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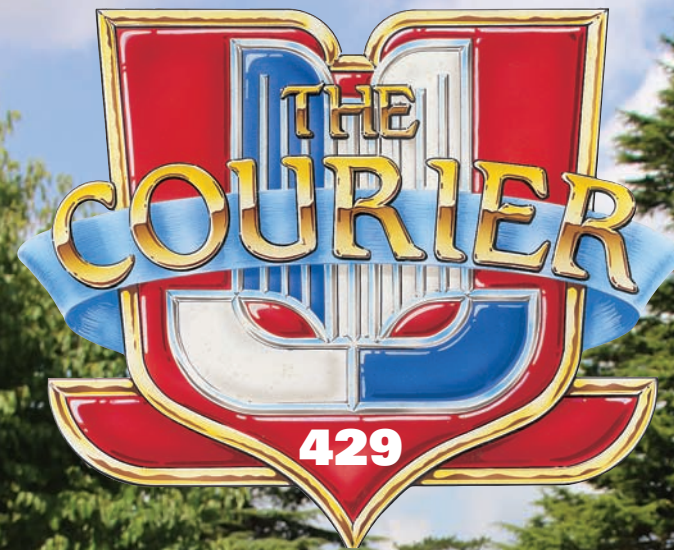
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Triumph Sports Six Club

The Courier 429

MARCH 2016



March 2016



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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
 No.429 VOI 37. MARCH 2016  
 Price £3.50 Free to Club Members.

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Frank Spencer. Paul Swanson. Peter Williams.

Whereas every care is taken to publish accurate  
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 not necessarily agree with all the views expressed  
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EASTER BONNET!

COLIN HUGH'S

1500 SPITFIRE

PICTURE BY

PHIL WILSON

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# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2016 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**

## **TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS**

See also further adverts in Courier

### **April 2016**

**SUN 17 APRIL 2016**  
**WESSEX AREA NEW FOREST RUN**  
CONTACT TREVOR 01425 475376

**FRI SAT SUN 22 23 24 APRIL 2016**  
**TSSC 5 POINT TOUR  
OF GREAT BRITAIN**  
CONTACT CHRIS GUNBY  
07843 435190  
[chrisgunby@btinternet.com](mailto:chrisgunby@btinternet.com)

**FRI SAT SUN MON 29 30 1 2 MAY 2016**  
**27TH ISLE OF WIGHT  
TRIUMPH WEEKEND**  
APPULDURCOMBE GARDENS  
[tsscwiw@hotmail.com](mailto:tsscwiw@hotmail.com) OR CALL  
ELAINE ON 07842 249591  
OR TRACY ON 07754 751672

### **May 2016**

**FRI/SAT/SUN 6 7 8 MAY 2015**  
**THE SOUTH OF ENGLAND MEET**  
LEATHERHEAD LEISURE CENTRE  
CAMP FROM FRI - SHOW ON  
SUNDAY CONTACT MICKEY  
07773 623807

**FRI SAT SUN MON 13 14 15 16 MAY 2016**  
**TSSC TRIP TO LAON HISTORIQUE**  
**25TH ANNIVERSARY TOUR**  
CONTACT QUOTING TSSC  
SCENIC & CONTINENTAL CAR  
TOURS 01732 879153

**FRI SAT SUN MON 13 14 15 16 MAY 2016**  
**TSSC TRIP TO SPA CLASSIC**  
CONTACT HQ 01858 434424  
E-MAIL: [info@tssc.org.uk](mailto:info@tssc.org.uk)  
[www.tssc.org.uk](http://www.tssc.org.uk)

**FRI SAT SUN 13 14 15 MAY 2016**  
**TSSC NORTH YORKS DENTRUM**  
WEEKEND HIGH LANING CAMPSITE  
CUMBRIA. CONTACT RICHARD  
72stag@gmail.com

**SAT SUN 21 22 MAY 2016**  
**TSSC COVENTRY AREA 3RD  
ANNUAL SPRING RALLY**  
MOIRA CANAL FESTIVAL  
CONTACT PHIL ON 07711 337797

### **June 2016**

**FRI SAT SUN 3 4 5 JUNE 2016**  
**TSSC NORTHANTS  
CAMPING WEEKEND INC  
STANDARD TRIUMPH RALLY**  
PIRATES THEME  
WICKSTEED PARK NORTHANTS  
BOOKING E-MAIL  
[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

**FRI SAT SUN 17 18 19 JUNE 2016**  
**TSSC DERWENT VALLEY'S  
28TH PEAK RUN WEEKEND**  
CONTACT KIM AND PAUL DALE  
01335 345784

**FRI SAT SUN 17 18 19 JUNE 2016**  
**TR7 BULLET RUN**  
**TRIUMPH TEST ROUTE TOUR**  
CONTACT [www.trdrivers.com](http://www.trdrivers.com)

**SAT SUN 18 19 JUNE 2016**  
**TSSC SOMERSET AREA CLUB  
STAND BRISTOL CLASSIC CAR  
SHOW SHEPTON MALLET**  
CONTACT MARTIN 07760 384236

### **July 2016**

**SAT SUN 2/3 JULY 2016**  
**TRIUMFEST UK**  
SANTA POD RACEWAY  
**TSSC MEMBERS  
PRIORITY BOOKINGS**  
TEL. 01858 434424  
[WWW.TSSC.ORG.UK](http://WWW.TSSC.ORG.UK)

**FRI SAT SUN 8/9/10 JULY 2016**  
**LE MANS CLASSIC**  
**TSSC AT TERTRE ROUGE**  
**PRIORITY BOOKINGS**  
TEL. 01858 434424  
[WWW.TSSC.ORG.UK](http://WWW.TSSC.ORG.UK)

### **August 2016**

**FRI SAT SUN 5 6 7 AUGUST 2016**  
**TSSC LEICS & RUTLAND**  
**31ST SUNSHINE RALLY**  
RUTLAND CARAVAN & CAMPING  
SITE GREETHAM LE15 7FN  
CONTACT NEIL 07530 307371  
JOHN 07799 804415  
DAVE 07774 276564

### **September 2016**

**FRI SAT SUN 2 3 4 SEPTEMBER 2016**  
**LINCOLNSHIRE TRIUMPHS**  
WEEKEND AT TATTERSHALL LAKES  
CONTACT CARL 07534 331830

**SUN 18 SEPTEMBER 2016**  
**ALL TRIUMPH & CLASSIC DAY**  
DUXFORD IMPERIAL WAR MUSEUM  
CONTACT PETER LEWIS  
01582 750943

**FRI SAT SUN 23 24 25 SEPTEMBER 2016**  
**TOTALLY TRIUMPH**  
LONG BEACH HEMSBY NORFOLK  
[www.totallytriumph.org](http://www.totallytriumph.org)

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

### **March 2016**

**SAT/SUN 5 6 MARCH 2016**  
**TSSC STAND AT PRACTICAL CLASSICS**  
**RESTORATION SHOW**  
NEC BIRMINGHAM  
[www.necrestorationshow.com](http://www.necrestorationshow.com)  
Discount Code **PCRS16C** Tel 0844 858 6758

### **May 2016**

**SUN 15 MAY 2016**  
**CHILTERN HILLS RALLY**  
WEEDON PARK  
BUCKS, HP22 4NN  
[www.chilternhillsrally.org.uk](http://www.chilternhillsrally.org.uk)

### **July 2016**

**FRI SAT SUN 29 30 31 JULY 2016**  
**SILVERSTONE CLASSIC**  
EARLY BIRD BOOKINGS END  
31 MARCH  
QUOTE SCC16010  
[www.silverstoneclassic.com/buytickets](http://www.silverstoneclassic.com/buytickets)



# CoMment

## Clubbing Together!

BY BILL BATE  
TSSC VICE CHAIRMAN

**B**y the time you read this we will have enjoyed our first 2016 show event at the Triumph and MG Spares Day at Stoneleigh. It is great to meet up with members of other Triumph clubs and non Triumph club members, to renew acquaintances and enjoy our classics.

For 20+ years as a TSSC member I have enjoyed the friendship of the different Triumph Club members at the local meets, events and shows, being a member of a different club was never an issue, we all aspire to enjoy our Triumphs, indeed many were non Triumphs!

Following on from Chris Gunby's CoMment in the January issue of the Courier, many of you expressed your Facebook and Forum concern, surprise and desire, that there was not the expected Triumph Club co-operation, with the invitation rejection for Santa Pod to be the independent venue for the Standard Triumph Marque Day (STMD).

I was surprised to be confronted on our Stand at the November NEC Show by an extremely aggressive and belligerent other Triumph Club Board member, alleging we had not complied with our invitation agreement. We patiently explained that in fact we had, actions were in place to move forward, the TSSC posters would include STMD, the ticketing and promotion material would be specific to each participating Standard and Triumph Club at the independent Santa Pod venue. This was followed by a written explanation from our Club, that was rejected by the other ST Forum members in a reply that included a statement to the effect 'there remains strong feelings within the other Triumph



clubs over the time when the TSSC took on more Triumph models'.

As TSSC Members should know, we did this 13 years ago at REQUESTS from OUR members who had either changed to another Triumph model or included another model to their collection and wished to remain and be represented by the TSSC.

We feel that since then we have given Triumph owners further choice to join a club to meet their needs. We will continue to strive to work with the other Triumph clubs on your behalf for your improved benefits, thank you for your continuing support including through the Facebook and Forum media.

The Practical Classics Restoration show is at the NEC March 5/6 we look forward to meeting you there!

*Do More with  
Your Triumph!*





# NEWS REVIEW

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

### The Rimmer Bros Spitfire/GT6/Herald Vitesse Spring Sale

You may like to check out Rimmer Bros Triumph Spitfire/GT6/Herald/Vitesse winter sale already started and finishes **SUNDAY MARCH 6TH!**

Some great Savings on offer. TSSC Members should find a Sale Insert with this magazine. (If NOT Contact HQ: 01858 434424)

OR On-Line at: [www.rimmerbros.co.uk](http://www.rimmerbros.co.uk) and click on the Spitfire/GT6/Herald/Vitesse winter sale. Grab yourself a bargain.....

**RIMMER BROS**

## Spring Sale

Spitfire/GT6/Herald/Vitesse

Offer begins  
Monday, 22 February 2016  
and ends Sunday, 6 March 2016

Visit our website  
[www.rimmerbros.co.uk](http://www.rimmerbros.co.uk)  
featuring on-line stock availability, parts info and images!

**Limited Time Offer!**

**To Place Your Order**

Tel: 01522 568000 Quote Source Code UN04162 or for Cheques Orders EN04162  
On-Line: [www.rimmerbros.co.uk](http://www.rimmerbros.co.uk) And click on the Spitfire/GT6/Herald/Vitesse Winter Sale Banner  
Fax: 01522 567600  
USA Tel: 1-855-RIMBROS (UK office hours) Quote Source Code EN04162  
E-Mail: [sales@rimmerbros.co.uk](mailto:sales@rimmerbros.co.uk)  
Post: Rimmer Bros, Triumph House Stamford RL, Broadbridge Heath, Lincoln LN4 2NA

### TSSC TriumFest UK at Santa Pod



Thank you to all who have already booked in advance for Santa Pod, TSSC HQ is submerged in early bird Pre-bookings for TriumFest at Santa Pod and all have been processed and sent back by now (If you Pre-Book we send you the Santa Pod entry tickets **PLUS a TriumFest UK Entry Wristband** to ensure you can enter the TriumFest UK exclusive Display and Camping areas)

If you missed the dead line for early bird bookings don't worry, you can still get tickets, and at £22 per person for the whole weekend (inc Camping) it's still really good value.

So come on, this weekend is going to be a real blast.....Don't miss out!

### Classic Le Mans



There are just a couple of Camping Pitches left on TSSC Tertre Rouge Campsite

So if you were thinking of coming on the TSSC Trip to Le Mans you'd better get a wiggle on.

Call us on **01858 434424** or Booking Forms on [www.tssc.org.uk](http://www.tssc.org.uk) and get your name on a pitch. You'll love it!





# HQ OPENING TIMES

**MARCH - OPEN AS USUAL**

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

info@tssc.org.uk  
01858 434424  
www.tssc.org.uk



clubshop@tssc.org.uk  
01858 434424  
www.tssc.org.uk



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

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01858 434424  
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## INSURANCE PANEL

**Lancaster Insurance**  
0800 013 0080  
www.lancasterinsurance.co.uk/tssc

**Heritage Insurance**  
0121 248 9280  
www.heritage-quote.co.uk

**Peter Best**  
01621 840400  
www.peterbestinsurance.co.uk

**APRIL - OPEN AS USUAL**

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

**TSSC 5 Point Tour Finish - Open Day at TSSC HQ**

**SUNDAY 24<sup>TH</sup> April 2016 11.00am to 6.00pm**

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

**Practical Classics Restoration & Classic Car Show**

**Sat/Sun 5 & 6 March 2016 NEC Birmingham**

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

## TSSC Annual General Meeting

**SUNDAY APRIL 10<sup>TH</sup> 2016 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 MEETINGS - MARCH 13TH 2016 - JUNE 5TH 2016**

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Ben Broadbent**

**TSSC General Secretary, 28 Forshaw 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**

**Footman James**  
0844 826 9021  
www.footmanjames.co.uk

**Peter James**  
0121 506 6040  
www.peterjamesinsurance.co.uk

## The Key Benefits on all TSSC Insurance Policies

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



# SPITFIRE I - II - III Register



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

**Suzie Singleton**



## Spitfires - How safe?

I was pleased to receive an interesting Christmas gift in the form of the following article, penned by **Eddie Thorne**, owner of a 1962 Spitfire he has owned since 1966, and frequent contributor to these pages.

### **How safe are our cars?**

*Compared to modern cars with their crumple zones, air bags etc., it would seem that the small chassis Triumphs would not give much protection to passengers in the event of a major collision. However, this is not the case, as can be seen in the photos.*

*Before continuing on the safety aspects let me first explain what caused the accident.*

*It happened way back in 1968 on the road from Ipswich to Norwich. The weather had been foul all weekend with really heavy rain and the road, although being long and straight, went into a dip from time to time.*

*On one of these dips there was so much water on the road that a large section had become flooded. Fortunately, with my disc brakes I was able to stop just before the flooded area, but the car travelling behind me with*



*drum brakes had lost his brakes completely. The result was an almighty great thump at the rear end of my car which sent me aquaplaning at a very high rate of knots straight into a large oak tree.*



## SPITFIRE I - II - III Register



*Bearing in mind that most cars at that time were not fitted with seat belts, the chances of*

*Other safety features include the collapsible steering column and padded sun visors. I also had a padded leather steering wheel fitted which gave good protection to my chest.*

*So, are our cars safe when compared to modern vehicles? I certainly would say yes.*

*As a footnote the car was eventually rebuilt. It is now 47 years later and both the car and myself are still in good working order,*

I recently had an update from **Bill Sales** in South Africa. He's made very good progress. Just a year ago, after meeting him on

a visit here to see his daughter for Christmas, he sent me pictures of an early Spitfire he was restoring.

In September he sent me new photos of the refurbished chassis and the stripped down body shell, and now the car is getting close to completion, with just the doors still to be reassembled and fitted and all the trim. Bill says *"the only parts I still need to get are front over riders"*. I don't know if he's found any

*anyone surviving would be very slim. Luckily this was a Triumph and the only injuries were cuts on my forehead, where my head hit the top of the wind-screen frame, and to my knee which hit the ignition key situated in the steering column lock.*

*Going back to the photos, it can be seen that although both the front and rear of the car were seriously damaged, the passenger compartment was almost untouched. This was due mainly to the chassis design which acted like a crumple zone, bending upwards upon impact.*



since he mentioned them to me, and I know they're not the commonest items around, good





front over riders for a Spitfire4, but should you have such a thing lying around please let me know and I can put you in touch with Bill.

And finally, we're about to go headlong into a stream of autojumbles and shows, which reminded me of a nice accessory spotted at the Restoration Show at Stoneleigh last autumn – don't think we'd quite fit it into the 'hangers' here in Cadley though !

*Suzie*



# *Welcome to* **NEW & RETURNING MEMBERS**



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

*Welcome to all  
these members, who joined or  
returned to the Club in January*

Andrew Lloyd	Avon	Alexander Dawood	London
Andy Moore	Avon	Elio Gentile	Northants
Nicholas Holland	Beds	Gill & Chris Starmer	Northants
Oliver & Nathan Smith	Bucks	Roger Childs	Notts
Daniel Osborne	Caerphilly	Mark Bowden-Maunders	Oxon
Richard/Jonathan Wells	Cambs	Mark Hodge	Somerset
Peter Hodgson	Cornwall	David F. Laws	Somerset
John D Gill County	Antrim	Philip Wardle	South Glos
Liam Thompson	County Down	Tony Hopkins	Surrey
David Skirrow	Derbys	Roy Catchpole	Surrey
Mike Stoddart	Derbys	Richard Breach	Surrey
Jeremy Stephens	Devon	Glyn Bolton	Surrey
Paul Soper	Devon	Susan Fisher	Surrey
Terence Dalton	Essex	Mark Miller	West Sussex
Alan Cooper	Isle of Man	Philip Wright	South Yorks
Thomas Millward	Kent	Paul Balian	Paris
Graham Scott	Kent	<p><i>We hope you enjoy your Triumph and everything the Club has to offer</i></p>	
John Freeman	Lincs		
Robert Murphy	London		



# SPITFIRE MkIV/1500 Register



e-mail.

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

**Steve Payne**



## My Triumph

I've started looking again at all the jobs which need to be done to finally get my Spitfire on the road. The front quarters have been awaiting the fitment of new quarter lights and refitting to the chassis, the number plate needs rehanging under the bumper (a minor job I know but on the list never the less) and the front plastic 'spoiler' needs repairing, the previous owner had drilled several holes in the spoiler to mount the number plate lower and although I fully appreciate the good intentions of improving air flow through the radiator it left the spoiler looking very holy with several miss placed attempts.

Personally I prefer the number plate under the bumper (aesthetically pleasing if not functional), I've added the larger radiator and I'm fitting the engine valances 'side screens' to improve the air flow and compensate for the number plate being refitted smack bang in its path.

My front quarter valances are fibreglass, I guess there are very few steel quarter valances still fitted in one piece, I fitted them several months ago to help align the bonnet, front grille and bumper. Both quarter valances needed spacing from the chassis with numerous washers and a bit of dexterity to hold everything in place while I 'nipped' everything tight. It's obvious to me now but when I came



to add the quarter lights later I realised that there was no access to the rear for fitting and tightening the nuts which hold the quarter lights

in place. The chassis and the bonnet hinge box completely obscure the access to the back of the quarter valance.

However fitting them at least got everything aligned and it was relatively easy to remove them, fit the quarter lights and reposition them back in the correct place.

I bought the quarter lights new but there are a couple of things I discovered when I fitted them. There was no earth to the metal casing and the wires were much too short and didn't reach the main chassis wiring loom (has anybody else had the same problem?). I made up an earth wire (the correct length) and removed the old wiring harness from the original quarter lights and fitted them to the new lights. This was pretty easy, the wires go through the back of the quarter light bulb housing and there is a tiny twist locking disc which sits behind a small metal cap crimped on the end of the wire which holds everything in place against a spring.

A pair of long nose pliers are all that are required to untwist and twist the disc back in place on the wire against the spring.

The other jobs I had on my list were some finishing off behind the instrument panel.



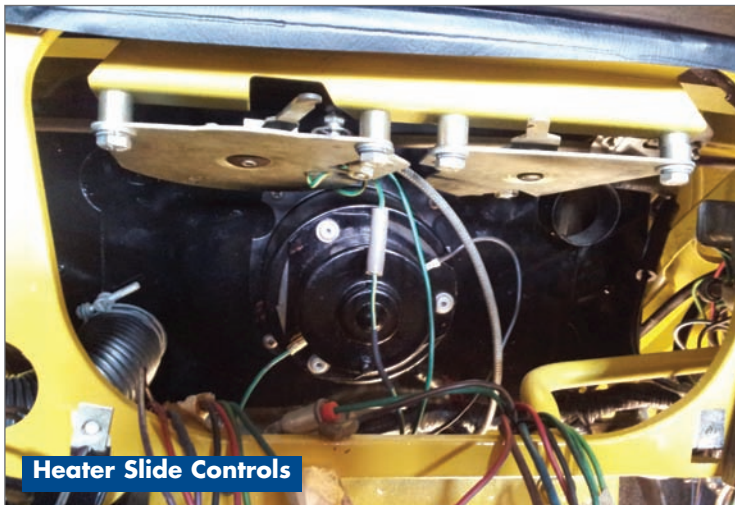
**Speedometer & Tacho**

The slide controls for the heating system, air vents, speedometer and tachometer all then needed refitting.

I had already refitted the windscreen wiper mechanism on the bulkhead/ behind the dashboard and the heater matrix, (stupidly as it would happen) and now needed to fit both the air vents. The left hand fitted easily into place, it almost fitted itself, however as I lay on my back in the drivers foot well balancing nuts and

washers in one hand and screwdriver and socket in the other I realised the vent wouldn't fit between the steering column mount and the tube that carries the drive for the wiper motor. Whatever I tried it would not fit.

After half an hour of avoiding the inevitable I started removing the wiper motor mechanism! Eventually the tube could be slid in and upwards just enough to allow the



**Heater Slide Controls**





**Heater Vent**

vent to go between it and the column mounting.

Once this was done I could replace the dashboard. A while ago, whilst looking for a decent paint sprayer (so about 1998) I found a company that re-veneered office furniture, desks etc. and asked if they would consider veneering my dashboard, and one of the employees was willing to give it a go (for 'a drink', and with no guarantees). The finished



**Veneered Dashboard**

result was very good, in fact as good as I could have hoped.

I refitted all three sections, however the left hand side panel didn't want to go back without a fight. What should have been a simple push fit and tighten two nuts resulted in one nut pulling the thread through from the back of the wooden panel! I don't consider myself to be heavy handed and was careful when tighten-

ing not to apply too much torque, therefore I can only assume the thread and wood had already started to part company years ago and had finally given up the 'ghost' at that moment. I tried screwing the thread back into the wood and various glues which didn't work.

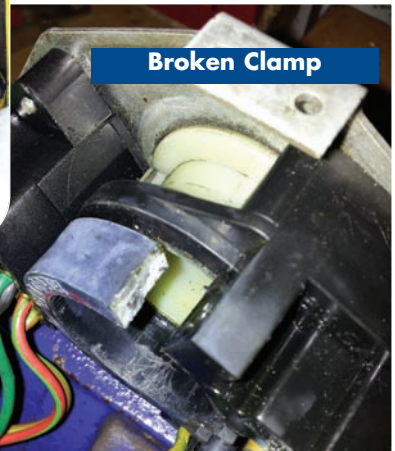
By chance I have another panel in my spares and grabbed it for inspiration. I then spotted that instead of the screws screwing into the wood this actually had a backplate with the thread fitted and screwed to the wood. This was either an improvement to a later model or mine was a cost saving on an earlier. Either



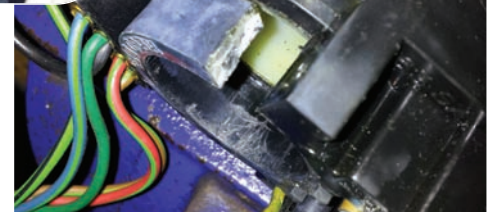
**Panel mounting**

way I had my solution. I removed the plate and after marking out the new position fitted it back in place.

I've now discovered the 'clamp' for the steering column controls/stalks



**Broken Clamp**



has snapped (a common problem I'm told), and although I don't think it's an MOT failure

as they still work fine, albeit with a little free movement in the switching of the stalks up and down, I've decided to buy a good second hand unit or new aftermarket one prior to the MOT.

Next month I will start to refit the window channels, winding mechanism, glass and trim and hopefully I can report on the progress in next month's article.

### New Project!

A work colleague told me before Christmas of her husband's TVR he had recently purchased (which his father had owned many years before) and that he intended to take out the engine that was now fitted and replace it for a more modern, lighter unit. The engine apparently ran very well and I was told it sounded



great. It unfolded that it in fact was a GT6 engine and if I was interested I could purchase for a reasonable price. It was a very reasonable price and I've never been one to look a gift horse in the mouth or to turn down anything Triumph related.

It now resides in my sister-in-law's garage awaiting a new home, my dilemma is what to do with it! My Spitfire has a very good 1500cc engine and I'd like to keep it as original. Another good colleague of mine has a Spitfire 1500 which he bought over 15 years ago and it has sat in a garage unvisited for most of that time collecting dust with various other car spares piling on top of it. He has offered me this vehicle many times for spares (and once upon a time repair, but that time has long past).

I'm now considering removing the body from this car and purchasing a Vincent Hurricane (or some other reasonably straightforward body



transplant) and rebuilding a new home for the straight 6 I've acquired. This project cannot begin until the Spitfire is firmly back on the road so if anyone has any suggestions, comments or has embarked on a similar project please let me know.

### Bobs carb' trouble

I received an Email from Bob a few weeks ago and he believes his carb problem has now been cured. He just needs to find the time to write everything down, which he promises to do, so I hope to share that with everyone in next month's article.

Finally a request from **Jon** who is trying to track down a Spitfire he owned many years ago.

### Spitfire 1500

#### GLK 684T. 1979. Vermillion

It is now believed to be SORN and the last MOT ran out at the end of 2007. If you have any info please contact us and we can pass any info on to Jon.

**Steve.**



# SPECIALS Register



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## Trevor Collett

### More Notable Cars for Sale

I've again been looking. There's been a few more Triumph-based kit cars put up for sale over the past few weeks that have caught my roving eye. The world's favourite internet auction site threw up this smart looking Spartan. The seller's description is quite succinct:

*"Selling my pride and joy as moving abroad. Owned it since 1984. 2500cc, three twin-choke webers. Stag box with overdrive. Open top. Hours of fun and totally legal. Means more than money to me but can't take it with me."*

Not a lot of detail there. The black body and tan trim would have been enough to provoke a double take – you know it was my choice of colour combination for my Moss Malvern – but the "2500cc, three twin choke webers" – that's worthy of a triple take, and some more.

