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The Courier

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THE TRIUMPH SPORTS SIX CLUB
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Frank Spencer. Paul Swanson. Peter Williams.



STAG TO TAKE
STAR ROLE!

PICTURE BY
DAN CHUDLEIGH
CAR
MIKE CREWES

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

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2016 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: 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

FRI SAT SUN MON 29 30 1 2 MAY 2016
**27TH ISLE OF WIGHT
TRIUMPH WEEKEND**
APPULDURCOMBE GARDENS
tssciv@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
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

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

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

FRI SAT SUN 24 25 26 JUNE 2016
CORNWALL CAMPING WEEKEND,
PENTIRE HAVEN HOLIDAY PARK,
KILKHAMPTON (NR BUDE) - MIKE
CREWES 01872 573763

July 2016

SAT SUN 2/3 JULY 2016
TRIUMFEST UK
SANTA POD RACEWAY
**TSSC MEMBERS PRIORITY
BOOKINGS**
TEL. 01858 434424
WWW.TSSC.ORG.UK

FRI SAT SUN 8/9/10 JULY 2016
LE MANS CLASSIC
TSSC AT TERTRE ROUGE
LAST FEW BOOKINGS
TEL. 01858 434424
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

CLASSIC CAR SHOWS (CLUB INVITED)

May 2016

SUN 15 MAY 2016
CHILTERN HILLS RALLY
WEEDON PARK
BUCKS, HP22 4NN
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

CoMment

The TSSC HQ is now Open!

BY JANE ROWLEY
COUNCIL OF MANAGEMENT

April is the month that the classic car scene really wakes up with plenty of events taking place. We hope that you will join us for many of them, as it is you, our members, that really make these events memorable.

Our **AGM** is on **Sunday April 10th** held at our HQ Sunderland Court, Lubenham, all our members are invited to join us. The day starts with an AO's meeting at 10.30am, it would be great to see as many Area Organisers as possible for this, come along and let your Area Liaison Officers know what support you need.

For non AOs HQ is open for you to peruse our display vehicles, Triumph memorabilia, and maybe purchase something from the Club Shop taking advantage of a tempting 5% off on Selected Items on the day.

Lunch is available and then please stay on for the AGM that starts at 2.30pm, this is your opportunity to be fully informed of the Clubs progress over the last twelve months and what we hope to look forward to in the next twelve months.

We are hoping for a fantastic turnout, after all this is YOUR Club. Please bring your valid membership card for admittance.

We would like to take the opportunity to wish everybody good luck and safe travelling to those that are participating in our new event, the **Five Point Tour, April 22nd - 24th**.

We are very pleased with the response for this new event and are very eager to see our plans come into place. We hope everybody enjoys this weekend, whether they are doing a stage or attempting to go all the way and **Finish at TSSC HQ!**

I would like to take this opportunity to thank Our Chairman Chris Gunby for all the hard work he has put in to get the tour to this stage.

The events then just keep on rolling, with Isle of Wight Triumph Weekend, South of England Meet, then the Laon Historique 25th anniversary weekend. The Club have a hospitality presence on



the campsite at Laon, anybody that is at this event that is not camping, please come down to find us and enjoy a drink or something to eat with us.

So, my message is get your Triumph out and enjoy it, with our clocks now wound forwards we have lighter evenings again and hopefully some sunny weather to go with it.

Maybe you will decide to attend your local area meeting, they are great evenings to meet up with like minded people and possibly even source that elusive part for your restoration.

At any of the TSSC attended events or open days it is possible to get your Agreed Value Certificate done, to assist your Insurance cover, as an alternative to sending the photos in by post. A very worthwhile exercise, as you would not like to be caught out if something unforeseen was to occur.

We hope to see many of you out and about with your Triumphs over the next few months.

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

APRIL OPEN DAYS at TSSC HQ

At Both the **TSSC AGM** and also the **TSSC 5 Point Tour Finish**, Headquarters here at Sunderland Court will be holding our very popular Open Days. The Club Shop will be open and offering 5% discount over the Counter on these days only, so Save Postage and Grab a bargain and indulge in some Triumph based retail therapy to kick off the 2016 Season. See the ever changing Car displays in the Showrooms and around the building. A BarBQ Lunch will also be on offer for a reasonable fee and real ale for the non drivers attending over the Herald Bar!

April Open Days are:

TSSC AGM - Sunday 10th

TSSC 5 Point Tour Finish - Sunday 24th

Practical Classics SKILL SHACK



Practical Classics magazine has a 34-year tradition of delivering the very best hands-on classic car experiences to its readers and is famous for its workshop advice and guidance. Skill Shack with Practical Classics brings this expert tuition to life.

Skill Shack with Practical Classics has created online tuition videos from car restoration experts to give classic car enthusiasts the essential skills needed to restore, maintain and



improve their classic car.

Users can stream video courses from any device, whenever they like and can learn at their own pace from the comfort of their own home or workshop. The online courses consist of five video classes, plus downloadable bonus material, providing the step-by-step guidance needed to get the job done properly.

There are seven courses to choose from, and more coming soon over the next few weeks. Current courses:

The basics of MIG welding

Intermediate welding

Simple body repairs

Classic car electrics

Basic engine maintenance

**How to remove, revive and decock
your engine cylinder head
mgb service guide**

Join Skill Shack with Practical Classics in the workshop today and save 25%.

Visit www.skillshack.co.uk today and use code **TSSC25** at the checkout



HQ OPENING TIMES

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

TSSC AGM - Open Day at TSSC HQ

SUNDAY 10TH April 2016 10.00am to 4.00pm

TSSC 5 Point Tour Finish - Open Day at TSSC HQ

SUNDAY 24TH April 2016 11.00am to 6.00pm

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



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

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**The Club Shop will be Open
on Both April Open Days**

**The Club Shop will be Offering 5%
discount over the Counter on the Day Only**

**Offer not applicable to Club Gift Vouchers, Website orders
or on items already discounted.**

To ensure we have the parts you need just ring the Club Shop Hotline
01858 434424 or Order Online - www.tssc.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB

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

TSSC Annual General Meeting

SUNDAY APRIL 10TH 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 MEETING 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 Forshaws Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.
or email: gensec@tssc.org.uk**

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

INSURANCE PANEL

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

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

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

Peter Best
01621 840400
www.peterbestinsurance.co.uk

The Key Benefits on all TSSC Insurance Policies

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

VITESSE Register

e-mail.

vitesse@tssc.org.uk

Dave Rumens



To Cap it all



Hello folks. April is now here and so should be Spring which heralds, no pun intended, the forthcoming season of events. The first in southern UK is the **South of England Meet at Leatherhead in Surrey on Sunday 8th May.**

dashboard, as an option on the 948 Herald, **Picture 2.** Standard Triumph's advertising information for the Herald and Vitesse stated the wood has a Walnut veneered finish. To many people, including me, the finish looks too light for Walnut and one answer may be that we are getting mixed up with American Walnut which I believe is much darker. Each pair of



Picture 1.

The SEM, **Picture 1**, is worth attending to look at the cars and dig into the autojumble for those rare parts you need during your winter work on your Triumph.

One of the items used to give the Vitesse interior an upmarket feel was the use of wooden door cappings as standard. This was nothing new because Standard Triumph had offered wooden door cappings, along with the wooden

cappings was produced from the same piece of veneer. In other words they were fitted in

WALNUT CAPPINGS **Picture 2.**

To enhance the interior appearance of the Herald, a walnut veneered fascia panel capping and door cappings are available in kit form. Each kit comprises :—

- 1 Facia Capping.
- 2 Door Cappings.
- 2 Quarter Cappings.
- 1 Ash Tray Capping.
- 1 Lock Catch Plate, and all necessary fixing screws, cup washers and clips to carry out the complete installation.

The cappings have a highly finished surface and care must be taken to avoid damage during installation.



Picture 3.

matching pairs. On the reverse side there is a number that relates to the cut of veneer used. Both right and left hand cappings should have the same number, Picture 3. Due to hood stowage no rear cappings were fitted to the



Picture 4.

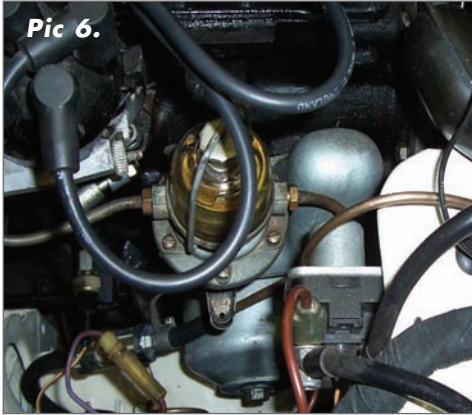
Convertible. Rear cappings were fitted to the Saloon and genuine Park Royal built Estates. The Estate rear cappings are full length and therefore like the Estate itself not a factory item. In 1965 a legal requirement was introduced in the UK stating for all new cars that they should have front seatbelt anchorage points. One of the mounting points on the Saloon and Estate is located where the rear

capping is fitted so additional hole(s) are required in the capping. Picture 4 shows the early mounting arrangement and Picture 5 shows the later.

As seatbelts were not a mandatory requirement on the pre 1965 cars this means there were at least three factory versions of the rear capping. These days the later type is most common to be found at autojumbles. I guess most of the earlier ones have long since disappeared. As for the estate version these were not mass produced and hence are as rare as hen's teeth. A combination of hot sun in the summer and the cold damp days of winter can play havoc with the varnish eventually attacking the veneer underneath. When renovating the cappings care should be taken not to damage the veneer. Do not try to sand off the varnish coat, a chemical varnish remover should be used. The resultant tacky varnish should be removed with a cloth and not scrapped off. New varnish should be applied sparingly. Do not try to renovate the cappings unless the temperature is above degrees 20C and the area is dust free. If the temperature is lower the varnish remover will not work and the new coat of varnish will not cure off. Small flies can also be a problem as they seem to be attracted to the new coat of wet varnish and come to a sticky end on a otherwise



Picture 5.

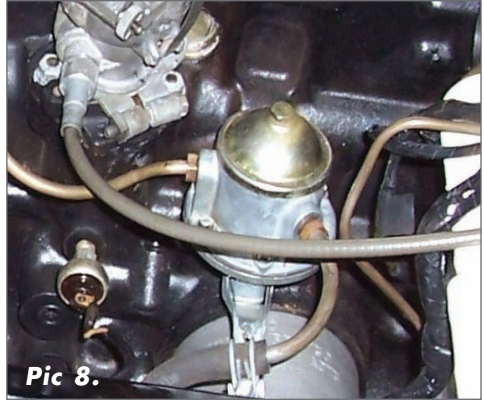


unblemished surface! Always follow the makers Health and Safety instructions as this stuff can be nasty. As I am typing this on a cold wet February day I will produce an article covering the renovation later in the year once it has warmed up!

Lots of changes were made during the production of the Vitesse. This included the fuel pump which in this case I believe had more to do with cost than anything else. Picture 6 shows the earlier glass bowl type, the fact you can see if the fuel is present and if there is any unwanted muck present I find helpful. There is a filter which if it looks blocked should be cleaned. When you unscrew the top fixing and take the bowl off to gain access to the filter,

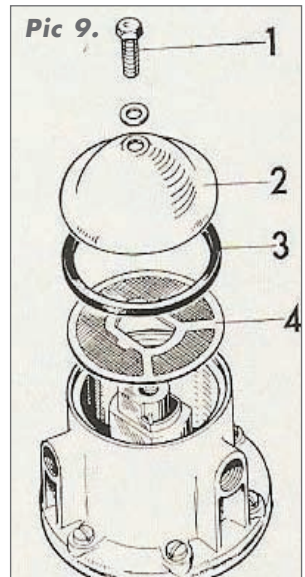


remember the fuel will come out. The filter pulls off as shown in [Picture 7](#).



The factory spare parts catalogue gives the change to the later type, [Picture 8](#), taking place on the 2 litre (Mk1) from engine number HC4501. Though a large number of both Mk 1 and Mk 2 engines were fitted with the earlier type by the Canley factory.

Guess it was what was then available to keep the model production lines flowing. Both types had the priming lever. However, the later type lacks the useful glass bowl but it did still have an internal filter. To gain access to the filter,



you have to undue the centre bolt and remove the metal top. Remember the fuel will come pouring out. In both types inspect the rubber gasket the bowl/top sits on for serviceability. It is not unknown that when the top has been removed the gasket will not reseal due to age. What's the old saying "*If it's not broke then don't try to mend it*".

That's my stuff for this month.

Safe Driving & Keep Running On All Six
Dave

Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Tony Hall	Avon	Peter Treacy	West Midlands
David Dyer	Avon	Veran Dandy	West Midlands
Laura Hill	Bedfordshire	Christopher Dobbs	Monmouthshire
Stephen Walsh	Camb	Richard Hawkes	Northants
Glyn Thompson	Derbys	Hugh Strickland	Shropshire
Les Fathersn	Dorset	Martin Rye	Shropshire
Kalam Quasem	East Sussex	Maggie Love	Somerset
Brian Browne	Essex	Tom Gorrell	Surrey
Tim Johnstone	Glos	Russell Johnson	Surrey
Dave Hill	Glos	Roy Fairfull	West Sussex
Greg Warner	Isle of Wight	Robert Clarke	West Yorks
David Mather	Lancs	Thomas Crauwels	Belgium
Leo Watkins	Lancs	Manujendra Shah	Delhi
Richard Lakin	Leicestershire	Ingar Nissen-Meyer	Oslo
Steve Barton	Leicestershire	Adam Puscinski	Poland
Ted Wilson	Leicestershire	Jeffrey White	USA
Jane & David Strachan	Leicestershire		
Richard Scarth	London		
Martin R. Mitchell	London		

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

SPITFIRE I - II - III Register

e-mail. spitfires@cadley.org.

Suzie Singleton



Spitfire Owners write

They say it's nearly Spring, that would be nice - some dry weather, daffodils coming out into flower and the weather warming up. Time to be thinking of getting those cars out of their nice snug garages, do services and oil changes, MoTs if necessary, and a bit of spit and polish ready for the first shows at Easter and beyond. Alternately, the day before the first event, clear the various boxes and other junk off the roof and boot that have been dumped there over the winter, check that it actually starts and hasn't become a nest for mice or other vermin, and that there's enough petrol in it so that it can start and get you to the nearest petrol station. Which scenario would be yours?

Now on to something a bit more practical.

Martyn Jackson has provided a possible solution to the problem I highlighted in my January article about **Graham Holt's** bonnet getting jammed shut.

"Before reaching for the angle grinder, it might be worth considering... the bonnet cone commonly consists of rubber moulded around a bolt head; when the rubber deteriorates, the exposed edge of metal can catch in the hole at the centre of the cup attached to the bulkhead, and manipulation of the bonnet catch doesn't help. If this has happened, pressure on the area of the cone may unhitch it. On my car I introduced a narrow piece of hardwood between the rear lip of the bonnet and the bulkhead and levered gently forwards, and it pinged open! No damage to the poor old car. But obviously do not shut the bonnet again without removing the offending cone. You can still use the car

while new cones arrive from the Club Shop, the cheapest and best available, so change the other one while you're there."

Another problem we heard about recently was under the bonnet, **Paul Adams** (whose electrical trials and tribulations were featured in my February article) was still working through this on his Mk2 Spitfire.

"Sorry to bother you again, but a bit of advice on the dynamo position would be much appreciated - as you can hopefully see from the attached couple of pics, the dynamo pulley is quite a bit out of line with the crankshaft pulley (probably more so than is apparent in the pics). I've checked the measurements of the dynamo, plus the mounting brackets etc, and its all completely standard.



I've also googled some pics of other Spitfire engines, and, although it is difficult to tell, it looks like they are often out of perfect alignment, although, as far as I can tell not to quite the same extent as mine. I'm considering that my only course of action to rectify this might be by shortening the pedestal bolt (part no. 104902) although this is a bit drastic. The engine runs ok with the current set-up with no noises coming from any of the relevant bearings, although I do have the fan belt slightly on the loose."

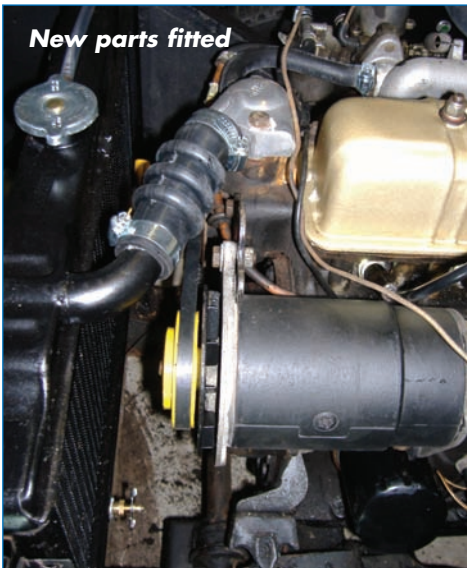
Guy said that he had seen this before, and even had this on cars he's owned. However, he'd never come across a fix for it! One thought he had was whether there are different offsets on the dynamo front pulley as Paul's was plastic and he thought the early cars had metal pulleys and fans.

Paul agreed with this comment noting that:

"I've got a contemporary MK 2 brochure and this shows an image looking down on the engine from above where the dynamo pulley is clearly out of line with the crankshaft pulley, but if I can improve on the set-up I will."

A few days later he updated us:

"Further to my earlier email, it does look as



though the dynamo has the wrong pulley and fan fitted. I've ordered the correct parts

NOS from the States (neither are available new in this country, as far as I can tell) and I'll let you know how I get on in due course - though I don't think it's quite as easy as just bolting them on!"

Paul then followed up a few weeks later to say that he had received the new parts and fitted them and it now all lines up. He sent a photo of the fixed set up although the new parts don't show up too clearly.

I had a nice email from **Malcolm Buchanan** about his car.

"I last wrote to you in May 2006 regarding my Spitfire Mk3 – SKT 737H being back on the road after being laid up for some 16 years. 10 years on (where did that decade go!) I thought you might like an update.



I have managed to keep her on the road passing the dreaded MOT each year and have made a few subtle upgrades, these include an electronic ignition, uprated road springs,





bonnet locks and converted the head lamps to brighter 55/60w bulbs. As ever the Courier came in handy when making these changes. I looked back at some of the technical articles that had been written in the Courier, which really helped, for which I would like to thank the TSSC team, its members and the technical staff for their advice and guidance.

She has now gone around the clock (Pictures attached before and after).

My wife Lyn and I have been to numerous TSSC area meets and car shows around the central region. We have also been introduced to the joys of dog ownership and the delights of camping, you have to be quite creative when packing all that camping equipment into such a small car, it's like completing the krypton factor every journey.

We went to the Isle of Wight last year and had a very enjoyable time with the TSSC members over there. Our biggest challenge so far being a trip to LeMans in 2014 for the first time with the TSSC. Lyn had been a little concerned beforehand regarding the

condition of the toilet/showers at such a large event but she needn't have worried the TSSC put on excellent facilities. It was a wonderful adventure and we can highly recommend this to anyone thinking of going, so much so, we have booked again for 2016....can't wait.

We combined our return journey from LeMans via Jersey, a beautiful friendly island where the roads are ideally suited for a leisurely drive and were fortunate enough to have had sunshine. The speed limits of around 40mph were just right for a 40 + year old sports car. Great places to see and I have attached a picture of the Spitfire having a well deserved rest, looking out to sea enjoying the lovely scenery at Bonne Nuit Bay.

I hope you find my update of interest and would love you to feature my car in your slot in the Courier as this would really make my day."

Well, I hope Malcolm is pleased to see his car in these pages, and if you would like to see yours here, then please do send me a picture and a few words.

And finally, I thought I'd bring you something

SPITFIRE I - II - III Register



cheery and uplifting ... but couldn't find anything appropriate so decided to offer you this - 1½ Fiat Pandas Guy found for me at the Restoration Show at the NEC last weekend,



and 1½ Ford Granadas from the ubiquitous 'online auction site!'.

Suzie




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SPITFIRE MkIV/1500 Register



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Steve Payne



The Final Countdown

A couple of questions were posted this month which you might be interested in reading; **Derek** was interested to know the actual date the final 1500 Spitfire came off the production line.

He wrote;

"I am a TSSC member and the owner of a Spitfire 1500, I've owned it for going on 8 years and enjoyed every minute. It was built on the 1st of August 1980. I've spent some time over the past few evenings getting my paperwork for the car into order.

Basically, I'm trying to find out the actual date in August that the final one was built; I have one or two books and I've searched the 'net' but cannot find the exact date, they all just say that production ceased in August. I did actually post the question some time ago and a member kindly told me but I have lost my record of it and cannot find, any trace of it on the Club site.

Hope you can help!"



The Final Production Spitfire at Gaydon Museum



Derek

| I've been burning the midnight oil scouring books and the internet for the date. I'm

surprised how difficult it is to find, however I have found an article which states that August 26th 1980 was the actual final production date. This is the only article I have found which gives this date so if anyone knows different please let me know.

address and no name).

"Hi,

I have recently bought a 1979 Spitfire 1500. Registration BBW249V. There was virtually no history with the car so I wondered whether there was any record of it in the Club?

Many thanks"

So can anyone help trace its history? Please let me know if you have any info and I'll forward it on.

Clutching at Straws?

The following question was clutch related from John;

"I have just got a single rail J type over drive for my 1300 Mark IV Spitfire. In my Haynes book it says the clutch is the same as for a 1500, is this right? At the moment a 3 rail 4 speed is in it".

John

From my literature it appears the 1300 has a 6,1/2" diameter clutch and 10 splines. The 1500 has a 7, 1/4" diameter clutch and 20 splines, so based on this info they are not interchangeable.

John told me later that he used a Toledo 6,1/2" 20 spline plate. Which I think makes sense!

Thanks John.

Through my investigation I also found out that throughout the 1970's, for the MK IV and 1500 models, the Spitfire used the same all-synchromesh rationalised gearbox design (but not necessarily the same internal ratio's) as found in cars like the MK 3 GT6, the Triumph 1500/Dolomite 1850 range, the Morris Marina, and Triumph engine MG Midget of 1974-1979. Single-rail selection was adopted for the Spitfire 1500 (and MG Midget 1500); it had already featured on the Marina from 1971.

Update on my Triumph Spitfire

I haven't achieved much this month, but there has been some minor progress. The doors are



Ring any Wedding Bells?

If you recall last month Jon requested information on GLK 684T.

As yet I have received no information, so let's hope this picture will help! Jon sent it too late to be included in last month's article.

One last shout, does anybody know the whereabouts of this car or its history (excluding the happy couple inside it)?

History Required

Continuing with the theme of tracing the history of Spitfires I received another request last month (unfortunately I only have an email

still without window regulators, glass and trim etc. (which I really wanted to get fitted this month - to at least one door), however I have started cleaning the soft top steel frame ready for fitting and I've purchased the various bits for renovating the hood itself and other trim components.

Unfortunately at the time of writing this I'm not feeling too well (suspected bronchitis) so all work has been suspended until I'm better, I'll report on progress in next month's courier.

Meanwhile does anybody have any useful tips or techniques that have worked well for rust removal on larger components that are not ideal for shop blasting or that just don't warrant the severity of a shot blaster.

Bob's Carb Trouble?

I have just heard from Bob and will be working with him to put the full story together in next month's courier.

Testing Times!

