted by a member, that has one he kept after selling the car (now regretted) he would prefer it to go to an enthusiast. Call me if interested and I will put you in touch.

NEXT MEETING will be on Wednesday 1st April 2015. (Yes Really) Dates for 2015. So far we have confirmed events. 26th April - Drive It Day 2015 to The Falkirk Wheel, and run to Loch Katrine. Saturday 11th July - Erskine Car Show, Ingliston Country Club, Bishopton, nr Erskine. 10/11/12/13 July - Donington, TSSC Scotland Central and West Road Trip. NEXT MEETING will be on Wednesday 1st April 2015.

We are trying 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 this year. There may be Easter Eggs at the April Meeting. Might be.



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

Debbie from North Shrops reported a good meeting on the 4th March at Whittington, a member reported a decent Stag for sale in the Wrexham area for £3000, inquire for further details. The remaining group had an attendance of the regulars at the Huntsman on the18th Feb, along with Dave Snell's children who

enjoyed their meal. Andy Brooker suggested we team up with the North Wales group for Drive it Day, this has been followed up with Helen and Roger, plans are proceeding.

At Stoneleigh we attended on Club Stand duty.

Hospice Shropshire Spitfire picture show and with our members, the stand was busy for most of the day, it was great to see so many members. We will be taking the Shropshire Spitfire to the two day resto show at the end of the month. We hope to see many of you





there and don't forget our regular monthly meetings www.tsscshropshire.co.uk Bill. David and Simon

SOMERSET Tel. 07760 384236 e-mail: martin.hughes5@btinternet.com derek1360giles@breathe.com

Hi all. There was another good turnout for the February meet (reports are always 1 month adrift)! We had 2 new attendees, Peter Hopin (1600 Vitesse) and Ian Hall (GT6 Mk3) we hope you both enjoyed coming and hope to see you both as often as you can make it!! Also good to see Mandy and Charlie (woof) who came to keep Martin under control! Many things were discussed and we hope those who were thinking of going to Stoneleigh found

SOUTHERN NORTH STAFFS



all they needed/wanted Triumph wise!! The theme for the Bristol Classic show June 13th/14th was finalised. All we have to do now is pull it all together and face the public! We still need volunteers to man the stand so if you can help either day let Martin or Derek know asap! Those helping will get a free pass for the day.

As you know Martin always sends out a reminder for the meets at the Fox-n-Goose just in case you have a lapse of memory. He also sends updates to the area calendar when we know of any additions/date changes etc. With this in mind there are two changes at the time of writing. We had confirmation that the "Thornfalcon" gathering has been moved from 6th September to August 23rd. This gathering is always worth visiting, if only just for the sheer number of vehicles on display. It's free entry and you can just turn up, well worth a visit!!

Thornfalcon is now on the day we were organising our (early) Children in Need trip to "Donniford" caravan park, so we have moved the CiN visit to August 16th. The format stays the same (take a passenger round the site for a donation) so if you can come and support us and are happy to help let us know!!

As with a lot of our trips we tend to nominate a gathering/start point and drive en-mass to site, so once we have finalised these (and they do vary) we will update you all!

Finally just to keep you all on your toes here are the next 2 relevant calendar months just in case!!

SATURDAY/SUNDAY 4th-5th APRIL--Beach Lawns Weston-s-Mare (meeting point/time TBA). MONDAY 6th APRIL Coleford Festival Now fully booked! SUNDAY 26th APRIL Drive it day to Haynes museum (meeting point/time TBA). SUNDAY 24th MAY Pecorama (Beer Devon) See Derek for

entry forms (meeting point/time TBA)

Early May, for some reason is bereft of shows at the moment, but if anything crops up we will let you know! Cheers for now.