This car sounds totally mad – I must keep a look out for this little beastie.

The next two cars are advertised on [carandclassic.co.uk](http://carandclassic.co.uk).

The Sammio Spyder is one of the more recent additions to the pantheon of Triumph-related kit cars and specials, and this particular one is, as the Spartan above,



Spartan with oomph!



extra eye-catching due to its colour scheme. Also as the Spartan above, this Sammio merits extra special attention due to its builder's choice of engine; here's the blurb:

**SAMMIO SPYDER - BMW POWERED**  
**GULF RACER For Sale (1968)**  
**£7,950**

**Sammio Spyder**



*As the title says this is an original SAMMIO SPYDER kit car.*

*Based around a 1960's Triumph Herald. Powered by a BMW 1.8i engine and 5-speed gearbox. The car is running standard Triumph chassis and bulkhead. Suspension is Triumph Spitfire*



*swing spring on the rear and lowered springs on the front with heavy duty anti-roll bar. Brakes are servo assisted with type 16 callipers using drilled and grooved discs.*

*Car is on the button ready to go with MOT. V5 is present and has been up-dated with the BMW*

*engine details, but still registered as a Triumph Herald convertible so easy to register in Europe, but I can help registering it here in UK if needed.*

*Very interesting. As the Spartan above, I'd love to experience how this car goes with its modern German powerplant. It is noteworthy that the seller*

*cites the fact that it is still registered as a Herald as a plus point. I'm not up to speed on the registration of radically altered vehicles in European countries, I'm sure it varies from one country to another.*

*I do know that should the car remain in the UK it should not be registered as a Herald. The seller is confident he can sort this out; hope, for the buyer's sake, he's right.*

*The final car this month, with the seller's words:*





## FERRARI TYPE 48 SPYDER CORSA

£14,995

*What a beautiful racer this is, a replica of Ferrari's Type 48 Spyder Corsa racer built from a Fiorano kit, built on the Triumph Spitfire chassis (aluminium flooring) with the mechanical components coming from the same 1500 Spitfire. First registered in 1975 this little cracker comes with all the invoices for every penny spent. The customer who built this has kept a step by step build portfolio with pictures and so much paperwork and detail it is too much to mention (come and see). I took it out the other day down to the shops for a run and a lady came up to me and said, "I know what that is. You must be a very rich man indeed".*

*I've written a fair bit about a fair number of Triumph - based Type 48s over*

the years, they're great looking cars in my opinion. This one does look like a very fine example; I'm not that enamoured with the practice of actually calling it a Ferrari though, and sticking the prancing horse logo on its body – still I suppose there's no law against it... or perhaps there is.

And as handsome a car as this is, no one who knows anything about cars would think it was actually a 1948 Ferrari 166 Corsa Spyder.

To finish this month, a reminder of my skeleton document designed to help you write up the story of your kit car or special, with simple questions, and boxes for you to fill in.

You can get it by following this link: [www.goo.gl/0oImSy](http://www.goo.gl/0oImSy) (the first character after the slash is a zero).

Go to it, and start filling it in, it'll not take long – ***your magazine needs you.***

*Trevor*



**Type 48 Spyder Corsa**



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Day time phone number

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MEMBERS Bookings open 11th January 2016

Non-members of the TSSC may book from 18th January 2016

Item	Members Cost	Non members Cost	No. Required	Total (GBP)
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Camping ticket (Per vehicle/Tent/2 People) <b>3 Nights</b>	£80	£110		
Adult Camping (Per extra Person) <b>3 Nights</b>	£15	£15		
Child Camping (Per extra Child) <b>3 Nights</b>	£9	£9		
Chalet/caravan (4 berth) <b>3 nights</b>	£265	£315		
Chalet/Caravan (6 berth) <b>3 nights</b>	£289	£360		
Extra Adult - <b>3 Nights</b>	£15	£15		
Extra Child - <b>3 Nights</b>	£9	£9		
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<b>GRAND TOTAL</b>				

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



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**Colin Lindsay**



## Brake... brake... BRAKE!!

**W**

hen was the last time you checked your brake hoses? I had a slight shock yesterday when I realised that my hoses were fitted in around 2001... that's 15 years ago! Oops...

hen was the last time you checked your brake hoses? I had a

hose preventing the fluid from running back into the pipes and thereby keeping the caliper pistons extended. For this reason I have never liked



**Collapsed Hose**



**Stainless Hose**

The stainless braiding around a rubber hose is merely there for protection, and to hold the hose tightly to prevent ballooning or bulging. It may allegedly give better pedal feel but underneath is still the same rubber hose we can see in standard Heralds. This means that it's subject to the same wear, damage and failure as any brake hose. They are not fit and forget, as many owners believe. If the hose wall weakens, it cannot balloon or bulge outwards, so it can collapse inwards and block the flow of fluid. Many a sticking caliper has been caused by a collapsed

clamping brake hoses; yes, I know it's been done for years and you see it regularly on Wheeler Dealers but I still believe it will weaken the clamped section, and indeed I have a photo to prove that it does happen. Overcautious as usual, but I'd rather



**Clamped Hose**

bleed the entire system – fresh fluid never did any harm.

I always preferred rubber hoses with metal protection around the outside – either heavy coils or thin springs – to deflect most damage but allowing a visual inspection of the hoses.

If a hose bulges you'll soon know by the reduced pedal feel – pressure that should be going to the

**Hose Bulge**

caliper is instead bulging outwards like well-chewed bubblegum. Binding with heavy tape is no solution; you'll need to replace it asap.

If the hose bursts, splits or cracks right through you'll lose fluid, stopping power, and at best ten years off your life at the next junction. Treat them as a service item and expect to replace hoses every other year.

It could just be the best ten pounds that you'll ever spend.

The greatest damage you can do to a brake hose is to let a caliper fall whilst supported only by the hose – this will weaken the grip of the clamped end and may lead to catastrophic failure. Similarly, letting it hang by the hose, no matter how gently, can also weaken it. Tie it up with a cable tie or fabricate a hook from spare wire but make sure it won't be knocked off with the resulting shock to the joint.



The line, usually white or yellow, that runs along the side of a brake hose is not there for show – it's to help you fit the hose without twisting. The flat end of the hose should be screwed into the wheel cylinder or caliper – not forgetting the copper washer – until just tight enough for a good seal and there are no visible threads.

Remember - it's always the last quarter turn

that does the damage so be gentle but firm! Once this is tightened then run the hose through your fingers keeping it straight until you reach the bracket at the other end; push it through and then use a spanner both above and below. Simply tightening the upper nut will cause the hose to twist before it tightens, so you must keep it straight by holding the lower nut. This lower nut usually bears no resemblance to the upper and will probably be metric so be prepared with the correct size of spanner; don't distort or burr it as you'll be removing it in a few years and can only blame yourself if it's hard to shift... if you've fitted the hose correctly then the pointed end will fit into the female nut on the brake pipe. Make sure the female nut rotates freely on the copper pipe; if it doesn't the entire pipe will twist into very entertaining shapes and do nothing for the



stopping. You'll see threads still exposed at this end but as long as the nut is screwed on tightly it will be leak-proof. There's no copper washer at this end, merely a shake-proof one.

Make sure that the line along the side is still as straight as can be. This is where you realise that your protective spring is still lying beside the car and so it all has to come off again for

**Protective Springs**

this to be fitted.

Try to remember it before fitting...



**Staining - not a leak!**

This staining of my rear brake shoes – brand new from the box – caused me a slight shock, thinking that my wheel cylinder had already sprung a leak, until I realised that it is only adhesive or protective covering that has run over the metal.

It shouldn't affect the shoes themselves.

Remember : look after your brakes and they'll look after you! At least: that's the theory... as one well-known store says: 'Every Little Helps'... so check them and if in any doubt, replace.

*Colin*

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# HERALD 13/60 Register

e-mail.

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**Phil Willson**



## How fast is my Wagon?

### Photo 1:

**Answer:** Not as fast as Matthew Hollingsworth's Celica-engined Herald (Courier October 1998)



**C**ontinuing with the launch document, there is a whole stack of data to present – but I will resist the temptation! I have just selected some of the performance informa-

tion, which they itemised for each of the three versions. It clearly shows the effect of the weight differences and the slightly different gearing of the Estate car due to its different wheel and tyre combination.

	<b>Saloon &amp; Estate</b>	<b>Convertible</b>
<b>Wheels</b>	<b>3.5D</b>	<b>4.5J</b>
<b>Tyres (tubeless crossply)</b>	<b>5.20x13</b>	<b>5.60x13</b>
<b>Max speed</b>	<b>85 mph*</b>	<b>81/83 mph</b>
<b>RPM at max speed</b>	<b>5220</b>	<b>4940</b>
<b>Speed at 1000 rpm in top gear</b>	<b>15.7 mph</b>	<b>16.3 mph</b>

*\*There is a note against the maximum speed for the Estate saying 'depending on conditions' without saying what these conditions are. It also begs the question why there isn't the same variability for the other versions.*

Acceleration figures next. The Convertible shows as being slightly faster than the Saloon which, as they have identical tyres, indicates that the difference is mainly caused by the lower weight of the ragtop.

	<b>Speed range</b>	<b>Saloon</b>	<b>Time (secs) Convertible</b>	<b>Estate</b>
<b>Top gear</b>	<b>20-40 mph</b>	<b>11.0</b>	<b>10.8</b>	<b>11.7</b>
	<b>30-50 mph</b>	<b>11.0</b>	<b>10.8</b>	<b>11.8</b>
	<b>40-60 mph</b>	<b>12.0</b>	<b>11.2</b>	<b>13.0</b>
	<b>30-60 kph</b>	<b>10.5</b>	<b>10.3</b>	<b>11.2</b>
	<b>50-80 kph</b>	<b>10.5</b>	<b>10.3</b>	<b>11.3</b>
	<b>60-90 kph</b>	<b>11.0</b>	<b>10.8</b>	<b>12.0</b>
<b>Through gears</b>	<b>0-50 mph</b>	<b>12.0</b>	<b>11.5</b>	<b>12.8</b>
	<b>0-60 mph</b>	<b>17.5</b>	<b>7.1</b>	<b>18.3</b>
	<b>0-80 kph</b>	<b>12.0</b>	<b>11.5</b>	<b>12.8</b>
	<b>0-100 kph</b>	<b>18.2</b>	<b>18.0</b>	<b>19.0</b>

The Estate is slower than the other two but the differences will have been due to a combination of the greater weight and the different gearing due to the specification of 5.60 width tyres. *Does anyone reading this happen to know what the difference in the radius or circumference is between 5.20 x 13 and 5.60 x 13 tyres, please?* It would be useful to know. As most of us probably use radial tyres nowadays then the figures would be different again.

Being a non-scientific paper, it is not clear under what conditions the acceleration tests were done, but I assume that it was just a car and driver. It also does not state whether the speeds were measured using independent equipment such as a fifth wheel or whether they are speedo readings – I would hope that it was the former so that they are a reasonably believable set of measurements. The weight figures are:

	<b>Saloon</b>	<b>Convertible</b>	<b>Estate</b>
<b>Dry (Excl. extra equip.)</b>	<b>16 cwt</b>	<b>15.5 cwt</b>	<b>17 cwt</b>
<b>Complete (Inc. fuel, oil, water &amp; tools)</b>	<b>16.75 cwt</b>	<b>6.25 cwt</b>	<b>7.75 cwt</b>
<b>Gross vehicle weight * (Max)</b>	<b>23 cwt</b>	<b>23 cwt</b>	<b>24.25 cwt</b>

*\*I assume this includes 4 passengers. Back then, if I remember correctly, they used to assume an average person weighed 150 lbs, so four passengers add up to 600 lbs or 5.4 cwt. We've got heavier since then and that figure has been raised!*

For anyone not familiar with our quaint old weight measures, there were 20 cwt (hundredweight) to a ton and 1 cwt = 112 lbs. To convert to kilograms, multiply the cwt figure by 50.8.

As well as the usual mention of the peak bhp of 61, it also states that the RAC rating of the engine is 13.46 HP, which is a term that I thought had been dropped by the time the 13/60 was launched. Still, it's interesting to compare that number with older cars whose name was often derived from the RAC rating of the engine.





**Picture 2:** Fodder for future articles.

I apologise if the article is a bit short this month, but my time has been at a premium. I hope to report soon on some work (or is it playing?) that I am doing on my 13/60 including fitting polyurethane bushes to the rear

suspension, overhauling the rear spring, swapping the diff for a correct one (!) and experimenting with twin carbs from a Mk3 Spitfire (will it or won't it make any difference at all?).

*Phil*

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**e-mail.**

**vitesse@tssc.org.uk**



**Dave Rumens**

## Swings the thing Ethel

**H**ello everybody, I guess with spring just around the corner we are now looking forward to the coming season. The subject of the Swing Spring suspension, [Picture 1](#), has been raised again and I have endeavoured to put some

negative comments about the swing axle rear suspension will put people off buying a 1600 or a (Mk1) 2 Litre Vitesse.

Don't be put off, as if driven in a non-competitive (normal) manner the driver shouldn't have many worries providing the speed and line are correct, and the car is progressively driven through the bend.



**Picture 1.**

balance into the discussions.

In the letters section of the Courier I have given a response to John McCartney's letter re Spitfire Handling Problems. John was quite right to point out that an inexperienced driver could have problems with the handling with swing axle cars. Having said that, Heralds were used by a large number of the driving schools and you can't get any more inexperienced than when you first start to learn to drive. The inexperience has more to do with driving swing spring cars to their full performance.

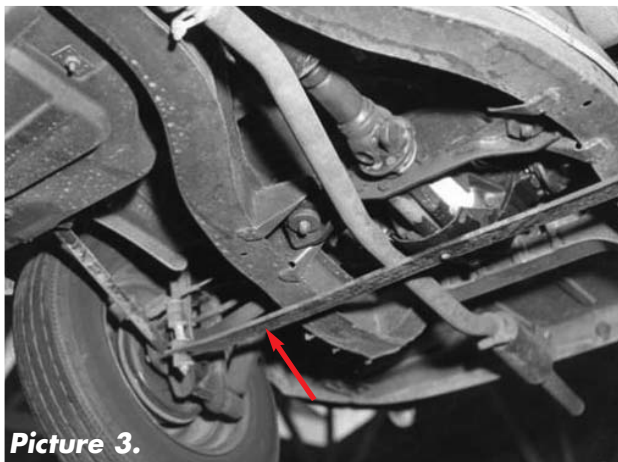
The average driver had little problems back in the 1960's and it wasn't unusual to have a heavy weight in the boot to help reduce the camber changes. I am concerned that all these

For the driver who wished to use the performance, a stronger rear spring with a negative camber and a camber compensator were both available from after-market suppliers. In the 1970's Triumph fitted a swing spring arrangement to the Mk IV/1500 Spitfire (and late Mk 3 GT6) which improved the handling for the competitive driver. Probably I should say it made the handling more predictable. Don't be tempted to fit the Spitfire spring to your Vitesse as it is far too weak for the weight and load carrying capacity of the Vitesse. It will sag and break



**Picture 2.**

under the extra loading. If you are really anxious about the handling then a swing spring kit is available for the Vitesse from after-market suppliers. [Picture 2](#)



**Picture 3.**

I well remember in the 1960's driving up behind both Heralds and Vitesse fitted with the Camber Compensator (Pictures 3 and 4)



**Picture 4.**

and you know that the car in front was special, they just looked the business. Remember then, one in four cars on the roads were Triumphs and most were standard. Now standard or modified, every Triumph is special to us all. There were then, as now, a number of Triumph enthusiasts who modified their cars and as a result left us with period modifications we can carry out to our cars if we wish.

Moving on to unleaded fuel and its additives.

A number of warnings have appeared in the classic car press about ethanol being added to unleaded fuel. From these warning it appears that ethanol is not compatible with some of the materials used in the older fuel systems.

Have a look at the **FBHVC** web site for more information on this - [www.fbhvc.co.uk/legislation-and-fuels/fuel-information/](http://www.fbhvc.co.uk/legislation-and-fuels/fuel-information/)

Any hose, seal and gasket which comes in contact with this type of fuel is worth checking. I checked a fairly new rubber hose carrying fuel



**Picture 5.**

from the line to the fuel pump (Picture 5) and found it had perished.

A reputable auto factor should be able to supply you with the correct fuel hose to handle unleaded fuel which comes with an ethanol additive.

Another area to be aware of is if you have had the fuel tank repaired and had a plastic liner installed. If the fuel looks contaminated (sometimes a grey colour) the ethanol may be dissolving the liner. This could lead to the jets in the carburettors becoming blocked and the tank developing a leak.

### "Where Are They Now?"

This month's email is from **Hugh Estill**.

*Hi Dave,*

*Having restored a Mk3 GT6 over several years, I'm now trying to track down the MK1 Vitesse our dad owned when we were kids. The*



## Vehicle details

**Pic 6.**

Vehicle make :	TRIUMPH
Date of first registration :	14 July 1966
Year of manufacture :	1966
Cylinder capacity (cc) :	1596cc
CO <sub>2</sub> Emissions :	Not available
Fuel type :	PETROL
Vehicle status :	SORN in place
Vehicle colour :	WHITE
Vehicle type approval :	Not available
Wheelplan :	2 AXLE RIGID BODY
Revenue weight :	Not available

snapshot of the webpage, **Picture 6**). It's now white, although it was originally Cactus Green. If I can provide any other info to help locate, please let me know. Thanks,

**Hugh.**

If you can help Hugh then please contact me and I will pass on your details to him.

One final point, remember this is your column so let's have pictures and stories about YOUR Vitesse as we are

reg number is GDV 200D, and the vehicle enquiry service website shows it as being SORNED since July 2014 (see below for a

all interested.

*Safe Driving & Keep Running On All Six*

**Dave.**

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# International Liaison



e-mail.

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## **Dave & Jo Beardsley** **All Around the World**

**O**nly a month into our new role and things are starting to take shape. Thanks to everyone that has been in touch to wish us success in this next chapter of TSSC life.

One topic that we had discussed was an International Events Calendar and following initial enquiries from a couple of members travelling overseas in the next few months, we thought we would move this up the agenda. Starting this month, we are going to include a section **"All Around the World"**, covering Triumph related events, wherever they are.

To start the ball rolling, we've listed some of the events that we know are happening (or have happened) to give you an idea of what we're after (**simply Country, Event Name, Date and an email address/link**).

### **All Around the World**

**New Zealand** – British Car Day – 14th Feb

[www.eventfinda.co.nz/2016/british-car-day/upper-hutt](http://www.eventfinda.co.nz/2016/british-car-day/upper-hutt)

**Australia** – F1 Grand Prix (Triumph Display)  
17-20 Mar - [www.grandprix.com.au](http://www.grandprix.com.au)



**Australia** – TSOA National Rally – 21-28 Oct

[www.tsoasa.com/2016-triumph-national-rally/](http://www.tsoasa.com/2016-triumph-national-rally/)

**Canada** – British Car Day – 20 Sep

[www.torontotriumph.com/BCD/](http://www.torontotriumph.com/BCD/)

This month's pictures are from our archives and show the British Car Day 2006 at Trentham in the Hutt Valley, near Wellington on New Zealand's North Island. We attended a couple of these annual shows and enjoyed the wide mix of British cars from the 50's, 60's and 70's. The Lower Hutt Valley was also the site of Triumph's CKD (Complete Knock Down) factory where new cars were re-assembled for sale.

Also this month, as part of reviewing the overseas details we have on file, we have been looking at the Overseas Contacts details shown at the end of the Area Directory elsewhere in the Courier. It has been a while since this was updated and we will be contacting the names on the list to confirm their continued availability wherever possible. However, if your country is not listed, and you would like to have it shown, please let us have contact details – and yes, we know Tasmania isn't a country, although most Tasmanians would tell you otherwise!

Wherever you are in the world, enjoy your Triumph – and be sure to tell us about it.  
Cheers for now

**Dave & Jo**



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Front lower valance Vitesse O.E.	£185.00
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Herald 1200 front wings	£170.00
Herald 13/60 front wings	£130.00
Vitesse front wings	£160.00
Front wing 'D' plates 703627/8	£12.00
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Front floor mounting bracket rear 607549/50	£9.50
Rear floor mounting bracket 607655	£10.50
B post mounting bracket 703825/6	£24.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£35.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£65.00
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extrn	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
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Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£175.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
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Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£60.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Syncro (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Herald recon exchange drive shaft assembly	£170.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£25.00
Herald new alternative distributor (exchange)	£59.00

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Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£12.50
13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
Herald O.E head gasket GEG 314	£9.00
Spark plugs 1200/12.50 (set of 4)	£9.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

## TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
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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	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£60.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
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Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Up-rated brake master cyl/servo assy (exchange) £250.00	
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
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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
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Recon exchange J Type overdrive	£320.00
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Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£22.50
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
Stag Mk II Rostyle wheel trims	£100.00 set

## TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E. LH Only	£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)	£65.00
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

## SPIRIT MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£65.00
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Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
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Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£430.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£175.00
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Bonnet stay 613045/613751	£19.50 pair
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Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£172.50
Rear wing front repair panel	£25.00
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£215.00
Rear valance 908970	£99.50
Boot floor	£160.00
Boot lid 911327	£545.00
Rear inner wheel arch 725563/4	£170.00
Rear outer wheel arch 909661/2	£99.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
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Window regulator glazing channel	£75.00
Window outriggers 209398/9	£50.00
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Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	£320.00
Recon exchange J Type O/D 1500	£320.00
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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

## 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)	£60.00
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 rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

## TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
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Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£145.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
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Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158/9	£67.50
Rear quarter bumper (estate) 923444 LH	£60.00
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Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
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Gearbox (exchange)	£350.00
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HT lead set	£12.50
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Recon (exchange) water pump GWP201	£29.50
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Recon exchange brake caliper	£56.00
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Brake shoes Mk II (axle set) GBS803	£19.50
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Set of Sprint H.T. leads	£59.50
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# GT6 Mk I - II - III Register



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



## Andy Cook

## Master Craftmanship

**T**his month I'll start off with a feature of what is not just a car but a work of art in my opinion! The fabulous aluminium bodied light-weight GT4 hand built by **John Bonnet**. Although it's a GT4 I'm still going to claim it as a GT6 for my column here as it's a GT6 based special.

I've been watching this car come to life with interest over the last few years as



**Pictures 1 & 2 John Bonnet's Lightweight GT4**



John has posted ongoing progress reports and pictures on both the TSSC and Club Triumph Web forums.

It's now on the road, although the bare aluminium finish is now going to be disguised as John has now sent it off to the paintshop.

**Pictures 3 - 8**  
**Build in progress,** note the use of temporary wooden bucks to assist in shaping the panels.





3.

John and asked for some pictures and words for my article so here's some background on the car in John's own words..

*"I have always been fascinated by metal shaping but for a number of reasons, it was not until I reached the age of sixty that I did anything about it. I started by buying a set of six instructional videos by Ron Fournier and*

*gleaned everything I know from them. I also went to Exeter College to learn how to gas weld aluminium.*

*Traditionally gas welding is preferred over TIG because the weld bead is soft and the heat affected area fully annealed which facilitates further working without fear of cracking.*

*My first project was to build a Class 8 Classic Trials car which has a lot of double curvature in the bodywork. I thoroughly enjoyed that and decided to take on another project. I have always loved the shape of the GT6 and what better than to build a replica body in aluminium? I bought a '74 MK3 for a song but when I got it home and looked at it closely I realised how very original it was and couldn't bring myself to pull it to bits. Instead, I restored it over an eighteen month period and in return it gave us a number of enjoyable holidays both in this Country and abroad*



4.

John has hand built the outer skin of body

curvature in



5.

from scratch in aluminium using traditional methods, I've certainly been in awe of the skill and build quality so I contacted

*absolutely trouble free. The car was really comfortable and ate the miles with consummate ease thanks to the 3.27 diff and*





means wasted. I then bought another donor car; a Rotoflex MK3 that was in a terrible state. The body was so bad that it was easier to buy a rear tub, floor and bulkhead all from different cars and weld them together than to continue with it.

It was very useful having my GT6 which I could use as a reference for measurements and brackets etc as well as checking that my aluminium roof panel was

overdrive. So this put my project back by a couple of years but they were by no

absolutely correct.

Now, you may have noticed that I've taken a bit of licence with the design. This was not in an effort to improve the shape of the GT6; far from it but just to make it easier for me as a complete novice metal shaper to make. There are a lot of straight lines on a MK3 and unless they are executed perfectly they'll stand out like a sore thumb. So they have been eliminated and rounded off to give more curvature to the body.

It may not be apparent to everybody why I

chose to use a 1500 engine rather than the glorious two litre six. So here are my reasons. I've spent a lifetime in motorsport and I absolutely love cars that handle well. My benchmark is the Caterham; a car which I built and owned in the late 80s as well as my favourite when I was an instructor at PalmerSport. I wanted to build a lightweight competition car that is as nimble as a Caterham and with the best will





**Picture 9. Rusty Donor Body Tub**

*in the world that will never happen with an engine the weight of the six up front.*



**Picture 10. Checking the fit of Panels on John's GT6**

*limited to either the 1300 or 1500 engines. For sure a modern engine like a Zetec for example would give all kinds of advantages but it would turn the car into a Special which I wanted to avoid at all costs.*

*I'm well in to my seventies now but the thrill of speed has never diminished and to*



**Picture 11. Spitfire 1500 Engine**

*get the result we did on the Coupe Florio speed hill climb made every single hour of the three thousand spent on the project absolutely worthwhile.*

*I really love this car.*

*Currently it is being painted, French Blue*

*and during the rebuild I'll be fitting polycarbonate windows, replacing the wire wheels with Minilites and other changes all of which will shed more weight and make the car even more responsive and fun to drive. Colin Chapman was right!"*

*Thanks for the words John and*

*congratulations on building a truly unique Triumph GT6 based car.*



*My car isn't a Special, it is Triumph through and through so my choice was*



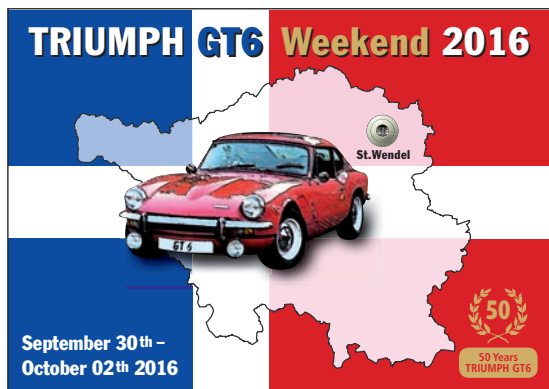
## International GT6 Meeting

You may remember the write up on the International GT6 weekend at Zaandvoort Holland that appeared in my December issue. Well here is some news of this year's event to be held in **St Wendel Germany September 30th to October 2nd** from German GT6 fanatics **Harald Hummel and Ralf Wommer**.