Reading the latest article in this month's courier for the Spitfire I – II – III Register, it prompted me to speak to the photographer again at MIRA and ask if he could trawl through the archives for any photographs related to tests carried out on Spitfires that I can use in future articles. I, or my colleagues, can provide a few words to accompany the pictures which will give you an insight into how manufacturers test vehicles in order that we are kept safe in our vehicles.

He seems confident he can find something but we will have to wait and see, watch this space.

Apologies for a rather short posting this month but as mentioned I'm not too well and hopefully will make up for it next month.

Steve.

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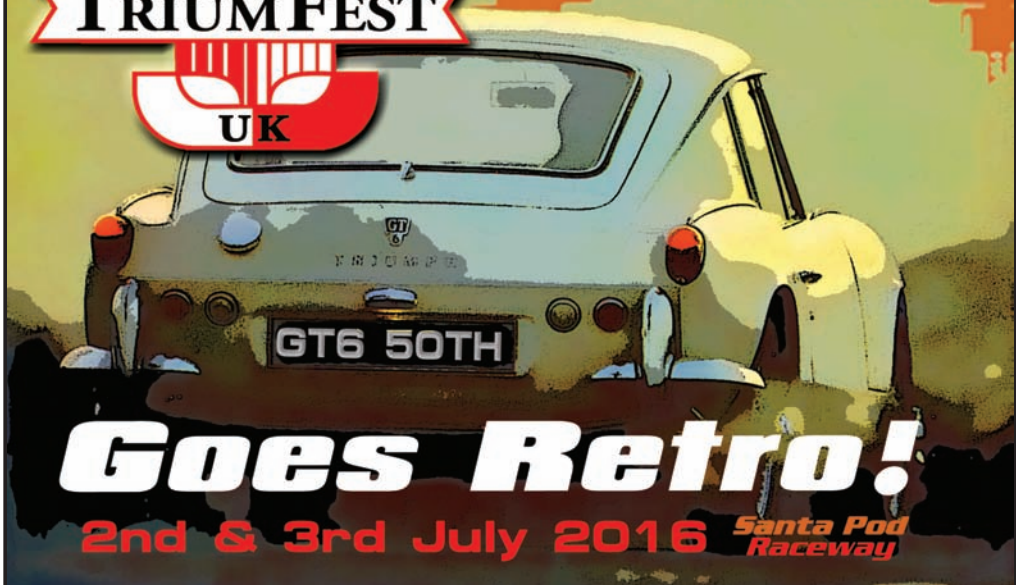
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HERALD 13/60 Register

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Phil Willson



Down-under Heralds

T

his month I will start with a superb photo that seems to

have been posted to every Triumph page on Facebook. It shows a brand new fleet of General Foods Company 13/60 estates being prepped at Northern Autos, Newmarket, Auckland in 1970. It is said that they were probably assembled at the Nelson plant on South Island, opened by Standard-Triumph in 1965. Note the light blue body with a white roof and also the Standard Atlas in the background.



Picture 1: Herald Heaven in New Zealand

I have never seen so many estates in one photo – I make it 16.

Now to a leak down-under. *(See what I did there?)* A while ago I needed to deal with a small oil leak on one of the diff output shafts. It was only when sizing up the bearing that I realised that I had put the wrong diff unit on the car when I reassembled the chassis several years ago. I had fitted



Picture 2: Diff output shafts reassembled

the unit from my old 12/50 which had a GA-series unit code whereas I should have fitted a GE-coded unit which has larger diameter shafts to cope with the higher power 1296cc engines. Ratio-wise they are identical. All 13/60s should have engines, gearboxes and differentials with the code GE except for the last year or so of production when the engine changed to the large bearing GK units.

So the correct diff was found in the man cave. The oil seals



Photo 3: Unit ready for fitting

have been replaced and the backlash etc. checked as per the workshop manual and it is ready to fit to the car when the weather improves.

At the same time all the rubber bushes



Photo 4: Spring thrust pads and where they fit



Photo 5: The assembled spring and rubber pads in position

on the diff, spring and radius arms are being replaced with the polyurethane variety.

My spare spring has been overhauled and new rubber thrust buttons fitted. The buttons (part number 114006 – 8 required) as purchased

from most places are just plain rubber discs but photo 4 shows how I trimmed them with a craft knife to fit into the recesses in 4 of the spring leaves. Prior to reassembling the spring I glued the buttons into the spring recesses so that it was easier to handle. Any glue that is suitable for EPDM rubber will work. It is possible to obtain ready shaped buttons from the Triumph Spitfire Club in the Netherlands. I don't know if theirs are nylon or PTFE, but they are likely



Photo 6: Spring ready for fitting



Photo 6: Radius arms with new bushes

to be harder or more slippery than the originals which may have some slight effect on the performance of the spring.

The main purpose of making sure all is in top order is so that I can fit the upgraded non-Triumph engine shown in photo 8. More on that next month.

Phil

Photo 8: New engine for my Herald



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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
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158/9	£67.50
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£66.00
Interior grab handle ZKC 7017/11	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
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Gearbox (exchange)	£350.00
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Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Restyle Wheel trims	£125.00 set

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Dolomite 1300/1500 new exchange distributor	£59.00
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Dolomite Sprint recon exch distributor early/late	£160.00
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Set of Sprint HT. leads	£59.50
Set of HT leads 18.50	£12.00
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Service exch oil pump 18/50 - Sprint 215573	£35.00
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Sprint clutch kit	£80.00
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Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
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GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>
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Andy Cook

Keep your Cool. 1.

As it's now April, then Spring is here and Summer is apparently on it's way so fingers crossed things are due to hot up on the weather front! One common complaint with the GT6 is that they tend to run hot, combine this with the tin roof and the small cockpit area it can get pretty warm inside which is why a lot of GT6 owners tend to wear shorts! Extreme Example here! More important than keeping the Driver cool though is keeping the Engine Cool. Cooling on a GT6 is pretty marginal, it works OK when everything is in good order but as soon as parts of the system need attention or inappropriate cooling modifications are put in place then problems can start to occur.

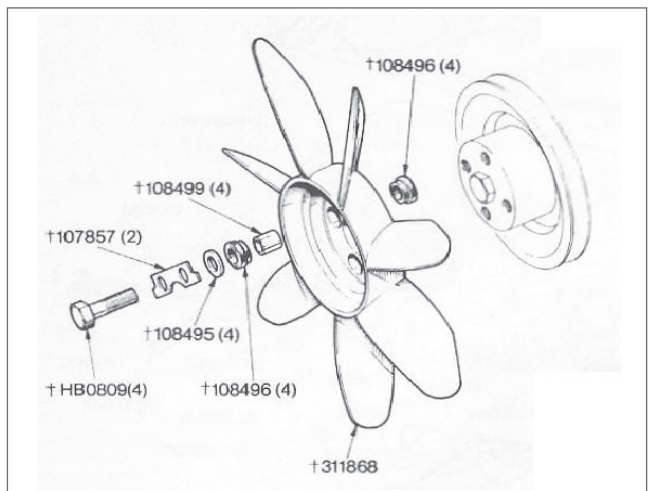
Standard Cooling System Part 1

1st Instalment of my article on GT6 Cooling deals with the standard system, next month part 2 will deal with modifications.

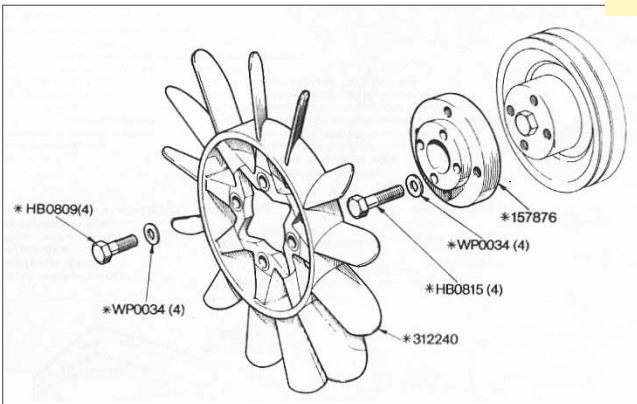


Picture 1 Steve Thompson and Rob Southern with Steve's GT6 on the Round Britain Run AKA "Team Shorts!"

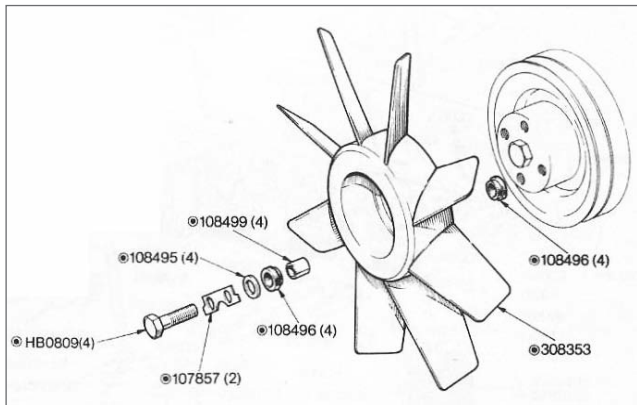
Fans



Picture 2 Standard Fan 7 seven blades



Picture 3 Earlier export fan - 13 blades.



Picture 4 GT6 MK2/+ and Late export fan - 8 large blades.

The standard GT6 engine driven cooling fan is adequate and even for hot climates the only thing the factory did differently was to fit a cooling fan with more blades, 13 rather than 7 for US & Swedish markets except export GT6 MK2s (GT6 + in the US) and late MK3s which were fitted with an 8 blade fan again with bigger blades.

Radiator

The Standard radiator is limited in size by the space available, it is adequate but needs to be in good order. If it becomes silted up or if the vanes become bent it will lose it's efficiency. My advice would be to Flush out the cooling system as a

regular service task on a GT6 every couple of years. To do this remove the bottom hose and flush through with water with a garden hose from the top. If it's a bit silted up take the radiator off the car and reverse flush from the bottom hose outlet. If it's got a more major blockage run the car using a flushing agent such as rad flush before flushing.

If it's been neglected for a length of time replacement or re-coring by a radiator reconditioning company may be the only real option.

Ensure any distorted blades are gently corrected, best to use small long nosed pliers but be careful not to damage the core.

Radiator Cap

Radiator caps can give trouble either by failing to seal or when the spring weakens with age and allows release at a lower pressure than designed. Triumph specified 7lb caps for GT6 MK1 and Mk2s and 13lb for MK3s. Not sure why MK2s

are any different from MK3 as it's the same engine and cooling set up so I suspect Triumph decided that 7lb was a bit low and 13lb provided better cooling.

Engine Block

The Engine block can also end up getting silted up, best way to sort this is to run using a flushing agent such as rad flush followed by plenty of reverse flushing.

One quite common issue is that the core plugs can corrode and leak, replacement is fairly straightforward but requires some stripping. From experience the ones that normally go are on the manifold side of the engine and require the exhaust and inlet manifold to be removed for access.



Picture 5 Core plug removed and sealant applied in hole.

Remove the old core plugs by tapping one side with a suitable drift to twist the core plug within it's hole, then remove with molegrips or similar. Fit a new core plug with a sealant (my preferred sealant for this is blue hylomar) carefully drift into place with a socket of a suitable size to fit within the core plug recess.



Picture 6 Getting ready to drift new core plug into place using a socket.



Picture 7 New Core plug fitted.

Waterpump.

Waterpumps will wear and leak from the pulley shaft with wear. The only way to repair this is a replacement waterpump. Very early cars did have a grease point on the waterpump output shaft when new but I've never seen a grease point on replacement pumps.

Waterpump Pipe

There is a long mild steel pipe leading to the waterpump that runs along the right hand side of the engine block under the manifolds. This pipe tends to rust and can also become blocked. A worthwhile improvement is to replace with a stainless version available from most Triumph Specialists. You'll also need an olive (like a central heating olive but 10mm in diameter) and possibly a new nut when fitting a new pipe. 10mm olives are available from most Triumph specialists, from some of the better plumbers merchants or from ebay.

Thermostat

The Thermostat is a critical item, if it isn't working properly it can stick in an open position causing the car to run too cold, if it sticks closed it will cause the car to overheat. A common bodge is to remove the thermostat altogether, don't fall for that one! The car won't stay at the right tem-

perature, take longer to warm up and Thermostats are so cheap why bother to bodge it all!

GT6s are fitted with an 82 degree thermostat as standard. An 88 degree winter thermostat is available but not really necessary except in cold climates as GT6s tend to get hot anyway.



Picture 8. Heater valve

Heater valve

Another part which can fail and leak is the Heater Valve. The only repair is by replacement. GT6 MK1/2s and GT6 MK3s operate the opposite way around so make sure you get the right one! Part number for MK1/2 is 565755 part number for Mk3 is 724022.

Heater Radiator Matrix.

The Heater Radiator Matrix can also cause problems. It can get blocked which will mean your heater won't work as the water won't circulate or it can leak. For a blocked matrix try back flushing or use a product such as rad flush. If it leaks a temporary repair may be possible with a sealant such as Rad weld or Bars leaks but the proper repair is by replacement. It's a bit of a fiddly job to replace as you'll need to remove the heater box located behind the dashboard so a fair amount of stripping is required.

Radiator Shroud/Cowl

One of the most important features on a GT6 is the cardboard shroud/cowl fitted to the front of the radiator used to duct cool air into the radiator. I can't stress just how important this part of the cooling system is, without a cowl in place the car will run hot. Many cars have these missing or the old cardboard ones tend to get soggy and droop blocking the airflow with age which also makes the car run hot. A good modification is to replace the old cardboard item with a stainless or aluminium version, available from most Triumph Specialists and the TSSC shop.



Picture 9. Radiator Shroud/Cowl in Powder Coated Aluminium

Hoses.

It goes without saying, check your coolant hoses every time you service the car and replace any that are starting to crack. Unfortunately like most rubber components for our cars the quality of replacements is

now very poor due to EU regulation preventing the same ingredients being used in the rubber compound for "environmental" reasons. If I sound like I'm anti EU, yep I certainly am but that's a contentious subject with the EU referendum coming up soon! Anyway there are other alternatives such as Kevlar reinforced hoses or even better silicone hoses (as available from the club shop). These are more expensive but will last longer.

It's also worth looking out for NOS (new old stock) hoses at autojumbles as these will be made from proper ingredients unmolested by the Eurocrats! If you replace a hose always replace the clips with good quality jubilee clips. I always have a stock in my parts stash and buy in bulk from Screwfix, much cheaper in the long run than buying one at a time from your local Halfords or Triumph specialist.

Antifreeze.

Always use a decent antifreeze, not just in the winter. A good antifreeze will inhibit corrosion and help stop the cooling system clogging up so is worth having in the system even in the summer months. Also I'd recommend replacing the coolant every couple of years with a flush out of the system. I have noticed recently that some of the Triumph Specialists are starting to try and sell Waterless Coolants to us owners. Whilst I can see that it may be an improvement for the OHC alloy headed models that have well known cooling issues like the Stags, TR7s and Dolly Sprints I'd say that for a GT6 or other cars of the cast iron head generation this is overkill and a waste of money.

Bars Leaks

I have read somewhere that Triumph used to put Bars Leaks in all cars at the factory. Bars Leaks sits in the cooling system and is supposed to help lubricate the waterpump etc but it's real advantage is that it will lie dormant ready to seal any minor leaks that may occur. I once had a heater hose fail on my GT6 after a run down the A1. I stopped and topped the coolant up and limped the car to the next service station.



Picture 10. Bars Leaks Liquid - Rumour has it fitted at the factory by Triumph!

When I got there to top up again I found that the Bars Leaks I had in my system had automatically effected a temporary repair



Picture 11. Bars Seal Leak Stopper.

which was good enough for me to continue my journey of about 50 miles to home with no further action but a top up. Brilliant stuff so I'd recommend always using Bars Leaks in your coolant system. It's available as a liquid to add to your coolant system. There is also a Bars Seal Leak stopper product from the same people to add as an emergency roadside fix for leaks that comes as a solid pellet to

GT6 Mk I - II - III Register

crumble into the system at the roadside. It's a nice small pack and good to carry in your Glovebox for emergencies.

From the Archive's

As it's the 50th Anniversary of the GT6 this year I thought I'd dig out a couple of

Stafford in 2006.

I can count only 29 in these pictures, let's try and get a good few more in the line up at the TriumFest 50th anniversary!

Andy



pictures from the 40th Anniversary at

Cookie's GT6 is right in the middle.



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Bernard Littlewood



Crossing the Severn

As I take the TR many times a year across the river Severn and am fed up with the long queues as it is invariably late afternoon/early evening on my way back from Classic Car events when the traffic is heaviest at the tolls on returning (and the associated charges) I thought that I would make a few modifications to my 4A to enable me to negotiate the river Severn or any other stretch of water that came between me and my destination.

injected into the Chassis, sills and door skins. All the carpets were then stripped out and marine quality seam sealer was applied to all panel joins. To make the car more buoyant my mate Al fitted air bags from a BMW into the front and rear of all the four wings and under the floor pans, these were inflated and deflated using a high volume low pressure pump which was activated by an electrical switch which also energised an electric bilge pump which was designed and installed by Crazy George Lazarou as I had been extremely impressed by his most ingenious windscreen washer set up



TR4A AMPHICAR

The first thing to do was to ensure that the TR would float, so very light high density foam was

placed on his Herald. With these modifications in place one evening Al, Crazy George and I

took the car down to Cosmeston Lakes. Al set up his winch and with the cable attached to my TR's tow ball we allowed the TR to roll slowly down the bank into the Lake. I must say that I was a bit nervous, but I needn't have been, the TR bobbed up and down nicely in the slight swell of the Lake. When Al winched the car out though we found that the carpets were soaking wet but we identified the door seals as being the problem and marine quality seals were ordered the next day.

The next part of the project was to find a way to propel the TR. A quick and easy way would have been to fit an outboard motor to the boot rack, but as I didn't want to have to carry the extra weight or make opening the boot problematic I designed a system where a gear was welded to the TR's propshaft then when a lever in the car was pulled back it operated the propeller shaft by pulling it forward which caused the hinge near the actual propellers to open and place the propellers in the run position while also meshing a gear on the propeller shaft with the gear that I fitted to the propshaft, Quafe have nothing on me! I was halfway through designing a tiller system to steer the TR with when Al called by with some calculations which strongly indicated that the TR could be guided on the water simply by the position of the front wheels.

With all this in place it was time for the TR's "sea trials". As I was taking the TR on the TSSC S. Wales Ambers run just after Christmas and one stop was at Llangorse Lake I decided that this would be an ideal opportunity so when we reached Llangorse Lake I tentatively drove the TR into the water, when I pressed the pump and airbag activation switch it was a very strange sensation as the wheels lost contact with the ground and it was with great trepidation that I pulled back the propeller

shaft lever and let out the clutch with the car in first gear but I needn't have worried, the TR surged forward cutting through the waves and sending the Ducks and Swans bobbing about in its wake. Al's calculations had again been spot on, when I turned the steering wheel to the left the TR responded and veered to the left, FANTASTIC! The TSSC S. Wales members were on the bank cheering and after a few nautical miles I sailed the TR back to the shore, pushed the propeller shaft lever forward, switched off the pump and airbag activation and drove out of the Lake. Some of the more intrepid (re: foolish) members asked for a ride around the Lake so the next 2 hours were spent taking passengers out for a sail, "FANTASTIC"! They all said, no more Severn Tolls for you.

Whether on land or sea a TR's the place to be!
Bern

TR4A ON AMBER'S RUN

I always look forward to the S. Wales area run between Christmas Day and New Years Day. It's a great reason to get one of the Triumph's out and give it an outing over the festive period and to have a few hours away from the food and beer. My daughter was going in her boyfriend Mike The Cake's Spitfire so as it was only my friend Alan who needed a lift I was able to take my TR4A, which was fortuitous as the run included a stop at Llangorse Lake and I was going to be able to try out a new modifi-



ANT, AMBER & NAOMI WAIT FOR THEIR VOYAGE IN THE TR



Naomi & Amber after their Swim

cation that I had carried out on the TR.

Although the weather had been very wet and windy 10 Triumphs turned up along with 28 members to support the run which takes place to celebrate the birthday of Amber who was 16 on the day of this run, Happy Birthday Amber!

Our Area Organiser has a history of "arranging" good weather for our runs and today was no exception. The day before the run saw gale force winds and driving rain, but when I awoke on the day of the run and opened the garage door the wind had abated and there was no sign of rain. Alan and I jumped in the TR and after a few slow turns of the starter motor it burst into life (I realised then that I hadn't used the TR for 3 weeks!) we drove along the M4 and onto the A470 with the Overdrive kicking in on cue (after allowing the gear box oil to warm up) to the first meeting point at Nantgarw where we met the majority of the S. Wales area (Including Martyn and son Dan in

their immaculate green TR4A and Paul & Dotty G in their lovely TR6) before leaving to take the A470 past Merthyr Tydfil then into the Brecon Beacons. The TR was performing immaculately, pulling smoothly in all gears and taking the hills in its stride, what a car, what a great sound of all the Triumph's exhaust notes reverberating through the valleys! The top of the mountains were shrouded in mist as we passed through the Beacons with a brief stop to admire the view and to meet up with other members of the S. Wales area.

We then continued to Llangorse Lake where we parked up outside the Cafe as the Lakeside car park was under 4 feet of water due to the extensive rainfall over previous weeks, we also saw buildings and barns in the surrounding area that were now islands in the Lake!

Amber and her friend Naomi took their traditional swim in the lake (brave girls) and after they had dried themselves we started up our cars and went into Brecon town, the TR's wet liner four cylinder engine's torque making the journey along the lanes and B roads very enjoyable. We parked up in a car park by the canal and strolled into Brecon town to frequent various cafe's and public houses for our lunch then met back up at the car park for another great drive home in the now failing light, but still dry weather. Again the TR was an absolute joy to drive along the B and A roads, with a fast blast along the M4 then turning onto a private road near my house I saw the speedo needle to the right of the 100 mph mark for the last time in 2015, or would it be the last time, there was another 3 days of the year left.

FANTASTIC!

Whether 6 cylinders or 4 a TR is more

Bern



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TR7/8 Register



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Paul Lewis



TR7 Events

Well, the past few weeks have been organising TR7 / 8's for shows. We had Stoneleigh MG & Triumph spares day in late February followed 2 weeks later by the Practical Classics Restoration show at the NEC. It is always great to be



NEC Restoration Show

I had a lot of technical questions over both weekends and it seems that owners would like some form of technical seminar to ask questions and see some jobs that they could do at home. Obviously there are the members



able to pick the cars for the show and try and make sure that they are different every time to give some variety of models.

Both shows were very busy and there seems to be a lot of interest especially in the TR7. It seems more and more people are taking the plunge and buying what is (at the moment anyway) an affordable classic that could be used every day and also keeps up with modern motoring.



In need of restoration!

TR7/8 Register



Obviously there will be the museum to look around and hopefully a BBQ on the day.

It's in the planning stages but if you think it's a good idea let us know.

Please enjoy some of the photos of the events.

who more than capable and maybe could also give their expert opinions on mechanical matters. So, to that end we are looking into planning a Technical Open day at the TSSC HQ one Sunday with a view to give some technical knowledge about the TR7 in small chunks.