Derek & Martin

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

Hi all, again, not much to report. Sunday lunch at the Bat and Ball Hambledon was a success, thirteen of us had a very nice meal. I was particularly pleased that my steak and ale pie had a top and bottom as so many pubs these day serve your steak and ale in one of those little china dishes and a bit of puff pastry on top that explodes all over the table when you cut into it. The Morgan owners club was also at the pub at the same time and had about half a dozen cars outside but I think they were sat in the cheaper seats. Only two Triumphs in the Seven Stars car park for the March regular meeting although there were a lot of us inside. Nice to see Lee Cooper again after a three month absents. He has now managed to blag the mother in laws garage to restore his 1500 Spitfire. Dave Moore kindly popped round to mine the other Saturday and with his help we managed to install the engine and gearbox on the Vitesse. All I'm waiting for now is a date from the body shop to take the chassis back and the body work begins.

Please note that the Spring Vehicle meet at the Wyke Down pub Andover has been cancelled this year, no reason to why, has become clear yet, but the organisers have said that no other venue has been found and it has also become too late to organise anything else.

I for one hope that this is not the end of a very good show. Up and coming events

April

6th Wyke Down Spring Vehicle Meet NOTE, This show has been cancelled no further dates have been as a suitable venue has not been found 7th Regular meet, Seven Stars. GU323PG 12th Farnham (central car park) 16th Roaming meet. The Flower Pots, Cheriton. SO24 0QQ **19th New Forest Run** 26th Drive it Day

TSSC AREA NEWS

Mav 3rd Goodwood breakfast club. Supercar Sunday 4th Popham show 5th Regular meet, Seven Stars. GU323PG 9th Awbridge village show 10th SEM Leatherhead sports centre KT22 9BL **17th Merrist Wood** 21st Roaming meet. The Milbury's. SO24 0PB June 2nd Regular meet, Seven Stars. GU323PG 7th Goodwood breakfast club. Soft top Sunday 18th Roaming meet. The Elsted Inn. GU29 0JT 26th-28th Cornwall Camping Weekend. Penmarlam Camp Site. Bodinnick by Fowey PL23 1LZ July 7th Regular meet, Seven Stars. GU323PG 10th,11th,12th TSSC Triumfest 16th Roaming meet. The Titchbourne Arms ,SO24 0NA August 2nd Goodwood breakfast club. Thoroughbred Sunday 4th Regular meet, Seven Stars, GU323PG 20th Roaming meet. The Ship, Lanstone. PO9 1RD September 1st Regular meet, Seven Stars, GU323PG

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

That's all for this month folks, hopefully our intrepid leader will send a carrier pigeon with some further reports Take care

Mark

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

Not much happening over the last month but I'm sure now we move into April much more will be going on. (I don't believe it a third of the year gone again already)

A new rule in the area will be to provide cake for the AO on any events that we attend over the coming season, oh and it must be chocolate cake, and if it's with a car the wife can drive, a bottle of red wine please.

I hope you get this Courier by the 1st of April so we can start with this at our first event on Sunday 5th April at Weston Park, there will be points for the best cake. At the end of the season the person with most points will win prizes beyond their dreams.

A couple of weeks after Weston it's Sandbach transport show, you don't need to do any cake as I messed up dates and we are booked for a weekend in the caravan in Yorkshire.

Don't take your apron off to quick as the week after its Drive it Day 26th April.

Cheshire area are the organisers of a trip to Crich Tramway Museum, and cake for their AO is also expected, not sure what flavour is preferred best make a variety to be on the safe side.

The following week it's Llandundo Transport Festival, not sure if car has been allowed in yet as I've not had any tickets so far, that takes us into May so there's are some alternatives if we don't get into Llandundo.

Donington Historic festival 2nd - 3rd and Catton Hall also on 3rd May 16th is the Leek Auto Extravaganza, Capesthorne Hall 24th Tatton 30th 31st.

I have been on more domestic duties so no work on car again, but hopefully by the time you read this the current task will be completed.

Dave Hemmings who had a visit from Ian Hissey to help sort out his problem, turned out to be warped rear brake drums. With new drums fitted and the Vitesse now hits warp speed with little effort, but gearbox noise was discovered so was sent off for repairs. With box refitted the warp speed meter now reads slow, so more work to do watch this Space, an MOT imminent, good luck Dave.