Unfortunately I'll miss this year's event as it's only a few days before



**Tim Hatch's GT6 MKIII**



the merrier! Just make sure you book your tickets in advance to ensure access to the event, details elsewhere in the Courier.

## From the Archives

Another Picture from **Leon Guyot's** collection taken in Foots Cray Kent in June 1983

I remember this car well. Matt was one of the initial members of the TSSC from when the club came together in 1977. He was a local area member in Essex and was at the first area meet I

the Round Britain Reliability Run which I've entered again this year so I'll no doubt be doing some last minute spannering. I'm sure it will be a great event though especially seeing it's the 50th Birthday of the GT6. The good news is that Ralf and Harald intend to come over to **TriumFest UK** this year for our UK celebration of the GT6 Birthday, see you there guys!

## Members Cars

Here's a picture sent in by **Tim Hatch** from Slough that he sent via TSSC HQ. I understand you will also be at Triumfest Tim, so see you there too!

Tim had written to HQ asking if there is any chance of getting in on the **GT6 anniversary display**. I've had a few other enquiries

on this. So to answer the questions, no need to book to line your GT6 up with all the others at TriumFest UK, the more



**Matt Maudsley's MK2 GT6, Matt in the Red Shirt, beer in hand!**

attended back in 1985. He sold the car not long after, I really wanted to buy it but couldn't get the cash together at the time.



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**Guy Singleton**



## Electric Bond

I had seen that an Equipe had been listed on Ebay a few times without selling. It has an interesting history as it had once been converted into an electric car, it is not clear when that was done, but there is an extract from an article on the listing, which reads as follows:

*road record for a car powered by a conventional lead acid battery. Bowers set off on a Friday morning from Lufthansa's Heathrow cargo terminal on a 130 mile journey to Varta Industrial Batteries' new works in Crewkerne, Somerset.*

*His car, a Bond Equipe, was modified to electric operation by Bowers and powered by a normal Varta traction battery. He averaged 35 miles per hour to Somerset and his total fuel cost (i.e. the cost of charging the battery) was estimated at 60p.*

*Varta batteries are used exclusively by Lufthansa on their fleet of forklift trucks at Heathrow."*

Date-wise I assume this was after 1971 when the currency was decimalized - the article quotes 60p but this may itself have been decimalised from 12s!

Does anyone know any more? Mr Google did not provide any more information I'm afraid.

The car has been converted back to a 'proper' power source - at

least to us petrolheads - petrol, and now has a 1500 engine fitted. Looking at the photos it has had quite a few other modifications over the years. One I noted was the bonnet, at some time - after the photos in the World Record article, the centre moulding between the radiator grills has been removed, making a wider aperture similar to that on the 2+2, and I think quite effective. Less effective, to me



*"Many of you probably know a little about **Joe Bowers Electric Bond**. But did you know that he and his car are World Record Holders. Heathrow Airport was the starting point for a successful world record driving attempt.*

*Watford based electrical engineer, Joe Bowers, set the world's non-stop distance*



decided to run a Classic car show on Saturday the 4th June this year on our picturesque grounds at the College. Our goal is to get the widest range of vehicles on display as possible, H.R Owen in Pangbourne are supporting our event and will be providing us with a Heritage vehicle to add to the display. It would be great if any of your members who are local to us would be interested in bringing their cars to

display at our event. The event is completely free and will run from **10am to 4pm on Saturday 4th June.**

anyway, is the 13/60 dashboard and later Spitfire 1500 steering column - not something I have seen done on a Herald based car before.

The car had been bid up to £1,650, but then re-listed so either the reserve was not met or the buyer did not go ahead. That would seem to be a good price for a non MOT'd car which might have an interesting history but had also been quite extensively modified. It will be interesting to see the result of the current auction and if you have just bought it please let me know!

To stick with the 4s theme this month, I have heard from **Dylan Flood** who teaches at **Pangbourne College** and, with some students, is restoring a 1300 4s. **Tom Cheney**, Head of Design Technology at the College writes:

*"I am Head of Design Technology at Pangbourne College in Berkshire. I run a Classic car restoration activity with our pupils, we are currently restoring a Bond Equipe. Due to the pupils interest in classics they and I have*



**Pangbourne College Bond**

*Should any of your members be interested if they could contact me on the following: [tom.cheney@pangbourne.com](mailto:tom.cheney@pangbourne.com) and provide some basic details of vehicle model and year, I will send them out a vehicle display pass for the day. I look forward to hearing from you".*

**Tom Cheney**

Unfortunately we are unable to attend, as we are already booked in elsewhere but the invi-





[magazine.com/archive](http://magazine.com/archive).

A couple of readers' letters from that publication spoke of these cars, including this one from 1966:

"Sir,

*I have recently purchased a 1928 Bond made by Messrs. F.W. Bond & Co., of Brighouse, Yorkshire. The registration number is YW 9887 and this is the actual car pictured in "The Vintage Sports Car Pocket Book." The car is a 2-seater sports powered by a 4ED Meadows engine with provision for a supercharger which has been removed. I am at present attempting to ascertain the history of this car, and indeed the history of F.W. Bond & Co., and I wonder whether you or any of your readers can supply any information. The*

*body on my car would appear to be non-original, at least at the rear, and if there are any photographs or drawings in existence I would be most grateful to have a sight of these. The Brighouse Public Library have gone to a great deal of trouble and have supplied some information, mainly about the constitution of the company, and they have informed me that the cars were sponsored and in fact run at Brooklands. [Not to my knowledge, unless in minor Club events,—Ed.]*

**R.J. Proctor. Rochdale. "**

**[Guy note:** I've just checked the DVLA website and have found – to my surprise – that

tation is extended to all Equipe Owners so I hope a few of you will be able to join them and also let me have some updated photos of their car.

While, unsuccessfully, searching for information on the electric Bond above for this article I found the website carfolio.com which along with our usual Bond Equipes also managed to include another company called Bond which made cars in the 1920s. The website has somehow confused the two companies, but reminded me that that Bond came up with the '12/50' designation about 30 years before Triumph applied it to the Herald!

### Key facts

#### 1927 Bond 12/50 information summary

What body style?	roadster with 2 seats
How heavy?	610 kg
What size engine?	1.5 litre, 1496 cm <sup>3</sup>
How many cylinders?	4, Straight
How much power?	53 PS / 52 bhp / 39 kW
How much torque?	Unknown

### 1927 Bond 12/50 technical specifications



#### Introduction

This car has a 2 door roadster body style with a front mounted engine driving through the rear wheels.  
The 1.5 litre engine is a supercharged, side valve, 4 cylinder unit that develops 52 bhp (53 PS/39 kW) of power.  
The engine drives the wheels through a 4 speed manual 'box.  
The Bond 12/50 weighs a claimed 610 kg at the kerb.

Mr Google was a little more helpful providing a bit more info on these cars, mainly though the archive of Motorsport Magazine, a very nice resource at <http://www.motorsport->

*this car is still currently taxed! Apparently it was registered on 4th July 1928 – very apt for a car made mainly from American components, and has a 1496cc engine. Has anyone come*

across this car, or have a copy of the above book on their bookshelves so that we can see what the car looks like??]

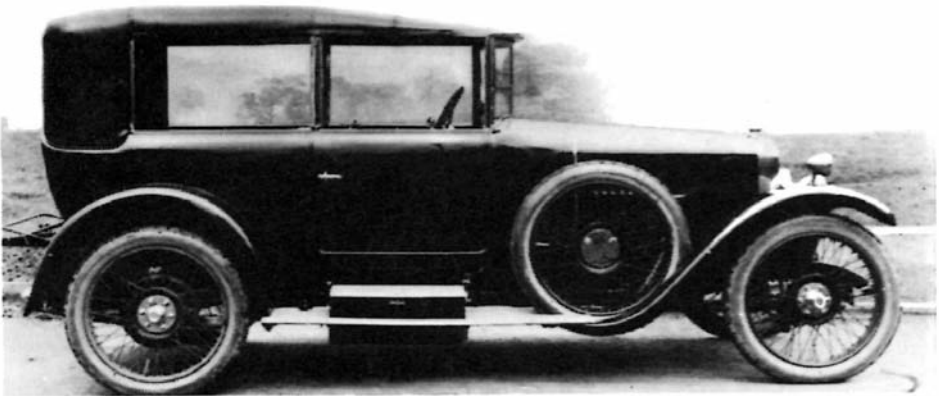
I checked our copy of The Complete Encyclopedia of Motor Cars 1885 to the present, edited by G N Georgano, and found the following extract as well as this photo of a 1923 model.

### **Bond 1922-1928**

#### **F.W. Bond & Co, Brighouse, Yorkshire**

*Several attempts were made in Britain in the*

*1927, Ltd. supplied a test car to The Light Car & Cyclecar in late 1927, Campbell himself having subjected a prototype chassis to all-round tests, as a result of which certain alterations were made prior to production. Although unable to attain 80 m.p.h. due to unfavourable conditions the magazine had no doubt that it would normally be possible to reach, and perhaps even exceed, that velocity. However, manufacture ceased in*



1923 BOND(i) 23.4hp all-weather tourer. Autocar

*1920s to share in the success of American imports by producing an American-type assembled car. The original 1922 Bond had a 14.3HP Tylor 4 cylinder engine, but from 1923 a 6 cylinder Continental unit was used. Other American components were incorporated and front wheel brakes were a feature. In 1927 the Bond tourers were replaced by a sports car using an Anzani 1½ litre engine in the prototype, and Meadows 4EDs in the few production models that appeared. These could be had with superchargers. The company were also responsible for the design of the Australian Chic.*

Another letter in a 1982 issue of Motorsport reported "Another vintage car with an assured speed was the Brighouse-built Bond 12-50 sports car, which in unsupercharged form, its Meadows engine producing 52 b.h.p., was guaranteed to do 80 mph.

*Distributors Malcolm Campbell (London),*

*1928, presumably before many owners had had the opportunity to validate the claim.*

**Steve Dickinson. Liversedge "**

Having driven our 1921 and 1929 Standards I must say that I simply cannot envisage driving either one at even close to 80mph.

And finally, the only other photo I could find relating to one of the Yorkshire Bonds was on a specialist website - [www.hubcapcollector.com/](http://www.hubcapcollector.com/) - so I'll leave it to you to work out what part of the car it comes from.



**Guy**



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## Spitfire Handling Problems - II

In response to John McCartney's letter re Spitfire Handling Problems. In an engineering sense if you look at the rear suspension of Herald-based cars it looks like someone has forgotten a sliding shaft coupler and lower wishbone. But to be fair a number of manufacturers were using the swing axle rear suspension back in the 1950's when the Herald was designed.

A consequence of this design is the weight of the car keeps the wheels in the correct camber and the problem being changes in the load on each wheel will cause this to change. With this in mind the car has to be driven accordingly. The majority of the pictures we see of wheels tucking under are caused deliberately for effect. I suspect few are of drivers not used to this type of suspension.

I was about in the 1960's driving these cars and there was little concern about the handling by the average owner. There was more about the way the rear suspension would wear out U/J's. This was largely due to the increased loading on them caused by the swing axle arrangement. The main problem with tuck under comes if you drive as you would with a live axle car, particularly fast cornering. The bravado of using the brakes to slide into a bend and accelerating hard out which rally drivers did with the live axle would put a swing axle car into the scenery. However, I should say this is competitive driving and the non-com-

# Readers Write



petitive (normal) driver shouldn't have many concerns as long as they get the speed and line correct then progressively driven through the bend. The important thing is if you are not used to this type of suspension take extra care until



### Caused deliberately?

you get to know how to handle it. Standard stuff for driving any car.

As interest, back then for the competitive driver a stronger rear spring with a negative camber and a camber compensator were both available from after-market suppliers. There are ways of competitively driving these cars but this not the point of this letter.

I believe too much is being made of the Standard Triumph swing axle suspension in recent years, which may be due to the improved handling of modern cars. The swing axle is what it is and as long as you accept that, it should work for you. As a Standard Triumph customer who purchased a new Herald it was interesting hearing the comments from past fairly senior members of that company. The only problem I had with the car was that the paint cracked and fell off due to no undercoat!

**Dave Rumens**

e-mail.

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

**Bernard Littlewood**



## Fuel Polariser - Myth or Factual?

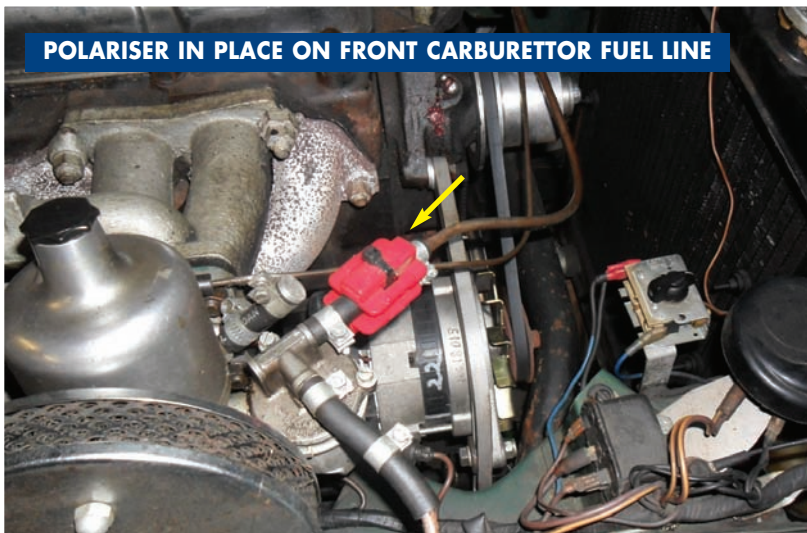
**Y**ou may or may not have heard of these, and when I came across them back in 2008, being the world's biggest sceptic I would have let the claims go into one ear and out of the other without a second thought, however, one was offered to me on a satisfaction guaranteed or a full refund basis, so what did I have to lose? I'll start from the beginning.

In 2008 I was contemplating my early retirement which was at the time scheduled for late 2009 (it finally came to fruition in March 2010) and one of my ideas was to buy a VW Camper van and spend the 6 weeks school holiday in 2010 touring Europe with my wife and two children. While

researching these vans there were two concerns, 1 their lack of power, 2 their high fuel consumption for this miniscule power. The lack of power could be overcome to a degree by fitting larger engines etc, but any upgrade would potentially increase fuel consumption and with early retirement looming with the associated

reduced pension I had to take all costs into serious consideration. Then while at the start of a car run in West Wales an absolutely immaculate split screen VW camper van was in front of me at the start line. While I was examining the van the owner came along and I was able to ask some questions about running costs etc. He said that he was achieving 32mpg because he had fitted "fuel polarisers". I had never heard of them so he explained that they were basi-

**POLARISER IN PLACE ON FRONT CARBURETTOR FUEL LINE**



cally powerful magnets that you fitted as close to your carburettor(s) or fuel injection pump as possible, ideally on a rubber fuel line. The magnets then "polarised" the fuel (be it petrol, diesel or LPG) causing it to burn more efficiently which in turn gave you more power for less fuel consumption. What a load of rubbish

(or something similar) I thought, which grew in intensity when he announced that he was actually a salesman for these items. He then continued, stating that he could fit one to my 13/60 (the car I was in that day ) there and then and if I wasn't happy after 3 months or 3000 miles I would get my money back. Anyway, despite my better judgement I paid the man (after getting his details and home address, which was only a mile from where we were) £55 and he fitted the magnet, telling me as he was doing so that on engines with high mileage and a carbon build up that the fuel consumption could actually rise for a 100 miles or so as the more efficient fuel burn would de coke the engine!

More rubbish I thought, but as I had reconditioned my 13/60 engine fairly recently this would not be an issue for me, it would just be his "get out" clause should I complain.

Anyway my 13/60 in which I had previously installed a Spitfire over drive gear box had been returning about 24 – 28 mpg and the plugs were a lovely shade of light brown so I knew it was running as efficiently as possible without "fuel magnets". After the car run the next event I was attending was the TSSC weekend at Stafford, so after attaching my trailer and filling the car with camping gear I filled the tank to the brim and drove from Cardiff to my static caravan in West Wales (about 90 miles). I once more filled the tank and found that the car had been returning 38 mpg ! I couldn't believe it, there must be a mistake I thought. The next day I drove to Stafford pulling the trailer along all the B & A roads taking a hilly and scenic route, the car performed faultlessly. On the Saturday I thought I'd pop into Stafford and fill the tank up for my return trip on the Sunday, when I calculated the fuel used the car had been returning 37mpg! Unbelievable, but true. Since then I have kept a religious account of the fuel consumption figures and have occasionally checked the distances travelled with my sat nav to find that the odometer is only 1.5% inaccurate. The car has returned an average of 38.5 mpg and on one tank full it achieved 42.72 mpg.

What has this got to do with TR's I hear you ask, well here goes. When I bought my 4A it

was not in the best of condition, including the engine and carburettors, but it was the only one that I could afford at the time (and I had spent months looking for one) and it was well worth what I paid for it. The engine was worn but ran beautifully, the carburettors ( SU's ) were well worn and I had packed grease around the spindles to help prevent air being drawn through the spindle bores, it was no surprise then that my 4A was only returning between 14 – 18 mpg. I bought a pair of reconditioned SU carburettors at the TR international at a bargain price (see another report as I was to find out why they were such a bargain even though I bought them from a well known "specialist") and fitted them, this improved the car's fuel consumption and also helped to stabilise the previous fluctuations in fuel consumption that I had been experiencing, the plugs were now a consistent light brown and the 4A was returning 20 -22 mpg. With the later addition of an over drive gear box these figures rose to 22 – 25 mpg which I was very pleased with. However, I wondered if "fuel magnets" would have a similar positive effect on the TR so I bought two sets ( one for each carburettor ) through a well known internet auction site as not only had I lost the contact details of the person who had sold me the one for my 13/60, but they were far less expensive. After many miles and tank refills ( with all the built up carbon to burn off )I could find no improvement, so I removed the magnets, then just to satisfy my curiosity I removed the one from my 13/60 and after placing it on my bench drill table I used a spring pull gauge to see how much pressure was needed to break it's magnetic hold, I then did the same to the ones I had removed from my 4A and found that they were no way near as strong as the one from my 13/60. After a lot of research I found a company in Holland that supplied the stronger type fuel magnets, but they only supplied trade outlets and wouldn't pass on the details of any of these to me. As I was at the time registered as a limited company (to be able to carry out occasional consultancy work for the tobacco industry) I was able to open an account, unfortunately there was a minimum order amount, but it worked out that



they would be costing me £15 per set (not a massive problem as our household had 5 cars at the time which would use up 8 sets). So I duly set up the account and made my one and only order. I checked out these magnets with my spring pull gauge and found them to have as strong a magnetic pull as the one on my 13/60 so I immediately fitted two to my 4A. After a few short runs I checked the fuel consumption and there appeared to be a small improvement in fuel economy, but when I checked the spark plugs the mixture was looking very rich. I re-tuned the carburettors by weakening the mixture and checking their balance (which hadn't altered). Over the next few months I checked the fuel consumption by filling the tank to the brim each time and after making an adjustment to the odometer reading (after checking with my sat nav it is over reading by 3% ) the 4A returned 24 mpg when I was giving it a "bit of stick" up and down the gear box on B roads, 35 mpg when cruising at 70 mph on motorways and 29.5 mpg when towing our Eriba Puck caravan with the car packed with things needed for the trip as well as two people. Over all the car averaged 32 mpg ! If anybody had told me this I wouldn't believe it, the money that these magnets have saved me and are continuing to save me has far outweighed their initial cost and they are by far the best car related accessory purchase I have made.

I have since fitted them to my Ford Ranger, Seat people carrier and my son Jack's Toledo. The two modern cars are diesel powered, but there has still been a decrease in fuel consumption (you have to disconnect the battery for at least 4 hours otherwise the engine management system will make adjustments to override the magnet's influence). The Toledo now regularly returns 36 mpg against its previous regular return of 27 mpg.

Since I have reconditioned the engine of the TR4A the fuel consumption has decreased even further, for example on the recent Pembrokeshire County Run of over 312 miles (including travelling there and back the TR returned nearly 38 mpg and 86 miles of that was with a misfire!

To all you people of science or rational thought out there, this will probably read as a  
52

load of rubbish, but other members in my area have fitted them to their cars, Paul "Johnny Breakfast" Price's 1500 Spitfire returning up to 45 mpg, so don't take my word for it, try to obtain some of these high strength magnets and save yourself some money, I can assure you that this is all true, take a look at my photo, you could put that face on a postage stamp !

## Gary Flinn's TR5 – FANTASTIC!

And now a thank you to Gary Flinn for the following article, Gary wanted to point out that he can't take credit for the restoration, but he must be congratulated on purchasing such a great car and for sorting out the "niggles" to get it on the road where a TR should be. If anyone has a set of Rostyle trims for his car or wants his 60 spoke wire wheels let me know and I'll put you in touch, thanks Gary!



*Hi Bernard  
Just a Quick  
Update on my  
recently pur-  
chased TR5 that  
I have previously  
E-Mailed you  
details and  
Photo's of last  
year.*



I've managed to sort out the Miss-fire with the help of a mate, it turned out to be a partially blocked Injector, I haven't up rated to a Bosch pump as yet, I'm going to see how the Lucas system performs.

I've done a upgrade by wiring a larger cable feed to the pump via a Relay and also wiring in an Inertia Cut-off switch for safety, as apparently voltage drop to the Pump is one of the causes of them Overheating and then causing Fuel Vaporisation?



studs for longer ones and also the Wheel nuts because they are different for the Wire Wheel Hubs, also had to dismantle the Disc from the Hub to fit the longer studs, the rears were swapped without too much dismantling though.

The Wheel Trims I have are not perfect, but they are the best I can find, I love the look of the Rostyle Trims.

I did manage to pick up a N.O.S. set when I restored my Vitesse but the TR5 Rostyle's are bigger diameter and very rare, if you know of anyone with a decent set that wants to sell please let me know. I now have a set of Spare 60 Spoke Wire Wheels and Tyres if you know anyone that's after a set.

Cheers for now.

**Gary Flinn**

Mem No. 01/65570

Also done some other minor tidying jobs under the bonnet, replacing the Vacuum Servo / Metering Unit Hoses and Oil Breather pipes which where all either Perished or had Hardened.

I've had another problem, trouble with one of the Electronic Ignition modules that fit inside the distributor, this failed so I have re-fitted the Original Points and also the Condenser.

Most recently I've replaced the Wire Wheels with some original Steel rims, new Tyres and Rostyle trims, this is how the car was originally supplied according to the Heritage Certificate.

This wasn't quite as straight forward as I thought, I ended up having to swop the wheel



Whether 6 cylinders or 4 a TR is more!

**Bern**



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# PRACTICAL CLASSICS ON SALE NOW



## In the NEW bumper issue...

We show you the **classics to buy now** before prices go wild, from **MGB** to **Porsche 928**, there's a host of heroic restorations including **Rover P6** and a **Sunbeam Alpine** and we take a **Citroen CX** to the top of the Swiss Alps. Plus **tech tips galore** and a fully detailed **classic car price guide**!

Big fixes for  
our Matt's  
Triumph



**e-mail:**

**tr7-8@tssc.org.uk**

**Paul Lewis**



## Back in the Fold

**A**s you are probably aware my Inca yellow FHC TR7 has been showing off at the TSSC HQ for the past few months as an exhibit for the TR7 anniversary. Its only venture was an outing to the NEC classic car show last November where it was displayed on the TSSC stand. Well the time had come for the car to stop being an ornament and get back to its role in life as a car. Yes, it is a nice ornament but it should be driven and that is my new focus.

Prior to purchasing the car, it had done very little in terms of use covering a mere 20,000 miles in the past 38 years.

So a few weeks ago I drove down to meet up with Bernie and load the car back on the trailer behind my trusty Land Rover Discovery and away we went.

First port of call was work (Horiba-MIRA) in Nuneaton, there I off loaded the car into the car park. It's amazing even though I work within the motor industry on some very nice and very expensive cars its always the classics that get the most attention. A quick phone call to my local MOT testing station and a MOT was booked for the following day.

On MOT day the car was running beautifully but still a failure sheet was issued:

**Right Hand Headlight inoperative  
on dip beam**

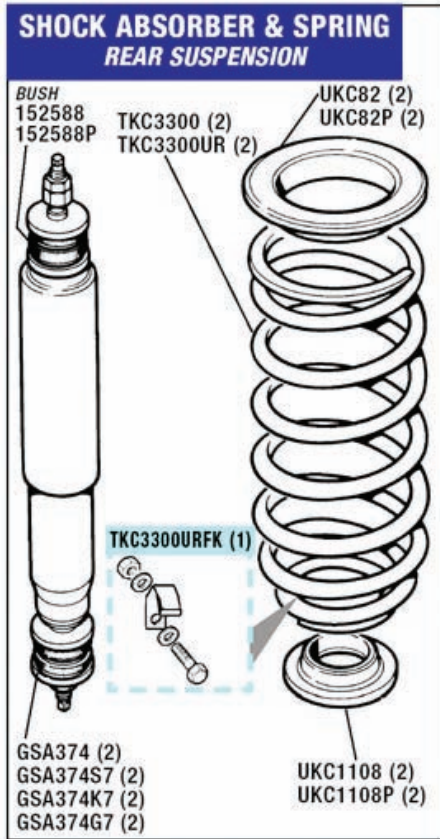
**Left hand headlight beam out of adjustment**

Also on the sheet was an advisory of right hand lower rear spring insulation rubber



perished. I decided that with the small amount of work I would rectify all the jobs that Sunday before going for the retest. The NOS headlight fitted with no problems and both headlights were adjusted to the correct setting. Next followed the spring insulation rubber. I am always keen to do a proper job





so I ordered not only the perished rubber on the left side but a set of top and bottom rubbers for both sides.