Sir Shirling Moss OBE



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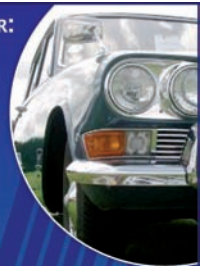


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Lancaster endeavours to beat any competitor's quote for your classic car policy, whilst making sure all of the benefits you expect, such as limited mileage discounts, are included.

Part one of our feature focused on using your Triumph on the continent, however, there are plenty of events and activities closer to home. You may have considered rallying, reliability runs or track days but were unsure if you were



covered by your insurer. We hope our guide below can help answer your queries and set your classic free!

Show/Rally Cover

Show off your pride and joy with fellow enthusiasts at a show or parade.



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Seeing the attention your beloved Triumph is receiving, certainly makes all the hours of polishing worthwhile.

Whilst your vehicle is parked up on a show field, your insurance should cover you for all eventualities. However, there are steps you can

take to help prevent incidents from occurring, such as when it's unattended, make sure you lock your vehicle, put convertible hoods down and remove any contents from view and lock them in the boot.

There have been a number of stories of classics being driven off a show display – make sure your Triumph isn't yet another statistic!

Reliability Runs

Enjoy the great driving roads the British countryside has to offer, and put your Triumph

to the test. The idea is to drive from point to point, with as few issues as possible, whilst obeying the laws of the road.

It is always worth checking with your insurance provider to confirm cover. It shouldn't be an issue as the events are not timed, but it's better to be safe than sorry.

Track Days

Live life in the fast lane and put your Triumph through its paces on some of the UK's most famous race circuits.

Triumph has a rich racing pedigree and letting your car loose in its natural environment, is a great way to spend an adrenalin-packed day.

Check with your insurance provider to ensure you have cover. Most will not offer this as standard but it can be purchased at an additional cost (you could purchase this cover at the circuit on the day, but you don't



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really want to lose valuable track time filling out the forms).

It's best to go to a club or professionally organised event, to help safeguard you and your cherished vehicle.

Multi Car Policies

With so many activities available to the enthusiast wouldn't it be great to have a car to show, one to drive and one to race?!

It can be annoying to insure all vehicles individually, with different renewal dates. Having a multi-car policy could solve this issue, meaning you have one policy and one renewal date that covers all your vehicles.



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Trevor Collett

Hooked for Life?

It's no real happenstance that Spartan cars have appeared several times in this column over recent months; one reference work puts the number of Spartan kits supplied from the company's base in Pinxton in Derbyshire between 1973 and 1995 at 4,000. As everyone knows, the Spartan was Herald-based only up until around 1981; subsequent cars used the mechanicals from Henry's Cortina. I can't say with any confidence what proportion of Spartans were rebodied Triumphs, nor can I say how many of these still exist, but I am pretty sure that there are more Triumph Spartan cars on our roads than any other Triumph-related kit car.

It is this supremacy that gives me the excuse to feature Spartan cars in this column with gay abandon.

This month I'm pleased to bring you a Spartan story penned by another, one **Alan Johnson**; pleased because it gives me a rest from composition (it's not easy coming up with erudite prose month after month for your



entertainment, you know), and it's actually a jolly good story. Over to Alan:

*Some of you may recognise **DRR293B** as it has been a member of the TSSC previously, along with its original builder and owner.*



My wife Lesley and I have only been the proud owners since April 2014, and joined our local Gloucester TSSC group last year. What a busy lot they are, I don't think I have ever come across a more enthusiastic bunch with their beloved motors.

This is actually our third Spartan. Visually this car is virtually identical to our second Spartan, but this one is 1600cc Vitesse based, again a gorgeous red and generally a rather shiny delight. We are thoroughly enjoying being back in a Spartan. This may be our third Spartan, but it is the first one this century. We bought our first one as a part built kit in the late 1970s. As an ex Mini Moke owner I was keen to get back into something different and was considering a Scamp or even a Magenta. When we bought the Spartan rolling chassis home, with some panels fitted and based on Herald running gear built onto a Spartan chassis, I was the happiest chap in the country. We carried it home from Hertfordshire on a borrowed pickup and set about completing it.



some months later. A red traditional-style sports car, almost identical to our current car in looks, but a slightly different beast underneath.

I do not know how welcome CNO 176T would have been to the TSSC as this one was Ford



We had to get it past the ministry man, then get an MOT, but soon we were on the road, with no hood and no paint, but at least we were

based. Again on a Spartan chassis but with 1600cc Ford Escort engine, gearbox and a van back axle. The front suspension was still Triumph though.

Standing on chrome wire wheels, this really was a beautiful motor car. We ran this for a good number of years as the school run machine and shopping trolley; Spartan and trailer to Cornwall on camping holidays, all good fun. We gathered together a good group of fellow owners who would regularly turn out for a pub



lunch; we would often get eight cars together, and sometimes a weekend away camping on the south coast. All good things come to an end, and as our children got too big for the plus-2 space available we sadly then sold the car on. Where is CNO176T now?

Always proud of our lovely cars we would show them whenever we could. In 1982 we made the news when a local Gloucester paper featured us at a car show at a local airfield. There are clearly not as many kit cars in general, or Spartans in particular on the roads today, which is a shame. I would always welcome hearing from local owners of traditional sports kit cars. The Gloucester TSSC Area Group has made us very welcome at their monthly meetings, and on the few events we managed to partake in last year. What a busy lot they are.

Hopefully we will manage to join in with them on more outings this year.

As for our current Spartan we bought her in April 2014. We had been looking for a convertible, traditional style sports car for a while and at Lesley's, my wife, suggestion decided to look at the Spartan Owners Club web site. Lesley had been the main driver of our earlier Spartans, as I was driving company cars and our Spartans were the family cars. We could not believe it when this car, almost identical to our previous, was for sale. We went to Nottingham, did the deal and brought her home a couple of weeks later. The previous owner, and builder of the car back in the eighties, had been a TSSC member and recommended the club.

The car is correctly registered as a Spartan. Mechanically she is a 1600cc Vitesse with over-drive gearbox. From the documentation she was lightly used in the four years before we acquired her. We have had a few minor problems with leaking slave cylinders on rear brakes and clutch and we suffered fuel problems traced

back to a dirty tank. After removing and cleaning the Spitfire tank, then modifying the outlet pipe, we now enjoy trouble free motoring. Long may it continue.

We are on the road most weeks regularly doing

35/40 mile round trips to family and occasionally up to Lancashire.



It really is great fun being back in a Spartan. Personally I would like to see more 'Specials' on the road, where have they gone? If there are any Triumph based specials on or off the road within striking distance of Gloucester then pass your details on to Trevor, our Specials editor, and who knows, we may arrange a get together in the summer sunshine.

Thanks Alan, for taking the time to put your story into print. I've come cross many enthusiastic kit and special owners of the years, but I can't recall anyone owning three different examples of the same kit car model (I'll overlook the anomalous mechanicals underpinning your number two Spartan!) I do hope you will continue to have many more joyful outings with your Spartan in 2016, and meet many more like-minded enthusiasts.

Trevor



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Colin Lindsay



Going... going... GONE!!

The topic of vehicle theft tells you this car is fitted with an alarm – usually reared its head a while ago and whilst there's little chance of a foreign-based crime gang stealing a Herald to order for some millionaire purchaser far over the sea, as happens with top-end Ferraris or the like – our cars still fall victim to the local joyrider who wants an evenings fun at someone else's expense by stealing, thrashing and ultimately destroying their precious Triumph. Heralds may not be as cool as some – no tin can exhaust or blacked-out tail-lights – nor are they tank-like enough for banger racers, but they're easy to enter and sometimes laughably easy to take. You hide your personal belongings, you take the CDS player out of the holder, but how to you protect the car itself?

They say a lock will only keep an honest man out, and Heralds are laughably easy to enter, particularly by a low-life who isn't worried about your paintwork. The only thing you can do is to remove valuables and try to make the rest of the car as unwelcoming as possible. (No, I don't mean by putting Ssangyong badges on it.)

I'd put anti-theft devices into three categories: visual, visual / physical, and discreet physical. In fact you could classify many of them as useless, even more useless and downright expensive useless. Visual deterrents vary from the window sticker that



telling you the brand too thus giving the thief a chance to decide if it's cheap or effective – to the comic variation of *"this car is protected by shotgun two days a week; want to guess which?"* which may make him split his sides as he drives off into the sunset in your pride and joy. (pic 1)

Visual / physical deterrents are also more often than not completely ineffective, and I've a garage



full of them to prove it. They've been around for ages, as this very early spoked-wheel clamp shows (pic 2). Sadly wheels these days are harder to



3.

out of. Devices such as Disklok that cover the entire steering wheel are a good deterrent and among the most effective devices currently available, but never forget your key as you won't get another without jumping through many hoops, if in fact you get one at all. I didn't... but it's reassuring to know you can make your own out of a giant soup tureen and a padlock (pic 4).

Similarly those gearstick and handbrake locking combinations (pic 5) which

resemble a medieval male chastity belt are also clamp (unless you're a Parking Enforcer) and theft deterrents mostly moved inside the vehicle in later years. The Metro Stoplock was a big seller back in the 1970s and 1980s and variations of them such as this one from Promag soon flooded the market (pic 3). The idea is to make it impossible to turn the steering wheel; in reality the skinny Herald wheel allows quite a bit of movement - it wouldn't even stay on mine - and of course these days they're rendered immediately useless by the cordless angle grinder or even, in the case of the original Herald steering wheel, a cheap hacksaw. It doesn't matter if your device has the hardest metal known to man infused with depleted uranium; the steering wheel is far easier to cut a slice

resemble a medieval male chastity belt are also



5.

worse than useless; I lost my key for one and it took all of thirty seconds to unscrew the gearknob and slide it off. Thankfully this was in a Maestro which was worth less than the anti-theft device itself. I've no idea who exactly the Car-Lok model pictured here is aimed at, but it very prominently features the advice: "Remove before driving". (pic 6) Glad they told me...



4.



6.

but, sadly, most thieves can remove them too. Discreet physical items such as these foot pedal immobilisers are quite good – place them over the clutch pedal, clamp and then padlock. I have one that was custom made for Triumphs and clamps to both brake and clutch pedals



(pic 7). It may look hard to remove but the weak point will be the padlock. If the thief is that close, he's inside the car, and ready to do damage in light of frustrated theft.

You need to make vehicle entry as uncomfortable as possible for the thieving

8.



driver; this type of deafening – almost painfully loud – alarm clamps to the steering wheel and is activated when the tilt switch inside registers a change in the vehicle's angle, such as someone getting into the driver's seat or turning the wheel (pic 8). Believe me, it is excruciating. Thankfully I lost the key to mine many years

ago; it used to go off all the time and was audible from streets away. These days a sounding car alarm hardly warrants a second glance and certainly no assistance from neighbours.

In the good old days you removed the rotor arm or HT lead from the distributor and there's far less chance of a would-be thief carrying a spare in his pocket than there was thirty years ago; an added bonus is that these days there's also less chance of being able to go to his local 24 hour store and buy a replacement one straight off the shelf. Bonnet locks also prevent your battery going walkabout.

Unfortunately there's nothing more malicious than a frustrated teenager, and if he can't steal your car he'll make sure you won't enjoy it either. Hoods or seats slashed, paintwork keyed, switches broken off or indicator arms bent; I've seen it done to all brands of Classic and not so Classic cars. The sad thing is that when one of these little darlings is caught he'll shrug when asked why. Even he doesn't know.

I think we're going to be more at risk from vandalism than theft, so use common sense when parking – brightly lit areas, not beside an alley or other area where youfs congregate, as we all know that if a bored thug can't eat, drink, smoke, or shave it, he'll break it. Watch young children at any Classic Car Show – they run up to a car, try the door handles, wiggle the mirrors, pull the aerial up and down, rock it about and then move on to the next one. It's not malicious, it's what they do, and if they break anything their parents will tell you that it's your fault for having the car sitting there in the first place. Consequently a dark street leads to the same behaviour with the added bonus of bricks and other sharp objects lying around. If a thief gets inside your car and it can't be stolen, releasing the handbrake and letting it run off downhill will be his biggest laugh since the Jeremy Kyle Show. Always park your car where it can be supervised, and preferably where you can sit in a café or restaurant and watch it out of the windows... and beam at the admiration it gets from genuine honest members of the public. I do!



9.

Unless of course you're using this offering... (pic 9) Why park your pride and joy when with a few stickers you can transform it into a rust bucket that even the yobs would avoid; in fact some of them may even take pity on you and wash it if you leave it in the right place. Maybe I'll try some of these for my next MOT

the examiner will think that all the rust is stuck on? Perfect for the gentleman who likes understatement. What will they think of next? Finally – the towing eye on the rear of your



chassis is not for chaining to street drain covers, honest... (pic10). Believe me, you'll forget some day... and it will be a toss up as to whether the drain cover, or your car, is worth more in scrap value... Lock it or lose it, as they used to say!

Colin

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Martin Marrison



What Price Originality?

Phil Wilson (Herald 13/60 Register) has been in contact and is considering buying a MK 1 Stag as he is finding as he is getting older he needs something a little bigger and more suitable for longer distances. He was asking about the Market Valuations provided and were they correct?

I brought mine last year and if anything mine was slightly below good value however mine was an Auto and I believe that a Manual plus overdrive is probably worth an extra £700 over an auto. Hardtops also add to the value with the price of a good hardtop now about £200 to £300. So without both of these I would take £1000 off the values below.

If you look on Ebay as a guide then you can get cars for below £2000 that are basket cases and missing parts and you can get cars for over £20,000 from dealers with some form of warranty and some comeback.

If you look in the Stag owners club magazine I found that the prices are over the TSSC valuations and they seem to be selling. Everyone had rang up for had sold!

Which way are Stag prices going. We on seeing a restored TR5 being put up for sale for £70,000 and the price of TR's generally rising I can only see them going one way and that is up. As to how much that is the million dollar question. I think the Stag will be more affected by the price of fuel due limited MPG you can get out of them. Although as people tend to use them less this is less important.

With Stags I have noticed originality seems to

be more important. Cars with Rover engines are definitely work less. Probably £1500 to 2000 less.

Previously with my Spitfire I have always done as much work as I could and blagged the help of people in the Sussex area when it was beyond my ability. With the Stag I am aware that the car is a more complex car compared than the Spitfire and I am getting older and less able/willing to do so much of the work myself.

So I booked my Stag into Faversham Classics for the auto to manual gearbox change, a check over and an MOT. This is the first time in 30 years I have let loose a garage on my car so I was a little nervous. I met Dan, Kev and Trevor. Trevor spent quite a bit of time with me and pointed out that a lot of my suspension bushes were well worn both front and rear, the brake master cylinder was leaking and that my front Macpherson strut bushes were well worn and needed replacing (this could explain why to me the steering felt so heavy) Following on from this it transpired that all the manifold fixings were a mixture of 9/16", 13 and 14 mm. To get to these to fix them they need to come off. It transpires that the Gearbox adaptor plate I had brought of Ebay was for a Rover engine! When Trevor took the engine out it had 14 thou of end float on the crank. Not a problem on an auto but very important on a manual. Also Trevor says that the crank that is in the car has no hardening on it. It looks a shiny steel colour rather than a grey colour. So it must have been out previously and been reground but not re hardened. Because of this I gave the go ahead to have the crank replaced so that meant that the engine needed to come

out and while it was out and the crank off it was a good idea to do the timing chains. I also had spoken to Trevor about replacing the log manifold with tubular ones. He pointed out that they can't be fitted with the engine in. So as the engine is coming out I gave the go ahead for new manifolds too!

When they took the crank out all the timing chains had to come off. I had been told that the timing chains had been done 2500 miles prior to me buying the car. When they came out of the car this was clearly not the case and two of the sprockets were very worn. It was good that Faversham spotted this otherwise I could have been in for an even higher bill! So another rule here is always check what the seller of the car has told you and get receipts for the work!

After all the work the car failed its MOT on rear body mount bushes, a hole in the passengerside floor and emissions. So these were quickly put right and it passed.

All in all Faversham had the car for three weeks and found a number of things wrong with it, some of them I was going to defer to next year. They did find a number of safety related issues that I probably would have missed myself.

I think overall I had purchased a very original Stag but as part of this "originality" nothing had been done unless it really needed to be carried out. So if/when you are looking for a Stag it is worth taking this into account it may be original but a lot of the parts may in fact need to be replaced.

I must say that the drive home home from Faversham in the dark and rain was interesting. Instead of me having an old barge that gradually got up to speed, rolled round corners and had some knocking from the front suspension I had a car that sounded more sharper and more willing. It definitely has a lot more go and it handles a lot firmer. It almost seems like it has lost 20 years in age! It did show up my very old rear tyres and my Chinese ditch-finders on the front so I have bitten the bullet and ordered some new tyres and some 15 inch wheels.

So would I recommend Faversham Classics?

Yes I would. They obviously know what they are doing and they seem to keep all the parts in stock but it is very easy to ask them to do a bit more or they find something else that needs doing and at £50 per hour plus vat it is easy to build up a sizeable bill.

I am now looking forward more to going to Le Mans Classic and the drive down there in a more lively car. Just hope the driver is up to it!

A couple of photos for this month. For those that don't know a prototype Stag appeared in Diamonds are for ever and appeared in shots



filmed at Dover and Amsterdam. So I can claim that I now have a James Bond car! (I don't know why but that doesn't impress my wife!) It was interesting if you listen to the sound of the Stag pulling away it doesn't sound right. Apparently Aston Martin complained that the Stag sounded too powerful so they insisted that the sound was changed, so a sound of a Triumph Herald was put in in its place.

I am surprised that Triumph didn't complain about this at the time?

Also there were a



couple of photos on the internet of a model of a Stag fast back that look interesting.

e-mail. guy@bondequipe.org

Guy Singleton



Wheely Good



Sitting at my desk on a cold wet March afternoon thinking that, as ever, I am running late with my next article, and having a blank moment as to what great world shattering news I could impart to you all. I had a look on the internet to see if I could get some inspiration, and strangely I did, I saw two Equipe 2 litres for sale on Car & Classic website, and what I noted was that in both cases the cars did not have their original steering wheels - inspiration! - an article on steering wheels, there were 4 types of wheel fitted to the Equipes which are as follows:



2+2: a 15½" Les Leston

with a wooden rim, these wheels often have engine turning on the surface of the aluminium, and are fixed to the boss with 5 set screws, and come with a Triumph horn push.



Early 4s, up to serial number P/11/1016, were fitted with a wood rimmed wheel, of unknown manufacture, this was quite fragile.

Remaining Bond 4s and 1300 4s, wood rimmed 15" Les Leston wheel with - certainly on the 1147cc cars - the Triumph style Horn push.





All 2 litre cars were fitted with a 15" leather wheel, made by Walsall Wheels, - the manufacturer of the Les Leston wheels - but Bond



specified that the LL logo should be omitted, it appears that a number of cars did have wheels

with the LL logo so I suspect this depended on what was supplied at the time. On the 2 Litre cars the horn push was a plain black one without the Triumph Logo.

One of the main problems with the wheels fitted to the 4s and 2 Litre cars, which are of a similar design except for the rim detail, is that



the plastic surround which holds the horn push often breaks. They can distort in sun and also the two lugs through which the fixing screws locate it to the wheel can break.



I have not seen a good repair for this but have seen some aluminium centres which get round



the problem. The one pictured is, I think, a replacement one but I have also seen some which may well have been original manufactured items.

Over to you, dear members - have you found out a good way of dealing with this? If so please let me know!

Guy

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All Show Reports to the Editor please



Almost 17 Years as AO's

By Mary & David Rumens *EX Newbury AO's*

It all began way back in the last millennium. Dave, I and a few other TSSC members who lived around Newbury attended Hants and Berks Area meetings as that was the closest area for us. We went for several years, Dave ending up as scribe and I as Treasurer for a while. It was quite a trek from Newbury to east or south of Basingstoke as the meetings changed venues and moved further away. Then one day

someone had a bright idea - can't remember exactly who it was. Why not start our own area in West Berkshire as that was where most of the travelling members lived. Dave and I said "Yes" at the wrong time and so on 9th June 1999 Newbury Area was born.

Our first meeting was at the Spotted Dog in Cold Ash and we had 18 people come along. Among them were Nigel, Colin and Sandy who still come along to meetings. Andy B came to the second meeting and he is still a regular member also. We were always an area where wives and partners were welcome. This makes for a variety of topics of conversations and the "designated driver" can alternate! Our first Christmas meal was for 16 people and started the idea of a dressing up theme for the occasion.



Over the years this included TV characters, gold wear, fashion from the year your car was made, masks, song titles, film titles, Christmas, create a hat. [Pictures 1 \(Mobile race track\)](#) , [2 \(Mary and Joseph drop in for Christmas\)](#) and [3](#)





3.

(Peace, man). We also had a "write a limerick" competition.

Our first camping weekend in 2000 was at the Witterings in West Sussex. We pitched our tents near trees for shelter as we thought, only to have wood pigeons waking us up at some ungodly hour. But Andy W had the solution – poking them out with a very long fishing pole. We stayed at various other campsites in the area and then in 2007 Sean found a secluded site on the edge of the New Forest. This was rather basic in facilities but very peaceful and quiet. Dogs were



4.

allowed on the site and we heard a particularly yappy one on one visit. A while later a distraught lady appeared while we were having our BBQ and asked if we had seen a dog on

its own. The reply of "So that's what's in our burgers" didn't go down too well! She did reunite with her four-legged friend later on thankfully. On another of our visits to this site Ollie bought a petrol-fuelled cooker, much to everyone's anxiety, but fortunately there were

no explosions. It must be said that at these events Ian and Ollie developed a reputation for not wasting food – i.e. eating everything that other people didn't want! **Picture 4 (Waste not, want not).**

A few years later Sean found another site near Fordingbridge which had far more facilities including a games room with skittles, pool, darts etc which we hired for the Saturday



5.

evenings. This was a great asset for wet days and there were a few. One particular one was when Alastair bought his gazebo. The weather decided to turn as we lit the BBQ and shortly after the heavens opened. We have a wonderful picture of the food being cooked on the BBQs, but not a man in sight. They were all under the gazebo drinking and most of the

ladies were out in the rain trying to cook.

Picture 5 shows one of them actually passing out an umbrella!! We also had a very cold weekend where everyone was wishing they could have slept in Dan and Rosemary's camper. Picture 6 (Baby it's cold outside)

The campsite proved so popular that we have been going there ever since, stopping off at Stockbridge for Sunday lunch on the way home from camping.



enthusiasts and we have recruited several to the club in the past.

There are many other local smaller village events and the organisers always welcome classic cars as it helps to attract attendees. We also meet up with other TSSC areas at the larger shows in at Popham and The Spring Vehicle Meet.

The Triumph World Picnic used to be held only a few miles from us and lots of us used to go there.

Picture 7 (2.5 Gfire at the Picnic)

Another annual event is the mystery Sunday pub lunch in the autumn to round off the season. Apart from Dave and me nobody else knew where we were going until the day.

We have fooled several people as to our destination by going right round roundabouts and re-tracing our route, or deliberately passing several pubs on the way. We have had some lovely weather and they are usually hood-down events. Picture 8 (Arrived at last).



In the early days we were keen skittlers (before aging knees and backs got in the way).

We used to practise at a local social club which Ian organised and got quite good. We had several matches against the local MG club and TR Register which was always great fun. Nowadays it's not so easy to find a place that still has a skittle alley – Elf and Safety I guess. We also had a few quizzes against these clubs which got quite competitive to say the least!