NORTH STAFFS . . . SUFFOLK SUSSEX ... THAMES

TSSC AREA NEWS

North Staffs Continues

I had Mike Bernie contact me looking for someone to help with engine gearbox work and issues, on his recently acquired Herald 1360. I passed on some info to Mike on a garage near to him. Mike is in the process of a fairly extensive strip and rebuild of the car so yet another



Triumph saved from the scrapvard. See photo of Mike at work with a serious angle grinder.

A number of us went for a farewell meal with lan & Karen who we are sadly losing as they are moving to Yorkshire, we gave plants and gift voucher to thank them for their support since the start of the North Staffs area. For the meal we went to the opening night of a local pub which has had £400,000 ploughed into revamping the canal-side local which is part of a new venture for the actor and real ale fan Neil Morrissey, best know for "men behaving badly" who was born in Stafford.

No surprise the pub was packed but we were lucky to have managed to book a table for the opening night, and the food was very good with a good range of real ale to chose from including some of Morrissey's own beers.

Cheers to that, see you soon.

Dave

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

Chris brought along several of his broken teeth for us to see. Ouch; camshaft teeth and just as painful as real ones. This was from the TR6 he is currently renovating. One scrap camshaft, unless anyone ones how to fix a dozen or so pieces of teeth back together. He has, however, proven that it is possible to replace the camshaft without taking the engine out of the car, albeit with a little, only a little, brute force. This engine has not been run for decades but the short block part had been rebuilt by the previous owner. The next problem was that the oil pump refused to prime itself. Removal of the pressure relief valve and 1 pint of oil poured into the aperture eventually fixed that. All put back together and it then fired up. A reasonable amount of popping and banging but no nasty mechanical sounds. Progress,

Lyall found that his Herald engine would not turn over other than very begrudgingly. Starter or battery? Despite the battery being tested as ok, it was the battery. A new one soon fixed the problem. Then my battery packed up a couple of days later. I have a trickle charger running on it permanently and this indicated that it was charged, but I have come to the conclusion that these must only measure the voltage over a period of time and if that voltage does not fall then it reckons that the battery is ok

Old cars have no battery drain when idle, unlike modern cars that have immobilisers etc. So I reckon that if there is enough charge retention to hold the battery voltage up then the conditioner reckons it is ok. Just turning on the lights I could see the battery volts drop to under 12volts in less than a minute, so it was definitely dead. That's two batteries dead in Felixstowe, who is going to have the third?

Brian's construction of a box trailer based on a half-sized GT6 is making great progress. It is now painted blue and has working lights. It will soon be ready to hit the road pulled behind a full size GT6. He is going to bring it to a meeting as soon as it is ready.

Several members went to Stoneleigh but nobody seemed to buy much. Chris managed to pick up an original TR5/250 steering wheel in good condition, a very rare part indeed. Colin only took a few bits to sell but came back with most of them.

Lvall's Stag is the next car from Suffolk to feature in Triumph World. Around 50 photos were taken by the photographer. The interest in his car is that it has 2 cylinders missing, and pistons, and valves. So the Stag 6 will be a celebrity standing out from ordinary Stags with a full set of kit.

Russell is now back in his home. It's been a long process costing around £60k (?). Thank goodness for insurance.

I think Rodney's Spitfire is back on the road after having some under-wing cosmetic treatment.

Several members have signed up for the Ipswich to Felixstowe run in May, so just need fine weather now.

The next meeting is 7th April followed by the 5th May and 2nd June. So, see you at the Sorrel Horse, Barham on 7th April at 8:00pm. Peter

SUSSEX

Tel. 01444 450941

Several of us went up to Stoneleigh on the 1st March for the MG and Triumph day. It was my first time and it was impressive how large the show was. Clive, Doug, Ian and Pete had a stand there selling their "Previously loved parts" and did very well.

Our meeting on the 4th March was well attended. We had two new faces Brian Taylor with a pale Yellow Mk2 GT6 that he has owned since 1972 and has done 376,000 miles. It has had four gearboxes and one rebore during this time and has been off the road for 16 years but is now back on the road. Paul Jeffries with a Mk1 Red Vitesse. Welcome gentlemen.