This is a job easily achievable in a couple of hours. The first task is to jack the vehicle body up and place on axle stands. The axle is then raised using a jack and the lower nut holding the shock absorber on should be released

### Removing Shock Absorber



and when you lower the jack the spring can be removed. The rubbers can then be replaced, the spring refitted and then the axle jacked up and the shock absorber nut refitted. Sounds easy, well it should be. The right hand side came off alright and refitted with no problem.

When I came to remove the lower shock absorber nut on the left hand side the shock absorber stem snapped!

You can imagine the words that came out of my mouth but these things happen. So after ordering a new set of rear shock absorbers I came to fit them. The left hand top nuts were that tight that I had to introduce a 3" angle grinder to aid its removal. Insulation was simple and a MOT duly passed. The car now is awaiting a clean after the heavy rains but is all ready to get back on the road.

Happy Motoring

*Paul*





# TSSC Insurance Panel

## 'Do more with your Triumph' with Lancaster Insurance

**S** Springtime is upon us, time to pull off the dust covers, sort out your insurance and get out there and drive! At Lancaster, we really get the club credo 'Do more with your Triumph' and we're here to help you do just that. Having worked closely with club members and officials over many years we believe that we've created a set of products and benefits\* that complement your needs and we'd love for you to give us a call and put these to the test.

Lancaster endeavours to beat any competitor's quote for your classic car policy, and to include all of the benefits you expect from your classic car insurance policy, such as limited mileage discounts.



### Agreed Value

With Triumph prices increasing as of late, it's important that your classic insurance cover reflects your vehicles true value. Setting an agreed value is incredibly important as on a

standard insurance policy, it will only pay out your car's current market value. When arranging or renewing your insurance, talk to us about agreed value and how you can obtain it. This will ensure you receive the vehicles true and full value in the event of a total loss.

Classic vehicle values can fluctuate greatly, so agreed

value should be reviewed annually to ensure maximum protection. Additionally, as a partner of the TSSC, we can ensure your valuation is carried out by a club official which will allow you to sleep more comfortably in the knowledge that you have the correct vehicle value in place.



Now we know that many of you are planning trips to the Le Mans and Spa Classic's this year so the focus on the first of our two features is to help make sure that you have all the cover you need, so that you can simply sit back and enjoy these magnificent racing events, car worry free.

## Foreign Travel Cover

So, your Classic Le Mans tickets are booked and a fun filled weekend of racing with friends



is ahead of you - however do you have right cover to drive on the continent? Lancaster can arrange policies that offer a range of foreign travel cover options from 30 to 90 days as standard, with the opportunity to increase beyond this should the need arise.

All you need to do is ensure you have your Certificate of Insurance with you and then enjoy the trip! If you are travelling within the EU, there's no need to inform us but if your plans include outside the EU, do give us a quick call to confirm cover. One final thing, **DON'T forget your Passport!**

## UK & European Breakdown Cover

One of the most vital parts of any foreign road trip is making sure that you have the correct level of breakdown cover. We've all heard the horror stories of members breaking down without adequate cover. Not only is there a language barrier to contend with but also the risk that garages don't understand how to repair a classic car.

Purchasing European Breakdown Cover through Lancaster means you can be reassured that your pride and joy will be in safe hands. Our Breakdown providers have English speaking call centres and can arrange for your vehicle to be recovered to a local garage (if it can't be fixed at the roadside). If the vehicle is irreparable, they can also arrange for car hire to an onward destination or repatriation of your vehicle, along with you and your passengers, back to the UK.

Once you have all of the above in place you are ready to enjoy the best part of owning your classic Triumph, driving it!

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Don't forget to mention that you are a TSSC member and you may be eligible for a discount of up to 25% off your premium.

*\*Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.*



## Area Showtime



e-mail.

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

**Bern Robinson**

*All Show Reports to the Editor please*



## Silverstone Classic

By Nigel Hawes *Silverstone Classic Co-ordinator/Northants AO*

**A** weekend of rocking and racing - that's how Silverstone Classic is advertised and the statement is only incorrect in one respect, it cannot describe in enough detail the true scale of the event. So this is where I will try to rectify this.

If you enjoy camping the weekend can start on Thursday evening. Last year some of us camped at Litchlake Farm which is just over the road from the circuit, allowing us easy access when we wanted to go between the field and the camping. Tracey and I arrived Thursday



afternoon and found that we were by no means the first to arrive. The guys from M25

East had found us a good spot half way between the showers and the bridge so all angles were nicely covered.

In the evening John Fairey brought the marquee and other equipment supplied by HQ and a few of us emptied the van and set up the marquee ready for the weekend. We learned some years ago that a waterproof marquee is the best option, just in case, and in 2015 it turned out to be a wise

### TR7 Anniversary Display





## Silverstone Classic



packed event. The motor racing started Friday morning and continued with a packed schedule right through to Sunday evening. The types of cars taking part were as varied as Pre-War sports cars, Historic F1 cars and Touring Cars. It can be great fun watching Minis and Lotus Cortinas

precaution. One thing we cannot control is the weather and on Friday and Sunday we certainly got our fair share of rain, obversely Saturday was sunny day and gave us the chance to enjoy everything that Silverstone Classic has to offer. This time we decided to provide free tea and coffee which created a nice social environment in the marque, I guess we will be doing this again this year.

Those of us that take our Triumphs arrive earlier than the general public which is actually a benefit as it gives us more time to get around such a

getting sideways while over and undertaking each other. My favourite race is usually the



Group C cars on Saturday evening when the sun is just going down and you have multi million pound Le Mans cars storming around the track with their lights on.

These are just some of those that took part in the 40 races scheduled.

To complement the racing unlimited access to both the National and International pits is the norm and it is always interesting to wander round as the mechanics tune and prepare the cars, when you look at the shine on some of the cars you would think they were more for concours than the thrills and spills of racing. Travel around the circuit was made easier by the provision of a free bus service mostly old



Routemaster buses adding a sense of nostalgia for those of us who can remember travelling on them in their heyday.

One of the bus routes operates around the perimeter giving access to the various viewing areas, the other travels between the Wing building and the display area.

Between race sessions the organisers arrange parade laps for cars that are celebrating special anniversaries. Last year three anniversaries were celebrated by the Triumph marque, TR3 60 years, TR4A 50 years and 40 years of the TR7. While the TR Register took care of the 3 and 4A we had seven TR7s on the stand and three joined the other cars on the lap. It was good to see all the occupants come off the track with smiles on their faces. Having driven a parade lap myself I can say it is great fun and a rare opportunity to take your own car on the F1 circuit.

Silverstone Classic was itself celebrating its 25th anniversary with a silver car parade on the Sunday session, since Triumph cars were mainly produced in solid colours we did not have many cars in that one.

As a break from the cars one of the main sponsors Jet Fuel provided games and entertainment for both adults and children in the village green and some children saw it as a challenge to see how many freebies they could collect during the weekend. Also a free funfair was provided so that there was something for all the family with the centrepiece being the giant big wheel which gives a panoramic view of the entire event. For those who required a little retail therapy there was an area selling all things from model cars to flying helmets and goggles and for those with a little more cash to burn for the price of a catalogue you could gain entry to the Silverstone Auction. Personally, I bought an umbrella.

On display were various marques and it would be easy to spend one day just looking at the cars. In 2015 over 100 car clubs had registered to display and with over 1000 cars on display



the Classic is now recognised as the biggest car show in the world as well as the biggest motor racing event. The cars on display ranged from Minis to some of the rarest and most exotic cars in the world. In fact you will rarely see as many Ferraris in one place as we did there.

Our own display has also grown over the years, since the first time I attended with just a



**Richard Polishing**

## Silverstone Classic

### Status Quo Live!



few other cars, we have now expanded to the point where we had 45 cars on the Saturday and 65 cars over the weekend representing the broad spectrum of the TSSC. With the cars we had on display I believe we gave the public a more varied and interesting collection of vehicles than many of the other marques could.

Richard brought his polishing cloth to use on his Vitesse, unfortunately we could not talk him into working his way along the rest of the cars. The great thing about showing off our cars is the amount of interest the public show in them regardless of their condition. The fact is that most people have a memory related to at least one of our cars simply because many of them were people's everyday cars.

So with all that done, I still have not covered everything such as the air displays, the balloon glow and a multitude of other things going on around the show but something worth waiting around for were the bands. On Friday night Paul Young and Zucchero were supported by Fleetwood Bac and Saturday night we were rocked by Status Quo. Having never seen them live before and growing up with their music it was certainly a highlight of the weekend.

The Triumph Sports Six Club registers each year for a display area which gets us a discount code for our members. It's a kind of you scratch my back I'll scratch yours arrangement where we take our cars for display and they give us a pretty good deal. This means we get two tickets for the price of one and a pass to get your car on the infield display area.

This pass is of course for Club cars and it can

be fun watching people drive around in their modern cars looking for a place to park having blagged their way in, after all the car parking is free. If you wish to take advantage of this offer you should buy your tickets before the 31 May when club bookings end. In addition to this we can also take advantage of the early bird discount if tickets are booked before 31st March which gives an extra 17.5%.

A parade lap has been arranged this year to celebrate the 50th anniversary of the launch of the GT6 and 2 litre Vitesse.

This will take place on the Saturday evening interval and owners of these cars can take part simply by buying their tickets using the Club discount code, **SCC16010** at this address:

[www.silverstoneclassic.com](http://www.silverstoneclassic.com). Giving your car details will register your eligibility for the lap.

For further information please contact Nigel on [nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

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# INTERMITTENT WIPER CONTROL - 2

by Darren Groves



**I**t's been over 2 years now since I installed and wrote about the first incarnation of intermittent wiper control to my Herald 13/60, if you wish to refresh your memory then you can look here: [Courier Jan 2014](#)

**NO. 403** or <http://tinyurl.com/zfg8dhe>.

Whilst this piece of kit has served me well it was starting to get a bit temperamental, so I needed to consider either replacing what I had with the same again or try an alternative.

The Maplin kit I used previously was versatile in that it provided variable delays to the sweep of the wipers, but I was too lazy to build another and there was no mistaking it was a big ugly box behind the dash. Nobody could see it, but I knew it was there so decided on a different route this time.

There are several options out there, a similar kit to the Maplin one you can get from <http://tinyurl.com/hagnyr7> (cheap, build it yourself kit), or the [SmartScreen](#) modules that are now sold by the [TSSC Club Shop](#) (fairly pricey, but looks good) or a **Timer Delay Relay** ([Pic. 1](#)), I chose the latter as they are relatively cheap to buy.

Before I go into detail on how to wire in the Timer Delay Relay, I should mention that 13/60's have single speed wipers and switch to match. I have the correct wiper motor, but my switch is for a two speed motor as single speed ones are no longer available and mine died many years ago, therefore I had a spare position on the switch to use. If you have the single speed switch you'll need to find a way to overcome this.

Apart from the Timer Relay I had everything else in stock, but you can get everything you



need from <http://www.12voltplanet.co.uk/>  
Your shopping list needs to contain:

- [Wiper Timer Relay - 5 Sec Delay \(P00966\)](#)
- [4 Pin Relay \(P00692\)](#)
- [Relay Base x 2 \(P00708\)](#)
- [Blade Terminals with tabs \(P00093-10\)](#)
- [11amp Thin Wall Cable for:](#)
  - Earth (Black)
  - Live from Ignition (White)
  - Switch to Wiper Motor (Black/Green)

All my live feeds are fused already, but most Herald's aren't. Adding fuses to relay feeds is recommended, 10amp will be fine.

You should also make yourself aware of how these Lucas Wiper Motors are wired up. They have an ignition fed unswitched positive direct to the motor (white), a switched earth through your dash switch (Black/Green) and another earth for the self parking (Black).

The fact these are switched on the negative side and not positive is relevant as the Timer Relay can only switch a positive circuit, this is why a standard 4 Pin Relay is also needed as these can switch either way.

The Timer Relay has 5 connections numbered

## Intermittent Wiper Control - 2

1 to 5, but you only need to use 2 to 5, **No.1 is unused**. You need to wire as follows:

- 2. To Wiper Motor Switch on the Dash**
- 3. To Terminal 86 on your 4 Pin Relay**
- 4. 12v Ignition Feed (10amp fused)**
- 5. Earth**

The 4 Pin Relay should be wired as follows:

- 30. Earth**
- 85. Earth**
- 86. From Terminal 3 on Timer Relay**

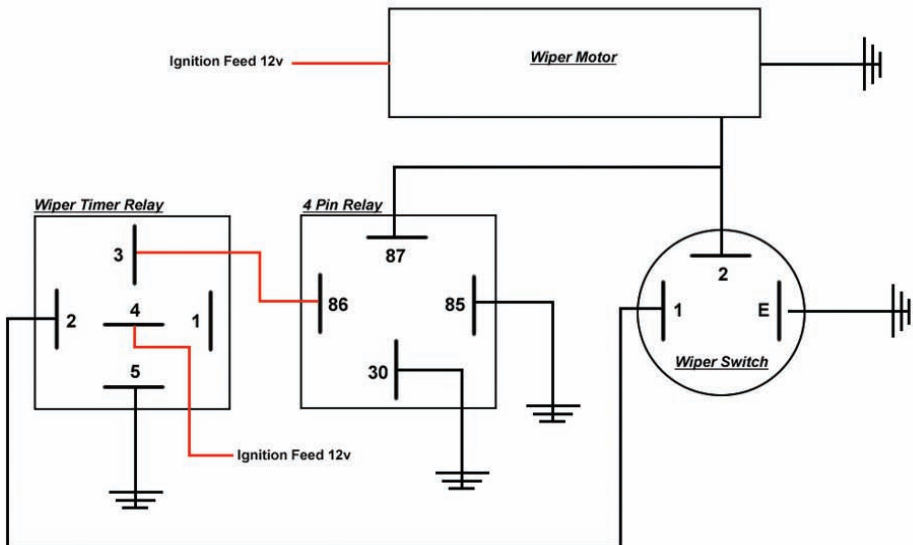
### **87. To the existing Black/Green wire from the Wiper Switch to Wiper Motor**

They say a picture paints a thousand words, so here it is as a diagram (**Pic. 2**).

The only niggle I have with this set-up is that the pulse on the Timer Relay is a bit too short, so on my wiper motor the first sweep stalls almost immediately but then works absolutely fine thereafter. Alternatively if you switch it to the on position, then back to intermittent it works great from the off. Despite this niggle; it's a neat and tidy solution.

**Pic.2.**

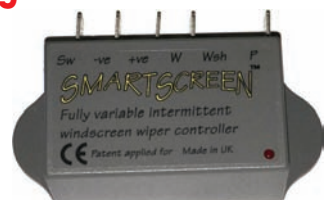
*Wiring for the Nagares TLM 5/12 12v Wiper Relay into a Triumph Herald 13/60*



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# CIRCUIT OF IRELAND

## IN A TRIUMPH 2000

by Paul Robinson

**C**ars made by the Standard Motor Company, Triumph Motor Company, and Standard Triumph have featured prominently in the history of the world famous Circuit of Ireland rally. The rally itself dates back to 1931 (then called the Ulster Motor Rally) and is second only to the Rally Monte Carlo.

The first outright win for Standard or Triumph came in 1934, when Wilnor Jones & Miss Mildred Hamilton were the outright winners in a Standard 10. A year later; in 1935; Wesley Shaw & Billy Drennan brought a Triumph Southern Cross home to victory. Two years later Wesley Shaw, this time with Max Johnston, won again in a Triumph Vitesse Saloon.

The 1950s saw Triumph take outright victory three times: Robin & Sally McKinney in 1955 and again in 1956 in a TR2 and Paddy Hopkirk in 1958 in a TR3A. Of course these are just the outright wins. As in every rally there are various classes and the competition ranged from the works supported teams down to the ordinary clubmen who were funding everything out of their own pockets. The rally cars of the 50s and 60s were also much closer to standard production models than they are now especially the entries from non works teams.

This is the tale of two motor sport obsessed young friends, **Leslie Fitzpatrick from Dublin and Donald Grieve from Belfast**, who decided to enter the 1968 Circuit of Ireland Rally. This was not their first Circuit of Ireland, both had competed before, including in 1966 and 1967 driving an MGB. What they really wanted to get their hands on was one of the new Ford Escorts with a twin cam engine. However unable to get one of these they settled



on buying a second hand Triumph 2000 (Mk1) saloon for £400 (quite a lot of money in those days) and did what they could to make it into a serious rally car. Donald was a manager in a large commercial laundry just outside Belfast (the Lilliput Laundry in Dunmurry, close to where



the De Lorean car factory would be built 14 years later) which had a fleet of vans etc and its own garage. Space was found in the company garage for the 2000 where it was fitted with an SAH cylinder head and camshaft as well as up rated front springs and suspension struts. They also fitted a radiator/sump guard and a pair of spotlights. At some point the glove box lid was removed to allow a rally Halda trip master (essential for regularity sections) to be fitted in the glove box.

Back then the Circuit of Ireland was a five day event, covering over 1500 miles including 500 miles of special stages. In 1968 the start was at 8.00 in the evening at the Gallahers cigarette factory at Lisnafillion, Ballymena. The commentator was Dick Brown who worked for A S Baird, the Rootes Group dealer in Ormeau Avenue, Belfast (a

works Imp away from the start line at Ballymena, went 100 yards, and we were hit head-on by a drunken Irishman'.

This left the commentator struggling to find something to talk about while Leslie and Donald waited on the start ramp and they were all probably very relieved when the all clear was eventually given over 20 minutes later. From Ballymena Leslie and Donald headed south anxious to make up time and when they reached the border with southern Ireland (70 plus miles from the start) they had caught up.

All was going well until they reached the Wicklow mountains outside Dublin when, going through the pass in the mountains known as the Sally Gap, they managed to go off the road and into a bog. Although there appeared to be nobody around, quite quickly people turned up and helped manhandle the 2000 back onto the

road. They didn't see any of the other competitors go past and they were still on time so they pressed on towards Cork. It was on the way to Cork that they had their second incident when they hit a road bank on the passenger side. There was an awful bang but thankfully no visible damage. From Cork it was on to Killarney and the car arrived at the next stage on time much to their relief.



few doors up from Clarence Engineering, The Triumph distributor) and knew most of the local competitors. When Leslie and Donald were sitting on the start ramp in the 2000, raring to go, there was an unexpected delay. This was caused by Andrew Cowan, the Hillman works driver, who in own words described what had happened as 'I drove the

The Circuit of Ireland, like all rallies, is hard on cars and some of the roads around Killarney in the south west of Ireland are popular with tourists who are in no hurry and find the roads, more suited to a horse and cart than cars, charming. On the other hand flat out in a rally car these roads can be very challenging if you want to avoid ending up in the scenery. The Triumph



**Mountain road in Killarney**

2000 was going well but starting to overheat. Leslie and Donald regularly checked the water. Ken Shields, in a big Vauxhall Cresta holed a petrol tank but was able to keep going thanks with Leslie and Donald's help and a packet of Opal fruits (later renamed Starburst). At each check in Donald would leap out of the 2000, run over to the Vauxhall Cresta team and donate a half chewed Opal Fruit sweet which they would promptly use to block the hole in the petrol tank. Not the most hygienic perhaps but it got them to the finish line.

From Killarney the route headed north again and on to another a mountain stage - the Silvermine Mountains in County Tipperary. It was here that the Triumph 2000 went off on a corner and bent one of the front suspension struts. The car however was still running and Leslie and Donald were still in with a chance of a class win. They therefore decided to keep going and try and reach the next overnight stop point in Enniskillen, Northern Ireland. By good luck they came across a friend of Leslie's, Jim Cooney, and he was persuaded to drive to Dublin, collect the car's original suspension struts (which they had taken out to fit up rated ones) and then drive up to Enniskillen.

While Jim was driving back and forth across Ireland, Leslie and Donald managed to get to

Enniskillen and supper stop that night in the Manor House Hotel. Jim delivered the suspension struts and the next morning at the side of the road outside the hotel they attempted to change the front suspension struts without the benefit of any sort of spring compressor. Although quite a crowd gathered to watch the entertainment some may have felt the need to remove any children of an impressionable age as the air turned blue as our intrepid duo fought with the bent front strut. No matter what they tried they could not get the nut onto the top of the strut. After much struggling Jim decided to give a hand and, to their relief, got the nut on and the strut back in (later, at the end of the rally he handed over the spacer he had left out) However it all took time and Leslie and Donald were convinced that at least one prize (for not losing marks except on special stages) was outside their reach. As it turned out the organisers, the Ulster Automobile Club, decided to scrub the penalties! However I digress.

It was now the last day of the rally. From Enniskillen to Cushendall on the north east Coast (not far from the Giants Causeway) was the last special stage and from there the rally would go on to the finish line in Larne back down the east coast. By now the long suffering

Triumph 2000 was starting to regularly overheat and by the time they reached the control the car was very, very hot! Jim Dowling was the official in charge of the control and thankfully he had a container of water. However they still had to nurse the car over

2000 so they commandeered the glove box lid from his car, removed the Halda trip master from their glove box and fitted his glove box lid. As part of the final scrutiny they were also asked to start the car but the official was



satisfied when he heard it turning over and did not insist on the engine actually firing (how lucky can you get).

So how did they do in the end? The overall winner that year was Roger Clark in a Ford Escort twin Cam. Leslie and Donald were ninth overall in the Triumph 2000 and first in the over 1600 saloon class. The Vauxhall Cresta with the leaking petrol tank driven by Ken shields

fifty miles to the finish line. There were frequent stops to let the engine cool and by now the water was visibly leaking from the back of the cylinder head. They were so close to finishing but they expected the car to give up at any moment. Leslie indeed may have threatened to burn the poor car if they didn't make it to the finish. Somehow it struggled on and, coming down from the surrounding hills, they were able to freewheel part of the way to the finish line in the town centre. Luck stayed on their side and they managed to cross the finish line and reach (just about) the Parc Ferme where all the rally cars had to be parked for final scrutiny before the car finally died. In order to avoid losing points the car had to be completely intact which meant they had to find a glove box cover. Again luck was on their side – The Royal Automobile Club steward at the finish, Vincent O'Reilly, had a Triumph

was third in the same class.

The following morning they got their hands on a new head gasket and the car was brought to the Ulster bus depot in Larne. In the bus garage the head was removed and it was found that the head gasket had blown at the rear of number six cylinder and that all the push rods were bent! The push rods were straightened in a vice and, along with a new gasket, the head was put back on and the car was back up and running. The car was later sold for £600 but I'm not sure if it still had the SAH head and camshaft fitted.

For 1969 circuit of Ireland Leslie and Donald teamed up again, this time with a Triumph 2.5 PI but that is a tale for another day.

I am very grateful to Donald for taking time to tell me about his experiences and for the four photographs above.

*Paul*



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**Tel: 07976 163006 e-mail: alo@tssc.org.uk**

## TSSC PUBLIC RELATIONS OFFICER

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## CHILD PROTECTION OFFICERS

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



# TSSC

## Area News Review

March 2016

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# AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
<b>SCOTTISH AREAS</b>			
<b>CENTRAL &amp; WEST</b>	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN Harvester, Kinning Park, GLASGOW G5 8NP Various - see report in Area news	1st Thurs. 7.30pm 3rd Sun. 11.00am Last Thurs. Eves.
<b>NORTH EAST</b>	Danny Stroud: 01224 742315		
<b>NORTHERN AREAS</b>			
<b>CHESHIRE</b>	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
<b>CUMBRIA</b>	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun. 12 midday
<b>MANCHESTER</b>	Wayne & Anne Ash: 07402 948380 Mark & Lorraine Kilgallon: 07954 784342 Geoff Dent: 07773 440201 Deryck Beadling: 07939 068976	The Boundary Inn, AUDENSHAW M34 5HD	1st Tues. 8pm.
<b>NORTH EAST</b>	Alex Cain: 0151 222 2366 Kevin Makin: 07980 604021 Richard Lloyd: 0151 625 3172 Richard Briscoe: 07766 354449	The Dunn Cow, Primrose Hill. BOURNMOOR. DH5 6DY. Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL Canberra Club (BAE systems) Balderstone BB2 7LF Cottage Loaf - THURSTASTON. CH61 0HJ. The White Swan - DEIGHTON YORK YO19 6HA The Crown - Barnburgh, DONCASTER DN5 7JQ Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	1st Sun. 8.30pm. 1st Tues. 8pm. Last Tues. 8pm. 1st Tues. Eves. 2nd Mon. 7.45pm 1st & 3rd Tues Eves 2nd Tues. 8pm.
<b>LIVERPOOL</b>			
<b>LANCASHIRE</b>			
<b>WIRRAL</b>			
<b>NORTH YORKS</b>			
<b>SOUTH YORKS</b>			
<b>WEST YORKS</b>	John Tailford: 07712 862556		
<b>MIDLAND AREAS</b>			
<b>COVENTRY</b>	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	Bob Meller: 0777 357 8282 Roger Buck: 07970 619149	Smalley Common Ex- Servicemens Club ILKESTON DE7 6FY	1st Tues. 8.30pm.
<b>LEICESTER &amp; RUTLAND</b>	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	2nd Tues 8.00pm
<b>LINCOLNSHIRE</b>	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
<b>NOTTS</b>	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
<b>NORTHANTS</b>	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>PETERBOROUGH</b>	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
<b>SHROPSHIRE</b>	David Embery: 01952 371783 Simon Morgan: 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 01952 581391	3rd Wed. 7.30pm.
<b>NORTH STAFFS</b>	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WEST MIDLANDS</b>	Roger Haywood: 07969 024999 Chris Allen: 07505 110922	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
<b>WORCESTER</b>	Vicky Kitchen: 01527 894125	May to Sept - Plume of Feathers, SOLIHULL. B90 3BW Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	3rd Tues. 7.30pm. 1st Mon. 7.30pm
<b>WELSH AREAS</b>			
<b>NORTH WALES</b>	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA The Plough Inn, St ASAPH	1st Tues. 8pm. 3rd Wed. 8pm.
<b>SOUTH WALES</b>	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.15pm
<b>EASTERN AREAS</b>			
<b>CAMBRIDGE</b>	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
<b>ESSEX</b>	Allan & Janet Jannaaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
<b>M25 EAST</b>	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD	4th Sun. 12 Noon
<b>NORFOLK</b>	Mike Carroll: 07828 103064	The Good Intent - HORNCHURCH	April to October
<b>SUFFOLK</b>	Colin Wake: 01206 250360	The Bird in Hand WRENNINGHAM NR16 1BJ Sorrel Horse - Barham IPSWICH. IP6 0PG	2nd Mon. 8pm. 1st Tues. 8pm.
<b>NORTHERN IRELAND</b>			
<b>NORTHERN IRELAND</b>	Laurence Cochrane: 07577 210100 Alan French: 02891 882728	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.

Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Crown. High Rd.Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Lloyd Garvey: 01635 255159	Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX.	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Clifford Darby: 07900 657176	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Ian Gordon: 01273 813691	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey Hazell: 07773 623807	George Inn - 29 Windsor Road, WRAYSbury. TW19 5DE	3rd Thurs. 8pm.

<b>SOUTH WESTERN AREAS</b>			
ANDOVER	Guy & Suzie Singleton: 01672 514241	TBC	2nd Thurs. 8pm
AVON	June Wrigton: 0744 3841162	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL		The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		The Star Inn - LVERTON 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	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	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

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



## ALO REPORT . . . ANDOVER / NORTH WILTS AVON . . . CAMBRIDGE

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

email [alo@tssc.org.uk](mailto:alo@tssc.org.uk)  
Tel. 07976 163006

We wish to Welcome all our new area organisers that have joined this great team of volunteers on which without you the TSSC Areas would not be active. A tool pack will be sent to you new area organisers.

Don't forget the **AGM is on 10th April 2016**. We are having a meeting for area organisers in the morning so if you have any queries, questions or concerns please contact us via email [alo@tssc.org.uk](mailto:alo@tssc.org.uk) if you would like anything adding to the A/O's Roadshow agenda please let us know by **31st March 2016**. We will begin **A/O meeting at 10.30am**. It would be nice to see many of you A/O's attend the roadshow and your members are welcome to the AGM meeting in the afternoon.

We hope you can support the TSSC this year at events that have been organised by the Club, there's great events such as the **Five Point Tour in April, Trip to Laon, TriumFest UK** which as we know is going to be fabulous at the Santa Pod Raceway and we also have **Classic Le Mans**. These venues are great trips and well organised by TSSC.

Lots of you are busy organising your own events as well, which we know takes a lot of your own time so use the Facebook for area organisers and TSSC website on your own page to advertise your event, this will be seen by all who log into the club website. Keep your details and events up to date, it is your responsibility as area organisers to keep this up to date. If you have any issues logging in contact ourselves or Angie at headquarters don't be afraid to use the website.

See you at the A/O's roadshow.



*Nigel & Di*

### ANDOVER

Tel. 01672 514241

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

Meetings Cover Swindon/North Wilts area

We had our first meeting at the **Chalkhill Blue** in January due to the Plough being closed. The Plough is still closed as I write this and we don't know anything more about when they plan to re-open or whether it will still be suitable for us when it is open again. Due to that, and the fact that the Chalkhill Blue worked out OK with regards to location, space inside and out and menu, - even if it does have rather an odd name - we'll carry on meeting there on the **Third Thursday of the month until further notice**. For those not sure where it is this is the **Chalkhill Blue, Hawker Siddeley Way, Andover, Hampshire SP11 8BF**, the 'new' pub south of the A303 at the main Andover junction.

We're wondering who might be the first to get the "I found the pub first time" award as everyone initially got it wrong last month - even Norman who has been there before! Some went to the wrong roundabout and almost ended up on the Army Depot, some went into the parking area behind the pub past the guard in his shed, or went too far beyond the pub - and one unlucky soul took the wrong turn completely and had to do 3 miles on the A303 before he could turn back to the Andover roundabout.

For those who would like to join us the trick is, once you see the pub take the road going past the right side of it then go on to the roundabout and take the first turning, almost doubling back on yourself, coming to the pub from behind it. You will likely find us in the bar area at the front of the building where we could keep an eye out for anyone else turning up. Don't know what it would be like in the summer but it was very quiet so by about 10pm we

were the only people there apart from the staff! I think we were outnumbered!!

Anyway, Robin & Ann, Southampton Bob, Ed and the aforesaid Norman were there. Robin and Ann had come in Robin's new toy, his white Stag. Ann noted that it was warmer and less breezy than the Spitfire and Robin was pleased to tell us all about the car, and we even managed a look under the bonnet before we all headed home. Norman actually found us by accident, going to the Plough then, finding that it was closed, decided to call in for a tipple at the Chalkhill on his way home - and a little surprised to see us all sitting by the front window.

The meeting at the Bruce Arms saw the usual suspects, Frank & Kelly, Burbage Bob and Hungerford Graham looking forward to being able to use his Spitfire a bit more this summer.

We're just about to head into a row of 5 autojumbles and shows over the next 6 weekends so hope to see some of you out and about. By the time we're finished with those we'll be looking forward to a rest before the next events but I think we only have a couple of weekends at home.

#### Next meetings:

**10th March - Monthly meeting at The Chalkhill Blue, SP11 8BF**

**16th March - Monthly meeting at The Bruce Arms, SN9 5LR**

**20th March - Spring Meet & Autojumble at Newbury Showground** - when you book in put on the form that you are TSSC and they will add space for you on our stand.

*Guy & Suzie*

01672 514241

### AVON

Tel. 01454 327059

We attended the Chipping Sodbury panto - Mother Goose - which I think was enjoyed by all. Stewart made the mistake of being the only person to call out at one point (to name the golden goose Priscilla) and was rewarded with the response from the dame - "Thank you Madam". We all joined in with the rousing chorus of Star trekking across the universe and continued this after the meal in the restaurant.

Congratulations to Mick and Tracy who announced their engagement - we wish you all the best. I am also pleased to say the Judy is making good recovery from her fall and managed to come to the after panto meal and the last club meeting.

Looking ahead, I have submitted an entry for 13 cars for **Coleford** on behalf of Avon and Somerset areas. This is now closed and I will finalise arrangements for the day at the next meeting and will collect the charge of £2.50 per car on the day.

I have also booked a club stand for the **Bath festival of transport on Saturday 18 June** - for 6 cars but may be able to add more on. If you are interested, please go the website **bathfesti valofmotoring.com** and complete an individual form online. Include that you are part of the car club Triumph Sports Six Club on the form if you are going on the Saturday only. If you do this **before 1st June it is free**, but a charge is made after that. Entry is for driver and one passenger and you are expected to arrive an hour before the show starts and stay until the end. Please email me at [Junewrighton@tiscali.co.uk](mailto:Junewrighton@tiscali.co.uk) if you complete a form so I know who is attending.

We hope to have a more complete list of events for the next meeting on **Monday 7 March**.

*Jane*

### CAMBRIDGE

Tel. 07795 436149

e-mail: [tom.hartley@homepages.co.uk](mailto:tom.hartley@homepages.co.uk)

Despite the very blustery and rather chilly weather we managed two Triumphs in the Plough carpark. Looking beautiful in white, Rob's MkIII GT6 was the first to arrive, with Mike's convertible Herald sliding in later with his fibreglass hardtop. Marcus left his 1500 behind and came in his XJS which he told us he picked up for the same money he paid for his Spitfire some years ago. He was surprised to find it wasn't as ropey as he had expected; there



## TSSC AREA NEWS

are some genuine deals out there. John beat us all on the number of years since driving at least one of their Triumphs, at nearly 11, which he can date fairly accurately to the birth of his twins. Kevin has a car he hasn't driven for longer, apparently, but then he has too many cars or bits of cars moated off in his huge yet-to-be-finished garage. My other old car has started dripping from the fuel tank and they don't make them any more but the consensus was I should get someone to fabricate one from the old one rather than try and epoxy seal it again.

Toby braved the fierce winds to drive all the way down from King's Lynn. His Hurricane is due for a first start-up of its new Zetec engine, with an eye-wateringly expensive but apparently very fancy fuel injection system, hopefully this weekend. We're keeping our fingers crossed for him that it starts well and that it lasts longer than the last few engines he's had in it!

Wanting to impress on my first time out as Area Organiser I managed to cobble together a quiz and some 0-60 times for a wide variety of Triumphs. We chatted through some ideas on events and I'm going to see if I can pull some of them together; the Open Garage idea of a few beers or cups of tea around someone's garage one weekend to chat about the work in progress, swap spare parts and offer or beg extra pairs of hands seemed to go down well.

A chance at Prescott Hill Climb in May was greeted enthusiastically until it sank in quite how far away Gloucestershire is from us, plus it clashes with a chance to race around the circuit at the **Spa Classic in Belgium in mid May**.

We were only a hardy few who made it out but two Triumphs (and an XJS) in the carpark was great to see and we made a good evening of it.

Here's to seeing everyone at the **Plough in Fen Ditton** again next month!

**Next meetings: Monday March 7th then Monday 4th April**

*Tam*

**Stop Press:** following a successful recce of our meetings by Rob Pearce, Club Triumph's Cambridge Area Organiser, we have invited them to join us as a joint meeting at the Plough on the first Mondays and they have accepted.

**CANTERBURY** Tel. 07810 438074

e-mail: philrogers002@gmail.com

www.canterbury-tsscs.org.uk

The eagle eyed among you will have noticed that there was no report filed last month. The truth is that although the company was good and the conversation convivial, not much car related business was concluded and as this is, after all, a car club, I omitted the report.

Last evening's meet was different, however. Paul and Dianne were in their Spitfire which appears to be running well. The Gentry is in bits again awaiting further fettling. I am considering downsizing from three cars to one but can't decide what to dispose of! Peter H has been contacted by a previous owner of his TR4 and had some fascinating pictures of his car back in the 60s when it was new and white. The child featured sitting in the car is now in her 40s. It just goes to show that if our cars could talk they would have some fascinating stories to tell. Derek H is still working on the apparently thorny issue of changing signatures on the bank account. Rest assured that he is "on the case". I circulated among members and got the area registration form signed up and I have duly forwarded it to HQ so we remain an official branch of the TSSC as you can see.

Looking forward, the invitations to shows are coming in and members are forwarding them to me so I can let everyone know. **"Drive it Day" will be on the 24th. April** and we will be progressing in an orderly fashion to **Birling Gap and The Seven Sisters near Eastbourne**. Discussion took place as to the best route so I will get the maps out and find a scenic run through the South Downs. More news nearer the date.

Prior to this epic event is the open day **Chatham Dockyard**. Always good but early this year as it's Easter, so the weather could be iffy. **Sunday 27th. March** is the date and I have forwarded all the relevant forms to members.

Next up is the Heritage Transport show at the Kent Showground on the 2nd. April. Dianne has recommended this one and mem-

bers should have all the relevant forms. I shall be booking a club stand for this so we can make a eye catching display near the burger van!

Paul D has suggested the **Appledore car rally on Sunday 17th. July**. He has attended this and reports that it is a pleasant country show, so I am suggesting we put it on our list as one to attend. All the necessary forms and information should be in your inbox.

On the **31st July is the show on Bearsted Green**. Only 200 cars are allowed so early booking is essential. It is a bit expensive at £10 but all proceeds go to The Kent Air Ambulance. Ray and Phil highly recommend this little event in the country outside of Maidstone. Last year I booked, but then had to work. This year I am determined to make it.

Derek H has forwarded details of the **Tractorfest show at Biddenden on 21st August**. This appears a little bit different but he reports that there was plenty to see and do. We will need to get the gazebo out for this one as there is nowhere to shelter if it rains. (What? In England?)

The calendar is becoming booked up but there is still space for more, so if you have a good event or idea for a run, please let me know and we could turn it into reality.

This month's picture is from last year's Canterbury Cathedral show. I include it to remind you of what sunshine and warm weather looks like.



If you would like more details about any of these events then please contact me using the usual details.

*Phil R*

**CHESHIRE**

Tel. 01625 425845

www.tsscccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

Once again the weather seems to have changed to warm (for the time of year) and wet rather than the slightly more desirable cold and hopefully dry. There is some activity in Triumph garages around and about, though. In darkest Romiley, the Spitfire has its gearbox tunnel removed to gain access to the clutch hydraulics which are being overhauled. In Crewe, progress is reported on the Estate's tailgate, with the threat of bonnet top activity in the near future. This bonnet activity may involve the Assistant Director of Cast Iron World, who has a long standing bonnet project based on wings, wheel arches and front panel from a Vitesse that rear-ended a lorry some time ago (I think that's accurate), a hoop from another bonnet, and a top from a 13/60 that passed through the offices of Totally Triumph a long, long time ago. Heap the Vitesse's bonnet is currently undergoing paint stripping, which should result in paintwork without the cracks that have been present for how many years? There is also progress on the Vitesse in darkest Staffordshire, apparently involving paint (and stonechip) being applied to a bulkhead. And we must mention that the red Spitfire in Macclesfield has got its new carpet. Just needs fitting, I believe.

It must be mentioned that a large (12") extractor fan has been purchased in an attempt to get the paint fumes and dust out of the garage (and away from the rest of the house). I have been warned not to point the output of said fan at any nearby washing lines, as it would not be hard to figure out who might be responsible for the washing turning damson while out on the line. What about the row of parked cars then?

Discussion is ongoing with Staffordshire TSSC about **Drive It Day 2016 (April 24th)** if you hadn't spotted it already). As many

### Cheshire Continues

venues that are south of said county are 30 miles further away from us in leafy Cheshire, there may be two separate DID routes on that date. We shall see.

Once again we had a cosy meeting, but it does seem that most of those present will also be seen at Stoneleigh for the Spares Day. Cast Iron World are once again providing transport, while others may be going by train. We also discussed whether Triumph Nuts are in operation, as one member spotted that the business was up for sale. I do recall that I met another Triumph trader at Wimslow Show a year or two ago, and was informed that Triumph Nuts was almost always up for sale!

If anyone has any recent information on Triumph Nuts or Totally Triumph, please let me know.

The events lists on the TSSC website may be accurate by the time you read this. Pigs may also fly (I have the booking form).

Our next meeting is on **Thursday 3rd March at the Cock and Pheasant**. 8:30 or so. The weather may or may not be pleasant.

*Henry*

### CORNWALL

Tel. 01872 573763

www./autos.groups.yahoo.com/group/cornwalltriumphs/  
e-mail: [cornwall@tssc.org.uk](mailto:cornwall@tssc.org.uk)

#### Some event dates

#### MARCH

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

**Fri 25th – Sat 26th** Lands End Trial – Come and watch Triumphs in action.

**Saturday 26th** Lands End Trial Dinner , Plume and Feathers, Mitchell, 7:30pm – Des Berriman

#### APRIL

**Thursday 14th** Meeting at The Hawkins Arms, Zelah, 8pm onwards

**Sat/Sun 23rd/24th** Five Point Tour & Drive It Day – Marshals needed – Mike Crewes

**Sun 24th** Drive It Day – Starting at Lands End and Following the Five Point Tour

#### MAY

**Fri 29th – Mon 2nd** Isle of Wight Camping Weekend  
Sunday 8th Windy Ridge, Trerulefoot – 12 noon onwards

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

**Fri 13th – Mon 16th** Circuit de Laon, France

#### JUNE

**Fri 3rd – Sun 5th** Devon Camping Weekend, Southfork, Martock – Sue Franklin

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

**Sunday 12th** Trials & Triumphs, Buckfastleigh – TSSC Devon Area

**Fri 24th – Sun 26th** Cornwall Camping Weekend, Pentire Haven Holiday Park, Kilhampton (Nr Bude) - Mike Crewes & Sally-Ann Quick

### COVENTRY

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A chilly but dry morning on Sunday the 10th of January saw the "Smiffy Spitty" head for the Heart of England meet at the Griff to meet up with the rest of the clan for the usual noggin and natter, about 30 vehicles in total turned out resulting in an interesting display of classics.

Sunday 17th our Dalos Day Run we awoke to a good covering of snow, up to 10cms in places but the main roads were clear, so no stopping "Smiffy Spitty" it was off to the Corner House Pub in



Bulkington to meet up with all the other Dalos Day Guys for a run devised by Rikk & Jeanette which took us through the Warwickshire villages of Bulkington, Wolvey, Shilton, Whitbybrook, Monks Kirby, Pailton, Harborough Magna, Bretford, Wolston, Brandon and Kings Newnham before concluding at the Old



Smithy Arms in Church Lawford for our lunch. There were 12 of us in 6 cars braving the snow covered lanes, the views of the snow covered countryside was fantastic and we got a few funny looks as we drove along with the hood down in such inclement weather, once again great fun in great company well done Rikk & Jeanette for a great run and thank you for the After Eights.

At our monthly meeting at the Bull & Butcher, Corley Moor on Tuesday 2nd February for a change the weather was dry and sunny all day allowing us to go in the "Smiffy Spitty" with the roof down even though it was a bit chilly in the evening and with Mike coming in his Herald there was 2 Triumphs in the car park. 12 of us had a meal in the restaurant previous to retiring into the snug for the meeting where we were joined by 6 more giving us a reasonable attendance for the evening which followed it's usual jovial format.

A special welcome goes to Monica Stacey who joined us for the first time, although not a Triumph owner she has 2 lovely old Renaults a 1905 and a 1925, which we will hopefully see in the summer months as we have always said, "all makes welcome".

Steve Cox informed us of the **Butty Run Meeting at the diner in Long Itchington on the first Sunday of every month** so if weather is OK we will meet at the Jet service station on the A45 by Toll Bar island at 9.00am and give it a go.

**February Dalos Day has now been changed to the 28th** to enable a few more to join us, the run being planned by Steve & Sharon will start from the layby on the A444 between Bedworth & Nuneaton just before Amids Palace at 12.15 ready to leave at 12.30. Must know numbers by Wednesday the 24th.

Our joint **Skittles meeting with the ASOC on Wednesday 16th March at the Queens Head in Bretford** we need to know numbers ASAP, the price is £10 per Head which includes a hot buffet, a good fun night out. Is there anyone who would like to do the Quiz? We need a volunteer.

Richard & Shirley have volunteered to plan the **March Dalos Day Run on Sunday the 20th** and have proposed that we all turn up in ONESIES, you don't have to but it will add a bit of fun.

On the evening of **Friday 22nd April the 5 Point Tour starts at the Bulls Head in Meridan**, let's have as many as possible turn up in your classics to give them a good send off.

**Drive it Day on Sunday 24th April will be a Dalos Day Run in conjunction with the ASOC**, this will be planned by ourselves and we will also meet at the Bulls Head in Meridan 12.15 ready to leave at 12.30, this being the day after St Georges Day would everyone please kit out yourselves and your cars in English flags and regalia and of course Meridan is the centre of England. We will also be concluding the run at the Bulls Head in Meridan for lunch and being there will be over 20 off us eating they would like



## DERWENT VALLEY DEVON



## TSSC AREA NEWS

us to pre order our choice of menu. A new menu is going on line on March the 1st so if you can all log on after then and let us know your choice by **April 15th** it would be appreciated.

**The Spring Rally** has now been confirmed and will take place at **The Moira Canal Festival on the weekend of the 21st/22nd of May** this being in conjunction with the ASOC Central Area and the Heart of England Transport Club. Overnight camping is free for exhibitors and there are plenty of local hotels at reasonable rates.

Another event to consider is **Stratford Festival of Motoring on Sunday 1st and Monday 2nd May** Terry Merrygold sfom@theopenroad.co.uk

That's all for now folks will have more events sorted by our next meeting.  
Regards

*Phil & Lyn*

### Forthcoming Events :-

**Sunday 28th February Dalos Day Run.** Planned by Steve & Sharon. Meet in layby on A444 between Bedworth & Nuneaton just before Amids Palace at 12.15 ready to leave at 12.30. Must know numbers by Wednesday 24th.

**Tuesday 1st March** Our monthly meeting at the Bull & Butcher, Corley Moor, 7.30pm, if you want to join us for a meal before the meeting we are there at 6.30pm

**Sunday 13th March** HoE meet at the Griff from 11.00am.

**Wednesday 16th March** Skittles/Darts/Quiz night at the Queens Head Bretford 7.00pm. £10 per head includes hot buffet.

**Sunday 20th March Dalos Day Run** planned by Richard & Shirley details to follow please wear onesies.

**Monday 28th March** Weston Park Weston under Lizard Staffs. A Gemini event info@geminievents.co.uk  
http://www.classicmotorshows.co.uk/

**Sunday 10th April** Daffodil Sunday Monks Kirby. Joanna morrisjones@redhouseuk.com

### TSSC AGM Lubenham

**Friday 22nd April** Evening TSSC 5 Point Tour Starts at Bulls Head Meridan. Lets give them a good send off.  
**Sunday 24th April** Drive it Day / Dalos Day Run. Meet at the Bulls Head Meridan 12.15 ready to leave at 12.30. Don't forget your St Georges/England Regalia. Must know numbers and choice of menu by **Friday April 15th**.

**Weekend 17/18/19 June** Derwent Valley Peak Run  
http://www.derwentvalley-tssc.org.uk

**Weekend 1/2/3 July** TriumFest uk Santa Pod Raceway.  
http://www.tssc.org.uk

**Weekend 29/30/31 July** Silverstone Classic http://silverstoneclassic.com/ nigelhawes@gmail.com

## DERWENT VALLEY Tel. 07813 397731

www.derwentvalley-tssc.org.uk

e-mail: bob@derwentvalley-tssc.org.uk

Hi everyone. As we are still in the dark, wet days of February, our meeting was attended by a smaller number than usual, but this did not detract from the banter and chat. Entertainment was in the form of a quiz, hosted by Paula, with a Valentines theme running through it. It was surprisingly challenging for most of us! In addition, we held a raffle with a good mix of prizes that we all tried not to win, and also celebrated the birthdays of Niamh, Gary and myself. Thank you everyone for the cake and tenuous (?) rendition of "Happy Birthday".

For the business part of the meeting, we issued a bulletin of events for 2016, which was duly discussed. It's surprising just how many opportunities there are to enjoy our cars this year.

The Derwent Valley flagship event, the **Peak Run**, now in its 28th year, is well into the planning stage. This year, the Sunday run will be departing from the campsite near Ashbourne and we hope many of you will be joining us.

Our website <http://peakrun.weebly.com> has all the details and includes a booking form. The dates are **16th - 19th June**.

### Other dates for your diary:

**1st March - Derwent Valley monthly club meet.**

All are welcome.

**5th April - Derwent Valley monthly club meet.**

All are welcome.

### 17th April - Derwent Valley Bowl.

Yes after a 2 year break, it's back! Fun and games for all the family. Please let Bob or Roger know if you are coming along so we can work out how many cobs to make. Again, more details are available on our website.

**24th April - Drive it day.** We are joining up with our friends from Notts area to go to the **Oil Can Café, Holmfirth**.

Please let Adrian at the Notts group know if you are going along, but note that children under 16 are NOT allowed in the museum. (Big kids are!)

**30th April - Donington Historic Festival, Donington Park.**  
There's loads going on beyond April, but that'll do for now. So, let's get those cars ready!

*Bob*

## DEVON

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The big **TSSC 5 Point Tour** is coming up fast now and is traversing Devon. We have confirmation from Chris Gunby that Devon & Cornwall members can join the tour without charge. We'll let you know where and what time shortly. It should be a great sight and we'd love you to join us.

Can we have what we hope is a RARE MOAN? All our lunch venues have to be booked in advance and we have to give the venue numbers at least a few days beforehand. I know we are all busy people, but we really DO need you to let us know if you intend to come along. Rant over!

Please do remember our **March run date has been changed to avoid Mothering Sunday, so, on Sunday 13th** we will meet at the **South Devon Steam Railway Buckfastleigh** at 10am, driving to a 12 noon lunch at the ever popular **Burrator Inn, near Yelverton**. We have what we hope is a great route planned, so, as usual, please let us know now if you can come along.

**March Club Night will be Wednesday 16th**, and North Devon will be Thursday 3rd March. On Sunday 20th March, we have been invited to an Inter Club Skittles Match, this time at the Westward Inn, Lee Mill, near Tesco. Starting at 11am, there will be a carvery lunch too. Again, names needed please.

At the beginning of **April, on the 3rd**, we will meet up with North Devon members at the **Countryman Inn at Sampford Courtenay**, for a 2pm lunch booking. We really hope that some of our mid Devon members too will be able to come along for this one. We are making arrangements for a run up there, and expect to be joined by friends from the SOC too. We have planned two meeting points - in the car park, at the back of the House of Marbles at Bovey Tracey (12.30), for a run up via Moretonhampstead / Whiddon Down, and a second meeting point at Exeter Services, also at 12.30.

We have confirmation from **Powderham** that the entry fees remain as per last year, and we have emailed out our internal entry form to all on our list. Still only £5 per car, which covers both days **9th & 10th July**, as well as £20 per pitch for camping. As usual please return the completed forms to US (with the all important names please) by end of April to ensure you are on the TSSC Area stand.

Martin Hughes from Somerset has invited us to join them at the **West Somerset Steam Railway Show** at the beginning of **August**, where they are hoping to make it a flagship event for the Somerset Area. We have been promised our own designated area, and even given our own application form.

If you can make it to this event, it would be great to have you join us. Martin has asked that application forms are returned direct to him as soon as you can, which will enable him to have a good idea of how many cars to expect.

The show's web site is <http://www.steamrally.org.uk/> so you can have a look at the show. There is something for everyone, from cars, trains, stalls, food and even military vehicles. John and I went along last year for the first time and can thoroughly recommend it.

We were, of course, back at the Star Inn for our January Club





## DEVON DEVON NORTH . . . ESSEX

### TSSC AREA NEWS

## Devon Continues

Night and think Dan was the only one to bring a Triumph. However, Nigel brought his amazing Spitfire retirement cake which we all enjoyed hugely, and Jackie brought our tickets for the Isle of Wight weekend!