We have always attended the Newbury Classic Car Show for charity and most of our local members come as well as a few from further afield. Local events like this are always good for meeting other Triumph



Our meetings always have a raffle which puts funds into the kitty to subsidise the Christmas meal and buy small award shields for Cars in the Car Park. This is in the summer when as many people as possible bring their club car along and we choose the "The car I would like to take home".

We have also had quizzes, feely bag competitions and "What is it?" photo competitions.

We have always had a relatively small number of members at meetings, 10 – 12 people but remember, small is beautiful. Many people have come and gone over the years as their circumstances changed. **Picture 9** (Michael Schumacher even paid a surprise visit). But the time came for us to pass the baton on after nearly 17 years. It has been good to organise things over the years and satisfying to enable people to enjoy their cars in a variety



of ways, but it needs a change and we are very confident that Lloyd will do a great job. He has the gavel! We would just like to say thanks to everyone for their support and it will be good to attend meetings and events without actually organising them!

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Roger Dowson



Competition & Exp Engineer

I was extremely fortunate to meet and interview many of the engineers who worked in the Standard Triumph competition and experimental departments. One of the pleasures involved concerns references to the deep friendships that resulted between staff in the departments. These friendships were often kindled during discussions over tricky situations that developed during work on prototypes or competition cars. This reminded me of relevant details highlighted by Competition and experimental department engineer **Roger Dowson** who recalled.-

" I think the thing I always appreciated were the friendships that developed due to a common interest in doing any job really well which went in tandem with learning craftsmanship and how to construct a car properly from scratch. To achieve this you have to be fully proficient not only on how to assemble a car but also how to make some of the parts involved in its construction, or to modify parts to improve design. Of course improving design by constant development and testing on prototypes was the main activity of staff in the experimental department."

Roger , who served his apprenticeship at Armstrong Siddeley before joining Standard Triumph in 1967, always took pleasure in relating the friendships he developed and the achievements of some of his pals in the competition and experimental departments.

He said with enthusiasm.-



Roger Dowson (left) talking to Dennis Barbet at a Jigsaw Triumph function

*" I became very interested in motor racing like several other pals I worked with including **Pete Cox and Pete Clarke**. They'd both worked in your father Ken's competition department as well as the one in the Leyland era when the works Spitfires were rallied and raced. The competition department had been*

closed when I joined the company but we still prepared cars for one or two private entrants.

2000's driven by **Roy Fidler.**



Pete Cox (right) with his mate Pete Clarke standing beside the racing Spitfire they built just after its completion for the Freddy Dixon Trophy races.

In the year I joined the company, Pete Cox and Pete Clarke were preparing a racing Spitfire they'd built as a private venture in Pete Cox's garage at home and Coxy achieved some remarkable results in that car."

N. B. Pete Cox won the prestigious Freddie Dixon Trophy series of races in 1967 and to clarify this achievement for new members of the Sports Six Club the Freddie Dixon Trophy was a series of races for modified sports cars run over several circuits. To put this into full context Coxy was racing against full race light-weight E Type Jags and Shelby Cobras as well as race prepared MG Midgets and MGB's etc. Throughout the series Coxy's overall positions included an outright win at Crystal Palace, and two second and three fourth places against a host of cars with much larger engines on other circuits. He also broke the class lap records at Brands Hatch, Mallory Park and Croft.

Roger explained that although the works team had been disbanded when he joined the company's competition department, the department still remained involved in preparing privately owned competition cars including a Spitfire raced by Bill Bradley and Triumph

Staff he remembered in the department included the highly respected **Ray Henderson** who ran the department, Pete Cox as charge hand, Pete Clarke and **Brian Spencer.**

Taking trouble to make notes prior to my interview with him Roger related. *"Taking a look at my notes, one of the things I remember that impressed me when I joined the company, which was under British Leyland's control then, was our senior staff. Those we came in regular contact with included **John Lloyd** who'd been with the company for*

donkey's years like Ray Henderson and, like



Pete Cox holding the Dixon trophy

Ray, John was a very nice bloke. He'd had risen through the ranks into senior management after

being head of the Rig Test department and was overall manager of the competition department in the Spitfire era. The overall head of experimental then though was **Spen King** who'd been transferred from Rover to become head of engineering, and I found him a nice bloke as well. I remember quite distinctly now I've thought about it that Spen was always critical of the transverse leaf spring rear suspension. They were having a lot of development problems with the GT6 rear suspension about the time Spen joined the company. That rear suspension was originally designed for the Herald, of course, and was eventually developed for the Spitfire and GT6, but I honestly don't remember anyone in experimental who didn't criticise that transverse leaf spring set up including myself."

Roger's opinion on the transverse leaf spring suspension prompted me to search through my interview transcripts etc. for more factual details. Probably the most convincing opinion was delivered by the aforementioned competition department member Pete Cox who informed me that when he first built his racing Spitfire the car's handling was extremely poor causing several off circuit excursions. He eventually decided with his pal Pete Clarke that the rear suspension must be modified to include lower wishbones. This was duly achieved and the cars road holding was considerably improved - so much so that Coxy informed me that his Spitfire handled much better than the works Spits. This fact was confirmed to me by design/development engineer **Dennis Barbet** who developed the Spitfire racing engine and was present at the Le Mans and Sebring races with the works Spitfire teams. Dennis also track tested the works Spits himself during development and also agreed that the transverse leaf spring rear suspension proved far from ideal and severely handicapped circuit holding.

Another interesting opinion I have is from a design draughtsman who worked in the company. He also maintained that the transverse leaf spring suspension was always problematic. To qualify his personal experience of this first hand, he informed me of the time he took his family on a touring holiday in France

in a Herald. Apparently he covered about three and a half thousand miles but when he arrived home the inner section of both the rear tyres had worn completely bald.

This was due to the inherent camber change involved with suspension movement on transverse leaf spring system. I will attempt to trace and contact the design draughtsman involved to develop a full account of his opinion for a future issue. To conclude I can confirm that all the engineers I interviewed, including design engineer **Ray Bates**, all made a point of informing me that the transverse leaf spring rear suspension put a severe handicap on the handling of Triumph cars.

Roger concluded his opinion on suspension when he mentioned that the TR7 rear suspension consisted of a live rear axle and radius arms with coil springs. He continued.

*"I collected one of the TR7 prototypes from Italy with **Graham Stanley**, who was foreman of the experimental shop under John Lloyd. I remember testing prototypes TR7's at MIRA on the banked high speed circuit testing general reliability and we had problems with head gasket failure several times and I was on that TR7 test programme at MIRA almost every day for about six months. I also bought a TR7 prototype from the company and prepared and raced it with a pal of mine in rally cross races."* After informing me that his TR7 handled far better than cars with transverse leaf spring suspension he reminded himself of the following story which he related on several occasions..

"Ray Henderson conceived and built a live axle Spitfire prototype and I helped him on that project. Anyway this prototype handled far better than the production Spitfire when it was road tested and because of this Ray was ordered to scrap it. This was ordered because of the embarrassment it would have caused our directors bearing in mind the handling problems inherent with the transverse leaf spring rear suspension set up."

Further on in my interview transcript notes Roger opined with a smile on his face as he related the following .

"When Ray told me we had to get the live axle prototype scrapped he was nothing short of



Roger Dowson driving his high performance TR7 in a rally cross event.

furious. We'd spent about six weeks building this car you see and perfecting the rear suspension. So Ray said we ought to leave the company, build our own live axle Spitfire and start our own Sports car company producing live axle Spitfires. Looking back now that wasn't a bad idea you know. You see eventually our department was closed and we were moved out of the competition shop and I eventually decided to leave the company and start my own business. In 1974 Pete Cox went into Press Cars to look after and supervise the press fleet, and Pete Clarke and I moved into the main experimental shop on general experimental work for production."

After informing me that by this time the car industry under Leyland control was in turmoil and work had been reduced to a three day week Roger told me that he had to take on some foreigners in his home garage to earn some extra money. This led to him leaving the company and starting his own business building modified Dolomite Sprints to start with and his Dolomites won a couple of champi-

onships. Thereafter he built up an extremely successful business preparing high performance cars. In 1983 he secured a deal to run the works Metro team in the British Touring Car Championship which he did for the next two years.

Roger's excellent engineering reputation was a matter of fact and his reputation in performance engineering building competition cars became international and from 2000 he also gained a contract with Toyota on special projects.

Circa 2005 he also played a major roll in his son **Simon's** business '**Delta Motor Sport**' including the building of GP Masters Cars, the Venom GT Supercar and the electrically powered cars produced in Simon's business.

Roger, who passed away in 2012 was an extremely pleasant person who was much admired by his colleagues. Dennis Barbet said of him '*Roger was a delightful friend, a first class engineer and a devoted family man.*'



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HEATER BLOWER

GETTING UP TO SPEED

by Darren Groves



A few years back I decided that I needed to use my 13/60 Herald more, so it's now driven just as much as my daily driver for local journeys. This means that it gets out in all weathers, including cold, wet conditions, so I have experimented with the odd modifications to assist. In a recent article I wrote about adding/re-doing the intermittent wiper control, but one previous modification I didn't write about (because it didn't work very well) was to change the heater fan/blower to one from a more modern vehicle.

Now when I tried this first time a couple of years ago, the only reference I could find on the web was someone who had used a blower from a VW Polo/Golf. On the face of it, it seemed a good option as it was a 3 speed motor and fitted well within the Smith's heater box. What I didn't realise until I was just about to reassemble everything, was that the fan span in the opposite direction as the Herald one. Unsurprisingly the end result was little more than a trickle of air out of the vents on the dash, much like the original fan, it did little to clear the fog on the inside of the screen on damp days. There was no point in trying get it to spin in reverse as the blades are angled for one direction only.

Fast forward to a few weeks ago and I was killing time on eBay so thought I'd look for a suitable alternative; I ended up deciding on one from a 1994 Nissan Micra (Image 1). Single speed only, but was narrow enough to



fit inside the heater box and equally as important, it span in the same direction as the Herald motor; with the seller just 6 miles away, it was meant to be. Advertised at £10.00, I made an offer of £5.00 and we settled on £7.50.

Drain enough coolant to empty the heater



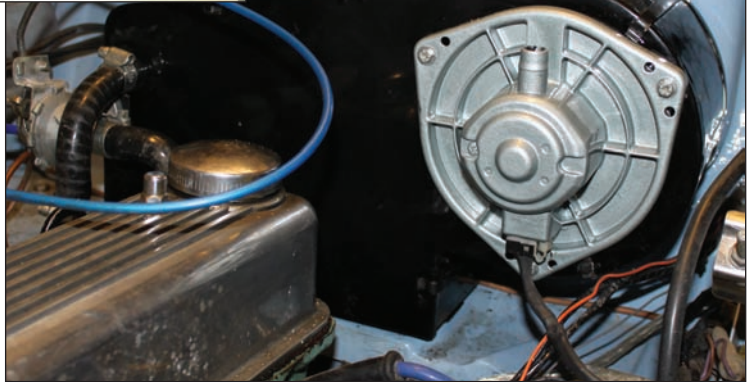
matrix, remove the heater valve clamp, hoses, disconnect the 2 wires from the blower, remove the 4 clips that hold on the front of the heater box and separate from the rest

Heater Blower/Fan Mod



of the heater box.

Remove the existing fan/blower, put the replacement one over hole and position to get the best fit. You will now see that the hole isn't big enough, so mark around the fan to indicate where you need to cut. I used an air nibbler and then a die grinder to enlarge mine, but hacksaws, files etc. will do the same thing. Once you have it fitting well, mark the 3



mounting holes and using an appropriate sized bit, drill the holes. (Images 2 & 3)

I was fortunate in that I had a spare heater

box so I could do this without taking apart the one on my car, I could also keep trial fitting it to ensure the fan didn't touch anything it shouldn't. I took the opportunity to repaint the front of the heater box, plus to make it look a little more like original I painted the replacement blower silver (Image 4).

Now you can bolt the blower to the front panel and refit to the main part of the heater box (Image 5). Put everything back together and

refill the cooling system.

This just leaves the wiring to do, as it's a single speed motor it's just 2 wires it's very simple (mine came with the connector and wiring pigtails), it's just a live and earth. Do ensure you get the live and earth the right way round though, otherwise it will spin the wrong way and you don't want that!

After being so disappointed with the first time I tried this mod, this time round I was really pleased. There is now a healthy airflow at the windscreen vents and on the first journey after fitting it was a

cold, damp day but within a mile the screen was clearing nicely and another mile it was completely clear.



Readers

Write

Never overlook the obvious

Thought I'd mention a minor glitch which left me scratching my head, but neve-the-less reminds us all never to overlook the obvious.

My wife and I were returning home from a very pleasant trip out in our Triumph 2000 with fellow Triumph enthusiasts from the West Yorkshire Area. We had just visited the Bradford Industrial museum and it was one of the most pleasant November days I can ever remember.

Whilst in the middle of Bradford the engine suddenly cut out, without any indication anything was wrong. I tried to re-start the engine and although the engine was spinning over with great enthusiasm, it would not fire. My first thought was that it must be something simple, pull over to the side of the road and once able to check under the bonnet, something will be screaming at me, that wasn't the case.

I have to say this was the first occasion I've had to call out the break down service as part of the insurance package with Peter James, and it all worked very well. We were just passing an accident which already had police and ambulance in attendance, (thankful it appeared a minor shunt). When our car disgraced itself, as if by magic two police men and three ambulance women appeared and gave us a push, incredible and I'm sure the fact that we were totally blocking traffic had nothing to do with it, however they did seem disinclined to push us to our destination when

I told them it was Huddersfield, funny that! The man from the AA was brilliant, very courteous and got us home safely.

Back to the breakdown, apart from an absence of spark nothing appeared amiss, no loose connections and nothing broken. The AA guy explained apart from visually checking things there wasn't much he could do as he didn't carry spares for this age of car and it was Sunday afternoon! He thought there may be a problem with the ignition coil and suggested I start by changing that. I ordered a new one, but this did no good. My next thought was the ignition system, so I put it back to a mechanical system (it had an electronic system fitted) as this was the cheaper option in terms of fault diagnosis, again no joy.

I really was starting to get puzzled by this time, I kept thinking it's got to be something simple. A friend suggested I check the carburettor diaphragms (Stromberg) as these can cause problems if holed or very soft. I felt as if I was grasping at straws now, but thought it worth a try, they were very soft and probably ready for changing so I renewed them. I spun the engine over and nothing.

Once again I checked everything and low and behold the rotor arm was in two pieces, it must have had a hair line crack, and had finally just broken. Convinced this was the problem I put the electronic ignition back and purchased a new rotor arm (a good quality red one). Turning the key in the ignition, it fired without any hesitation (what relief, and a slight sense of satisfaction and embarrassment, I know



The offending rotor arm, now very definitely broken!

some of you will be saying, I knew it was that all along). Anyhow back to the moral of my story, if the same thing happens to you, even if your rotor arm visually appears ok, try a replacement (I will always carry a spare now), never overlook the obvious!

Victor Thompson
West Yorks

TR2 Anecdote

My uncle was a Civil Engineering student at Trinity college, Dublin in the 1950s. During revision for his chemistry exam his friend, Paddy, arrived at the door to ask for help with the exam the following day - the following is as

better of me and out I went into Baggott St. to view the first TR2 in Ireland (colour BRG, reg PRI 222). Next I knew we were some 20 miles away in Dublin mountains. Showing off his expertise, one handbrake turn finished with the rear end into a turf bank, engine stalled. After removing the turf plugs from the exhaust, we got back to the flat at 1.30. Next day we both sat the exam. Paddy had a look at the questions, put his name and exam number on his exam paper, then took out the Daily Telegraph, studied the financial and sports sections and, after the compulsory one hour, handed in a blank return.

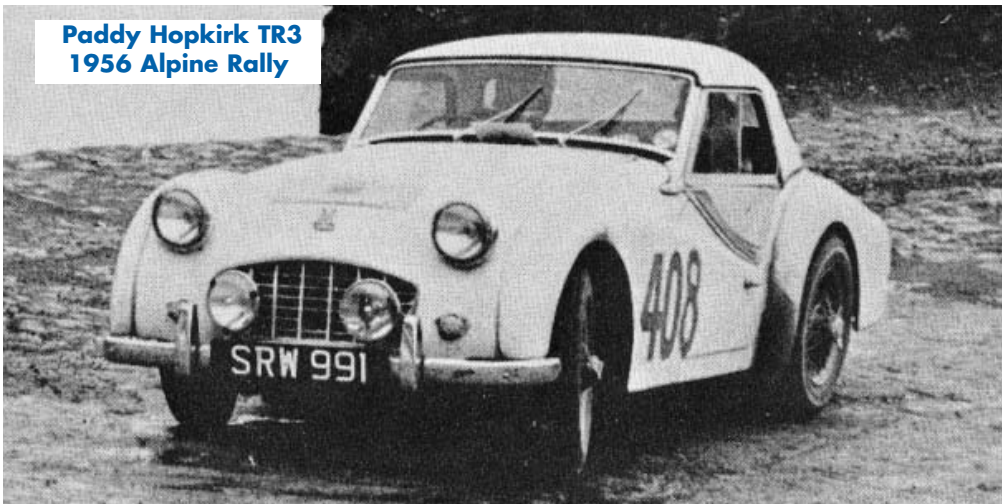
As a consequence, he was not allowed to proceed and didn't graduate.

He then went on to make his fortune through motor sport and his accessory business. If you google Paddy Hopkirk Monte: Carlo Rally you will find some good coverage of his re-run of his route to win some 50 plus years ago.

A subsequent email continued:

It was some 60 years ago but I am confident that details re colour and reg of his TR2 are correct . I'm 99% sure his TR2 was the 1st in Ireland as, as I recall, Paddy told me so!

**Paddy Hopkirk TR3
1956 Alpine Rally**



my uncle told it:

At about 10.30pm he asked if I would like to see his new car. Encouraging him to continue to revise without success, my curiosity got the

PS. I wonder what career I might have pursued had I failed the paper too!!

Best wishes

Robert Kidd

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SPITFIRE 4 COMPLETE BONNET ASSY. Bumper, Spoiler, Under riders. Red Paint. Reason for sale, have fitted different bonnet. Mick more (Oldham) 07939 39203468.

GT6 OIL COOLER KIT. Including Radiator, Spin on adaptor. Thermostat. Braided hoses. Brackets. New, not used. £100 plus P&P Rob Arden (Cheshire) 0161 456 6087

1500 OVERDRIVE GEARBOX. "FR" prefix, single rail j type gearbox. Condition unknown as sadly the project was never finished. viewing welcome, please email for

details. £275 o.n.o. Carl Wright (Lincoln) 07534 331830

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MGF ALLOY WHEELS. Set of 4 MGF alloy wheels, fits small chassis Triumphs (92.25 pcd). very light damage with new tyres recently fitted. viewing/photos available upon request. £150. Carl Wright (Lincoln) 07534 331830.

GEARBOX DOLOMITE 1500 RWD. Non Overdrive. Condition Alleged OK. Cleaned but untested. £50. John Fairey (Mkt Harborough) 01933 388434.

PARTS WANTED

MK III GT6. Nearside (passenger) door wanted. Must be reasonable condition with no more than surface rust. With or without fittings. David Skirrow (Derbyshire) 07870 173810.

SPITFIRE 1500. Wanted Rear Bumper and Original 1500 Steering Wheel - Must be in Excellent Condition Robert Clarke (Wakefield) 01924 825929.

GT6 III Wanted J Type Overdrive and Gearbox - Non Rotoflex. Gordon Gill (Sussex) 01444 831116.

MKIII SPITFIRE BOOTLID. I'm after a Mk III Spitfire bootlid for my restoration. prefer-

ably straight/minor repairs needed; let me know what you have. Rob Pugh (North West) 07796 207014.

H56 SU Carburettor Short dash pots required. I believe from a Sprint. Complete set requiring refurb or just the short dash pots to fit to my carbs. Also Spitfire Mk3 body tub required, any condition considered rough, incomplete etc. Mark Baldock (London) 07958 080072.

SPITFIRE 1500 SEATS. Usable seats, prefer black or black and white hounds tooth, must have good foams and no rips. happy to travel/collect. Jeff Moody (Lincolnshire) 07986 869762.

SPITFIRE 1500 BODY TUB Needed urgently, a replacement body tub for a Spitfire 1500. Martin Hughes (Taunton Somerset) 07760 384236

SPITFIRE MKIII DASHBOARD CRASHPAD. I am looking for a dashboard crashpad for my Mk3 Spitfire restoration. Please contact me if you have one available to sell to me. John Cocks (Evesham) 01386 871508.

BOND EQUIPE Centre Console and Armrest. Any condition condition considered. email. s.meredith@virgin.net Steve Meredith (Malvern) 01684 567314.

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The following services are available from the Club headquarters.

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£47.00 UK £50.00 EUROPE £56.00 OVERSEAS
Young Member £23.50 (Age 17 to 25)

RENEWALS

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Young Member £21.00 (Age 17 to 25)

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

TSSC MEMBERSHIP INFORMATION PACK

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Lubham, Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
e-mail: info@tssc.org.uk
http://www.tssc.org.uk

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Tel: 0121 248 9280

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Tel: 01621 840400 / 01376 573033

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All magazine material must be received
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DEFINITION OF DEADLINE - Last date by which
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and work well in advance of the deadline.

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

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Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
Northern Ireland. BT62 2DU.

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

HERALD 1360

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

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

SPITFIRE Mk I/II/III

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

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

SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton Warks. CV11 6YJ.

Tel: 07792 987353 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

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

Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

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

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

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April 2016

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- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



27th Isle Of Wight Triumph Weekend

May Bank Holiday 2016

Friday April 29th to Monday May 2nd

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More details and booking forms will be available soon.
Meanwhile if you have any enquiries please email us at:

tssciow@hotmail.com or call

Elaine on **07842 249591** or Tracy on **07754 751672**



AREA DIRECTORY

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

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

Area	Area Organiser/s	Meet at	On the
SCOTTISH AREAS			
CENTRAL & WEST	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.
NORTH EAST	Danny Stroud: 01224 742315		

NORTHERN AREAS			
CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
	Phil Evans: 01946 861548		
MANCHESTER	Wayne & Anne Ash: 07402 948380	The Boundary Inn, AUDENSHAW M34 5HD	1st Tues. 8pm.
	Mark & Lorraine Kilgallon: 07954 784342		
NORTH EAST	Geoff Dent : 07773 440201	The Travellers Rest	1st Sun. 7.30pm.
	Deryck Beadling: 07939 068976	WITTON GILBERT DH7 6TQ	
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 07766 354449	The White Swan - DEIGHTON YORK YO19 6HA	2nd Mon. 7.45pm
WEST YORKS	John Tailford: 07712 862556	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.