Leigh is working on his Spitfire and Ian has offered to assist with giving him some advice on the welding.

Gordon has been talking to gearbox Pete about an overdrive conversion for his GT6

Clive and Pete are getting there with Clive's Spitfire. Various purchases were made at Stoneleigh for various missing parts.

Hopefully I will have my Stag by the next meeting finger crossed! Future events;

1st April next meeting at the Laughing Fish 12th April is the TSSC AGM and I am hoping to attend.

10th May is SEM with our customary convoy up on the Sunday 22nd-24th Trip to Spa for the classic.

3rd June is our summer evening meal with we meet up from 7pm with wife's, girlfriends and partners etc for a Pub meal at the Laughing Fish

1st July is our normal meeting and Colin Robert is organising the West Kent guys to come down and see us. So hopefully it will be a bigger meeting than normal.

11th and 12th July is TriumFest UK. Unfortunately I won't be able to attend as I will be on Holiday but I am sure there will be people going up from Sussex. Regards

Martin

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk www.tssc.org.uk/thames

Greetings! With the daylight holding on longer each day we get to do more with our Triumph's and hopefully get to use them at the first shows of the season at Shalford Park on (Easter Monday) 6th April and Farnham Town Centre on the 12th April as well as to fill up the Fox & Castles car park. It looked like we were going to lose our current landlord, but it seems as the sale has fallen through and we will have to put up with Vince for a while longer, so not all bad news. SEM is taking up a lot of our time at the moment and is coming along nicely (any feedback is welcomed). We are celebrating the anniversaries of the TR 7/ 8 and the Triumph 1300 FWD so if you know their owners please encourage them to join us and display their Triumphs at Leatherhead. Our Vitesse is in the stages of being awoken from its slumber and start being used more regularly, we've not been out since

NORTH WALES ... SOUTH WALES

Brooklands New Year's meet, it needs a good clean, polish and check over

SOCIAL EVENINGS AT THE FOX & CASTLE, 12TH FEBRUARY - I make my way to the Fox & Castle this chilly evening were I am greeted by Julie coming straight from work. Inside the toasty warm pub is George B. We take our table and settle down to our meals. when Mike G (Southern AO) and David H join us, as we finish off George's crossword. We have a great evening talking over what shows we will be attending this year and shows gone by. Mike kindly gave me one of their 2015 area calendars. Lovely company on this cold night. 26TH FEBUARY - I am being chauffeured this evening after hav-

ing eye drops that blurred my vision, on a good note I can enjoy more beer. This evening we have Bob, Chris C, George B, John P & Doug B to keep Julie and I company. Some of us enjoy a meal, while we talk amongst ourselves. Work on our Triumphs has been: - Bob has finished body work repairs and taken it off its jig. Graeme's TR 6 lights are all working and tested (a happy bunny again). Chris is ordering new seat covers for his Mk 3 Spitfire. George has been tuning up his carburetors on the Vitesse. Doug has remade the GT6's luggage floor. Fitted new HT leads, spark plugs & ignition parts. Julie's raffle winners tonight were George B won the bottle of wine, Chris won a set of Funnels, Doug won a set of wire brushes, Bob won a squeegee and Graeme won a box of chocolates which he kindly shared with us all. Thank you

all for making it a wonderful meeting Our next meetings at the FOX & CASTLE are from 8pm in April on the 9th & 23rd and in May on the 7th & 21st. Please come and join us for a warm welcome or call me on 07773623807. **UPCOMING EVENTS**

APRIL

3rd Surrey Street Rodders Wheels Day Rushmoor Arena Aldershot 6th Guildford lions Easter Fayre Shalford Park 12th Farnham Town Centre Show Farnham 12th TSSC AGM HQ Lubenham **19th New Forest Run Wessex Area** 26th History on Wheels museum Eton Wick 26th White Doves at Tilford Museum Tilford Museum MAY

1st/4th IoW camping weekend Isle of Wight 9th/10th South of England Meet Leatherhead 17th Chiltern Hills Rally Weedon Park, Aylesbury 24th Classic Car Show Haslemere 24th/25th Motorsport at the Palace Crystal Palace

Mickey & Julie

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

Hello, everybody. On Tuesday 3rd February our monthly meeting at Gresford was not attended by ourselves due to snow and ice that wouldn't let us out, and if it had there was no guarantee that it would have let us back in again! Thanks goes to Julia and Spitfire Sam, who both stood in and kept the Triumph side of our group informed about the up and coming events, along with MG Sam. Herald Pam and Bryn had prepared a quiz, and apparently it was a real brain-teaser:- well done to you both.