At the beginning of February, amid the storms, we met at the Famous Lee Mill outlet for Dan's Birthday Run. Despite the dire forecast, Dan & Danny brought the Spitfire, Allan & Jackie and Russ & Robbie brought their Vitesses. Terry joined in with his Toyota and the rest of us were in moderns. Amongst the muck and mud around our Diptford lanes, ours both stayed tucked up. We led the group on a 30 mile run through some narrow lanes, taking in a few giant puddles and trying to avoid the potholes, via Modbury and the very narrow Gara Bridge, down to Slapton and along the Slapton Line to our destination, the Sportsmans at Capton. A great meal there as always, where Terry met up with his parents for a convenient lunch.

Hopefully by the time you get this copy of the Courier, the weather may be bucking up and we can all get our cars out and about again.

#### DEVON DIARY

**Thursday 3 March North Devon Meeting at the Crealock Arms Littleham EX39 5HN**

**Sunday 13 March Drive with lunch at the Burrator Inn**

**Wednesday 16 March Club Night at the Star Inn Liverton TQ12 6EZ**

**Sunday 20 March Inter Club Skittles at Westward Inn Lee Mill**

**Sunday 3 April Run to Okehampton lunch Countryman Inn.**

**Sunday 24 April Following the Five Point Tour**

*Sue & John*

**DEVON NORTH** Tel. 07806 351499  
e-mail: [darren@tssc-devon.org.uk](mailto:darren@tssc-devon.org.uk)

It was good to see a new face for February's Club Night, with Ian Bennett venturing across the Devon/Cornwall border on his journey up from Launceston. Ian's MKII Vitesse has suffered from overheating issues since he bought it 18 months ago, so he's working through the potential causes methodically. The re-cored radiator and uprated water pump he's fitted will no doubt help. A previous owner has also fitted a fibreglass front valance, with no aperture to allow air onto the bottom of the rad. With this now opened up, the air flow and cooling should be much improved.

Alan & Janet Brace were first at The Crealock Arms, as usual, getting ahead of the rush for food. Alan had been fasting all day due to a hospital appointment, he was in need of a good meal! On Triumph matters he'd had good results, fettling the carbs on both his Spitfires. The MKIII had new needles and he had spent the day setting up from scratch. The difference was superb, whereas the 1500's HS4's had always run rich, but after stripping down the linkage it was found to be assembled wrong and was keeping the jet open....that would do it! After refitting correctly, the problem was sorted, so no more emission worries at the next MoT.

Malcolm Huxtable told us that he's been stripping down the front suspension for a spring clean (pun intended!) and repaint, whilst trying to fix an oil leak from his rocker cover. We did all tell him that oil leaks on a Triumph engine were part of the rust protection system, but he wouldn't have it, and seems adamant he doesn't want one....

Geoff Wheeler came along and was telling us that some Stag owners are now using 20/50 motor oil in their gearboxes with good results. Not something I've heard of before, and not sure I want to try... has anyone else heard of that? It was good to see Mike Hadley back at the meetings after missing a couple, mainly due to picking up a bug from visiting in-laws.

Lots of discussion about tyres this month, which mainly started by the fact I bought 2 'new' ones from an online trader, only to discover after fitting that they were well over 3 years old. Some

slightly heated emails were exchanged on the definition of 'new', which resulted in them agreeing to refund around a 1/3 of the cost back.

So a lesson to all, check the date mark on all tyres you purchase, especially when buying for your classic that is likely to be doing fairly low mileage. Look for the 4 digit number on the sidewall, as this states the week and year of manufacture.

Just the one Triumph in the car park again, that being my Herald. After 18 years of ownership, I finally have decent heat in the car and airflow onto the windscreen, how did I do it? You'll have to hope Bern publishes my write up in a future edition of The Courier. If you can't wait then drop me an email and I'll let you know. After a week or two with no handbrake I treated myself to a handbrake kit from Canley's, and what a difference, best it's ever been.

All of us are looking forward to the lighter evenings. Not too long now until the clocks go forward and then hopefully the meetings will be back in the car parks around the cars.

*Darren*

## ESSEX

Tel. 01375 672072

[www./sites.google.com/site/tsscsexesarea/](http://www./sites.google.com/site/tsscsexesarea/)

A short report as it is a very quiet month for the club, and if the rain keeps on I will have to fit floats to the cars, which is slowing down my winter repair schedule (that's the excuses made).

My Office - As mentioned last month, I have been having some problems with the clutches of Kiki (Toledo) and Tallulah (Spitfire). A valuable lesson was learnt from this, and that was to never assume the parts fitted on cars are the correct ones, even if they have been working OK for years. This is because I had ordered up a service kit for the Spit clutch master cylinder, and after fitting it I tried to bleed it and bleed it!!!!!! You get the picture, I had air coming up in the master cylinder, and after a number of coffees and some unpublishable words, I consulted the books to find that in its days as a 'Club Race car', someone had fitted, what appears to be a brake master cylinder to the clutch. The bore is 0.05" bigger, but even though the new service kit seemed to fit ok, it was leaking air. With this being said, I had to order an entire new master cylinder - so please double check car parts next time before making your orders!

Due to working on plastic cars on the drive (don't ask) the Toledo has not moved from the yard this month, so I am expecting problems when I next go down to try and start it, but that will be a story for next month.

However, I have bought a new modern car, an MX5, which was the closest modern type of Spitfire car I could get to. We have already been out with the top down, much to the amusement on Facebook from some of Janet's friends.

Despite the bad weather and the time of the year, we have had a busy, yet good, club day, consisting of 6 Triumphs and 25 people, and no, there was not a Triumph mini bus, a number of us used modern cars, so this is a shout out to the brave ones: Mike & Marian (Spitfire), Brian & Jean (Vitesse), Roy & Linda (Spitfire), Kirk & Maze (Toledo), Jed & Vera (2.5), Keith (Spitfire). It was nice to see you all and the cars again. Keith, the car is looking good and retirement suits you! I hope to see you and Caroline at some events this year.

I think we have settled into the garden centre as they seem happy with us. The food and conversation was up to its usual high standards, meaning we did not get away till 16:00, which shows what a good day we all had!

We popped up for a coffee the other weekend and mentioned that we might go up for a photoshoot for the new flyer, combining their garden centre and the cars, the date for this will be announced soon. They have said they open at 10am for breakfast, but if there is enough of us they will open early, how's that for service?!

#### Up and coming

**March 5th - 6th. Practical classic restoration show NEC - weekend away Premier Inn booked.**

**Sun 13th. 12:00 Club day - Passing Thyme, View garden centre, A1245, old Chelmsford road, SS11 8SJ**

**Sun 20th. Tinkering day at Jannaway Towers.**

**Sun 10th. 12:00 Club day - Passing Thyme, View garden centre, A1245, old Chelmsford road, SS11 8SJ.**

**16th - 17th. New Forrest run weekend (Ian) weekend away. 22nd - 24th. TSSC 5 Point Tour.**

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

29th - 31st. 1st-2nd May IOW, (Janet) we are staying for the week.

*Allan & Janet*

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

Hi folks. Not a lot has gone on, so far we have had 27 at the pub in January, and have presented Jo and Derek with £7!! value garden centre vouchers for a pansy or two. In recognition of the brilliant raffle work Jo has performed (well I had to get my own back in my car painting) their house move has stalled for a few weeks so there's possibly still time to wish them well.  
John is recovering well from some treatment, and as soon as he's on all 8 cylinders, Christine has volunteered to take on the role of 'Raffie Mistress'.

Our first organised outing is our early 'Blow the Cobwebs Run' on Sunday 20th March. This starts at the Baldock Services (just off the A1) at around 10 am, also consisting of a cross country run to Ely, where parking is free, with also plenty of eateries. You can pop in the Cathedral, have a stagger around the town centre, sit by the river, take a picnic, whatever you wish, you can also use a modern car!

'National Drive It Day' on April 24th will consist of a run to Maldon, on the Black Water estuary, where you can have a walk in the park and a ponder at the London Barges (operating from the jetty), or take a nip to the local pub.

Members of the local email group will now have our 'Print at Home' calendar of supported events. There is a fair mix of static and road running ideas, the details of which will be filled in as the season progresses. If anyone would like a copy, then please let me know, so that I can email the PDF to you to print off at home.

Ray and myself have been working on Peter H's Herald with drive shaft and failed brakes, and I have Hag coming up from Hampshire for me to examine his gearbox...

If you need any help or advice, then please do not hesitate to give me a call - free of charge of course, but bigger jobs may require some beer money!

*Peter*

### ISLE OF WIGHT

e-mail: tsscior@hotmail.com

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Only two months to go until the 27th TSSC Isle of Wight Triumph Weekend. Hopefully you can all come along and join in with this popular weekend... we are still astounded and thankful for the fantastic support for this event from all TSSC members, past and present.

Our brunch runs are still proving to be well attended, and the first run of the year was our first with the roof up as the weather didn't allow a topless drive, nevertheless we had an excellent turn out and it was good to catch up with everybody's festive news. If you've enjoyed a previous run and would like a return visit then please let us know your email address and we will include it in our future invitations.

On Saturday 27th March the clocks go forward, so with the lighter evenings we hope to arrange some evening runs out as **Wightwood Pizza start up again at Easter.**

We will keep you posted of any runs we organise via our Facebook page and e-mails. If you're not finding our posts or receiving our emails then please do get in touch.

#### Upcoming Brunch Run Dates

Sunday 28th February

Sunday 20th March

Sunday 24th April

*Tracy & Elaine*

### NOTE TO ALL:

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



### TSSC AREA NEWS

#### IMPORTANT NOTE

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

### WEST KENT

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As always, the news is a bit thin at this time of the year, but it is definitely gearbox month.

Pete Hale presented me with his Spitfire box to take down to the Sussex group for a rebuild last month, and I had a call claiming it was ready. So, Pete and I met up and went down to Sussex to collect it last week... well, I think the bag of broken bits weighed as much as the recon box! However, from what I could see, it was a cracking job. I'd wanted to have my Sprint box rebuilt so that it was set for the Spring, when I retire.

Then there was eBay. We had a member, Andy Bradford, in Halifax, with one which was as good as new, with a J type overdrive. This is as perfect as a box can be, but not something I am able to fit. So over to a friend who will fix it later on in the Spring.

A new clutch and Miller fully synth oil were also fixed, but in my corner I just flushed and filled my Spitfire with Evans waterless coolant. I'll report on the results soon.

Myself, Anne and Jim had a great meeting with Del, Pete and Dave Jones. We now have a potential new member named Keith, who has a Stag, that he is currently in the process of restoring. Hopefully he will join the club, and pop back to see us.

Lastly, was the meal. There was a dilemma as the venue called us reporting that they had double booked us with a beach party that night, so could we possibly order by 7pm. It was a foul evening, the beach party was not good at all, but luckily the White Hart stepped in. The numbers went down to 8, but we did it. So, myself, Ros, Jim, Ann, Pete, Ken, and Ruth with Erminio, all had a nice social evening. I am not sure if winter meals are the way to go, so the next one will be in the Summer time, when we can run out in the cars.

27th - 28th March Chatham.

2nd April - Detling

24th April - Drive it Day

*Colin*

### LANCASHIRE

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Facebook: TSSC Lancashire Triumph Sports Six

Hi All. Not much happens over the winter months, so what projects have you been up to in your cold garages? Drop me an email!

Our January meeting was quite well attended with plenty of talk on the Llandudno weekend later on the 18th and 20th of this month. Dennis, Chris and myself went over in January to rectify the route, which will be 85 miles long. I'll report back on the weekend later.

Also, at the meeting was Nigel Hook (and Mrs Hook). I'm a bit miffed as Nigel has beaten my record of 15 years to restore my Vitesse by taking 20 years on his! He's having problems with his steering (it won't go round bends) which offered up plenty of advice...most of which he's tried anyway. So, our plan is that a couple of us are to go over in our cars and play spot the difference, and 'maybe' we can see what the cause is! But from the photos he was showing us, he has done a nice job, and more importantly, another classic car has been saved.

Just another reminder...if you're not getting regular emails from me please drop me a line so that I can add you to the mailing list.....[kev.makin@hotmail.co.uk](mailto:kev.makin@hotmail.co.uk)

*Kevin*



## LEICESTER & RUTLAND LINCOLNSHIRE . . . M25 EAST

**TSSC AREA NEWS**

**LEICS & RUTLAND Tel. 07530 307371**

Hi all. It's early February and it seems that spring is already starting to appear? My plum trees are flowering and lots of perennials around my soaked garden seem to be in full bud, yet my garden is always late as I am so high up (nearly 1000 feet asl). I can't help thinking one good frost will see everything off!

No frost yet however, so no salt on the roads, courtesy of our cash strapped councils, so that's good news for anyone using their cars at this time of year. I have been using the Dolly a little bit, but everything else is tucked up somewhere warm.

Our new monthly venue is going quite well, though the turn out for the Feb meeting was down, due in part I believe to Leicester FC playing that night!

I thought that I had changed the online venue information, but I hadn't completed it, so Andy did it for me.

Just a few weeks away now from the Triumph MG spares day at Stoneleigh, and a fair few will be going to that. It's a good kick-start for most of us to inspire each other to get on with those last few jobs needed to get the cars ready for the better weather ahead. I don't need much this year, which is unusual for me. I preferred it when it was Triumph only, as things were easier to find and it was a little less crowded, but I fully understand the logistics of it, though some separation between the marques would help. I have no objections or animosity towards any MG car or owner, especially as I have had 6 cars with MG badges on them in the past!

I have had a few progress reports of area cars...

Chris Edmonds total rebuild of his GT6 Mk2 is progressing well and the end is in sight.

Chris Bates's hot running problem on his Vitesse was just a voltage stabiliser in the end.

Bob has finally sorted his spitty carb problems.

John Mush is sweating a bit on the arrival of his Vitesse mohair hood. Garth is having problems getting these in to the shop, and John stripped his old one down months ago expecting delivery back in December! He doesn't fancy IOW and Laon without a hood. (*Hoods now on its way John - Bern*)

My Ice Blue Mk2 2000 is having the few grot spots removed as we speak and will be ready soon. It was a very nice low mileage car that I thought deserved to have the few bits that were spoiling it sorted out because 3 of the 4 doors were getting a bit frilly, so I used up a set that I had already, which had been previously dipped and stripped. It also has a front and rear light panel that I used, and a front apron and top panel. I also have a new roof lining that I intend to fit when everything else is finished because the old one is ripped! After that, another gallon of Bilt Hamber wax and it should out last me! Not difficult.

I am sure that lots of other car work stuff is going on that I don't know about.

Our **Sunshine Rally at Rutland camping site** which is being held between the **5-7 August** is generating a lot of interest, so we may even get close to a full rally field this year, especially if the weather is as good as last year. Keep an eye out for details in the courier.

Keep running on 4/6/8

*Neil*

**LINCOLNSHIRE Tel. 07841 450715**  
**www.linccstssc.co.uk**

Hi everyone, Apologies for the absence in last months issue of the Courier but..... (and here come the excuses) both Simon and myself were caught up rally prepping our cars for the New Years run. Of course we would like to start by saying a big thank you to the guys over in the Notts and Derwent Valley areas for all the effort that went into organising such a fantastic event!!

With mile after mile of stunning roads and scenery the only disappointment to report was the lack of drama provided by Simon's 2000, but I suppose as classic car owners we're all entitled to at



least one day a year when the weather is fine and the car performs as it should. The lack of co-drivers provided the perfect opportunity to fire up the cb's (no that's not a typo, we have actually fitted cb's!!) and as the convoy was divided by traffic lights Simon kindly provided some very vague directions, strangely interrupted by somebody in a Land Rover.

The February Club meet was a rather special occasion as indicated by the presence of cake!!! Keith celebrated his birthday accompanied by his good lady wife Sue and despite our best efforts to cause embarrassment by dressing him in an apron and pink marrigolds Keith managed to leave the meeting with his dignity intact.

Promising news from team Phil and Will as they're but a few splashes of waxoil away from being able to assemble Will's Spitfire's rolling chassis, keep up the good work gents!!

Ohh and with the return of the Lincoln castle rally on the 8th of May, it's time to break out the polish!! With three "examples" of the Herald in attendance we need at least one to shine.....so we're counting on you Phil!!

Yet again my own 13/60 is up on axle stands as I'm attempting to perform an overdrive conversion, as usual it's fighting me all the way and somehow I have managed to lose a prop shaft but the thought of having a switch in the gear knob is too exciting to give up! ..... It's true simple things please simple minds.

As briefly mentioned earlier the **Lincoln Castle Rally will be held on the 8th of May.**

With limited spaces available it's best to book early and if you wish to join us please contact me for the details.

Finally the wheels are now in motion for the infamous **Lincs Camping Weekend which will be held at Tattershall Lakes during the 2-4th of September.**

Squadron leader Simon has reserved 40 camping/tourer spaces that are available through either Simon or myself but with glamping!! (I know) and statics on offer through the campsite themselves so there is comfort available for those who have some sense.

*Carl*

**M25 EAST**

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Hi everyone out there in M25 East Land, and those further afield. Sorry we haven't been very active on the Area News front for a while, but rest assured we are back on track.

There were a few reasons why it all went a bit quiet, but that's all behind us and we're back, bigger and better than ever.

Well, what's been happening since we last met - shows, weekends away, Xmas Dinner, oh and not forgetting the area wedding of the year, of Vince and Amanda, which most of us attended and got very boozy. And our very own Dickie Boy actually made it to his big FOUR O!! Again, most of us attended, and yes, again, it was another boozy night ha ha.

Talking of birthdays, this year there are 3 of us who will be celebrating our big FIVE O, Barry back in January and myself and Lilley Boy in July. We've already got lots of things booked up to do - the Laon Historique will be our second trip abroad.





## MANCHESTER NEWBURY . . . NORFOLK

Closer to home we've got The Silverstone Classic to look forward to (don't forget the 'Morgan Spice') and loads of one day events as well.

Monthly meetings are still held only during the winter months, normally October to March - as we'd all rather be sitting in the sunshine at a show during the summer.

Also, the meeting venue still alternates between north of the Thames and south on a monthly basis. The south of the Thames venue is well established at the Wharf in Darford, but we're having a bit of trouble finding a decent venue on the northern side, any ideas?

### March Events

**Sunday 13th - Vince's Breakfast Run**

**Saturday 19th/Sunday 20th - Tinkering Weekend**

**Sunday 27th/Monday 28th - Medway Festival of Steam**

*John*

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

Well January came and went, a couple of things to mention, we had our New Years bash held at the Village Hotel in Warrington, with a themed night of Moulin Rouge. A good turn out and the night was a laugh from start to finish. The highlight was watching Lorraine & Trish getting there legs up for the Can Can dance competition, doing us proud and beating the girls on a hen night. I got an 85 year old lady up dancing with her toy boy husband of 80 years old, had a good boogie and when she left she gave me some advice "enjoy every minute of our lives" best advice ever!

I mentioned in the last Courier issue that our member Graham had a car in the Krays twins gangster movie Legend, well this has now been part exchanged for a Stag, so we look forward to seeing it in the next month or so.

Here is a quick update from one of our members cars Linda & Pete's GT6 - Well as with many she's garaged, sheltering/hibernating from the weather and that horrendous car dissolving substance, salt. So, she's up in the air balancing on blocks and axle stands demanding I get the credit card and chequebook out. Not one for doing things half-hearted but I have pandered to her needs and started.

Putting aside the potential innuendoes, I've been concentrating on the rear end and have stripped all the drive train and suspension off. After inspecting all the parts, it has been a joint decision and we have set about changing virtually everything for new. Unfortunately, while waiting for other parts to arrive from various suppliers, I had developed an itch that needed scratching relating to the engine.

I had recently done a compression test and felt that things were not right, so in typical style, the Henry VIII treatment was enacted and it was off with her head. Glad I did, as I have found that when I was sold the car I was informed that it was already unleaded converted. Well, would you know it, it's not and the valves are not sealing as they should. Damage from unleaded petrol, who would have guessed it?

Anyway, fortunately, not too many miles have been put on the clock since we bought her, so it's a re-seat of the valves and a few gaskets then the head will be refitted. Will then retest the compression (fingers crossed) and hope the rings are still up for a few more miles, obviously with a bottle or two of additive.

For those that are questioning my reasons, the budget for the car is already overspent. I was not planning any further work on the engine until the next hibernation for the car. Also, due to the very limited access that my garage provides.

I can't take the engine out in its present position. It's like trying to build a ship in a bottle at times and not being as a supple as I used to be makes the contortions required to complete the various tasks rather challenging.

Anyway, things are progressing and hope to be able report back with further updates. For now, it's back to late night putting back what's not broken and rebuilding the repaired or new.

Another update from our member Bill and his body off restoration of his TR6, he has taken the PAS rack off for refurb, changing the split boot for a new one, then a lick of black Hammerite smooth paint to finish and re-install and is now in the process of

## TSSC AREA NEWS



putting the body back on after its total respray. Bill also has a yellow Stag which he has replaced the PAS rack for a band shiny new one.

Well that's all from me this month, hope the weather improves so we can all start enjoying our cars either by driving them and working on them, see you all soon.

Our next meeting is **Tues 1st March 2016**

Please check out our website news section for updates on our forthcoming events and trips out:

[www.tssc-manchester.org.uk/news.php](http://www.tssc-manchester.org.uk/news.php)

also please look at our Facebook page:

[www.facebook.com/groups/tsscmanchesterarea](https://www.facebook.com/groups/tsscmanchesterarea)

Updates from our March meeting will be in the next issue.

*Mark K*

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When I joined the club almost 2 years ago, little did I know I would be the new AO! After 17 years at the helm, Mary was looking for a gullible, I mean enthusiastic Triumph owner to take over the role. I guess I fitted the bill so as of January 2016 I am the new AO in Newbury, inheriting the coveted briefcase and gavel. Our thanks to Mary and Dave for all the years of organising, raffle buying and mystery lunches. I hope I will be able to fill their shoes but luckily they are still active members of the club so help is close at hand.

The first few meets of the year have been well attended at The Berkshire Arms. On the 27th we welcomed Phil, our newest member who is the proud new owner of an old club faithful, a MK IV Spitfire with a 1500 engine and GT6 bonnet. Phil is treating her well with many layers of wax, new chrome and a re-spray. Nigel's TR7 has also had a re-spray so will be shiny and new for the first outing of the year and Ollie's Spitfire finally has a roof which is more than can be said for his house!

Dave and Mary's TR7 survived the snow 'up north' but not to spoil the fun has now decided to have a rest from driving.

Let's hope it's back on the road for our first official event in March: **The Spring Vehicle Show at Newbury Show Ground on March 28th**, where we get to meet up with our friends from Andover.

The club's **Spring Camping trip** has also been booked. So far myself and partner Debbie, Dave & Mary, Malcolm & Josie, Nigel, Dan & Rosemary, Colin & Sandy, Oli & Rebecca are all booked up but still room for plenty more.

Well here's looking forward to those longer, warmer "classic" days

*Lloyd.*

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Hi all, I am really looking forward to the start of the new season. By the time you read this the MG and Triumph Spares day will have come and gone - if you needed any spares and didn't go, then you missed a great chance to find that elusive spare part. It's a great start to the season and is a great chance to meet up with other Triumph friends from further afield. On **March 5th & 6th you get the chance to visit the TSSC Stand at the NEC Restoration Show**. Order your spares and pick them up at the show. The restoration show is getting bigger each year but you can see everything in a day if you wish.

Hopefully your cars are ready for some use if they have not been used over winter. Hopefully it will just be a case of charging your batteries and checking the levels before they spring into life. In my case, I have been using the 7 when the weather has been mild and also putting some miles on my latest acquisition a MKII Vitesse, so I have no starting problems.



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

### TSSC AREA NEWS

## Norfolk Continues

I only need to change the gearbox in the 7 and find the elusive gremlin that just takes the edge off the performance of the Vitesse and then I will be set for the rest of the year.

I am still looking for assistance with manning on the **23rd April at the Ness Point stop point on the 5 Point Tour that the TSSC is running over the weekend of 22 - 24 April. It will only take a couple of hours of your time - ANY OFFERS OF HELP?**

All you need to do is assist with signing in the entrants.

Don't forget, we have a few tools for hire and I also have a few items for sale that have been donated to the Club, the items have been listed in the Monthly Newsletter.

They are available at any of the meets held during the year.

Looking forward to seeing some of you at future meetings.

Regards.

*Mike.*

## NORTH EAST Tel. 07917 738091

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<http://tssc-northeast.blogspot.com/>

Well it's Three months into 2016, and my car has not seen the light of day this year yet. I am trying to sort out a few issues before we head off to Belgium in May, but it's so cold and damp in the garage at the moment that I keep putting things off. I eventually got started, only to find that the dreaded tin worm has struck again, nothing too serious but it required a bit of surgery.

Talking about surgery, Mark Astley has been under the knife! He fell of his push bike in December and broke his hip and had to have it pinned. He is on the mend now and back to work after 8 weeks off.

The other Mark (Ramsay) has sold his Roller and has purchased a MG RV8 - quite a rare car in this country, most of these were exported. This car started life in Japan, and Mark says it is immaculate underneath.

If anyone is still interested in our trip to Spa, Gavin may well be looking for a passenger - travelling out on the Thursday.

We are still planning to have a run out in **March**, where we will be **meeting at Washington Services, South Bound on Sunday the 20th**, and will then pick up anyone south at the agreed meeting points.

Weather permitting, we plan a run down into the **Yorkshire Dales**, or if it's too bad, down the coast somewhere. There will be more details at our next meeting.

### PLEASE NOTE NEW VENUE

We will be returning to the **Travellers Rest Wotton Gilbert DH7 6TQ** for our next meeting seeing as the Dun Cow just didn't quite fit our needs.

### Other dates:

**10th April Northern Bygones show at Locomotion Shildon**

**24th April Club Treasure hunt**

**13th/15th May Spa Classic**

**22nd May Fastlane show, at Albermarle Barracks  
Northumberland**

I hopefully will have my GT back up and running by **March**, so see you then at the **TRAVELLERS REST**

*Geoff*

## NORTHANTS Tel. 07879 491778

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Hi everyone, we have a nice short report this month.