MIDLAND AREAS			
COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Bob Meller: 0777 357 8282	Smalley Common Ex- Servicemens Club	1st Tues. 8.30pm.
	Roger Buck: 07970 619149	ILKESTON DE7 6FY	
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 8.00pm
LINCOLNSHIRE	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
	Carl Wright: 07534 331830		
NOTTS	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
	Nigel Hill: 07976 163006		
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	The Golden Pheasant. Main Road.	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358	ETTON. PE6 7DA	
SHROPSHIRE	David Embery: 01952 371783	The Lion - Priorslee, TELFORD, TF2 9NN.	3rd Wed. 7.30pm.
	Simon Morgan : 07786 806189	Bill Bate: 01952 581391	
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	Chris Allen: 07505 110922	May to Sept - Plume of Feathers, SOLIHULL. B90 3BW	3rd Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	1st Mon. 7.30pm

WELSH AREAS			
NORTH WALES	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
		The Plough Inn, St ASAPH	3rd Wed. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.15pm

EASTERN AREAS			
CAMBRIDGE	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Wharf - DARTFORD	4th Sun. 12 Noon
	(Venue Swaps Monthly)	The Good Intent - HORNCHURCH	April to October
NORFOLK	Mike Carroll: 07828 103064	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND			
NORTHERN IRELAND	Laurence Cochrane: 07577 210100	Nortel Social & Athletic Club -	1st Wed. 8pm.
	Alan French: 02891 882728	NEWTOWNABBEY BT37 0EB	

Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
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 Goodling: 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.
WEST SUSSEX	Nigel Ayre: 07799 660212	George & Dragon, Dragons Green - HORSHAM RH13 8GEB	2nd Thurs Eves.
THAMES	Mickey Hazell: 07773 623807	George Inn - 29 Windsor Road, WRAYSBURY. TW19 5DE	3rd Thurs. 8pm

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	TBC	2nd Thurs. 8pm
AVON	June Wrighton: 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 - LIVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
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

OVERSEAS Contacts			
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 Papatathanasiou 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@fiscalinet.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 - AUCKLAND.	
		Bjerkelundgata 6 B0553 Oslo NORWAY.	
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ALO REPORT . . . ANDOVER / NORTH WILTS AVON

TSSC AREA NEWS

AREA LIAISON OFFICERS

email alo@tssc.org.uk
Tel. 07976 163006

What a relief Spring is here, weather ok! So are you as an area organiser getting sorted for the season of roaring around the countryside or a leisurely drive, enjoying the wonderful classic cars we are lucky to own?(what ever classic vehicle)

On **Sunday April 10th** we have the annual



AGM. The Area Organisers Seminar will begin at 10.30 am at Sunderland court (Club HQ) where you can collect your area organiser polo shirts and tool kits for new area organisers, talking of which, we are proud to announce that we have a new area starting up in the East Sussex area. If you have any queries before hand or would like to relay questions to the Council Of Management, let us know by **8th April**.

We have all area registration forms in now, so a huge Thank you guys for sending them in, there is an opportunity if any knows or are interested in running and looking after the South Yorkshire area? Give us a call.

Both myself and Di were at Stoneleigh Triumph & mg show in Feb and at the NEC PC Restoration Show in March and at both of these events it was really great to see so many of our active Club members.

Don't forget (if you do not already know) we have a Facebook page set up for TSSC Area Organisers only. Just find us on Facebook (Nigel Hill or Di Allen) and we can add you to the group, it is a closed group only for you AO's.

Remember too that as an Area Organiser it is your responsibility to keep your area page updated on the TSSC website (and if you have created one, on Facebook) to keep folks informed of your venue and any events you are organising. Many of the Club organised events are selling out so to get the most out of the discounts for yourself and your members, inform your group and get Booked in asap.

Remember we are here to help. Hope to see you at **AGM on Sunday 10th April at TSSC headquarters** if not let the season Triumph on. Honk honk for now.

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

Still no more info on the Plough – their website only says 'Closed until further notice' so, 'until further notice' we'll continue using the Chalkhill Blue at Andover. It was a bit busier in March and we weren't able to get the same table with its sound baffles (ie partial walls) so it was a bit noisier but the food was still reasonable and we would hope we would get Table 1 back next month. If you come to join us go to the right of the bar and towards the back of the pub and you should find us on the long table to your left – or thereabouts.

Robin has been dealing with his new toy, the Stag, which hasn't always been behaving properly, discussions revolved around which automatic fluid he needs for the car and where to find the appropriate type. He hasn't got to the point of dismantling the car completely, but we know our Robin – the temptation must be strong – watch this space!

Kelly showed off her new car which she had taken delivery of just that day – a brand new burgundy Jaguar. Not bad as a company car.

Events are starting to happen this month with the AGM at TSSC HQ – do go along if you can to find out what the Club's up to and to have a look around the museum at HQ – well worth seeing in its own right.

There are two other Triumph events this month – the 5 Point Tour, we will be doing most of it, in whichever car seems appropriate at the time – and will start on the day! And the Isle of Wight weekend which we believe Robin is doing again.

At the beginning of May we'll have our usual joint area stand at Popham. Do book in for this is you would like to join us although we have a small number of passes so let us know if you would like one. And then we get to SEM at Leatherhead, do come long to that event if you possibly can, camping from Friday night but the main show is only on Sunday.

Next meetings:

16th April - TSSC AGM at Sunderland Court, Lubenham LE16 9TF

14th April - Monthly meeting at The Chalkhill Blue, SP11 8BF

20th April - Monthly meeting at The Bruce Arms, SN9 5LR

22nd - 24th April - TSSC 5 Point Tour

29th April - 2nd May - IOW Triumph Weekend

2nd May - Auto/Aero show at Popham Airfield

6th - 8th May - SEM at Leatherhead Leisure Centre

Guy & Suzie

AVON

Tel. 01454 327059

We had a good turnout at the March meeting and have started to put together a show list - as below. This will be extended as the year goes by. Tyler has kindly set up and is managing a facebook page for the area - '**triumphsportssixclubavon area**' facebook. If you have a picture you want to send him he will be pleased to get them. All details of events as far as possible will be on Facebook and in the Courier reports.

Some of us attended Bitton railway to mark 50 years since closure of the railway there - we took the Herald and Vitesse, Dave had his Morris Minor convertible and Steve took his Jaguar. We were also joined by a fantastic 1949 Land Rover. The organiser was so pleased with the turnout he wants to do a general 60's theme event next year. Unfortunately, I forgot to take a camera but a friend from work attended with her son and supplied me with this wonderful picture of him stood by the cars.



By the time you read this we will hopefully have attended Coleford as well. The next meeting is on 4th April and looking ahead we are leaving the May meeting on its normal night - 2nd May.

Events list:-

21 May - Castle Combe steam rally. Meet at the Wishing well at 9am. Booking forms on www.castlecombesteamrally.co.uk

22 May - Calne rotary club car run. Email me for links to book this. Entry cost £25 per car (proceeds to charity). Book by 10 April

29 May - Selwood rally. Booking forms on www.selwoodvintage.co.uk. Meeting up TBC

12 June - Gloucestershire and Warwick Steam Railway Classic Car Day. Book at www.gwsvr.com. Meeting up TBC

18 June - Bath Festival of Transport - TSSC Club Stand booked for the Saturday only. Complete individual form at www.bathfestivalofmotoring.com and add that you are part of TSSC club stand. Meeting TBC

19 June - Berkeley Castle Car Show - Contact Rafael Fairs on 01454 202638 or email rafaelfairs@aol.com. Meeting TBC

If you wish to meet up to travel to any events, please let me know by email so we know to expect you -

Junewrighton@tiscali.co.uk

June



EAST BERKS Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm
e-mail: mark@serapeum.co.uk

Hi All. Here's the latest news from East Berkshire! Horrible weather it was, wet and the roads covered in salt - absolutely foul. That didn't stop Colin bringing his Magenta MKIV Spitfire ("OTT") though - more power to you Colin for that, it's well cared for and keeps getting better! I wasn't so brave, and brought the Golf... Despite the weather, we had a late good turnout when Gary and Shelley turned up to join me, Colin, John and Doug.

Well the major news is all mine (I'm biased, naturally...) - by the time this comes out I should be the proud owner of a rusty Vitesse MK2 Saloon in dark (Mallard?) green. Yes, the same Vitesse that I've been banging on about getting for years, well it's finally going to happen (unless something terrible happens!). This car belongs to the Father of a friend of mine (Rob). They were both into Triumphs in the 80s, having a load of big Saloons, a Herald 13/60 Estate, which I remember being on the road around 1994, and this Vitesse. I first heard about this Vitesse when I was at University with said friend in the early 90s, and it'd been off the road for a few years then, in his Father's barn. At that time he wanted to keep it and one day get it back on the road, but it sat there, so a few years ago Rob and I went up to his Father's place and tried to get it running - cleaned the points, took out the plugs and span it over with a new battery to get some oil pressure, plugs back in, got sparks, bit of fuel in the tank... nothing. No fuel in the carbs (which were still moving freely, diaphragms still ok) - turned out the fuel pickup pipe in the tank was blocked, so we rigged it up with a fuel can in the boot instead, and then it burst into life. We drove it round the field - even the clutch worked, although of course the brakes were seized. So, ever since then I've been saying I'd have it, and it turns out about 7 years have gone by... March 19th is the day then! I have a spare garage, quite a few parts collected already, and I can't wait! I know it needs major boot floor repairs due to water sitting in there, as it's boot was sticking out of the end of the barn slightly for 25 years, but the front end was well inside the barn and was quite good, interior very good. Mechanically it's good too, and definitely saveable. Since the test drive it's been safely in the centre of the barn, nice and dry and ventilated, so should be ok, I think... The plan is to do the bare minimum to it to get it roadworthy, and then use it for a bit. Watch this space...

So, as a follow-on to that discussion, we started talking about Rotoflex and non-Rotoflex rear ends, and UJs, and bearings etc. I'll be off to John's soon to sort out the UJ on one of his Vitesse's driveshafts (MK1 2L non-rot), as he's very kindly said I can borrow it for the Isle of Wight Camping trip in April/May if I fix it - am very grateful! John doesn't like rotoflex rear ends. I can see why - the complexity and cost, although I do think the handling is better on my GT6 than on the Spitfire with the swing axle, but only because of the reduced squirming around, as the rear track changes so much on a swing axle car. The road-holding itself is fine on a swing spring car, so long as the rear camber is slightly negative - my Spitfire had a brand new swing spring on the rear that gave it positive camber, and the handling was lethal (solved with an inch thick lowering block, and is now totally glue-like), so I suspect tuck-under is more down to camber than roll-stiffness.

Anyway, back to Rotoflex: the CV joint driveshaft kits seem to be reasonable value for money these days when you factor in the cost of expensive rubber couplings, and they solve the sponginess that you get with rubber couplings (although maybe that helps to protect the diff?). The main difficulty with rebuilding Rotoflex hubs is the need to set up the bearing clearances with shims. The factory manual is totally useless because it describes the process using a special Churchill tool, but there is a way of doing it without the tool (told to me by a Triumph specialist a long time ago and used successfully on my GT6).

Very briefly (at your own risk!), you fit the bearing races into the upright, and the outer bearing onto the hub, then assemble the hub into the upright without the driveshaft, put the inner bearing and thick spacer into the upright, then put a straight edge across the back of the inner race and work out with feeler gauges how many shims you need to fit between the straight edge and the spacer. With the right shims, the driveshaft can't completely crush the bearings, nor are they left running loose. Then assemble with

TSSC AREA NEWS

that many shims, and feel for tightness or slack when it's bolted up tight with a new nyloc (and Loctite for belt and braces) - it should be about right. Some further words of caution: don't try to draw the components together using the draftshaft nut because the thread is only just strong enough for the job and you'll strip it; always use a new nut and if it won't go on it's because somebody has already damaged the thread on the driveshaft; always use Loctite on the driveshaft thread because a lot of the new nyloc nuts are too thick so that the nylon bit doesn't actually engage with the threaded part of the driveshaft! Andy Cook did a nice write-up on his blog about this when he did the job on his GT6, and shortly after that, Mickey had to do the same job on his Vitesse. If in doubt, leave to a specialist, but it IS possible to do it yourself if you understand how it all goes together and how the spacers/shims control the amount of preload on the bearings.

So anyway, we then talked about Gary and Shelley's cars - Gary has an interesting technique for reducing his fleet when nagged: "give" them to his children (-). Me: "Have you got the GT6 on the road yet Gary?". Gary: "It's getting there!...". Same with the Vitesse I can't talk, my Ricky Elf has been sat in pieces for years, although that should change this year as I'll have a bit more time.

In news from other areas, I hear that Mickey and Julie have a new meeting venue for Thames area - I must get there to check it out. Hope to see you both soon.

On shows, there is **Drive It Day on Sunday 24 April** - we should take the opportunity to have a Sunday lunch meal somewhere - ideas by phone text or email for venues will be welcome. Then there's the **Isle of Wight Camping Weekend from 29 April to 2 May**, which I'm taking Sam and Charlie to, then the **South of England Meet 6-8 May**, which I'll definitely be attending. **Chiltern Hills Rally on 15 May** (a very good show, but you NEED to enter in advance or they'll sting you badly at the gate as happened to me last year). **Churchill Car Show at Chipping Norton on 5 June** (more details to come), **TriumFest UK at Santa Pod on 2-3 July** (I'll be attending the Sunday), **Triumph Marque Day on 17 July**, the **Silverstone Classic from 29-31 July**, **Newbury Car Show on 14 August**, and there'll be more events listed soon. In September, the preparation for the Round Britain Reliability Run will step up a gear, with the drivers' meet on 24 September for those who are entered, and the **RBRR itself from 7-9 October** - Andy Cook, Glynn and I will be driving Andy's "flying log" Dolomite approx 1500 miles in a weekend for charity.

Finally, I've been told that there's a new garage started up in Reading which has a rolling road. I've seen prices for a simple power run with printout at £25 each, which doesn't sound too much for one of these things. Would people be interested in getting together for a day out there? Let me know and I'll find out more if there's sufficient interest - but do let me know e.g. by text or email. Let me know also about suggestions for **Drive It Day on 24 April** too - mobile: **07989 104324**, or email mark@serapeum.co.uk

Thanks all, see you next time, 8pm onwards on **12th April at the Shire Horse**, on the A4 to Reading just outside of Maidenhead.

Best wishes,

Mark

SOUTH BUCKS Tel. 07818 052276
www.tssc.org.uk/southbucks

Hello! My name is Daniel James, I am the new Area Organiser for South Bucks! Actually, I am not completely new to the post, having held the position for a while a few years back. The first thing I would like to do is join everyone from the area in thanking Carl for his time as area organiser.

The second thing I'd like to do, is suggest that our meeting time or place does not change. Currently, this is **The Squirrel pub in Penn Street (HP7 0PX), the third Wednesday of each month, from 8pm onwards**. If anyone would like to suggest a change of venue or time, please let me know.

If you are reading this and have never been to a meeting, then why not come along? We're a friendly bunch and the pub is very nice. At worst you'll have a nice drive to a very pleasant country pub; they serve good food as well as drinks.



SOUTH BUCKS CAMBRIDGE . . . CANTERBURY

TSSC AREA NEWS

South Bucks Continues

I recommend the Squirrel burger, don't worry, it's not actually made out of squirrel...

For those that don't know me I've owned a Triumph of one sort or another for about fifteen years, and been involved with the club about that long too. I think this is a fair innings given my age, although, fellow member Robin, can add a good few years to both those numbers and is no older than I am.

Triumph wise, I've had a Spitfire 1500 and two Triumph Stags. Well, three actually but that's a long story. I've had my current car, a 1977 manual Stag, for about 8 years. After getting a bit rough (i.e. it wouldn't pass a MOT any more) the body work was restored last winter (not by me, I was merely head parts gatherer and under seal stripper), with shiny new chrome and a few other bits lavished upon it. I have also had a few other classic cars, including a brace of S1 Jaguar XJ6's, a few Landies and a Rolls Royce.

Apart from the monthly meet, you'll often find me, Carl and others at the **Ace Café classic car night, which is the second Tuesday of the month.** I will not try and describe the Ace here, suffice to say it's a culturally significant place for motoring and Rock 'n' Roll and a great place to drive your classic car too. That same evening is also the date of the **Hart & Magpies (HP7 0LU)** meet, which we also visit from time-to-time instead of the Ace.

Well, I look forward to driving my Triumph this year, spending time with friends and hopefully meeting a few new members. Our next meeting will be **April 20th from 8pm onwards at the Squirrel pub in Penn Street. The next Ace Café night will be April 12th.** See you there!
Regards,

Daniel.

CAMBRIDGE Tel. 07795 436149 e-mail: tom.hartley@homepages.co.uk

Although the weather was cold, it was dry, and we managed four Triumphs in the car park this month, eventually. Peter in his blue GT6, Andy in his beautiful red Spitfire and Mike in his TR6, with its hardtop that even has its own Webasto sunroof. Joe joined us for the first time; he has wanted a Spitfire forever, and after eight years has finally decided the time has come to satisfy that need - after listening to all of the advice on buying one that we could offer. It seems that you can still get quite a lot of Spitfire for £2500, if you're happy to take a bit of wear and tear, as well as, one of the less popular marks that is. We hope to see him in his new car next month!

Vinnie told us of the addition of vehicles 15 and 16 to his collection - a Ford XR4i for £100 and a tractor with a full V5. Tim filled us in on the upcoming Five Points Tour, whilst Rob and Kevin cross-examined the route and I showed off my rather large, new, shiny black gearbox cover and Gano fuel filter, that has been doing the rounds on the club forums.

Everyone received a flyer with route for the visit on the **16th of April to the MG Owners Club** and subsequent drive to an ancient pub for lunch afterwards - if you would like one emailing to you (other areas welcome), drop me an email:

tom.hartley@homepages.co.uk.

However, there were not many takers for the 2.5 hour drive to the Derwent Valley Bowl, on the 17th, sadly, which I have to say I kind of fancied.



I said four Triumphs in the car park eventually; Toby rang from

a BP petrol station, somewhere between Cambridge and Ely. His lovely new fuel injection system's constant cycling fuel pump had managed to recycle all the fuel round enough times to clean all of the crud from his petrol tank, into the filter and block it to starve the beautiful new Zetec engine in his Hurricane of fuel.

Mike disappeared, like the gentleman that he is, to check for a pump on his garage shelves at home, but in the meantime, Toby cobbled a solution and limped to the Plough. I'd like to say we all helped, but most of us only managed to hold torches, while we made unhelpful, if hilarious, comments. At least the replacement fuel filter was still clean, and the car was running. Much marvelling was done at the way the Zetec engine seemed, almost, to be made for the engine bay of a Spitfire, or Hurricane bodied Spitfire chassis as in his case.

Our next meetings will be held on **Monday 4th April and Monday 9th May** (as May 2nd is a bank holiday), whereas our next events will consist of the **MGOC visit on April 16th and the Five Points Tour on April 22nd until April 24th.** We hope to see you there!

Tom



CANTERBURY Tel. 07810 438074 e-mail: philrogers002@gmail.com www.canterbury-triumphs.org.uk

Well, Spring is officially here, although as I write this and look out of the window you really wouldn't believe it. There's a cold north wind blowing and all the sparrows are wearing scarves! Nonetheless, we had a good turn out on Thursday evening, with Paul and Dianne's Gentry making a bold appearance.

Reg is having some woe with his Stag. Having decided to investigate an oil leak, he discovered bubbles blowing from the cylinder head gasket. Oh dear! Unfortunately, the heads are stuck on due to "alloy head cast iron block syndrome". Undeterred, he and Jerry have fabricated a very substantial device to remove it. Motto: don't investigate oil leaks. Watch this space.

Ray will be joining us on some trips this year with his 4.7 litre TR7. He insists on routes being planned, which pass petrol stations and cashpoint machines!

Tim W has acquired a TR6 project, which he is restoring with the help of a friend. He was in deep conversation with Charles about bumper irons, I seem to recall.

Phil S and Charles are off rallying again in Charles' Triumph rally car. Phil only started as the navigator last year and I think he's been hooked. They came 2nd. In one last year, so he must be doing something right.

Our Spitfire is running well. The constant pull to the left was cured by swapping the front wheels over left to right. Now it pulls to the right, so I'm guessing the problem is mismatched front tyres. New ones going on next week. A well known supermarket does an online tyre service and a 155/80/13 comes out at £33 fully fitted and balanced. Not bad, I thought.

Stuart and Candy have now finished the restoration of their Herald and I am looking forward to inspecting Stuart's handywork. They will be joining us (or we will be joining them!) on several occasions this year.

A big welcome to David who contacted me in the week. He joined the TSSC last year when he acquired his MkIV Spitfire and expressed an interest in showing his car. Accordingly, I have sent him all the info, and I know he has booked in for Chatham later this month. Look forward to meeting you, David.

So far, for your entertainment and delight, we have the following definite events on the calendar.

Sunday 27th March - Chatham Dockyard

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- Saturday 2nd April - Heritage Transport Show, Detling
- Sunday 24th April - Drive it Day to Beachy Head
- Monday 2nd May - UK Leisure show, Sittingbourne
- Saturday 21st May - Chilham Castle Show
- Saturday & Sunday 28th/29th May - Canterbury Cathedral Open Gardens
- Sunday 19th June - Rare Breeds Show, Woodchurch
- Sunday 17th July - Appledore Car Rally
- Sunday 31st July - Bearsted Green
- Sunday 21st August - Tractorfest, Biddenden

A visit to Crewe (to collect a piece of Herald bonnet - which every home should have) revealed that the garage there was extremely full of Herald Estate kit (including a tailgate in a fetching shade of pink) and a lot of the floor space was occupied by bits of Spitfire engine (see above). There's also an issue with the (J-type) over-drive solenoid, which displays the symptoms of behaving differently when warm and cold. I thought solenoids only got warm from being attached to warm gearboxes, but they consume around 24 watts of power, and so get warm enough to misbehave if left on the workbench for half an hour with 12 volts applied. Trouble is, we don't understand the misbehaviour mechanism. Our Paul brought an article from a Daily Mail of approximately 1969 vintage, which states that the gearbox in a Herald 13/60 is 4 speed all synchro, and that optional extras include overdrive. Well, I never knew that. But if it was printed in the Daily Mail, it must be true.

Things to look forward to in April include the Club AGM on the 10th, the Sandbach Festival of Transport on the 16th and 17th (I hope to be there in the parade on the 17th), and Drive It Day on the 24th (see above). I'll also mention the 5 Point Tour on the 22nd to the 24th, but I think I would have to bail out of that on day one if I was in my modern car, never mind Hark the Herald or Heap the Vitesse. I hope it all goes smoothly.

Those thinking of going to shows organised by Classic Shows (formerly Andrew Greenwood) cost £4 per car, including 2 adults and 2 children if pre-booked (ends 9 to 10 days before the event) and around £8 per person on the day. The shows include Capesthorpe, Bodelwyddan, Cholmondeley but not Gawsforth.

Our next meeting is on Thursday 7th April at the Flower Pot, NOT the Cock and Pheasant.

Henry

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

Hi Guys. A new venture for the "Smiffy Spiffy" on Sunday 7th February - it was off on the butty run to the Long Itch Diner in Long Ichington for a breakfast meet of classic & custom cars, the hood was down for the run, as it was cold but dry and sunny. We met up with Steve Cox from Rugby, Mike Rowell, Rikk & Jeanette and Keith & Trish, we had an excellent breakfast, it was worth the trip just for that! About 30 vehicles turned up, which included half a dozen motorbikes, which was an enjoyable start to a Sunday. This meet takes place on the first Sunday of the month throughout the year.