Over the next few days our snow and ice gradually melted away, and we were able to escape and attend a new classic meet, the Wheels Within Wem show on Sunday 15th February. About 12 of our Chester and Wrexham group joined other classic cars for a most enjoyable February afternoon in the car park behind the White Lion Pub. Like-minded folk with a real mix of classics chatted away, making this a pleasant break for the Winter:- the local hostelries were visited for coffee, tea, snacks and Sunday lunches. In all there were 33 cars on display. These meets are to continue throughout the year, taking place on the third Sunday of each

month. Well worth going along, a great time was had by all. A pleasant surprise was seeing a white 1970 Herald 13/60 saloon turn up. We first saw the car at Sleap Airfield in 2011 where airfield administrator Nathan Cross had found himself a classic

TSSC AREA NEWS

car. It was in fair condition with an M.O.T. In 2012 it failed the M.O.T. with a small hole in the chassis. In April 2014 restoration started:- body off, both side rails replaced and rear outriggers. The body had new



floors, rear valance and sills, and stripped to bare metal for respray. The folding sun-roof metal was replaced by Nathan, and a friends mum produced the fabric. Mechanically it had a new fuel pump, starter motor, brake cylinders and clutch master cylinder. By 5th September M.O.T. was achieved, then the car was polished and re-trimmed. At 11.30 a.m. on 6th September the car collected the bride for her and Nathans wedding (see pic.)

On Tuesday 24th February our OFFAL group met at Moreton Garden Centre cafe for coffees, and some therapeutic shopping before a drive through some lovely Shropshire countryside, organised by MG Sam and Joan. We ended our run at The Plassey, where we had rather good lunches, after which there was even more shopping for some! That's about it for now. 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 also there is a meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m. So, come along and see us, have a good laugh! Drive safely.

Forthcoming events:-



24th - 25th May:- Prestatyn Run and Car Show. 26th May:- OFFAL.

Regards.

Helena and Roger.

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

GREAT WESTERN AUTOJUMBLE SHEPTON MALLET

FEBRUARY 15th Myself, AI and George met at my house then took the short journey to the first rendezvous point at Cardiff Gate Services in my Stag Saloon. Young Eddie and even younger Mo turned up short-ly later in their 13/60 Saloon. George decided to get himself some breakfast from the Burger King while we waited for the pre arranged departure time.

Our large group of 2 cars then headed east along the M4 in the



SOUTH WALES WESSEX . . . WIRRAL

TSSC AREA NEWS

South Wales Continues



pre negotiated (7 frozen chickens) early morning sun to the second meeting point at Magor services where Paul G was waiting for us in his beautiful TR6, while we waited for the allotted departure time George decided to have some breakfast in the café. The three cars then headed east along the M4



with Paul G leading the small convoy and taking the route through Bristol to Shepton Mallet Showground.

As we arrived together the marshalls allowed us to park together and we all then walked into the auto jumble area via the catering vans (where George decid-

ed to have a cheese burger for his breakfast) and spent a good hour looking around. Alan bought a bargain dual oil/temp gauge, Paul bought some new tools and I bought some new sockets and some bargain priced rust killing paint and Hammerite rust paint (only about 27 gallons so not enough yet for my Phase III Vignale), George found some even better priced Hammerite paint, some aerosol primer and an absolute bargain priced clutch master cylinder, we then strolled back to our cars via the catering wagons (George decided to have a Cornish pasty and Twix for his breakfast) where we had our hot drinks and packed lunches, Mo had also brought some Pork Pies and chicken nibbles, it was a bit too early in the day for George to have lunch so he made do with half

a dozen pork pies, 26 chicken nibbles a honev roast ham sandwich and 4 packets of crisps!