Our plans for the Northants camping weekend are now underway, having just had our final planning meeting to sort out the schedule

for the weekend. Those of you with good memories will remember the naked chef from a few years ago, and this year he going to make a comeback, as Jonathan has volunteered to help with the catering and has managed to secure a deal with a quality meat supplier. We have a few ideas based around the pirate theme to keep our guests entertained, so don't forget to get those booking forms in.

**April** will see the start of the **Earls Barton classic car and bike meet**, so if you can't make our monthly meet, then maybe I'll see you there on **Wednesday April 6th**.

I have just had an email from the organisers of Silverstone Classic saying that the **Parade Lap for the GT6 and 2 litre Vitesse** is now scheduled for the Saturday evening race interval. Be sure to book your **Silverstone Classic tickets before 31 March** to get the extra discount.

Our club meetings are at **Overstone Manor, Sywell, NN6 0BB** on the **second Wednesday of each month**.

Cheers,

*Nigel*

## NORTHERN IRELAND

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AHHHH! Do not mention the Turkey! I mentioned it once but I think I got away with it.

There is not much to report on for this month either. I am not allowed to report on Douglas's overheating feet or the prospective sale of his GT6, though the price will have gone up as he acquired a set of Club engine valances for it, which he brought to the meeting to show. Looks good, Douglas.

Most of the discussion was in regard to the upcoming dinner at the end of February, which is looking like a good turnout as usual.

We had two guests visiting from Bangor, by the names of Liam and Matthew, who are in the process of restoring a TR6, visit complete with photographs of the project (We like photographs).

The TR was found by a workmate of Liam's in Millisle.

Big welcome guys, we hope to see you again.

This years **Totally Triumph Classic Car Show** will again be tying in with this years **Lisburn Lord Mayors parade**, at the usual venue **Wallace Park Lisburn, on the 14th of May**. This year again, we will have the much appreciated presence of Chic Doig of Chic Doig Sports Cars.

Again, this year, Chic would be prepared to transport parts over here ordered from him. So please guys, please, support Chic and save postage on those parts you need or should I say WANT!

That is about all from me at present. Good luck and see you soon.

*Laurence & Alan*

## NOTTS

Tel. 07976 163006  
Tel. 07837 110325

This years meetings for the notts area we are making a few changes to our monthly meet.

**MARCH 14th** is normal general chat with a quiz and raffle at the nags head.

**APRIL 11th** will be a BBQ Charity night, we will be making presenting a cheque to cystic fibrosis charity after raising funds on the New Years run. So lots of food and classic cars at the nags head.

**MAY 9th** Normal meet at nags head starting at 7.30 pm raffle and Jordan's quiz.

**JUNE 13th** meeting at nags head 7.15 pm to be leaving at 7.30 pm for a nice run out in our classic cars.

**JULY 11th** normal meeting at nags head with quiz, pint and raffle.

**AUGUST 8th** We are doing summer BBQ raising funds for local charity. All welcome.

**SEPTEMBER 12th** another run out in classic meeting again 7.15

## PETERBOROUGH SCOTLAND CENTRAL & WEST

pm to set off 7.30 pm.

**OCTOBER 10th** Normal nags head meeting usual raffle and quiz even a game of bingo.

**NOVEMBER 14th** normal meeting at nags.

**DECEMBER 12th** will be a Christmas fun night see if you have been naughty or nice.

Look through the courier to find other events happening thought out the season.

If you would like anymore information please contact Nigel or Adrian notts area organisers.

*Nigel.*

## Stop Press! OXFORD AREA

**WE NEED AN AREA ORGANISER FOR THIS AREA**, if you are interested or need to talk to someone regarding this role. Please don't hesitate to contact **Nigel** or **Di** on **07976 163006**.

## PETERBOROUGH

Tel. 01778 560507/01780470358

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

With Storm 'Imogen' battering the country for the past day or two it was no surprise that the turnout for our February meeting was a little lower than we have become accustomed to as of late. Nevertheless, it was a still a decent group that braved the winds and rain, although the number of club cars in the car park was somewhat limited – to two (as far as I could see), so well done Phil and Colin for bringing the Herald and Spitfire respectively!

Our year is already starting to get quite busy, and by the time this report is in print, several of us will have been to Stoneleigh for the annual Triumph and MG Spares day, and, more importantly for our group, we'll have enjoyed our 'February Feast' – a Sunday morning drive, followed by a traditional roast lunch organised once again by Colin. Let's hope both were well supported and I look forward to hearing reports at the next meeting.

Sadly, I was working over both weekends and of course my Vitesse is still giving problems at the moment, so my excursions are somewhat limited until I have more time to get to the bottom of the running problems!

Looking forward, there are a number of other events looming up that may well be of interest to our group. The weekend of **March 5th/6th** sees the **Practical Classics Restoration Show** at the **NEC, Birmingham**. Hopefully, this edition of the Courier will arrive just before the show starts.

In April we have another of our own local group events. On **Sunday April 17th**, Tina has arranged for us to take a drive out to **Foxton Locks** (not far from TSSC HQ at Lubenham). There will be an opportunity to have lunch at the local pub, as well as visit the famous 200 year old, 10 stage locks on the Grand Union Canal in the middle of rural Leicestershire.

The following weekend on **Sunday April 24th** is '**Drive It Day**' and once again a group of us will be taking part in the **Stilton Cheese Run**. Again, Tina is organising the run to Uppingham for the start but individual members will have to register for the run. Entry forms can be downloaded from:

[www.stiltoncheeserun.webs.com](http://www.stiltoncheeserun.webs.com)

One final event to note is the **TSSC AGM**. This will be taking place at **TSSC HQ in Lubenham, on Sunday 10th April**. Members are welcome to attend but please note that any topics for discussion at the meeting must be submitted to HQ well in advance of the meeting. The AGM starts around lunchtime and is always preceded in the morning by an Area Organiser Meeting. Doug and I hope to be there, so again if you have anything you would like us to bring up, please let us know in advance.

Remember, this is our club and these meetings are an opportunity for all of us to have a say in how it is run. Please don't suffer in silence if you have a gripe, or keep it a well-kept secret if you have a fabulous idea for bettering the club!

Our next meeting will take place on **Monday 14th March** at the **Golden Pheasant, Eton**. We meet from around 8pm and would love to see you for a noggin, natter and nosh! Everyone is very welcome, so if you haven't joined us before why not pop along and

## TSSC AREA NEWS



discover what we get up to? Hopefully spring will be upon us and a good number of interesting Triumphs will be in the car park. See you there!

Cheers

*Paul*

## SCOTLAND CENTRAL WEST

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The February meeting was well attended with 14 members turning out. Yes, we were back at Lochinch.

Firstly, was some housekeeping and discussion about events and possible locations for the camping/Drive It Day weekend. It is good to have so many enthusiastic members.

With all put to rights, it was time for Quizmaster John, ably assisted by Linda (possibly adjudicator too) to present the Quiz of all quizzes. No phones etc. allowed, just brain power. We had tea, coffee and biscuits at half time (kindly supplied by Lochinch management as compensation for being shut out last month). Suitably refreshed, more fiendish questions were thrown at us. The scores on the doors were Ken and Bob ruled supreme, and if you want a wooden spoon at Santa Pod for cooking, go see Michael or Brian. A well balanced quiz that you had to think about. Ideal for a dark meeting night when we can't really get outside to see the cars.

A big thank you to John and Linda. You will have guessed that the proposed video night will be March. There was still a little time to highlight work being done. Ken is welding in new chassis members using a jig. All done to original spec. Some of us are finding holes in cars, some due to being outside (mine) and some due to condensation. There is no solution apart from moving to a warmer climate. So lots of activity in the garages/workshops.

Report on Area Night Out: Well as usual it started snowing for our annual event. We met in Central Station and onto a local hostelry before meeting up with everyone for the meal at Viva Brazil. A new experience in eating for some, with 15 different types of meat and cooking on offer one after the other. Once we were all stuffed so full we could hardly move, we called it quits and headed back to the hostelry (still snowing). A few more beverages and it was back into the city to catch the last bus or train home. Thanks to all who came out in the snow, it was good to see wives and partners too. We had two vegetarians who came too, but after the meal experience I think we were all thinking about giving up meat.

The first Sunday get-together at The Harvester got good weather and 5 club cars turned out as well as 2 others from an invited Club. There was food for those that wanted breakfast and good banter and catch up with the other Club members. This should grow in numbers once established and better weather comes. It will be open to all classics, not just TSSC, so bring a pal.

Now: Monte Carlo Historique, Paisley. Again, a Start at the Abbey or restart for those who had travelled from John O'Groats in the morning. Fairly good weather, so a lot of people were at the start to see the cars depart. Some Triumphs TR7, Dolomite, Herald coupe as well as vintage to modern. All given a good send-off.

No snow this year, and I made the last ferry across the river home. A number of us are booked for **TriumFest UK** now so again if you see the flag flying come and say hello.

The new website for the area. <http://tsscscot.freewebsite.website/> is up and running. (Thanks Michael) contact Michael directly if you want to add something.

It is proposed to have a Sunday gathering for all classics as well as the Thursday ones to let people who can't make the mid-week ones meet up. They will be on the **THIRD SUNDAY of the month** at **The Harvester, in Kinning Park, Glasgow G5 8NP**. This will be from 10.30 am for breakfast, coffee or a run out in the cars.

So, the next one will be **3rd Sunday in March (20th)**, and so on. The Area news will continue for publication providing information





## SCOTLAND CENTRAL & WEST SOMERSET . . . SOUTHERN

### TSSC AREA NEWS

## Scot Cent West Continues

and comment in conjunction with website etc.

A report on MG and Triumph Show at Stoneleigh next month - there will be a donation of at least £2 at each meeting to help with Area finances ie re-waterproofing the event shelter.

The **April Area run will incorporate the Marshal Point, camping and Drive It Day**. The Area will be manning a **Rally style Checkpoint in Berwick Upon Tweed**, at the most northernmost Pub in England, and **The Meadow House** on the old A1 (just over the border) from **Midnight on 22nd April**. More details soon. It is proposed to find a campsite on the coast for a couple of nights and come back a scenic route on **Drive It Day (Sunday 24th)** with a possible meet up for those just wanting a run out to meet us at an eatery somewhere.

**TriumFest will be at Santa Pod in Northamptonshire (1, 2, 3 July) with the Retro Car Show**. It should be a different and a brilliant weekend. **Le Mans is the following weekend (8, 9, 10 July) and the Silverstone Classic is (29,30,31) July** so check your calendars please.

The other new show is a classic car boot event in the Merchant City Area of Glasgow for the **Merchant City Festival**. It will be a **Hemingway style event** and should be great fun. You can sell or be paired up with a vintage/retro retailer who will have your car as a backdrop. It will be over the weekend of **6th and 7th August**. More info when I get it.

Until the Scottish show dates are published, and we decide which ones to go to, dates can only be anticipated. Details will follow. All would have to be booked well in advance though.

**NEXT MEETING will be on Thursday 3rd March 2016 at Lochinch** which has been pre-booked. And **Sunday 20th March at Harvester** (for all classics and breakfast).

Dates for 2016.

The event calendar is being prepared please see above for an idea of events, website etc.

**NEXT MEETING \*\* PLEASE NOTE WE MEET ON THE FIRST THURSDAY OF EACH MONTH at Lochinch Pollok Country Park, Glasgow. AND THIRD SUNDAY OF MONTH at Harvester, Kinning Park, Glasgow G5 8NP** (This is not an Area meeting, but a gathering of classics of all kinds) \*\*

Please come and join us, have a chat and a coffee. Off to weld.

*Gregor G.*

## SOMERSET

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Hi all. With an attendance of 13 at the January meet things are looking up! Hopefully this points to a regular higher turnout for all of 2016. Good to see Frank Lockwood (Wilts area) visit us. We hope you enjoyed the Somerset hospitality and will visit again!

We would like to welcome 2 new members (Richard Hopkins who has a Mk3 Spitfire and Ian Maidment) to the area this month. Richard is Steve's son, so he should know a bit about his car and the area. We all hope to see you both and your cars very soon. As usual lots of things were on the agenda.

We confirmed we have 7 cars going to **Coleford on Easter Monday**, as we are sharing with Avon this should boost the TSSC numbers at this event!!

Also confirmed was the date for our next **Point to Point** (treasure hunt)! This will be **Sunday 17th April**, start will be approx 11am with cars leaving at 3min intervals. This **WILL BE RESTRICTED TO 10 CARS**, so if you are interested get your name in **ASAP!!! A CO-DRIVER** is a must!

In amongst the the chat, Andy Deacon Webb recalled a quick clutch change he (plus helpers) did on a 13/60 in a field at Wroughton Show back some years ago. Overall it was in the region of 45mins from start to finish. This reminded me (Derek)

of something similar, but a bit more remote and may I say EPIC!! It involved a Mitsubishi 4x4, a Triumph 2000, a Herald 13/60, pop rivets, Araldite, 3 TSSC members and the SAHARA DESERT!!! (see photo).



During the meeting, Martin announced he was thinking of standing for one of the COM vacancies. The bulk of the opinion was that he should go for it! If he is successful he will hopefully raise the profile of the West/South West areas at HQ. We are out on a limb down here, so his effort should help raise our profile!!

We also confirmed the stand at the **Bristol Classic show in June**. It will hopefully be a 50th anniversary celebration of the GT6. At the moment we have 3 cars confirmed, but if space is available we are looking for 2 more! So if you can help please contact Martin!! The car will be needed from Friday lunch time to Sunday tea time. Hopefully we will sort transport to get drivers home if the need arises.

I guess now is the time to remind you all of the events/shows coming up in the next 3 months.

**March 2016**

**Tuesday 8th Club Meet Fox nd Goose TA9 4HH from 8pm.**

**Saturday/Sunday 26th/27th Beach Lawns Weston S Mare from 10am.**

**Monday 28th (Easter Monday) Coleford now fully booked.**

**April 2016**

**Tuesday 12th Club Meet Fox nd Goose TA9 4HH from 8pm.**

**Sunday 17th area Point to Point. "40 cars only" Start details and time to be confirmed!**

**Sunday 24th Drive it Day (club run) to be confirmed!**

**May 2016**

**Tuesday 10th Club Meet Fox nd Goose TA9 4HH from 8pm.**

**Sunday 29th Pecorama Beer Devon Entries to Derek by 30th March please.**

That's all for now, we hope to see many of you real soon. Cheers for now,

*Martin & Derek*

## SOUTHERN

Tel. 01252 722432

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

Hi all, not much to tell on the event front. The Sunday lunch meeting at the Fishers Pond went down well, with fourteen attending. Mike has suggested that we could mark this one up for a roaming meeting next year.

The regular meeting was well attended and three club cars in the car park, shame only two of them made it home under their own steam. Which brings me to the next part of the story.

Having picked Jerry up from Cosham and cruising up to the Seven Stars uneventfully, we enjoyed the evening. We cruised back along the A3M and got to between the Waterlooville slip and the Behampton junction and lost power, slowing and pulling over to the hard shoulder as the cabin filled with smoke and steam. The rear wheels then locked up and we slid to a halt.

There was no indication that anything was wrong, no increase in temperature, no oil warning light coming on.

The engine was sizzling and gurgling. We pushed the car along the hard shoulder for a bit, to the nearest telephone and I called out the RAC.

They arrived in a reasonable time, about forty minutes. We were then low loaded back to my house in Waterlooville. I then ran Jerry home in the euro box.

Since then I have had the rocker box off and managed to turn the engine slightly, but then it stops, so there maybe something broken inside. I'll wait until the engine comes out to investigate further. But I think it maybe terminal.

On the brighter side I have managed to locate another engine that has been checked over, and it comes with a free gearbox. Result!

## NORTH STAFFS SUFFOLK . . . SUSSEX

### Up and coming events

#### March

- 1st Regular Meeting, Seven Stars, GU32 3PG  
20th Sunday Lunch, The Hen and Chicken, Upper Froyle,  
GU34 4JH  
28th The Spring Vehicle Show, Newbury Showground  
RG18 9QZ

#### April

- 5th Regular meeting, Seven Stars, GU32 3PG  
17th Southern Classics Show, Chichester College car park  
PO19 1S

#### 17th Wessex Area, New Forest Run

- 21st Roaming meeting, The Shoe, Exton. SO32 3NT  
30th Surrey Heath Show, Frimley Park

#### May

- 1st, Goodwood Breakfast Club, Soft top Sunday  
3rd Regular Meeting, Seven Stars, GU32 3PG  
13th - 15th Spa Classic  
19th Roaming Meet, the Royal Oak, Midhurst, GU29 0EP  
29th Haslemere Show

#### June

- 5th SHVPS Show, Queen Elizabeth Country Park  
7th Regular Meeting, Seven Stars, GU32 3PG  
16th roaming meet, The Chair makers, Denmead PO7 4QX  
24th-26th Cornwall Camping Weekend  
24th-26th Silverstone Classic

That's all for this month folks, Take care

*Mark*

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It's winter and not much is happening with events at this time of year, however, we have drawn up a list of events for the coming season. (This is available on TSSC & Staffordshire web sites) From this list, we will be selecting a number of events and shows that we wish to attend, one of the first shows is **Western Park**. However, not many people seem interested in this event, so it looks like only one or two will be attending.

The next event on the list is **Sandbach Transport Festival**, which is on over the weekend **16-17th April**. I didn't attend last year as road works imposed some restrictions on the numbers.

I was recently contacted by David Aspinall, who is restoring a Vitesse which requires considerable work. The body has been removed and a chassis is waiting for welding work to be done.

David also has a Triumph Herald 1360, which is in very good condition, both cars dating from 1971. Thank you Dave for your contact. Please keep us up to date with your project, (yet another Triumph soon to be returned to the road).

Last month I wrote of the fact that I have more space in the garage to carry out work, which has previously been slowing progress on completing my Vitesse. Unfortunately, I have lost the space much sooner than expected, so work will be restricted again and slow down, at least until the spring when work can be done outside.

I did do some work in the few weeks when I did have more space. Fortunately, the A post and windscreen only had light rust. This area has been cleaned up and has had a couple of coats of primer, along with the bulk head. I hope to get some colour on this area before next month, along with some progress on the drivers door. As I write this, I am having difficulty using the computer, as unfortunately, my old back problem has returned, making it impossible to work on the car - not what I need!

There is of course, the Triumph & MG spares day at Stoneleigh Park before you will get this. The following week will be the Race Retro, and **TSSC AGM on the 10th April** will soon be with us. Roll on spring, cheers for now

*Dave*

### IMPORTANT NOTE

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



## TSSC AREA NEWS

### SUFFOLK

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Peter sends his apologies, but he is in New Zealand as I write this, visiting his daughter. We hope you had a good time Peter, and suspect it may have been warmer there than it was here over the last few weeks.

I purposely don't tell my wife when The Courier arrives, as I don't want to encourage her to start reading the local area news section. Some things are best left alone, and that way she won't discover how many holidays she is owed, due to the amount of cars I have purchased and other such new items. Therefore, I have had to hide the February edition, as, according to Peter's maths, I would be bankrupt by the end of the year once I had paid for all the holidays she is owed!

It's been a fairly quiet month this month I think, due to the majority of cars hibernating due to bad weather, salt etc. That, of course is with the exception of a few members who use their cars all year round, including Mike's Herald Estate, which was the only Triumph on the car park for February's meeting (I think) and Brian (MAC) who is putting a few more miles on it this month.

There appears to be a lot of car preparation going on though, in anticipation of better weather and several events that have been booked and planned for. The main events appear to be **Classic Le Mans in July**, the **Ipswich to Felixstowe Historic Vehicle Run on May 1st**, with several other local events, and TSSC planned events over the summer.

With this in mind, several of our local members are planning a trip to the Triumph/MG Show at Stoneleigh, on the 21st February, with large shopping lists. This includes Brian (paint man) who is rebuilding a 1972 MGB in order to drive it to Le Mans in July (good luck with that Brian), Lindsay who is planning to get his Vitesse finished and ready for Le Mans also, and perhaps Colin, who has just secured the acquisition of a 1967 Triumph Herald Estate, that's been off the road for 20 years and will perhaps resurrect it in time for the **TSSC points tour of England in April**. Good luck with that one too Colin as I and another member are the only ones to have seen it so far!

There have been other acquisitions too, Colin has also secured a 2.5 big Saloon engine and gearbox from Justin, and Rodney is starting negotiations on an extremely rusty Triumph 13/60 Convertible. He has also been told about a Triumph Toledo, which is a runner that's looking for a new home. If anyone is looking for a challenge Rodney has more details if anyone is interested.

Russell's Stag is back together running and driving, just a few little jobs to do before it can be booked in for an MOT. (Bonnet back on, decent wheels and tyres again, wash and tidy up).

My Triumph TR250 is coming on well too and I should be able to try and get the engine started before the end of February. Fingers crossed.

**The next meeting is Tuesday 1st March at 8.00pm at the Sorrell Horse, Barham.**

*Chris*

### SUSSEX

Tel. 01444 450941

Hi all. February meeting was well attended by 10 of us. I would like to start by saying a big thank you on behalf of Vivien and Derek to Pete, for coming to their rescue when their Spitfire would not start. It turned out that it was a jammed starter motor. So once again, thanks to Pete.

We had a new member who came along to the meeting, whose name is Dick, whom owns a MKIII GT6. A warm welcome to him and we hope to see you at many more meets.

Colin has just bought a brand new, never been used, overdrive gearbox for his Dolly Sprint for £650! Not bad! Just goes to show what new, old stock is still around.

There was a lot of talk about Evans Waterless Coolant... it seems quite expensive because you have to run a cleaner through the system first, then drain and refill with the coolant, but if it works,



## SUSSEX THAMES . . . NORTH WALES

### TSSC AREA NEWS

## Sussex Continues

then ok, for us the jury is still out.

A few of us are going to Stoneleigh, so we are currently talking times and meeting points.

I am arranging the collection from there, of my new C.V. Driveshafts from Garth, to go in my GT6. I am looking forward to that weekend.

Next meeting is **Wednesday March 2nd**. I hope to see you all there.  
Cheers

*lan*

## THAMES

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Hi all. Please note that from the **17th of March** we are **moving Venues to the George Inn at Wraysbury. The address is 29 Windsor Road, Wraysbury TW19 5DE**. Hope you can find us and enjoy a warm welcome.

Don't forget to give me any local car show dates so that they can be listed, as well as any recommendations for roaming pubs meeting for the Summer, which will be on the 1st Thursday of the month.

SOCIAL EVENING AT THE FOX & CASTLE - 21st January - I am in the Vitesse heading to the meeting tonight at the Fox & Castle. To keep me company, I have the pleasure of George B, Bob, Chris C, Graeme and Martin F. We have two Triumph's in the car park tonight - Martin's MK2 2000 Saloon and my Mk2 Vitesse Convertible. Martin's 2000 has had an oil change and rust treatment to its rear panel. Graeme's TR6 has been neglected due to a new Volvo (very smart.....but not a Triumph). We managed to complete George's crossword and had a good evening putting the world to rights.

Our next meetings at 8 pm will be held at the **GEORGE INN, Wraysbury on the 17th March and April 21st**. Please come and join us for a warm welcome, or call me on 07773 623807.

**Coming events.**

**March 6th - Practical Classics Restoration Show**  
NEC Birmingham

**April 10th - Farnham Classic car show Farnham**  
April 10th - TSSC AGM TSSC HQ

**April 22nd/24th - TSSC 5 point tour of Great Britain UK**

**April 24th - Drive it day at Brooklands**

**April 29th - 2nd May Isle of Wight camping Weekend Low**

*Mickey & Julie*

## NORTH WALES

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Hi, everyone. Tuesday 5th January was our first club meeting in 2016, and it was a cold, wet night. Our room at the Trevor Arms was full of classic car enthusiasts, making it a really good turn out for such a poor weather evening. Our group must be doing something right, as we all had such a sociable night.

Richard and Helena discussed the coming events, and lists were filled out for Weston Park and Tatton Park shows, this month's OFFAL meeting point was confirmed and then the raffle was drawn for a vast array of prizes.

Tuesday 26th January was our monthly OFFAL, organised by M.G. Dave and Marian, and twenty-six of us met at Gibsons Mill Cafe in Kingsley at 11.00 a.m. for our usual refreshments and chat, where we were given our route plans. We then set off on an attractive 3/4 hour drive, finishing at Rowton Hall Hotel, Rowton, near Chester, for our pre-booked lunch. Another enjoyable day, but no

classics used this time in the rain and mud, as this was a filthy day weather wise.

On the same day, Heiko Buxel from the British Geological Survey had to come and repair their equipment, as we had stopped sending data to Edinburgh. He managed to get it fixed, and our station is now up and running again.

If anyone wants to check their site go to [www.earthquakes.bgs.ac.uk](http://www.earthquakes.bgs.ac.uk), click on Monitoring, then click on Real-time Data, and you can select the different stations around the U.K. from the drop-down list:- we are station Foel Tregeiriog.

When an earth tremor or quake occurs, even on the other side of the world, the vibrations travel through the earth, and are picked up on the equipment deep within a vault at the top of one of our hills. This information is then fed to the B.G.S. system, via fibre optic cable, and then transmitted by broadband to Edinburgh. Nothing that goes on above ground makes any difference to the readings, there is no outside interference at all.

The following was very kindly put together by Chris Smith of Autoservices Marchwiel Garage, and is titled Rust, Rusty or Very Rusty!

"As a mechanic of 13 years (plus a few years in the garage as a young boy!) as well as a classic car collector myself, I have seen rust in all shapes and sizes. Two projects I have been working on recently have been really interesting. This is the tale of a Spitfire and a Stag.

The Chester and Wrexham branch of the TSSC have a battle against the dreaded tin worm this winter. One member, with a lovely Triumph Stag, mentioned they had a hole in the nearside sill and a new form of air conditioning. From a distance there was a one and a half foot hole in the front part of the sill and the new air conditioning system was, thanks to a large hole in the front passenger, foot well.

On closer inspection of the yellow beast, it was found to be, not just rusty, but very rusty. The Stag needed a complete outer sill, inner sill, a large piece of floor, two outriggers, inner front wheel arch repair, lower front wing repair, a rear wing repair and finally a lot of time to weld the patient back together. All this rust is due to the water drains being blocked and keeping water trapped in the sill and floor area. Ensuring the drains are clear is the key to preventing this happening.