Sunday 14th February was again cold but sunny, so off to the regular Heart of England meet at the Griff, with the roof down of course. When we arrived we were surprised that we were able to park on the field, just had to miss a soft spot in the middle, once again a decent turnout of approximately 30 vehicles (of which 7 were Triumphs). After a bit of a perusal around the vehicles it was into the pub for a noggin and natter with the gang and another chance to put the world to right.

Sunday 21st February and we were off to the MG Triumph Spares Day at Stoneleigh, a long drive took at least 8 minutes, we met up with a few acquaintances who we had not seen for a while and picked up a couple of bargains, no queues this year to get in.

The Dalos Day Run on Sunday 28th was the next outing for us. There were 12 of us in 6 cars - 4 of them classics, 3 Triumphs and an Armstrong Siddley, plus a modern day VW Beetle Cabriolet and a Mondeo. The weather was dry with a few sunny spells now, and then which enabled four of us to have the hoods down for the run, which was planned by Steve & Sharon, and started in Nuneaton, before heading off to Lutterworth, to take in the country lanes and villages of Walcote, Gillingmorton, Peatling Parva, Bruntingthorpe, Peatling Magna, Foston, Countesthorpe, Willoughby, Ashby Magna, Dunton Bassett, Broughton Astley, Frolesworth and Ullesthorpe, terminating in Claybrooke Magna for a superb carvery in the Pig in the Muck. If you have never been there it's worth a visit as there is a great choice on the carvery, plus a full supporting menu and a good selection of real ales. A great run Steve & Sharon and a great choice of venue.

I have details for all of the above events, so if you haven't received them or would like them again, please contact me using the usual details.

I took this in Canterbury. It's amazing how some people use as wedding cars these days!

Regards,



Phil R

CHESHIRE Tel. 01625 425845
www.tssccheshire.webspace.virginmedia.com
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As I start my typing, it's snowing merrily outside, and the trees all look very festive. Apparently this bit of snow has brought the world to halt, which is sad sign of modern life.

The Cock and Pheasant is going to be refurbished. Experience says this could mean anything from a fresh coat of paint (and re-varnished tables) to a complete removal of everything (walls included) and starting again. As they're going to take several weeks to complete this it suggests the latter, or maybe they've just got one man doing the job. Anyway, they will be shut for our April meeting so we're at the Flower Pot (SK11 7UF, junction of Ivy Lane, Congleton Road, Oxford Road, Park Lane).

It's one of the destination pubs for the run out season, so should be familiar.

Our outing to Stoneleigh resulted in the purchase of several bits and pieces, and conversations with a number of people on the TSSC stand. We were entertained on the trip down there by a BMW Saloon, that suddenly turned into a flashing blue light zone, fortunately his blue lights were not for us.

Cheshire have taken a unilateral decision that Drive It Day will start (as ever) at Sainsbury's in Leek, meander round the Peaks, till we find somewhere nice to stop for lunch, meander round the Peaks again in the afternoon, to end up at Poole's Cavern (and Country Park) in Buxton, where there is a choice of going underground, enjoying the Park, or enjoying Buxton (or perhaps all three). Then a bit of increased elevation is involved getting to the Stanley Arms for a meal. After that, the elevation mostly decreases on the way back to the centre of civilisation in Macclesfield. All details subject to change on the day!

We have had updates on various projects - The GT6 in Gawsforth has recently acquired a headlining (interesting tales of people calling themselves agents for Webasto when they weren't really, I think) on its way to being back on the road. The Herald Saloon in Macclesfield needed outriggers for its MOT (that surprised me) and Simon is attempting to remake the dashboard, if I understood correctly.

The Spitfire in Crewe has its engine in bits after its performance was questioned when going round the loop at Donington (see photo in the September Courier, I think). This has revealed that the camshaft and followers were all a bit past their best by dates.

Green Stuff pads were also discussed, not sure that there was a conclusion on that one. There is also little progress in the Paint Shop at the Branch Office of Cast Iron World. The decision has been made to use Bernie's Bizarre Bootlid (£5 at HQ) as this has less dents than the original bootlid. But the Assistant Director was having trouble with fish eyes and the like, so the Managing Director asked when the compressor tank was last drained. Need I go on? We also hear that the Vitesse in Cheadle is suffering from having a dysfunctional spraygun (allegedly containing paint) aimed at it.

TSSC AREA NEWS

Coventry Continues

Unfortunately, Steve & Sharon had a bit of a problem with their Herald Convertible, the nearside front brake sticking on and overheating just after Lutterworth so it was all hands to the deck to release the pads to enable them to continue on the run, using only gearbox and handbrake braking, well driven Steve, how's the left arm? Once again, a great day out in great cars and great company with the unexpected to enhance the day.

Tuesday 1st March was our monthly meeting at the Bull &



Butcher, Corley Moor. The day started horrible, with the rain lashing down all morning, but come lunch time and the sky's

cleared and out came the sun, which enabled us to go in the "Smiffy Spitty" with the roof down. 11 of us met in the restaurant for a meal before retiring to the snug with a roaring fire, where we were joined by another 4 totalling 15 for the meeting. A special welcome to Robin Langhorn joining us for the first time, hope to see you many times in the future.

Mike Rowell has agreed to produce the Quiz for our Darts/Skittles/Quiz night on Wednesday 16th at The Queens Head, Bretford, any donations for raffle prizes gratefully received. Unfortunately, due to moving house etc. Richard & Shirley can no longer plan the Dalos Day run on March the 20th, but many thanks to Steve & Sharon for volunteering to step in. The run will start from the layby on the A444 between Bedworth & Nuneaton, just before Amids Palace at 12:15, ready to leave for 12:30, but must know numbers by Wednesday 16th, so please get back to us ASAP. The theme for this run is the Mad Hatters Run, so please wear a silly hat.

Richard & Shirley have now volunteered to plan the **May Dalos Day run on the 15th May**. Details are to follow.

If you're going to Weston Park on Monday March 28th we will meet up in the layby on the A5 opposite the Copper Kettle at 9:30 am. Please let us know if you will be there.

Friday 22nd April will be the start of the **TSSC 5 Point Tour**, from the Bulls Head at Meridan. They will be arriving throughout the afternoon, ready to assemble at 4pm and ready to leave at 6:30pm. We will be there just before 4pm to help check them out and hope to see as many of you as possible to give them a good send off. When they have all departed how about stopping for a meal with us? Let us know and we will book a table.

The Drive it Day Dalos Day Run will be on Sunday 24th and we will be dining at the Bulls Head Meridan. The new menu is now available online, so if you could, please let us know if you are joining us, and your choice of menu by Friday 15th April, as we have to pre-order due to the how many of us there will be.

The Spring Rally at Moira Canal Festival will be on the weekend of the **20/21/22 May**. We now need to know numbers for Camping, Friday Night Meal, Canal Trip, and days of attendance along with vehicle details.

2016 Events to consider :-
30th April - 2nd May - Rushton Cavalcade
www.cavalcade.org.uk/

1st / 2nd May - Stratford Festival of Motoring www.stratford.co.uk/events/stratford-festival-of-motoring/
registration

4th/5th June - Coventry MotoFest
<http://www.coventrymotofest.com/>

18th/19th June - Ashby Magna Midsummer Vintage Festival
<http://www.midsummerfestival.com/>

25th/26th June - The Banbury Rally @ Bloxham
<http://www.banburyrally.com/>

26th June - Princethorpe Colledge Motoring Festival
alexdarkes@princethorpe.co.uk

2nd/3rd July - Hollowell Steam 2016
<http://www.hollowellsteam.com/>

20th/21st August - Lincoln Steam Festival
[www.lincolnsteamrally](http://www.lincolnsteamrally.com)

27/28/29 August - Earls Barton Steam Rally and Country Fayre
<http://www.earlsbartonsteamrally.co.uk/>

Our forthcoming events will be :-

Tuesday 5th April - Our monthly meet at The Bull & Butcher, Corley Moor 7.30pm.

Sunday 10th April - Dafodil Sunday Monks Kirby .
Joanna morrisjones@redhouse.com

Sunday 10th April - TSSC AGM Lubenham

Sunday 10th April - HoE meet at the Griff, Bedworth from 11.00am.

Friday 22nd April - Evening TSSC 5 Point Tour Starts at Bulls Head Meridan. They depart from 6.30pm. Lets give them a good send off, don't forget your

St Georges/England Regalia

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**.

Sunday 15th May - Dalos Day Run to be planned by Richard & Shirley details to follow.

Weekend 20/21/22 May, 3rd - Spring Rally in association with ASOC & HoE at The Moira Canal Festival , Moira Furnace, Moira, Nr Ashby de la Zouch DE12 6AT.

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>

Weekend 5/6/7 August - Leicestershire & Rutland Area
31st Sunshine Rally Jan 077998804415

j.muschalli@ntworld.com or see Courier.

You can find all these events online, please have a look and lets us know your preferences ASAP.

That's all for now folks get them classics out and running and join us for some of the events.

Regards

Phil & Lynn

DERWENT VALLEY Tel. 07813 397731

www.derwentvalley-tssc.org.uk

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

Well, into March already! I have just spent a very frustrating week underneath my TR6. It was time to replace the brake fluid, so I decided to replace the flexible hoses at the same time. Looking at what came off, this was a wise decision, but getting brake pressure once re-assembled took forever. I think I had an air leak on one of the rear pipes to start with, but even having cured that I fell foul of the crazy master cylinder arrangement for the rear brakes. Anyway, I think it's now sorted, I'll let it rest for a couple of days and then bleed again.

In terms of our events, we are holding our **DV Bowl on 17th April**, and our flagship event, the Peak Run, is well into preparation. This year the Peak Run will start from the campsite in Ashbourne, so if you're in the peak district from the start, why not join us for the whole DV weekend experience?

Our March meeting took place as normal, with the usual banter, chat, quiz (thanks Roger for producing and Colin for reading it and taking the abuse) which was won by Brian, Gary, Steve and Richard III. We also had our usual raffle which brought some of

DEVON . . . DEVON NORTH



TSSC AREA NEWS

us close to tears of laughter. How, you might ask? It appears that during the evening, Paul having finished his Coke, put his empty glass on the table of prizes. Yep, you've guessed it, we gave it away as a prize. The funny bit though, is that it was won by the barmaid, and she didn't notice it had been used!

So coming up :-

- 5th April – Derwent Valley monthly meet – all welcome**
- 17th April – Derwent Valley Bowl**
- 24th April - Drive it day. We are joining Notts group to head for the Oil Can Cafe**
- 30th April – Donington Historic Festival**
- And of course :-**
- 17th – 19th June – Peak Run 2016**

See our website for details and booking forms and, if you intend coming to the Bowl, please let me or Roger know ASAP, so we can firm up the catering.
Back to bleeding brakes!

Bob

cars out – they have been marooned in our filthy potholed lanes for months now.

DEVON DIARY :-

- Sunday 3rd April - Run to Okehampton – lunch**
- Countryman Inn**
- Thursday 7th April - North Devon meeting at the Crealock Arms, Littleham**
- Wednesday 20th - Club Night at the Star Inn, Liverton**
- Sunday 24th April - Following the Five Point Tour – see above**
- 29th April – 2nd May - Isle of Wight weekend**
- Sunday 8th May - Southwest Triumph Meet at Route 5 Haldon Hill**

Sue & John

DEVON

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On Sunday 3rd April, we are confident of a good attendance at our joint meeting, with our North Devon Group and also our friends from SOC. We hope that you have already told us you are coming along, as we have asked the Countryman Inn to expect 40 of us for a 2pm lunch. As we told you last month, we have two start points, both at 12.30pm, House of Marbles at Bovey Tracey and the top end of Exeter Services car park. Or, of course, you could go straight to the pub, but it would be helpful to know where you intend to start from.

Our **Club Nights** continue as before, with **North Devon on Thursday 7th April** and **the Star Inn on Wednesday 20th**. Do come along if you have not been before, they are both good venues, with good food and good company and, who knows, it may have stopped raining long enough to get our cars out.

We now know that the **TSSC 5 Point Run** will be coming through Devon twice over the weekend of **23rd/24th April**. On the Saturday they expect to hit Devon around 5pm, taking the M5 then A30 to Cornwall. On **Drive it Day itself, 24th April**, they will leave the Lizard at 9.30am and expect to be at Launceston (on the A30) around 11am. Following the A30 to the M5 and then northwards. There will be good laybys along the route so that we can wave them by. However, we have decided to congregate at 11am in the big layby east of Sourton Cross, Okehampton at the bottom of the hill. If there is not room for everyone, we'll use the next one too. Maybe some food after too but not sure where yet. We'll make this an informal meet, but make sure you have your St George's flags ready to wave as the run goes past.

I missed February's Club Night at the Star, but John filled the void happily. It was great to meet Tom Hartley, taking a break in Devon from his native Cambridge, and to hear about his Vitesse engine Herald. The week after, John and I were delighted to meet up again with Wayne & Sue Swinger, over here from Australia, and to hear of their house move and of the progress with their 13/60.

At the end of April our usual group are off to the **Isle of Wight Bank Holiday weekend again**, travelling via the New Forest and Lymington. The following weekend we have booked Route 5 at the top of Haldon Hill for a **Southwest Triumph Meet from 11am on Sunday 8 May**. An informal meet up of all Triumph drivers hopefully.

We have entry forms for a lot of shows now and will bring some along to Club Nights. First off, will be **Killerton on 15th May**, then **Pecorama in Beer on 29th May**. New organisers have taken over the little show at **Collaton St Mary on the late May Bank Holiday (30th)** with the proceeds now going to the church there. At the beginning of **June**, several of us have booked sites at the **Southfork Caravan / Camping site at Martock in Somerset**, and we hope that members from elsewhere will join us too. A must do on **12th June will be the Trains & Triumphs Day at the Steam Railway at Buckfastleigh**, where we will be raising money for the Devon Freewheelers, the blood bikes charity.

No run report this month as we changed the date to avoid Mothering Sunday. On a personal level, we cannot wait to get the

DEVON NORTH Tel. 07806 351499

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For the first time in quite a few months now, my trusty Herald wasn't the only Triumph in the car park at The Crealock Arms, as Pete Robinson made the trip over from Braunton in his very rare Vitesse Estate. This is the first time I've seen a genuine Vitesse 'Park Royal' Estate, not surprising given how few of these were made. Just a shame it was in a very dark car park, so difficult to have a good look at this very interesting car. It had some nice details, with its works style dashboard, 5.5j wheels and even a vinyl roof.

One of the reasons Pete made his first appearance at our club night was that Mike Hadley very kindly had brought up some door cards that Pete purchased from ex member Graham Hill. We look forward to seeing more of Pete and his car at future meetings, especially when the evenings are lighter so we can have a better look around it.

The journey up from Brixham must have made Mike very hungry, as he'd ordered food and eaten before anyone else had arrived. Alan & Janet brace are normally the first ones there, but Mike even beat them so he was clearly a man on a mission!

Alan & Janet were joined by their boys Dan & Arron and partner Gemma. Dan & Arron both helped with the restoration of their Spitfires, so good to see younger people interested in our cars, both cars are wonderful examples.

Geoff Wheeler, Malcolm Huxtable and Andy Luckhurst all came along. Malcolm has been dragging out his winter clean up of his front suspension, but now has a deadline to finish as **North & South Devon members are meeting at the Countryman Inn at Sampford Courtney on 3rd April** - no excuses not to have the car ready Malcolm!

Andy has been making some progress on his TR4 rebuild - keen to refurb the original fuel pump, he has been searching the globe for a rebuild kit which includes the lower oil seal and he has finally found one in the US, so fingers crossed it works.

As mentioned above, we have a **North & South Devon joint event on 3rd April**, which has been organized by Sue & John Franklin. Most of those at the Club Night were planning on going, so looks as if the turnout is going to be a good one, especially as the numbers will be boosted by members of the SOC.

Not so far away is **Drive it Day**. North Devon members were hoping to tag along with the guys doing the 5 Point Tour, but looking at the route through our way, it doesn't look as if it will be worthwhile for us as it's a quick blast up the A30 to Exeter and beyond. We wish the guys taking part well, but looks as if we'll be planning something a little more local, more news to follow on that.

As we are now officially in Spring and by the time the next Club Night comes around the clocks would have gone forward, we are all looking forward to better weather, lighter evenings and some chat around the cars.

That's all from North Devon

Date of next meeting: Thursday 7th April 2016

Darren



ESSEX . . . GLOUCESTER HERTS & BEDS

TSSC AREA NEWS

ESSEX

Tel. 01375 672072

www.sites.google.com/site/tsscessexarea/

Spring must be here! All the indoor shows have lots of nice bits and bobs to tempt you to purchase that bit you have been looking for. Now, it is just a matter of finding the time to fit it all before all the runs start up and you are spending all of your time out driving your car.

My office - some work on the Spitfire this month. The handbrake lever was not locking out, so I had a look and it was all in pieces. The pin had come out and all the bits had fallen down behind the carpet, and despite my best efforts, I could not find them all. However, on the Internet I managed to find one and then combined the two to get it working. I now have a handbrake, which is great, as I have the MOT coming up, so will need to give her the once over before the end of the month.

Out and about - Club Day - a cold but bright start. We had 7 Triumphs and a few modern cars. For once, the Spitfire's were not dominant, we had cars in pairs - two Spitfires, consisting of two Herald's, two Vitesses's, and a Toledo.

One of the Herald's was "Twiggy" (a 60 icon). It was nice to see her in the flesh. Lawrence and Sue have been putting some time in to getting her how they want her, and that is as close to original as they can.

IOW - A sneaky few days away engineered to be at the same as IOW club night. Monday saw us in the Woodman's Arms, meeting up with the IOW gang. There was plenty of car chats. The club days are all very similar.

On the Wednesday we had a lovely meal and catch up in the steamer with Angie and Graham. We also gave the new MX5 a run out. We are looking forward to May bank holiday and our next trip over.

Stoneleigh - What a great weekend! Starting with a trip to Gaydon for Janet and me - both with an early start. We saw the new display in the collection shed and got in for free thanks to the return in a year ticket we had, with 8 days left on it. We arrived at the Premier Inn at the same time, as the others who had left after work. Kirk, Maisey, Jed, Vera, Jo, Mark and Harry. A quick register and a siesta, followed by an evening meal.

The following morning we had a quick breakfast and then we were all off to Stoneleigh. There was no trouble getting in this year. With our shopping list in hands, we set off. It was nice to see Paul from Club Triumph Eastern, as well as, Roy, Mike and Sue, with some friends and many other faces from other places. This is now fast turning into another social event, as well as a parts gathering event.

NEC Practical Classics Restoration Show - Only Janet and I for this one - making a weekend of it. It was a good trip. We were up early again and had the usual coffee stop half way. Straight to the auto jumble again with list in hand. Lots of bits and bobs purchased. Good job, I had treated Janet to a weekend away so that she could carry it all. We visited the TSSC stand and had a chat with Garth about his car that was being polished by Nigel Hill and then chatted to Nigel from Northampton. We then wandered round the rest of the halls to collect a few freebies. After this we set off to the Premier Inn at Ansty. We then had a nice evening meal and an early night.

The next day, after breakfast, we had parked at the NEC, in nearer car park than the day before, so we walked down to the halls, collected more freebies and chatted with other club stands. Janet got a cuddle from Ed China and had a photoshoot. We bumped into Fuzz Townsend and Ant Anstead, both who would be quite happy to chat about classic cars all day long, if they had the chance. After this we then dropped back to the club stand and had a chat with Bernie and Simon and sat in on the lectures and ate lunch - all of which were very good and enlightening.



All too soon it was time to head home. This is a great weekend and I recommend it for next year as a club event.

Up and coming

Sun 10th 12:00 - Club day Passing Thyme, View Garden Centre, A1245, Old Chelmsford Road, SS11 8SJ

Sun 10th - AGM at TSSC HQ

Sat 16th - Sun 17th New Forrest Run Weekend

22nd -24th - TSSC 5 Point Reliability Run

Fri 19th - Mon 2nd May - IOW Long Weekend

Birthdays - Brian on 30th March, Bronwen on the 16th April
Welcome to Terence Dalton, hope to see you at a club day or a show of two.

Allan & Janet

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

I know you may be justified in thinking that our area news is now bi-monthly but it isn't, I'm just losing the plot, so sometimes things escape me and most of February is the latest thing to pass me by. A quick gloss over stuff that I should have mentioned last month first.

Our annual dinner at the Swan was a lovely evening, both the food and the company were second to none, thanks again to all that came along to take part and enjoy, another thanks to everyone that chipped in to the collection for Jenson, who is currently in and out of hospital, a big bag of toys were very well received. The club meeting was a tad more select last month, as people were away and busy and couldn't, well you know, cosy and select is the best description.

The Triumph & MG Restoration Show saw several of the area cars being displayed on the TSSC club stand and they looked resplendent. The show was really busy with lots to see and buy, you seem to get people who knock the fact that it is a joint show, but classics are classics and we are all enthusiasts. I don't think it's a problem and enjoy the event for what it is.

The practical Classics Restoration Show was a good day out. It's the third time for this event and a good day out to enjoy all the displays put together by the enthusiastic clubs and another chance to pick up goodies too. There is lots to see and do and as always, it is lovely to see friends.

As we are now into April (omg already) the **Five Point Tour** is soon upon us and there has been plenty of activity going on to get people and cars ready (more chance with the cars than the people me thinks), all will be reported on next month, so keep your fingers crossed, firstly, for the two Gloucester area cars taking part, and secondly for all the others.

Our mid month pub runs also start running again this month, so check out when and where so you can come along and join us.

There is still time and space to join us for the trip to the **Laon Historique**, it's a great event and really good value too, so if you wish to join us, then let Either Jane or Vicky know.

Enjoy your tinkering, and get out and enjoy your cars, we look forward to seeing you out and about soon.

Andy

Events :-

Sunday April 10th - TSSC AGM

Sunday April 10th - Prescott Breakfast Club.

Thursday April 14th - Pub run to

The Fox & Elm, Gloucester

Sunday April 17th - The Filling station, Malvern

Monday April 18th - Area meeting at The Swan Inn

Fri-Sun April 22nd-24th - TSSC Five Point Tour of Britain

Friday April 29th - Monday May 2nd -

The Isle of Wight Camping weekend

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

We are pleased to say the numbers at the pub are still growing steadily, 37 at last months meeting, where it was nice to see Stag owners Simon and Trudi. The raffle went well and Nicky got the first ticket called. We don't get fussy about the cars, old, new, Triumph or whatever is great! We have members who also own Ferrari, TVR, Aston Martin and more.

Jo and Derek still have not got a moving date, just loads of frus-

ISLE OF WIGHT WEST KENT . . . LEICS & RUTLAND



TSSC AREA NEWS

tration, don't ask! Pete H's Herald gave Ray and myself a good run around, with ongoing drive shaft gremlins, but a visit to Sam for a spare and a rapid drive to TRGB, with much cursing, it's all buttoned up and so far so good.

Here's a correction to last months entry in the Courier News, that Drive it day would go to Maldon for a muddy paddle has changed, and a simpler run to **The Heart of the Shires shopping outlet near Weedon will replace. It will be on April 24th**, starting from Homebase on the A6, just northly extremities of Luton, starting around 10.30/11.00am. If you want a meal, then let me know, as I will need to pre-book because the restaurant gets busy.