As we were eating we were approached by Ollie, a new TSSC member who had come to the show in the hope of meeting the West Country area, we had a good chat with him and all went to have a look at his "new" GT6 of which



he was quite rightly proud. We then had a good look at the cars in the car park then had another stroll around the auto jumble. It was late afternoon by the time we got back to the cars and had another hot drink and as we were not stopping en route home we said our goodbyes, I think it was Eddie who said that what we had lacked in numbers had definitely been made for by the quality of those who had attended and nobody could disagree.

Eddie led us home with the weather still being very kind to us and we gave Paul a wave as he pulled off the M4 at his turning, next Eddie and Mo turned off at junction 28 as the Stag Saloon continued on to junction 30. Another great day out with some of the S.Wales area!



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

Stoneleigh! - Yes Stoneleigh, what can I say, - LOTS! The one and a half hours it took to get the car into the car park or the M.G. show with a token showing of Triumph stalls! - Yes 1hr.30 mins it took, we were re-directed from the main entrance which was only letting in classic cars and was not very busy, into a traffic nightmare of 2 or 3 miles to the rear entrance only to be parked within sight of the main entrance where we had been 1hr.30 mins. earlier! Why could they have not used both entrances? Also I expect the locals will have something to say, being caught up in a problem caused by Stoneleigh's inept parking stragegy.

All organisers were visible by there absence, leaving only their staff to pick up the flack, including me trying to get a discount for the agro! It made it a long day as we had set off at7.00a.m., that is, Jerry, Neil, Peter in Trevor's car and Dave, Gary and me in my car. There was some purchases made, but most of the money taken came home, as I have already said there were not many Triumph stalls, Rimmers were there for those who wished to pick up bits previously ordered. Obviously our suppliers of new and used parts do not think it is advantages to support these events! We think the internet might have something to do with it and also the high costs of attending these types of show, Shepton Mallet was the same, that was mainly supported by what we call the "New Tools" stalls, very little in the way of car parts! I think we will think hard next year about attending these venues! That said don't lets lose sight of why we do these things! - it was a good "boys day out " with good company and yes, we did all chill out and forget our everyday woes!

Now onto the positive side of owning classics. I would like to welcome Dave back into the Triumph fold, he has purchased a Vitesse which he has wasted no time in stripping down, he has entered it in the N.F.R., now that is confidence! Talking of the N.F.R., there might still be room for late entries, but you will have to check with Trevor, as space as always is limited and plaques etc have already been ordered! www.triumphnewforestrun.co.uk

Sunday 19th April, starting at Avon Park. We are still planning to mark 26th April FBHVC Drive it Day by going to the Devon Triumph Day at Sparkford. We have still not made up our minds what to do for the Bounemouth Wheels. 29th-31st May, the jury is still out on that one! We do have an events list, but as of yet no confirmation of which ones to attend, will keep you posted.

For the summer months we are thinking of going run-a-bout for our monthly meetings, this seems to be popular, to have a runout to somewhere new! - but until then, don't forget, last Thursday of each month, the Avon Causeway!

Martin

WIRRAL

Tel. 0151 339 4150

Hi everyone. There is still very little to report on, at the time of writing, the events calendar for this year is being compiled following the planning meeting in February. I'll publish dates for upcoming events once I have the final calendar.

The one event I do have some news on is the Cholmondeley Pageant Of Power, to be held on June 12/13/14. I now have the discount codes for advance tickets and club entry, these will be available at the club meetings.

Subject to confirmation, the Inter Area Meet will be held on Fri 22nd May, at The Wheatsheaf in Raby.

By the time you read this I will have emailed the other area's with the details and hopefully all areas will be able to attend. That's about it for this month. Take Care.

Andy

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

WEST YORKS



WEST YORKS Tel. 07800 551363 www.tssc.org.uk/westyorks

We had a great turn out for our March Meeting and everyone appeared to find the venue ok. We were very grateful to John and Suzy for making us so welcome and for their hospitality. Although the pub is tucked away and Suzy told me even people in Morley sometimes don't know the pub is there.