Now with the Stag solid and safe it was time to make her look pretty again. After seam sealing all the joints, it's time for primers and a nice shiny coat of Mimosa Yellow. Oh, and not forgetting the Waxoyl to keep the tin worm at bay."

All will be revealed about the Spitfire when she is finished, so watch this space!

That's about it for now. Don't forget that our monthly meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is a meeting at The Plough in St. Asaph on the third Wednesday of the month**, again at 8.00 p.m.

Come along and have a good evening with us all. Take care on the roads.

**Forthcoming events:-**

**1st March:- Monthly meeting at the Trevor Arms, Marford.**

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

**18th March:- Our annual skittles night at the Bickerton Poacher, nr. Cholmondeley.**

**20th March:- Wheels Within Wem Show, Wem.**

**27th - 28th March:- Weston Park.**

**29th March:- OFFAL.**

**5th April:- Monthly meeting at the Trevor Arms, Marford.**

**10th April:- TSSC A.G.M., Lubenham.**

**17th April:- Wheels Within Wem Show, Wem.**

**20th April:- Meeting at the Plough Inn, St. Asaph.**

**23rd April:- Sleep Airfield.**

**24th April:- Drive-It Day.**

**26th April:- OFFAL.**

**30th April:- Llandudno Transport Festival.**

Regards,

*Helena and Roger.*

### IMPORTANT NOTE

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



## SOUTH WALES

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### RUNS COMING UP MARCH

**Weston – Super – Mare show Sunday 27th.**  
**PRACTICAL CLASSICS RESTO SHOW NEC**  
**Sat/Sun 5th/6th**

**Weston – Super – Mare show Sunday 27th.**  
**Coleford Carnival of Transport Easter Monday**  
**28th March 2016.**

### SOUTH WALES VISIT TO THE COVENTRY AUTOJUMBLE 17th January

This was another event that we decided would be better visited in modern cars, as we would all be away from the parked cars inside the venue. I also had a 'shipping order' of parts required for my Vignale restoration, so would need the use of my Zafira's large boot (I hoped).

Ant & Mike The Cake travelled with me, and we met Rob, Pete & Jim at Cardiff Gate Services. We left at the pre arranged time for the next meeting point at the layby on the A449 near the former Raglan services. I then had a phone call from Action Man "We're running late, we'll meet you at Lubenham", me "Pardon?", Action Man "We're running late, we'll meet you at Lubenham", me "We're not going to Lubenham, we're going to Coventry, give your phone to Paul G". With common sense restored Paul & I arranged to meet up at Hopwood services on the M42, as they were only 30 minutes behind us and Mals was driving we thought that they could wait there for us to arrive! "We then left to take the route dictated by the Sat Nav. As predicted Mals had passed us on our way to Hopwood services and the four of them were waiting patiently for us so we all sat down to various breakfast sandwiches from the various vendors.

We left Hopwood with my car taking pole position, Ant knew a short cut that took us through many nearly snowbound villages, a short cut that only added 28 miles to the remaining 24 miles from Hopwood!

When we arrived we headed into the Arena, which was an excellent venue, but the quantity of auto jumble was not very high, lots of stalls selling cheap tools etc, but as with most autojumbles these days, internet auction sites have taken their toll, it was a long way to travel for what was on offer, but we must thank those autojumbles who turned up. I did manage to buy some wiper arms, rear wheel cylinder dust covers and carpet lengths for my Vignale, so it wasn't too bad for me.

At 12:30pm we returned to our cars for our sandwiches and myself, Ant, Action Man, The Hammer, Paul G & Mike The Cake decided not to go back in, but to go home to watch THE ARSE-NAL. Rob, Pete & Jim decided to have another look around before leaving, so we said our goodbyes and headed off for South Wales. We stopped at Strensham Services for a coffee break, then it was next stop Cardiff (for me).

As we travelled along the M50 Ant remarked "Well, what we lacked in autojumble purchases was certainly made up for by the amount of money we spent in the Services". "Not another year of this" I inwardly groaned!

Although the autojumble had been disappointing, it had been another great day out, made especially good as our mate 'The Hammer' was able to attend. He had been hospitalised earlier on in the week, and we all really appreciated the effort that he made to participate, **NICE ONE THE HAMMER!**

### MUMBLES RUN JANUARY 31st -

With Al "riding shotgun" in my 4A we drove the short distance to the first meeting point at Cardiff Gate, where Paul & Dotty G were already waiting. Shortly after the Monmouth Mafia Mike & John turned up, then Mike The Cake & Emma in their MKIV Spitfire, Al made a derogatory remark about The Cake's "new" double sun roofed hardtop (big mistake) as I received a text from Ant to say that his Moggie had developed a brake issue en-route, and that he had turned back (should have brought his Triumph). Eddie and Mo phoned to say that they were running late and would meet us at Pencoed, so at the prearranged time, we headed off along the M4 in howling wind and torrential rain. As my TR hit 70mph, head-

## TSSC AREA NEWS



ing west, the wind hit 110mph, heading east, and Al just prevented the Surrey top from completely coming adrift from the front rail. I slowed down to 60mph and Al held on to the Surrey top, his fingers like G clamps and large pools of water in our laps, "The Cake's Hard top is not so bad now is it?" I said.

We managed the next 5 miles in the hope that we would make Pencoed, but frostbite had taken 3 of Al's fingers, so gesturing to the other cars to continue, I pulled on to the hard shoulder where we were able to reinsert the front edge of the Surrey top. We then continued on to Pencoed where the others were waiting for us. Shortly after, Action man & The Hammer turned up in their Spitfire MKII, then Ian & Louise in their Landy. Eddie & Mo then came along and we all left together on time for the next whistle stop on Fabian Way Swansea.

As we pulled off Fabian Way into the McDonalds we spotted Gwyn & Tim waiting in their Dolly, so after brief greetings we continued on towards the Mumbles. We stopped at a local CO-OP, where, after a whip round, we were able to purchase a pack of frozen Saveloys, "they'll have to do" I said and after the TSSC S. Wales incantation and the sacrifice of the Saveloys the wind subsided and the sun came out (well almost, what do you expect for a packet of Saveloys). We pulled off again and my 4A led the small convoy to the first car park on Bracelet Bay, where we parked up and



paid our dues. It was then off to the Pier cafe for some fine dining, some had fish and chips, some had scones, and some of us had the big breakfast – Fantastic! The food and service has been consistently top quality for the past 4 years.

Time flew by and when we left the cafe we only had time to take a short stroll along the promenade, before our 3 hour parking tickets ran out. We visited the Pier, which, despite Action Man's repairs earlier on in the day, remained closed, then took the short stroll up the steep hill back to our cars.

After a chat, we all said our goodbyes and once again my 4A took poll position and led the convoy towards the M4. The Mafia & Gwyn & Tim headed west to take the Glyn Neath by pass, while the rest of us headed east, with cars turning off at their various exits.

"Another good run" said Al "and what we lacked in a weather proof Surrey Top was more than made up for by the quality of the Black pudding", "FANTASTIC" I said.

Thanks to all those for braving the weather and making it a great day out.

*Bern*

### IMPORTANT NOTE

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## WESSEX WEST MIDLANDS . . . WORCESTER

### TSSC AREA NEWS

#### WESSEX

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We are currently in the process of compiling our area's events list for 2016, so if you have any suggestions for events or activities - all will be welcome.

In the meantime, just to wet your appetite, the following events are coming up over the next few months:-

For us in the Wessex area, the year always seems to get underway with "a good rummage"! So, in keeping with tradition, we started with, February 13th-14th: Footman James Great Western Autojumble at Shepton Mallett. Only if you were brave enough (or foolhardy enough) to leave the other half at home with a card and flowers or chocs for the day!

Also the week after was the Triumph and MG Spares Day at Stoneleigh. - More on these next month!

During the **5th to the 6th of March the Practical Classics Restoration Show, NEC**, will take place - Looking a little further ahead, we are thinking about having an area club stand at the **Beaulieu Spring Autojumble**, which is being held over the weekend of **21st-22nd May**.

The **Wessex's New Forest Run is scheduled for Sunday 17th April**. The new starting point will be **Ringwood's Central Long Stay Car Park**. Also, on this date, is the Annual BPPC Road Run, which starts in Bournemouth and ends up at Exbury Gardens. Let's hope our respective routes do not, in part, coincide with one another!

We are also looking to team up with our friends in the local TR Drivers Club again this year, and Keith has advised Trevor of the date for this year's **Basingstoke Festival of Transport, which is Sunday 8th May**.

**Classic Le Mans, Thursday 7th July - Monday 11th July**. Also that same weekend **8th & 9th July, is the Dutch National Triumphy Day**.

There are obviously many more events coming up over the year, so if you know of any we can recommend let us know. I will keep all regular members updated as and when we have any more information and add it to next months report.

As an aside, does anyone know for sure, how to get their car taxed as Historic? If they do, could they let the DVLA know! I have received conflicting advice on four separate occasions from the DVLA! I am going to try again after April, as this seems to be the most consistent advice so far! You would think that the DVLA have had enough time to get their act together to give people the correct information! So watch this space!

Our next meeting will be at the **Tyrrells Ford, Thursday 24th March 2016!**

*Martin*

#### WEST MIDLANDS

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Chris. 07505 110922

On Monday 1st February 2016. 7 members of the West Midlands Area paid a visit to the Worcester Area meeting held at the Pear Tree Inn in Lower Smite, Worcester. The venue for the Worcester meeting was completely different from our own meeting at the Drakes Drum in a busy Birmingham suburb. The Pear Tree Inn was a lovely Country Pub way out in the wilds of Worcestershire, found by leaving the M5 motorway south at junction 6 and then negotiating narrow country lanes. Vicky the Worcester Area Organiser and members made us very welcome and it made a nice change to join in with another area's activities.

I am happy to report that following our visit, 5 members of the Worcestershire area took us up on our invitation to return the visit by coming to see us the following day, Tuesday 2nd February 2016 at our normal meeting at the Drakes Drum Pub in Great Barr, Birmingham, and to join in with our February Quiz arranged by one of our members Ken Heaton.

Ken as normal had carried out a lot of research and 6 teams of six persons were faced with a variety of challenging questions, varying from intimate knowledge of characters in popular soaps to technical questions about cars in particular those bearing the Triumph Marque. Ken is to be warmly congratulated on putting before us a most enjoyable quiz, hotly contested with the gap between 1st and 2nd prize being only 1 mark.

Our congratulations go to all those who took part in the quiz and in particular to the Worcestershire members visiting us who had the cheek to win our valuable first prize, and us thinking that people who lived out in the country knew nothing, just shows how they spend a lot of time indoors watching soaps.

Congratulations Worcestershire area on your win, we look forward to trying better with a return match, and thanks again Ken for a very enjoyable evening.

Our venue for the **3rd Tuesday evening meeting place is now confirmed as the Plume of Feathers Pub 341 Stratford Road, Shirley, post code B90 3BW**

That's all for now Cheers.

*Roger*

the Dodger

#### WORCESTER

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Hi Folks! Two in a row, it must be a New Years Resolution, let's see if I make it to three!

We are gearing up for the new season, tickets have been bought for the various restoration shows by many members (I think I may have been banned from going as I look at half the stuff and think it belongs in a skip and not on a car! However, I'm sure it will polish up nicely).

The calendar is starting to fill out with local, national and even international events so when this edition hits your doorstep we will have a few things inked in.

Most of our news has happened in the last week, Roger and some of his merry men (and ladies) from the West Midlands area, popped along to our monthly meet and hopefully they felt welcome. The fact that they found us down the dark, wet and windy country lanes, deserves a round of applause and to stop it happening again we have changed our venue - but more on that later. After listening to me ramble on, kindly taking part in the raffle and partaking of the chips, they invited us over to their meet which was happening the following night and was their quiz evening. Now, anyone who is anyone in the area knows how much we enjoy a quiz, so a willing (and maybe not so willing) team was rustled up and the invite accepted. What we failed to appreciate was that the Baggies were playing at home, so the M5 was at an absolute stand still, so after travelling down dark, wet and slightly windy streets (may I take this opportunity to say what a fantastic bus station West Bromwich has!), taking a wrong turn and ending up in a dead end street (sorry Jim) and a couple of scenic detours, we made it to the Drakes Drum, where we were warmly welcomed. Mike and his dad John kindly made up our team numbers and we had a fantastic evening. With the first round done we were middle of the table, but due to a childhood spent watching TV and films we played a blinder on the picture round and won by a point - and were promptly banned from darkening their doors again! Thank you to Roger and his team for a great evening.

For those who are interested there will be an opportunity to join the West Midlands on their 'Drive It Day' run out and having heard about the proposed route and stop off points, it sounds like an interesting day - more details to follow.

The other event of note was the Gloucester Area Annual dinner, which we are always invited to (or gatecrash depending on your point of view!) and as ever it was a fabulous evening. I did wonder if I should get the car or canoe out for the trip as it didn't stop raining for 24 hours prior to the evening.

However, all made it to the pub (well there was food on offer after all) for a good meal and catch up. Thank you to Jane for organising the evening.

To go back to the beginning, we are changing our venue back to

## NORTH YORKS

the **Berkley Arms, Evesham Road, Spetchley, Worcester WR7 4QL**, which is easy to get to being just off the Worcester junctions of the M5. If you need more detailed instructions on how to get there just drop me a mail.  
Cheers

*Vicky*

**NORTH YORKS** Tel. 0776 6354449  
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Hi all. I know its been a while! We are still here and having regular meetings at the **White Swan, Deighton. Second monday of the month.**

We have a few events planned this year, including our big annual weekend, the **DENTRUN in May**. The last meeting was well attended and we have added another event to the calendar at the **BIRD of Prey centre, in Huby**. Hopefully we will have as busy a calendar as last year.

For all those new members in our area, I don't often have a chance to write in the magazine, due to work and print deadlines. If you wish to find out more about our events, please call me on **0776 6354449** or email me at [72stag@gmail.com](mailto:72stag@gmail.com), so that I can

## TSSC AREA NEWS



include you in our events email,  
Events so far...

**Sunday 24th April - Drive it day.** We will be having a run somewhere. The destination will either be the coast or another event closer should one become attractive

**Monday 9th May - Annual Fish and Chip run.** We will meet at the Happy Haddock on the A19 Deighton. You need to be there before 7pm if possible to ensure you get fed!

**Fri - Sun 13-15 May - the DENTRUN.** Our camping weekend in Dent, see advert or contact me on the above details

**Sunday 26th June - Visit to the York Bird of Prey centre.** Details to follow

**Sat - Sun 2 - 3rd July - Swinging Sixties weekend at** **Levisham on the North Yorks Moors Railway**

**Sat - Sun 9-10 July - Classic cars and vintage weekends at** **Levisham on the North Yorks Moors Railway**

**Sat 27th August - Cawood Craft Festival**

That's all for now

*Rich*



# 27<sup>th</sup> Isle Of Wight Triumph Weekend

## May Bank Holiday 2016

Friday April 29th to Monday May 2nd

Appuldurcombe Gardens Holiday Park, Wroxall

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

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

[tssciow@hotmail.com](mailto:tssciow@hotmail.com) or call

Elaine on **07842 249591** or Tracy on **07754 751672**



# WESSEX AREA PRESENTS



## NEW FOREST RUN

**Sunday 17th April 2016**

This year we will be starting from Ringwood's central Long stay Car Park with a 10 O'clock Start for the Convoy Run of about 60 miles winding its way through the New Forest and surrounding countryside with a half way halt.

The Run will eventually end up in the grounds of a castle

**Run Open to all**

**Triumph Owners and Enthusiasts**

**For further details/ entry form contact**

**Trevor on:**

**01425 475376**

**Or Visit [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)**

## SOUTH OF ENGLAND MEET 6TH & 7TH MAY 2016

**Sat 6th**

**Drives out to local places of interest**

**Sunday 7th**

**ALL Triumph Car Show & Concours**

**Autojumble & Stalls**

**Camping from**

**Friday 8th afternoon**

**£5.00 Per Night TBC**

**Entry - Pay on the Gate**

**£5.00 Per Person TBC**

**FREE Entry for children under 16.**

**FREE Autojumble pitches.**

**FREE Concours - All Triumph cars**

**TSSC Club Shop**

**Insurance Valuations**

**Location:**

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



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

**E-mail: [chippymickey@yahoo.co.uk](mailto:chippymickey@yahoo.co.uk)**



# 3rd Annual SPRING RALLY

**In association with  
Armstrong Siddley  
Owners Club (ASOC)  
& The Heart of England  
Classic Car Club.**

**The Moira Canal Festival, Moira Furnace, Furnace Lane,  
Moira DE12 6AT On the weekend of the 21st – 22nd May**

This weekend is in conjunction with the ASOC Central Area, and the Heart of England Classic Car Club. Camping & Caravaning available Free of Charge for exhibitors and local hotels available at reasonable rates

The weekend will start on the Friday evening with a Pub Meal  
Saturday will see the start of the Canal Festival where we will be able to display our vehicles and join in all the activities of the day, we are hoping to include a canal trip during the afternoon, followed by a BBQ, fun and games and a quiz in the Evening .  
Sunday another day of activities and fun at the festival

**For further information or booking contact Phil Smith.**

**Tel. 024 7645 7487 - Mobile 07711 337797.**

**e-mail - phillyncovtssc@yahoo.co.uk**

## North Yorks DENTRUN Fri 13th - Sunday 15th May 2016

A relaxing weekend in the scenic Yorkshire Dales. The weekend is all about relaxing and getting ready for the busy show season. The weekend will be based at the **High Laning Campsite, Dent, Nr Sedburgh, Cumbria, LA10 5QJ (Highlaning.com)**  
If we have over 10 pitches on the weekend we will receive a generous discount on camping. fees. B&B is also available in the village.

**There will be a run through the Dales on the Saturday (10ish am start)**

The route will take in as much scenery as is possible and incorporate a lunchtime stop with a choice of picnic/cafe or a pub meal.

The remainder of the weekend is all about relaxing and taking in the local area. There are 2 pubs locally, so shelter is assured should the weather be against us.

Booking is advised so that we can ensure that we have enough camping space and route books for the Saturday. Costs for the weekend are simple. £3 each car doing the run for the route book (Modern and classic welcome), plus camping fees to be paid direct to the campsite. Campsite and eve pubs are dog friendly as long as their rules are followed.

**Please ensure you arrive with enough fuel to complete the Saturday run.**

**Please send the form to address below or email Richard on 72stag@gmail.com.  
1 College Farm Close, Whitley, Nr. Goole North Yorkshire DN14 0UY**

**Name :..... Address.....**


**Post Code .....**

**e-mail: .....**

**No. of Cars: ..... Camping : Yes / No**

**Please include £3 per car as either a cheque made payable to R Briscoe  
or via Friends and Family at Paypal to 72stag@gmail.com**







## Northants Area

proudly present our...

# CAMPING WEEKEND

incorporating the

# STANDARD TRIUMPH RALLY



**Friday 3<sup>rd</sup> June – Sunday 5<sup>th</sup> June 2016**  
**At Wicksteed Park, Kettering, Northants**

Friday – Welcome  
Saturday – Local Run Out  
Saturday Night – Big BBQ and Games  
Sunday – Standard Triumph Rally

This year's Saturday fancy dress theme will be....

## PIRATES....AAARGH!

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





For a booking form please email:  
[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)  
or pick one up at our Monthly Meet.

**Look forward to seeing you there!**



## Derwent Valley's Peak Run Weekend

### 17<sup>th</sup> to 19<sup>th</sup> June 2016

Friday night a warm welcome at the campsite with evening activities.  
Saturday campsite based activities/Ashbourne Streetfest.  
Saturday night is the usual Party Night at the campsite.  
**This year's Party Night theme is 1940's Britain.**  
Sunday is the day of the 28<sup>th</sup> Peak Run—a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

Camping available from 3pm Thursday 16<sup>th</sup> until noon Monday 20<sup>th</sup> June at the Peak Gateway Campsite near Ashbourne. Sorry NO electric hook up available.

Visit our **Peak Run** website at [www.peakrun.weebly.com](http://www.peakrun.weebly.com) for more information.

Name .....  
Address .....  
.....Postcode .....  
Phone Nos. .... Email .....  
Car Make ..... Model ..... Reg. No. ....

Package	Rate	Tick Below
"Early Bird Weekend" and Run with up to 4 nights camping. Available until 30 <sup>th</sup> April 2016.	£45 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run with up to 4 nights camping.	£50 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run with 1 nights camping.	£30 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run excluding with no camping.	£20 per car	<input type="checkbox"/>
The Sunday Run only.	£10 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to **Derwent Valley Area TSSC** to:

**Peak Run 2016, c/o Kim and Paul Dale,  
Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.**

**Telephone Enquiries:**  
Kim and Paul Dale - 01335 345784

Court from





**Car Club Members Package:**  
**2 adult admission tickets & a vehicle display pass from only £42**

- Be part of the infield car club displays which are now over 120 clubs strong
- Have your car on show in your car club's dedicated area
- Watch over 1,000 cars from across 80 years of racing competing in more than 20 races over the weekend
- Live music concerts on Friday and Saturday night
- Track parades, passenger ride activities and drag strip demos every day
- Fun family weekend including aerial displays, giant wheel, vintage fun fair and much more
- Retail village with automobilia, parts and accessories
- Weekend tickets, hospitality and camping provide excellent value for money



Use the official club booking code:

**SCC16010**

'Early Bird' ticket savings end 31st March  
Ticket: 0871 231 0849 calls cost 1p per minute plus network charges

Tickets & Info at

**www.silverstoneclassic.com**

Official Partners



Media Partners



The Daily Telegraph



**Leicestershire and Rutland Area**  
**Triumph Sports Six Club**



You are cordially invited to the  
**31<sup>st</sup> SUNSHINE RALLY**  
**5<sup>th</sup> - 7<sup>th</sup> August 2016**

We will be returning to  
Our venue at the Rutland Caravan & Camping Site  
Greetham LE15 7FN

An immaculate camp site with superb facilities  
Our own flat, sheltered rally field with 7 hard standings pitches for campers,  
electric hook-ups also available (1<sup>st</sup> come -1<sup>st</sup> served), less than a 10 minute  
walk to Greetham village with 3 pub restaurants

**Camping Friday 5<sup>th</sup> & Saturday 6<sup>th</sup> with option for additional night Friday night**

Warm welcome, meet old friends and make new ones  
**Saturday**

Optional planned casual drive around stunning Rutland and Rutland waters.  
Many alternative places of interest to visit plus shopping opportunities.

**Saturday night**

Fun & games, BBQ, quiz, sing-along, raffle and more

**Sunday**

On foot Treasure hunt passing 3 pub/restaurants for lunch. Return to rally field  
for a car show with people's choice.

2 nights inclusive £40.

2 nights inclusive + hookup £50.

For more details & booking form contact:

Neil 07530307371 tr6scimitar@yahoo.co.uk

Jan 07799804415 j.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk

# Lincolnshire Triumphs

A family friendly group of triumph enthusiasts. Monthly meet, workshop days and convoy runs to events



## Lincolnshire Triumphs Weekend

Tattershall Lakes Holiday Park

2nd - 4th September 2016



Join us for a weekend of Triumphs and fun!

- ✓ Convoy runs
- ✓ Lincolnshire Countryside
- ✓ Family Activities
- ✓ Fabulous scenery
- ✓ Show and Shine
- ✓ Evening Entertainment
- ✓ Competitions and Quizzes
- ✓ Beach Fun
- ✓ All Triumphs
- ✓ Glamping\*
- ✓ Tents and Tourer Camping
- ✓ Static Caravans\*
- ✓ Luxury Lodges\*

\*Limited Availability

For more information please see our websites or contact  
Carl Wright on 07534 331830 or by email [carl@lincstsc.co.uk](mailto:carl@lincstsc.co.uk)

[www.lincolshiretriumphs.co.uk](http://www.lincolshiretriumphs.co.uk) [Facebook](https://www.facebook.com/lincolshiretriumphs) [Instagram](https://www.instagram.com/lincolshiretriumphs)



The event is organised by the Lincolnshire Area of the Triumph Sports Six Club,  
and in association with the Lincolnshire Area of the Triumph 2000, 2500, 2.5 Register.  
Supported by Rimmer Brothers.

# Lincolnshire Triumphs

A family friendly group of triumph enthusiasts. Monthly meet, workshop days and convoy runs to events



## 2016 Camping Weekend - Tattershall Lakes Holiday Park

57 Sleaford Rd, Tattershall, Lincolnshire LN4 4LR

Friday 2nd - Sunday 4th September 2016

Event Organiser: Carl Wright, 07534 331830, [carl@lincstsc.co.uk](mailto:carl@lincstsc.co.uk)

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

[Facebook](https://www.facebook.com/lincolshiretriumphs)

[Instagram](https://www.instagram.com/lincolshiretriumphs)

### Booking Form

Name:

Email:

Telephone:

	Friday	Saturday	Total
Tent/Tourer - £20			
Electric - £2.50			
Other (as booked)			
(all prices are per pitch, per night)			Total:

Please make cheques payable to:

Lincolnshire Area Triumph Sports Six Club

Car Make/Model:

Car Registration:

Any specific requirements:

Please post form and cheques to:

Lincolnshire Area Triumph Sports Six Club

47 Swinderby Road, Collingham, Newark, Nottinghamshire. NG23 7PH



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

[Facebook](https://www.facebook.com/lincolshiretriumphs)

[Instagram](https://www.instagram.com/lincolshiretriumphs)

# Totally Triumph - 2016

All marques welcome

- **Friday:** Meet & Greet at Hermanus Leisure NR29 4BP
- **Saturday:** Scenic Drive
- **Saturday Evening:** Dinner, music & entertainment at Hermanus Leisure
- **Sunday:** Car show at Long Beach, Hemsby NR29 4JD

23<sup>rd</sup> 24<sup>th</sup> 25<sup>th</sup> September



Accommodation & camping available at:  
Hermanus Leisure & Long Beach



— See website for details

STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH ★ TR REGISTER

[www.totallytriumph.org](http://www.totallytriumph.org)