Maldon, for a run, will be moved to **May 22nd**, when it's a little warmer, **June 19th we take a run to Wings and Wheels at Wellesbourne to see the Vulcan XM 655**. This needs to pre-booked. It is £5 per car and admits driver and passenger <http://www.xm655.com/events.php>. Let me know if you want to be included ASAP.

If anyone would like a print at home free calendar of events or our local meeting date business cards then feel free to ask me . We are looking forward to a good and refreshing season and I am on the lookout for Volunteers to help out at our **23rd All Triumph event at Duxford, September 18th**. This will be to help with parking, ticket sales, refreshments ,raffle, etc... With this you will get free entry.
All the best

Pete

ISLE OF WIGHT

e-mail: tssciew@hotmail.com

www.facebook.com/groups/786750551371248/

Here we are a month away from the **27th Isle of Wight TSSC Triumph Weekend**, eek! Thank you for all your bookings and many kind words, we are looking forward to seeing you all again and have booked the sunshine as usual. We have lots planned and can't wait for all the fun. If you haven't yet sent us your booking it's not too late, there is a link to the entertainment ticket form on the TSSC website or on our Isle of Wight Area Triumph Sports Six Club Facebook page, and all accommodation and ferries can be booked through '**Appuldurcombe Holiday Park**'.

A few of us met up in Godshill with Miff's family, we all enjoyed a drink and lots of lovely memories and we looked through hundreds of photos from his vast collection, he had an interesting and varied life, a real character.

Meanwhile, we have been brunching. January, we went to the Waxworks Cafe in Brading, where the service was interesting, February, we went to the Dairyman's Daughter, where we enjoyed a wonderful breakfast and for March, we had a return visit to the Garlic Farm. If you fancy joining us you are most welcome, we meet at Upper Coppins Bridge car park at 10am for a drive out followed by brunch. We don't mind which car you bring and why not bring friends or family, the more the merrier.

Dates for your diary:

Sunday 24th April - Brunch Run

Friday 29th April-Monday 2nd May - 27th Isle of Wight

TSSC Triumph Weekend

Sunday 22nd May - Brunch Run

Elaine & Tracy

WEST KENT

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Another dead month. My only news is, I got Dolly out for the first time since October when I bust my shoulder. Excellent meeting this month, with 9 of us sitting round one long table. Dave has some worrying news that he may be selling the Spitfire, we all hope not. We did have a couple of cars in the car park, courtesy of Alan and Annie, but it's just not the weather. Get Easter out the way and it will all change.

Drive it Day is definitely Dungeness, which will be a lovely

country run, leaving the pub about 10am, so hoping many can come. Final plans at the next meeting. By now we will have our flag and flagpole, so bit of publicity at shows.

Stoneleigh was a cracking show, with plenty of good restoration bits, good to see the Sussex stall doing brisk business, and Annie who flew up in Hurricane (sounds impressive). And again, the NEC was a cracker, with many shiny things and all you would need for the summer projects.

So, by now the first show of the year has passed, at Chatham and Detling is next week. Little way off but planning, **Leatherhead on the 8th May**. We'll have a run up together as last year, so in diary please.

All for now, see you next meeting on the **26th April** (if not before).

Colin

LEICS & RUTLAND Tel. 07530 307371

Not much happened in February, apart from Stoneleigh, that I think about 7-8 of our gang went to.

Plenty of stuff looming on the calendar now though and I am itching to get out there with the Triumphs. Various projects through-out the group are progressing including my own.

John Muschy now has his new mohair hood fitted to his Vitesse and Chris's GT6 should be very shiny with it's new coat of paint by now.

My own 2000 will be resprayed by the time you read this, but I have a lot of putting back together to do, including (and I'm dreading this) a new roof lining. Another horrible job is building the doors from scratch (hopefully without scratching them) and I have 3 to do. Thankfully, the sprayer has a very large premises, and he has said that I can use it to rebuild the car. The Dolly has had both front wing lower sections replaced where they overlap the sill, plus the sills themselves needed repairing under the wings. My 2500S has gone to Mike Papworth to have the gearbox converted to manual o/d as the Borg Warner auto is horrible!

Our list of possible events is as follows:

Easter weekend - Great Central Railway at Quorn Station along with the commercial and steam gusy

Sunday 27th March - Weston Park

Tuesday 5th May - Leics & Rutland monthly meet at the Rose & Crown

Sunday 24th May - DRIVE-IT-DAY. Not finalised between us yet but we tend to split up over a few events.

The Stilton Cheese Run and National Memorial Arboretum are 2 possibilities

Tuesday 26th April - Bosworth Water Park Classic Car meet

Friday 29th-Monday 2nd May - Isle-O-Wight weekend.

We have a gang going in 5 cars and we are staying on for a few days afterwards

Thursday 12th May - Again a gang of us set off for Laon Historique in France for a long weekend

21-22 May - Moira Canal Festival

Tuesday 31st - Bosworth Water Park

3-5 June - Northants group at Wickstead Park

5th June - Churnet Valley Railway at Froghall Station 17-19 June - The Peak Run

20-26 June - Triumph 2000/2500/2.5 National Rally

25/26 June - Abbey Pumping Station, Leicester

Lots of other shows not mentioned in above and lots more after June when the season really gets going!

Keep running on 4/6/8

Neil

IMPORTANT NOTE

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



M25 EAST . . . MANCHESTER NEWBURY . . . NORTH EAST

TSSC AREA NEWS

M25 EAST

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Hi folks, it's car show time again!!!! Or let's hope so - sitting here writing this back at the beginning of March, a beautiful sunny day and not a cloud in the sky, let's hope it stays that way!

A couple of things to report on - way back in February, a few of us went up to London for 'Monty Rustbuckets Tragical History Tour' which was a music themed pub tour all around Soho.

Five pubs in total were visited and a lot of useless information was divulged by Mr Monty Rustbucket. All in all a great night out and one we will have to do again, we have already got plans for the next one, so get your walking shoes ready.

Once again we attended the Annual Interclub Quiznight, hosted by Club Triumph Eastern. We had girls and boys teams as usual and the girls did quite well, but the boys excelled and finished in 2nd place. We actually led for most of the night and only dropped to 2nd because we ignored Barry's answers ha ha, well that's what he says anyway ha ha. Oh yeah, and once again Celia managed to clean up in the raffle, don't know how she does it.

We should have some very nice looking cars amongst our ranks this year as there's been a lot of work going on over the winter. Kev and Lisa's Herald has had a full respray - Vince has done a lot of powder coating under the bonnet and me, well I still haven't done my brakes, although I might have by the time you read this.



April Events

Saturday 2nd - Heritage Transport Show

Saturday 9th - Donna's Darts, Booze and Curry Night

Saturday 16th / Sunday 17th - Colne Valley Railway Show

Sunday 24th - The Capability Brown Rally / Classic Car Run

See ya'll out there at the shows

John

MANCHESTER

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www.tssc-manchester.org.uk

Well, Spring arrived and we were all looking forward to driving or working on our cars, then in typical fashion it snows! Even when the snow thawed we still had to wait for that blasted salt to clear from our roads, so our treasured cars didn't dissolve any faster than they are already doing. Finally, it looks like there is light at the end of the tunnel and the weather is improving and the nights getting brighter.

So, on to what's happening in our neck of the woods, well, Pete as you know has Flash A Triumph 2500 Estate and has just picked up a Stag V8 and box, which he is in the process of popping in, so you may well hear the burble from that V8 in the coming months in or around the events. My car, a Vitesse 6, has just got its refurbished gearbox back, so I will be popping it back in once I have finished repairing/refurbishing the chassis, trying my best to get it back on the road in April, but times running out and the weather is not helping, but still hoping to make it.

We have decided its time to change our monthly meeting venue, so in March the AOs will be viewing some prospective establishments (pubs) to come up with a shortlist, that we can put forward to vote on by our members at the **next meeting on Tues 5th April 2016**, so by the May meeting we will be at our new venue. Make sure you attend the April meeting to cast your vote - The Boundary Inn has been a good short term venue for us since we

moved from Barton Aerodrome, but we felt we needed somewhere with a better car park, where we can encourage more people to attend in the Triumphs.

Some of us will be joining the Lancashire Area for their Llandudno Weekend (18-20 March) meeting up with some of the North Wales crew for a nice drive around their area, looking forward to meeting some new and familiar faces. Lorraine and myself will be attending the AGM at the TSSC Head Office on 10th April. It will be our first one, so will be interesting to see what's happening within the club (our other AOs Anne and Wayne unfortunately cannot attend this as they are away).

Neil has found an eatery for our Drive it Day Run on 24 April. We'll be stopping off at the Bulls Head in Castleton, if we all make it down the daunting Winnats Pass, we will need our brakes to be operating 100% for that hill!

Well that's about it. Its been a quiet month, a lull before the storm so to speak, catch up with you all again next month.

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

www.tssc-manchester.org.uk/news.php.

Also, please look at our Facebook page, as this is where we discuss most matters outside of the monthly meeting like events, day trips and social events :

www.facebook.com/groups/tsscmanchesterarea.

Updates from our April meeting will be in the next courier issue. Cheers

Mark K

NEWBURY

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It's been a quiet month at the club, just bidding our time before the Spring car show season begins. But, as we all know, life is never dull in the world of classic cars. Always something to fix, replace, replace again, polish or mend.

Dave's TR7 successfully made it back on the road after a replacement fuel pump to replace the replacement fuel pump, but not wanting him to get bored, it decided it needed new Front Strut Boots. The old ones were literally shredded. Eric has nearly finished the rebuild of the rebuild on his Triumph Herald and it is also time for my Spitfire to have its next MOT, but it's last paid road tax and Ollie is looking to rebuild his gearbox...

The new TSSC Newbury Facebook page is proving to be an effective way to share news, dates and various pictures of car parts! As already reported in our last entry, the first event of the year is **The Spring Vehicle Show at Newbury Show Ground on March 28th**.

Other upcoming dates for the diary:

1st May - Lambourn Vintage Machinery Spring Show

2nd May - Popham Classic Car Show at Popham Airfield

8th May - Thornycroft Festival of Transport Basingstoke

8th May - South of England TSSC meet Leatherhead

Phew and that's just May.... Looking ahead to the **Summer: Newbury Classic Car Show** date has been confirmed as **14th August** and after last years amazing success (Nearly 1,000 classic cars) its best to book in early.

Before signing off, a welcome back to Ian. Great to see you back on your feet.

Lloyd

NORTH EAST

Tel. 07917 738091

e-mail: northeast@tssc.org.uk

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

NEW meeting venue & time : TRAVELLER'S REST WITTON GILBERT DH7 6TQ 1st Sunday 7.30pm

Well our first meeting back in the Traveller's rest for over a year was a subdued affair as our meeting night fell on mothers day, the pub was full of families out celebrating, so we were pushed into the corner, lets hope that this was not an Omen, next month we should be back in the conservatory.

Brian Armstrong is collecting spare parts especially engines for his Stag, he now has a choice, of 3 engines to choose from, but will they ever run! only time and willpower will tell.

NORTHANTS . . . NORTHERN IRELAND NOTTS . . . PETERBOROUGH



TSSC AREA NEWS

My GT is back on its wheels after a new Anti-roll bar and a new oil seal in the gearbox, on removal of the bell housing to fit the new oil seal I noticed a crack down one side off the bell housing from the top to the bottom, just so happened I had a spare alloy bell housing, what a piece of luck. So the next time my wife says to me, "I think you can throw out some of those boxes of car parts in the garage and shed" I will remind her of this incident, it not only save me a lot of time waiting for one to be delivered but possibly an arm and leg as well.

On the subject of insurance if you are renewing your insurance it won't cost any more to put additional drivers on at the time of renewal, I have 4 named drivers on my policy but need to put other drivers on for our trip away, which because my policy is not due for renewal until August will probably cost me. I have also Ordered some LED bulbs for the dash. The old dash is pretty dim and needs better bulbs, will let you all know how they perform later. Graham Bostock brought up the issue of Tax exemption, Grahams car will be 40 years old this year and was asking about getting it changed on the log book to historic vehicle, the DVLA website says vehicles built before 1st Jan 1975 are eligible, but nothing about 1976 cars yet, best luck sorting it out Graham.

Upcoming events

April 10th Northern Bygones show. National Railway Museum, Sildon

April 17th Bobby Shaftoe hills of the north run. Beamish Hall Hotel.

April 24th Drive it day / treasure hunt TBA (the more that attend the more fun you have)

May 8th- 16th Spa Belgium

July 29-31 Silverstone Classic

if you need info on any of these Events please drop me a line
If you fancy a weekend away Silverstone is a great weekend, with the Strangers being the headline act on the Saturday night and a petrol head's dream all weekend.

See you all in April

Geoff

Hogg for his efforts. Michael Kernohan got the Contribution to Motorsport award for his contributions to marshalling and scrutineering out in all weathers.

Lastly, but not least, our Coupe De Dames trophy went to Heather Hogg, despite the fact that Christel did not really want to give the trophy up. A big thank you to all who attended, a good evening was had.

We held our monthly meeting in Nortel Social Club at the start of March, again fairly well attended, much of the discussion around our weekend event notably accommodation prices, also to note, that the dates of this have been changed to 21/22/23 of May just after Totally Triumph on the 14th.

Our next event will be held on the 23rd of April, this will be our Trunton Oiling, which will be held at our usual venue outside the front of Carickfergus Castle, followed by lunch. So, if you want the grease pumped out of your trunions, just turn up.

Photos Left to right Myself (Laurence) photo proves Bigfoot is alive and wearing the pelt of a cow he has just eaten.

Douglas Hogg, Area member of the year.

Heather Hogg, Coupe de dames.
And Alan French, My co AO.

Michael Kernohan is not pictured he had already left when photographs were taken, Motorsport award. I would have Photoshopped him in but I do not have a photo of him.

See you all soon,



Laurence & Alan

NORTHANTS

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February saw a relatively low turnout for the area meeting, but considering the cold and dark night, it was hardly surprising. Once again, we had a ten pin bowling evening in Wellingborough, which nicely fills the winter gap in the motoring calendar. This is always a well supported event and everyone seemed to have a good time.

April will see the return of the **Earls Barton Car and Bike Meet on the first Wednesday of the month (6th of April)** and costs just £3 entry per car. We look forward to seeing both new and existing members at our Club nights on **the second Wednesday of each month at Overstone Manor, Sywell, NN6 0BB.**

If you would like a copy of our diary dates drop me an email and I'll add you to our mailing list.

Cheers,

Nigel

NOTTS

Tel. 07976 163006

Tel. 07837 110325

Hi all. Another month gone, season soon be here, managed to catch up with friends at Stoneleigh and it was a good chance to pick up parts needed for winter upgrades of Harvey (our 2500S) in anticipation of a busy summer, with Drive it Day to Holmfirth looming & a trip to Laon a month later. Then starts the camping events – can't wait!

Future Events :-

11th April ~ Our Monthly Meeting

17th April ~ Derwent Valley Bowl

24th April ~ Drive It Day. A scenic trip to the Oil Can Cafe, Hepworth, Holmfirth

1st May ~ Andrew Greenwood's 44th Notts Classic Car Show Thoresby Hall

9th May ~ Our Monthly Meeting

13th to 15th May ~ Spa Classic.

13th to 16th May ~ Laon Historique.

14th & 15th May ~ Nottinghamshire County Show

3rd to 5th June ~ Northants Camping Weekend at Wickstead Park

13th June ~ Our Monthly Meeting

17th to 19th ~ June Derwent Valley's Peak Run Newark, Nottinghamshire NG22 9EP, UK

Adrian

NORTHERN IRELAND

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Hi all. Breaking News! Satsquad spotted at Northern Ireland area dinner! See photos and read on.

We held our annual "Christmas" dinner on the 20th of February in the Ross Park Hotel in Ballymena. A really good turnout as usual - I think everyone enjoyed the dinner, at least I have heard no complaints on that front. With thanks to both Alan Hayes and Douglas Hogg, once again, for their much appreciated efforts organizing this function.

We use this function to present prizes for members efforts during the previous year / years. We really missed Paul this year as he usually gets an award featuring his yearly broken components; Connecting rods wheel studs and hubs etc.

This year our Area Member of the year award went to Douglas

PETERBOROUGH

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

February finished off with an excellent turn-out at the Triumph and MG Spares day at Stoneleigh with the TSSC Club stand being very busy with 3 MK's of GT6's on display plus a Convertible too. Jo and Dave Beardsley had their green MK111 on display – so the Peterborough Area was represented. Well done everyone, the



PETERBOROUGH SCOTLAND CENTRAL & WEST

TSSC AREA NEWS

Peterborough Continues

stand did look good and busy. It was also good to see and meet the Club's new apprentice – Chloe. Hope everyone at the Office can keep her enthusiasm alive – as I am sure she will be a great asset. I did use the credit card and some cash to buy some bits and Dave found me a couple of rear lights with some gaskets I was desperate for. Thanks Dave.

The following week was another trip to Stoneleigh to Race Retro. A very good turnout there too – but only a couple of Triumph sports cars on show inside and one of those was a Le Mans Spitfire from Jigsaw. A very chilling wind was forgotten when the rally cars got thoroughly warmed up and they were giving a very spirited, close and entertaining demonstration for an hour or so with a Dolly Sprint and three TR8's howling round.

Sunday the 28th saw the Saunders Saunter kick off with coffee and baps from the Skydiner Cafe at the Sibson Airfield - and from there around the lanes near Peterborough and into Northamptonshire skirting into Rutland before alighting at the Red Lion Inn at Warmington for the Area's February Feast. Inbetween start and finish we trundled through villages with stone houses built in the warm and mellow Barnack stone of yesteryear and their Collyweston slate roofs. We visited Normanton Church (Why did the planners allow the building of a Church in the middle of Rutland reservoir - I will never understand that!) and then visited the Wing grass Maze. Another well received and well organised event Captain Colin and Lady Jane – or should that be Lady Jane and Captain Colin?

The Club had taken a stand at the Restoration Show and was very busy on the Saturday but customers were a bit sparse on the Sunday which was Mothering Sunday – which may explain things.

March has already lived up to the old saying of 'March Many Weathers' with some very frosty nights, some fabulous 12 degrees plus during the days, some fogs and - oh yes, that inch and a quarter of rain which closed off some villages for a few hours on the 9th.

The March Club night was once again very well attended with 18 souls attending. Thank you for your continued support guys. Brian and Anne had sent their apologies for the Area meeting as Anne was going mining to try to find some silver in Cornwall. Paul also had sent his apologies as his mother had taken a tumble and he had to shoot down to London to look after her – after somebody had been to sort out his blocked drains!!! Colin had brought along his parts catalogues for suggestions as he struggles to find ideas as to why the front drivers side corner of his Spitfire is lower than the passenger side. Dave and Jo have bought a red TR4A which needs a little TLC. So, that'll be two TR4A's now in the Club. It's so good to have happy Club Members with all sizes and ages of Triumphs attending our meetings with Porsches, Peugeot's, Austin 7's, Cobra's, etc. and at the end of the day George Osborne loves us all when we pay fuel tax.

The raffle contained a very interesting prize and this was won by Graham and it caused a great amount of hilarity. You had to be there for it to be explained – as it was something to fit on the end of a tool and we all know how Graham loves tinkering under the bonnet!

We ran through some of the events we will be attending during the year and Gary Howson has now updated the website and we'll try to get all the dates for the year on it shortly.

Tina would love to know numbers for her **Foxton Locks run** for the Sunday dinner at the **Black Horse on the 17th of April**, starting out from Wansford. We will circulate an e-mail - but if you have missed out on that please contact Paul or myself and we will ensure you are catered for.

How come the replacement parts stock I have been building up over a period don't fit? Even the front side and indicator lights wires are too short and there's no earth with them either. Grrrrh! Sorry, but having to take the new units to pieces to replace the bits from the old ones is not what I believe I paid good money for. Took me two years to find some OE chrome bezels for the windscreen wipers for the GT6 - as all the replacements I come across are too thick. Why? Not with standing this it she is now starting to come together – and I suppose with an extra hour of daylight from Easter

Monday I won't have any excuses.

If you get a chance to attend the **AGM at Lubenham at 2.00pm on Sunday the 10th of April** you will be most welcome – after all it is your Club. There will be an Area Organisers meeting in the morning – you will be represented – and should you have any burning issues for me to take forward, please let me know. If there is a chance of an e-mail to outline the issue then I can print it off to take with me.

Hopefully this magazine will give the respect we all owe the fall-en of our great country - which the BBC totally ignore with the filming of one it's motoring programmes around the Cenotaph area. Too much, too far.

We look forward to seeing and welcoming you all again at our next Club night on **Monday the 11th of April at the Golden Pheasant, 1 Main Road, Eton, Peterborough, PE6 7DA** around 8.00pm. Join in with the raffie, food and noggins and a good natter - that friendly exchange of experiences – and sometimes advice too.

As this issue is due to drop through your letter box at the end of March early April, I hope it's posted early and both Paul and myself get to wish you all a thoroughly good Easter break – don't forget to take some photo's of your cars and their stars through the year.

Regards

Doug

SCOTLAND CENTRAL WEST

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<http://www.tsscscot.frebsite.website/>

The March meeting was well attended with 12 members turning out. The nights are still dark so only one club car out. Some apologies but a good turnout.

We had a fantastic archive film show by Jacqui and Mark. A series of short films broken up by retro adverts. Superb viewing. Some of it not exactly PC and H&S was non-existent. If only we could have put the cars in the films away for later.

Some of the machinery getting scrapped was criminal. A good presentation and a laugh. We were in the function room at Lochinch, with nearly full IT support. Thanks to Jacqui and Mark and Michael for setting up with a borrowed projector and leads that were not compatible. Also, Ashley and the Lochinch staff for helping and giving us access to everything. No time was spent outside, but this should change when the clocks go forward.

Report on MG and Triumph Show Stoneleigh. This year the event was coupled with a visit to the newly refurbished British Motor Museum. A superb day out with a great tour of the museum and fantastic displays. Also, the Jaguar collection and the workshop and storage area in the building opposite. An overnight stop in Warwick and onto the show. Lots to buy this time. And met lots of friends and enthusiasts. Well worth the trip down. All back in one piece (just). The Sunday get-together at The Harvester was the same day and had a good turnout of 22 people and a collection of cars. This is getting to be a good turnout and should get bigger when the sun comes out. It is open to all classics, not just TSSC, you are welcome to stay as long as you want as there is space set aside inside.

Now, the **Checkpoint for the Triumph 5 Point Tour is now at McDonalds in Berwick Upon Tweed and NOT the pub**. This is better for us and the drivers as it is open all night. We should be there 12 to 1.30 ish in the morning and are booked into a nearby campsite. Saturday will be a choice of either going to the Museum of Flight or looking around local attractions in Berwick Upon Tweed. Sunday will be meeting in the middle between Berwick Upon Tweed and Glasgow. We will appoint a Glasgow coordinator at the April meeting, so you can meet up and travel out to meet the others on Drive It Day. We need to decide where.

The new website for the area <http://tsscscot.frebsite.website/> is up and running. (Thanks Michael) Contact Michael directly if you want to add something. I will not be at **Moffat**, so contact Michael for a place, if there are still some left, as it is popular.

Hamilton Town Centre Show (Sat 11th June) will be coming up as well, so names please. Note, it is a Saturday. After that is a very busy July. With everyone attending what they can. There are three events on the last weekend. There will be the usual donation of at least £2 at each meeting to help with Area finances.