We were so impressed with the venue, plenty of space, nice and light, able to accommodate everything we're likely to need and most importantly a warm welcome. We took a vote as to whether we move our meeting there permanently. I'm very pleased to say that the vote was unanimous and we will be staying at the Arkle.

So please note going forward the venue for the West Yorkshire Area meeting is:

The Arkle, 105 Springfield Ave, Morley, LS27 9PP

We announced the winner of February's quiz (as promised) which was David and Rhona. Dennis very kindly did our quiz for March and the winner of this following a nail biting tie break questions was Garth and Margaret.

We managed to confirm a few more details about our Drive it Day event in the heart of West Yorkshire, around the Howarth area.

Plans are firming up and broadly will consist of the following: West Yorkshire's Drive it Day Event, visit to Keighley and Worth Valley Railway

Meet 9:45 in a car park on the A629, Halifax Road just outside

TSSC AREA NEWS

Denholme (next to the Farm Shop) for 10:00 depart (prompt) 1 ½ hours drive through some lovely country around Howarth Arrive Ingrow (West) K&WVR museum @ 11:30 (steam train departs 11:50), Do what you like, enjoy the train, museum or just explore.

Depart for Three Acres Pub (http://www.the-3-acres.co.uk/) at 14:45 to arrive about 15:00 for lunch/dinner (optional)

We are still working out the details of the route, Alan and I have driven around the proposed route and it looks lovely. Thanks to everyone who has indicated they will be coming along to this, if anyone else is interested, including members from other Areas, you are very welcome to join us, please phone me on **07800 551363** for details.

The slightly better weather is obviously getting everyone to start thinking of getting their pride and joy out of hibernation and start looking forward to some events as we managed to agree dates for some future events:

3rd May, visit to Holmfirth Vineyard 5th July, driving treasure hunt and lunch time meet 26th July, Dales Run

The detail of the above still need to be confirmed, so please look out for future Area News Letters and updates in the Courier. That's all for now here's looking forward to a busy 2015.

Victor.





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

SOUTH OF ENGLAND MEET 9TH & 10TH MAY 2015

Sat 9th Drives out to local places of interest Sunday 10th ALL Triumph Car Show & Concours Autojumble & Stalls

Camping from Friday 8th afternoon £5.00 Per Night TBC

Entry - Pay on the Gate £5.00 Per Person TBC FREE Entry for children under 16. FREE Autojumble pitches. FREE Concours - All Triumph cars TSSC Club Shop Insurance Valuations Location: Leatherhead Leisure Centre, Guildford Road, Leatherhead, Surrey, KT22 9BL



For more information contact Mickey Hazell Telephone. 07773 623807 E-mail: chippymickey@yahoo.co.uk



Triumph Sports Six Club

North Devon Club Night

www.tssc-devon.org.uk (Devon) / www.tssc.org.uk (National)



The *Triumph Sports Six Club* Devon Area will be re-launching monthly meetings for members in the North of the county. They will be held from 7.30pm on the First Thursday of every month, starting on 7th May 2015. We look forward to seeing you there!



<u>Venue</u> The Crealock Arms Littleham Bideford Devon EX39 5HN t. 01237-477065



For more information contact Darren Gro**ves** - e. darren@tssc-devon.org.uk - m. 07806-351499



Bulkington Village Centre, Nr Nuneaton, Warwickshire. On weekend of the 8th - 10th May 2015

This weekend includes a visit to the **Coventry Transport Museum** on Saturday morning with a display of our vehicles in Millennium Square in front of the Museum entrance followed by a visit to **Leaping Cats**, (world renowned Jaguar XK restoration specialist) in the afternoon.

entrance totowed by a visit to **Leaping Cats**, (wont enowned Jaguar XA restorator) specialist) in the afternoon. A social evening with a hot support, a quiz and entertainment in the evening. A lassure Drive through the Warwickshire & lacestershire countryside on the Sunday morning followed by a bring your own BBQ (we will cook it) and classic vehicle display before making your way home, plus other activities.

Caravan & Camping Free of Charge. Hotels within easy reach. Total cost for the weekend including hot supper £10.00 per person. For further information or booking contact Phil Smith. Tel. 024 7645 7487 - Mobile 07711 337797. e-mail - phillyncovtss@yahoo.co.uk





Saturday 9 May 2015



TRIUMPH

Totally Triumph

Wallace Park. Lisburn





Saturday

9th May 2015

Wallace Park, Lisburn

CLUB **Totally Triumph**

TRIUMPH

CLASSIC CAR SHOW, CONCOURS & SPARES DAY Saturday 9th May 2015 10.30 to 4.30

Something for every Triumph enthusiast

Do you want to see some of the finest Triumph cars in Northern Ireland? Is your car good enough to win?

Cruised and used

Best Family/Saloon car

Best Modified Car

Best Sports Car

Best of the best: Car of The Show

Plus there is a long distance award.

Are you looking for new Triumph spares? Want to save on expensive postal charges?

Chic Doig Classic Sports Cars will be at the show with a range of Triumph spares. Make sure he brings the parts you want by phoning him in advance. Competitive prices guaranteed: 01592 722999



For further information contact Paul Robinson: paul.d.robinson@ntlworld.com or 07952 663786 9th May 2015



Saturday

Northants Area

proudly present our...

CAMPING WEEKEND

incorporating the



Friday 29th May – Sunday 31st May 2015 At Wicksteed Park, Kettering , Northants Friday – Welcome Saturday - Local Run Out Saturday Night - Big BBQ and Games Sunday – Standard Triumph Rally

s year's Saturday fancy dress theme will be.

DOCTORS AND NURSES



Camping £20 per pitch per night Barbecue £5 per adult (under 12's £2.50)

THIS YEAR **PRE-BOOKING IS ESSENTIAL FOR CAMPING** BY 22ND MAY 2015. For a booking form please email

CLUB

nigeliohnhawes@gmail.com or pick one up at our Monthly Meet.



Wallace Park Lisburn

Look forward to seeing you there!

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	Ema	#

Car Make Reg. No.

Four packages available-please select the one that suits you:

Package	Rate	Tick below
The Sunday Peak Run ONLY on Sunday 14th June 2015	£10.00 per car	
The Peak Run Weekend excluding Camping	£17.50 per car	
The Peak Run Weekend including one night Camping	£27.50 per car	
The Peak Run Weekend including up to 4 nights Camping	£40.00 per car	

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:

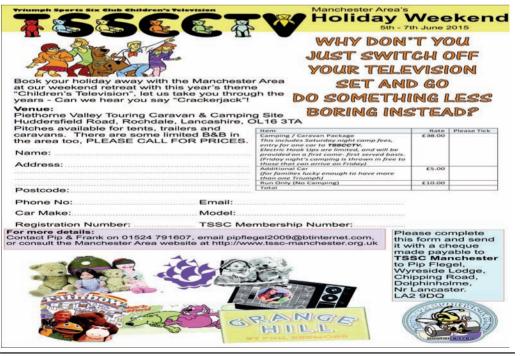
Peak Run 2015, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone Enquiries: Kim and Paul Dale - 01335 345784 or Richard Malin - 07813 397731 or Roger Buck - 07970 619149

The Peak Run is org

For more information visit: www.derwentvalley-tssc.org.uk and click the Peak Run link

ised by Derwent Valley TSSC the Derbyshire area of the Triumph Sports Six Club.



CORNWALL AREA CAMPING WEEKEND 26TH TO 28TH June 2015 Penmarlam Park, Bodonick (nr Fowey)







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





Event Tickets Adult & 15+ £13.00 5 - 15 £6.00 0 - 5 FREE Full Site Access with Discounted Admission See www.iwm.org Location Jct 10. M11 Satt Navs use CB22 400R

Discount entry kiosks Close at 2pm. Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations Traders must Pre Book Space with Peter Lewis 01582 750943 There is an IWM Trader Charge of £20

To qualify for discounted admission, arrive before 2pm and be in your classic, Or present this advert or your valid car club membership card.



- 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