SOMERSET . . . SOUTHERN



TSSC AREA NEWS

Perhaps the second one on 20th March was better supported?? With spring now on the doorstep the following short list of meets will entice many of you to get the Triumph out and have an enjoyable time!

April 2016

Sunday 3rd - Weston Town Square, from 9-30am.

Normal meeting point at Uphill Road.

Tuesday 12th - Club meet, Fox nd Goose, Brent Knoll from 8pm.

Sunday 17th - Point to Point "CANCELLED"

Sunday 24th - Weston Town Square from 10am.

Sunday 24th - Drive it Day (club run) to be confirmed.

May 2016

Sunday 8th May - Weston Town Square, from 10am.

Tuesday 10th - Club meet Fox nd Goose Brent Knoll from 8pm.

Sunday 29th - Pecorama Beer Devon, joint club stand.

Sunday 29th - Weston Town Square from 10am.

June 2016

Sunday 12th - Triumphs and Trains,

South Devon Steam Railway.

Tuesday 14th - Club Meet, Fox and Goose from 8pm.

Saturday/Sunday 18/19th - Bristol Classic Car Show, Club stand (GT6 50th display).

Saturday/Sunday 18/19th - Weston Town Square (joint with Weston Air Days) from 9-30am.

Guess that's all for now, but if any of you has suggestions for something different then let either of us know!

Cheers for now,

Martin & Derek

Triumfest will be at Santa Pod in Northamptonshire (1, 2, 3 July) with Retro Car Show. It should be a different and a brilliant weekend. **Le Mans the following weekend (8, 9, 10 July) and the Silverstone Classic is (29, 30, 31) July,** so check your calendars and event websites for exact details. (See what I mean about a busy July). 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 over the weekend of 6th and 7th August.** It is still being worked on.

The Scottish Show dates are published, SVVF.org.uk, so if you see something that is of interest, let us know and we might have a club stand. You may want to try different ones. Booking has to be well in advance though.

I have had word of a new Classic Car garage business that is currently been set up in the Glasgow area. I will not endorse anything yet until everything is set up. That said, I still have a load of welding to do to get the Spitfire road legal.

If you are reading this you may at some point receive an email from the Area, just to say we haven't forgotten you and you are welcome at the meeting if you can make either the **Thursday or Sunday.**

Reports on our Drive It Day weekend next time and everything else Triumph.

NEXT MEETING will be on Thursday 7th April 2016 at Lochinch which has been pre-booked. And Sunday 17th April 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. No April Fools this time, only me trying to weld in the rain.

Gregor G.

SOMERSET

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derek1360giles@breathe.com

Hi all. The Feb meeting saw a good turnout considering the less than clement weather.

We are not too sure how many of you get Martins post meet mail-shot, so here's a reminder that the **Point 2 Point planned for 17th April has been put back to 18th September!** This is due to some unforeseen circumstances. We do already have 3 names on the list, so you now have more time get organised. There is STILL a 10 car entry limit, so make sure you let Martin or Derek know your intentions please.

The subject of **Drive it Day 24th April** was discussed and it was suggested we contact **Morwellaham Quay** working village near Tavistock. They have been contacted (thanks Martin) to see if it were possible and they have given a provisional nod! They indicated they should be able to offer a discount on the entry fee. Hopefully, by the time you read this we will have decided one way or the other.

On the 10th Feb, Martin attended the Somerset and Dorset Stag owners meeting. The idea was not only to introduce our TSSC area to them, but also to see if we could perhaps organise some joint ventures. The main one at the moment being the **Norton Fitz Warren show.** We are looking to get as many Triumphs as possible on the show field on **August 6th/7th!** It was also thought to be a good idea to see if the 2 clubs could get together for perhaps a skittles evening. Your thoughts on this or any other activity would be much appreciated.

With regard to the **NFW show entry forms** are now available, so please get yours sorted and send/give them to Martin before the **22nd May.** Don't forget an SAE, this also goes for any other shows we intend to visit.

There are a few more dates to add to the calendar as we have now had the confirmed list for the **Town Square Shows in Weston-S-Mare.** The first of which was March 6th and with the temperature being 4 or 5°C, we doubt many brave classic owners attended!!

SOUTHERN

Tel. 01252 722432

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

Hi all, our Sunday lunch meeting for February was at the Bat and Ball Hambleton. Nineteen of us sat for lunch on a cold, but dry day and again, this pub did us proud. So proud, that Robin and Ann, and Jackie and I didn't leave until 4:15 pm. Well, at least those two ladies enjoyed the wine.

The regular meeting at the Seven Stars was well attended but only two GT6's in the car park.

TR7 update: Dave Moore blagged a favour from a friend of his who owns his own garage and managed to get us the use of the facilities to remove the dead engine. This was a great help to have a car lift to get to all the nuts and bolts under the car. The engine came out without too much grief but as always it was a little more painful getting the replacement engine back in. It certainly is easier to do that job on a Vitese or GT6.

I have not got round to putting all the ancillaries back on yet, but I will get round to that over the course of a few evenings. So, a big thanks to Dave for his help.



Up and coming events

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 - Surry 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



**SOUTHERN . . . SUSSEX WEST
THAMES . . . NORTH WALES**

TSSC AREA NEWS

Southern Continues

7th - Regular Meeting, Seven Stars, GU32 3PG
16th - Roaming Meet, The Chair makers, Denmead PO7 4QX
24th-26th - Cornwall Camping Weekend

That's all for this month folks
Take care

Mark

SUSSEX WEST Tel. 01403 253034

My Name is **Nigel Ayre** and I am proposing to set up a "**West Sussex**" area as an addition to the South East area. Why, you ask? Sussex is a big county, which is basically treated as two separate counties, East & West Sussex, and to travel from one side to the other can take anything up to one and a half hours, hence my feeling for a "West Sussex" group would be well served. Without encroaching on other areas, we would serve well Horsham, Worthing, Crawley, Gatwick and Guilford to name just a few all within just 30 minutes travelling. I've lived in Horsham, West Sussex for 20 years now having rejoined the club just over a year ago and the proud owner of a Vitesse MK2 Convertible. Over the years I have owned (on my last count) nine Triumphs models, so I've got background behind me and really wanting to push for monthly meetings in this area with like-minded people. Please feel free to call me on **01403 253034** if you would like to attend this new group. It would be nice to meet up with like-minded people, enjoy a good beer and admire and talk about your Triumph! It would be great to then organise run outs and then even meet up with other groups! I've got great plans for the future including BBQ's and camping weekends, to name a few.

I propose to meet at "**The George and Dragon**" pub based at **Dragons Green, RH138GE**, approximately 4 miles south of Horsham, which is on a very good accessible route, either from A24 or A272. Good parking which the friendly landlord has agreed to close off for us - if we have sufficient numbers. Great local beers, fantastic home cooked food and B&B if needed!! From this position there are some superb runs through beautiful Sussex villages to the South Downs and beyond.

The best day of the month (purely for my work commitments) is going to be **3rd Thursday of every month**, this could change in due course if attendees wish another date, but you've got to start somewhere!

The **SE Show is on the 7th May weekend** and we are also ideally placed to perhaps even have a convoy up to the show. So, it's down to you, please give me a call and let's make this happen. Bring along your partners and make it a monthly event for your calendar and possibly a new social set of friends.

Incidentally I am also running down to **Le Mans 24 Hrs** in the Vitesse, leaving on **17th June Newhaven/Dieppe**, inner circuit camping on Porsche curves and am happy for any others to join us - details if interested.

Many thanks, hope to see some of you soon.
Regards,

Nigel

THAMES Tel. 0777 362 3807
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www.tssc.org.uk/thames

Greetings all. Corr! What a month! My Van packed up, then Julie's car clutch packed up, leaving the Vitesse and my Mum's car as transport to get me to work. Julie's was sorted in a couple of days, but my van had been off the road for the best part of a month before someone could look at it. With having to use the Vitesse I have not been able to start on the planned work. So, I have still got lots to sort out on the poor car and it really needs a good wash and polish to boot.

Well, anyway, I hope you all know that we have moved Venues to the **George Inn at Wraybury. The address is: 29 Windsor**

Road, Wraybury. 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**. Of which the first of these will be on the **5th of May** at the **Thames Court, Towpath, Shepperton, Surrey TW17 9LJ**. **SOCIAL EVENING AT THE FOX & CASTLE** - This was our last night at the Fox & Castle, which was just as well, as the carpark was full with not many customers in the pub, but all the tables were taken in the dining area, we don't seem welcome any more. None of the bar staff seemed to know we were due, a sad day. So, we had our meeting in the lounge, pushing two tables together by the dart board. Our last supper was still tasty, the ale drinkable and the company smashing! I had the pleasure of George B, Bob, Graeme, Doug B, Jason & Paul.

We had two Triumph's in the car park:- Jason's Spitfire 1500, my Vitesse MK2 and also Paul in his Humber Sceptre MK3. Jason & Paul are Humber car owners group members that are joining us at our meetings for moral support.

Work on our Triumphs has been :- Bob's got a new exhaust fitted to his Spitfire restoration. We did George's crossword and we talked of new pubs to visit & what shows were coming up.

Our next meeting is at 8pm at the **GEORGE INN Wraybury in April on the 21st and in May on the 19th. Also, on the 5th of May at THE THAMES COURT, Towpath, Shepperton, Surrey TW17 9LJ.** Please come & join us for a warm welcome or call me on 07773623807.

Up-coming events:

- April**
- 10th - Farnham Classic Car Show - Farnham**
- 10th - TSSC AGM - Lubenham**
- 17th - New Forest Run - Wessex Area**
- 22nd/24th - TSSC 5 Point Out of Great Britain - UK**
- 24th - Drive it Day at Brooklands - Brooklands**
- 24th - White Doves Drive it day at Rural Life Centre - Tilford**
- 29th/2nd May - Isle of Wight Camping Weekend - IOW**
- MAY**
- 2nd - May Guildford Lions Fayre - Shalford**
- 6th /8th - South of England Meet - Leatherhead**
- 15th - Chiltern Hills Rally - Weedon Park Bucks**
- 22nd - Spring Classic Breakfast - Brooklands**
- 29th/30th - Motorsport at the Palace - Crystal Palace**

Mickey & Julie

NORTH WALES Tel. 01691 600215
www.wrexhamgandtriumph.co.uk
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Hello, everyone. Another month has dashed by, so where is the time going? Tuesday 2nd February was our monthly meeting night at the Trevor Arms, and, once again, we had a room full of classic enthusiasts. Richard and Helena went through the up and coming events, and took names for anyone else interested in going to the Tatton Park show in June. Joyce was busy selling tickets for the raffle, and once again, there were some very interesting prizes. Another great night, lots of laughs and chatter!

When Roger was checking our Stag over for the coming season, she was difficult to start, and didn't pick up revs very well. On examination it was found that both carburettor diaphragms were splitting, and have since been replaced. Looking back to last year, the alternator went mardy, so we didn't use the Stag for Spain:-

but thinking about it, if we had taken her, then the diaphragms could have failed over there, and that would have created a problem. So, in the end we have to come to the conclusion that she was not jealous about another Stag going on the Spanish trip, she was actually looking after us! Makes you wonder, doesn't it?

On Thursday 11th February we had an extra event, organised by M.G. John and Chris. A new exhibition only opened last November, this being the Avro Heritage Museum at Woodford Aerodrome, Stockport. Those of us attending met at 10.00 a.m. at the Plantation Nursery and Garden Centre, Plumley, for refreshments and route plans, then we had a picturesque drive to the museum. We were split into two groups, and then had a fascinating tour through the Avro aviation history, with guides explaining the story

SOUTH WALES



TSSC AREA NEWS

29th - 30th May:- Cheshire Classic Car & Motorcycle Show, Capesthorne Hall, Macclesfield.

Regards,

Helena and Roger.

throughout. What a great place, we can certainly recommend it. Fabulous history, great information, everything was so spot on. They have even got a genuine Vulcan cockpit, albeit now separated from the rest of the aircraft, which you can go into and see exactly what the working conditions were like for the air crew flying this wonderful aeroplane. To say that the crew of the Vulcan did not have very much room is, to say the least, an understatement! The cockpit is quite cramped, and the area for the other three crew members is so small, it is unbelievable. However, it was pointed out that the aircraft was designed for one thing and one thing only, to defend us against any form of attack from any source. Hence, the working conditions had to be as they were, to make the plane totally efficient. From the museum, we went to the Davenport Arms, Woodford, for our pre-ordered lunch. This rounded the day off very nicely, good food and good company, with lots of chat and laughter. Another smashing day.

On Tuesday 23rd February M.G. Richard and Joyce organised the monthly OFFAL, which was very much a last minute thing as our group had been to the Avro Museum only two weeks before-



hand, and so thought that no OFFAL would be arranged. However, these two stepped in and sorted it out!

Twenty-six of us met at The Walk Mill in Waverton at 11.00 a.m.:- this is a working place, where a restored watermill grinds the corn that they make the wholemeal flour with. They sell all sorts of bread and cakes, etc., all made at the mill itself, and they also sell the flour. After our refreshments and looking around the mill, we had a pleasant drive that took us through lovely countryside to our lunch venue, this being The Calveley Arms in Handley. We all had a good meal and a great laugh, and after that everyone made their way home. Another enjoyable day.

That's all for now. Just a reminder that our monthly meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m.. There is also a meeting at The Plough in St. Asaph on the third Wednesday of the month**, also starting at 8.00 p.m. So, come along and see us, have a natter and a laugh.

Forthcoming events:-

- 3rd April:-** Bromyard Speed Festival.
- 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:-** Classic Wings & Wheels, Sleep Airfield.
- 24th April:-** Drive-It Day. **26th April:-** OFFAL.
- 30th April:-** Llandudno Transport Festival.
- 1st May:-** Classic Car & Transport Show, Catton Hall, Frodsham.
- 2nd May:-** Gawsworth Hall.
- 3rd May:-** Monthly meeting at the Trevor Arms, Marford.
- 14th May:-** Jan and Geoff's Run.
- 14th - 15th May:-** Prescott Weekend.
- 15th May:-** Wheels Within Wem Show, Wem.
- 15th May:-** Wirral Classic Car Show, CH63 4JB. Contact Peter Madge - 0151 625 7829.
- 18th May:-** Meeting at the Plough Inn, St. Asaph.
- 21st - 22nd May:-** Anglesey Steam Fair.
- 22nd May:-** Eaton Manor Classic Vehicle Day, Church Stretton.
- 22nd May:-** Candle Charity Run.
- 22nd May:-** Classic Car Meet, Dearnford Lake Cafe.
- 24th May:-** OFFAL.
- 28th May:-** Weaver Wander.
- 28th May:-** Smallwood Steam Fair, Malpas.
- 28th - 30th May:-** May Ashley Hall Traction Engine Rally, Altrincham.
- 29th - 30th May:-** Prestatyn Run and Car Show.

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

Runs Coming up
NATIONAL DRIVE IT DAY RUN TO BOURTON ON THE WATER - SUNDAY 24th MAY
SWANSEA HISTORIC VEHICLE REGISTER SINGLETON PARK - MONDAY MAY 2nd
CARMARTHENSHIRE ROAD RUN SUNDAY - MAY 15th
BEAULIEU AUTOJUMBLE SATURDAY - MAY 21st
SOUTH WALES CLASSIC CAR CLUB CARDIFF CITY FOOTBALL STADIUM - SUNDAY MAY 22nd
CARDIGAN SHOW SUNDAY - MAY 29th
VALE OF GLAMORGAN SHOW - MAY 30th

BRISTOL RESTORATION SHOW St. VALENTINES DAY 2016

As it was St Valentine's day, we decided to spend time with the ones we love, so I jumped into my TR4A, with Al riding shotgun, Mals Per Hour. The Hammer & Action Man jumped into the Red Tardis 13/60, Paul G jumped into his TR6, Monmouth John (Mike unwell - get better soon mate) lepto into his Triumph Sierra and "Spike" The Cake & Emma jumped into their Spitfire MKIV. Paul G led our small group of cars along the M4 then through



Bristol and onto the B roads that always make this a good run, the sun was shining, but the temperature was low. Al was on form and managed to have issues with the TR's door mechanism and seat belt.

We arrived at the show together and then parked together, had a hot drink then went for a good look around the show. I have been disappointed with this show for the last few years, but today was different, I picked up quite a few bargains as did the rest of the lads and lasses.

I even found another hat that fitted my big head!

We all regrouped at the cars for our packed lunches and show bought pasties and chips. Al had bought the same hat as me and the lads said that we looked like Bill & Ben (probably sounded like them too). I had also bought a bumper that I hoped would fit the Vignale (it didn't) and managed to jam it in the passenger footwell, through the gap in the seats and just missing the rear screen of the car. John had made his "collections" and said that he would be leaving early, so we said our goodbyes.

Then it was back to the stalls to have another look around and make some more purchases before meeting back at the cars at 3pm to leave. "Spike" told us that he had not been able to engage overdrive on the way to the show, so, Action man lepto into action and installed one of his spare overdrive gearboxes that he keeps in the boot of the Tardis. While he did this we all had another cup of coffee, just about finishing before Action man had completed the gearbox swap.

The sun was shining so we all decided to lower our soft (and Surrey) tops and make this our first "topless" run of the year, with my TR leading our group back home. Al (who was jammed in with the bumper) started to get irritated by the indicator audible signal system that I had installed years ago (as when the roof is down it is hard to see the indicator signal on the dashboard when the sun is shining) and when we were cut up by a white van driver



SOUTH WALES WESSEX . . . WIRRAL

TSSC AREA NEWS

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com

South Wales Continues

who overtook our cars, which were doing the speed limit on a blind bend, then had to brake to avoid a head on collision he snapped, with a kick that would make a Mule on steroids proud he kicked the TR's flasher unit out of its socket, sending shards of bakelite around the car, "take that you b*****d" he said. "Nice hat" I said.

We continued on with me making hand signals. Traffic on the M4 was again heavy, at the Severn tolls Al texted Emma as we could not see the Spitfire or Tardis, Emma replied that they were approaching the tolls, Paul G went through another toll booth and when we emerged we could not discern whether he was in front or behind us, so we continued at a steady pace, knowing that if he was in front and had difficulties, we would come across him, and if he was behind then the Tardis and the Spitfire would see him.

As we approached Cardiff Al said "Another great day out and what we have lacked in indicator audible signals has more than been made up for by jamming a rear bumper in the TR". I couldn't have put it better, I thought, roll on next Sunday and the Stoneleigh Show. FANTASTIC!
ARSENAL 2 Leicester 1

TRIUMPH & mg SPARES DAY STONELEIGH - FEBRUARY 21st
As arranged modern cars were used for this run as it is a mad dash along the motorways and much space is required for the parts purchased.

Ant picked Al & I up at my house (poor Crazy George couldn't make it as he had stepped on a nail while walking across some joists then fallen through the floor to land on his back, he was laid up in bed) then it was off to pick up Paul G to travel to the meeting point on the A449 where we were soon joined by Pete & Rob



"book early Fred Pontin" Grant, Mikey J, Gwyn & Tim. After a chat we left at the allotted time and Ant led our small group of cars along the A449 and M50 with only one minor directional error! We stopped at Hopwood services for a full English breakfast (well we were in England) with Tim & Gwyn ordering the "healthy option" (that's a fiver you owe me lads or I'll tell Babs what you really had). We left Hopwood at around 9:30am and it was the first time in many years that I came out of a motorway services feeling that the food had been good value for money and well cooked, well done Harry Ramsdens'.

With Paul G giving directions we soon arrived at the venue, no queuing up either in the cars or at the hall entrance.

We then met up (as arranged) with Derek, Jon, Dave & Jan and Cindy & Frank, another great turn out for the club to support what again was a fantastic autojumble. I bought many spares for my TR, Herald & Vignale. We all met up after 3 hours back at the cars to store our purchases and have lunch then returned to the halls to buy more parts. As we were not sure what time to leave and poor Rob had to watch out for his severely injured thumb we arranged to meet back up at the cars in another three hours with the understanding that if someone had had enough that they should proceed home. At 4pm I had a call from Ant saying that ours was the only car left and asked how much longer we would be, so we headed off back to the car to start the journey home with a stop en-route at Strensham Services for a coffee break. Then it was foot down (to the legal speed limit) in the now pouring rain and fading light. I think Al summed the day up nicely when he said "Well, what we lacked in an injured Crazy George was more than made up for by the attendance of an injured Rob". None of us could put it any better, so a big THUMBS UP to Rob.
Fantastic

Bern

Sunday 17th April, The New Forest Run is coming together, after a shaky start, securing venues large enough to accommodate all of the entrants! The starting point was the main problem! For many years we have used Avon Country Park, but the new Ranger thought they could charge us triple the amount we have previously paid! Fortunately, we had a card up our sleeve and have secured Ringwood long stay car park, which has taken us full circle, as this was our original starting point, many years, many, many years, many years, ago! In the days when there was no Sunday trading, in those far off halcyon days! If we can give a good impression to New Forest Council, hopefully they will welcome us back next year, as it is actually a better location to start from and easy to find being just off the A31 in the centre of Ringwood. The finishing point will be Hichcliffe Castle, this proved very popular last year, the only drawback is that it is a bit of a tight squeeze, but the Castle and views make it well worth it! So, all we need to complete the day, is for the weather to be kind to us, that I am afraid, we have no control over!

The Triumph/MG Autojumble day at Stoneleigh went well, with none of the parking problems of last year. We arrived after the rush, at about 10.15 am. Having set off at 7.30 am in two cars, that is Dave, Jerry, Peter, Duncan, Roger, Trevor and myself. As always we feel that the MG's are better catered for on these occasions, but that said, we did manage to find some useful bits between us!

Other events coming up include:

Basinstoke 8th May - where we will be putting on a display with the TR Drivers.

The Beaulieu Spring Auto Jumble 21/22nd May - We will have a stall, so please come and visit us and say hello

The Hardy Classic, 5th June

The Bristol Classic at Shepton Mallet 18/19th June

BPPC Transport Show, Pilford 16/17th July

Silverstone Classic 29/31st July -

Which if all goes to plan, we will be attending, it sounds like it will be a good weekend. Also going back to basics and camping! I hope someone is taking a trailer so that we can take those little essentials that we cannot seem to live without, hot water bottle, interior sprung mattress, kitchen sink, etc!

Lymington 7th August - Again, we will be teaming up with the TR's

Breamore 14th August - Which will take us nicely into September
Beaulieu Auto Jumble 2/3/4th Sept - Where Dave, Trevor and myself will be sharing a stall with our auto jumble friends.

After all that, if there is a free Sunday or two, perhaps, if Alan has time he could organise one of his lunch time runs which were very popular last summer!

So, that is a brief précis of our plans for this summer. I'm sure I have missed an event or two! More information as and when we get it, either in next months report or via the Wessex Triumph group email.

Next meeting will be at the **Tyrrells Ford, Thursday 8th**

Martin

WIRRAL

Tel. 0151 339 4150

Hello all. Firstly let me introduce myself as I have recently taken on the role as area coordinator for the Wirral region. I have owned my GT6 MK2 for 33 years having bought it when I was 19.

My little car has been on and off the road in various states of repair during that time, including an extensive mechanical rebuild / body repair (all myself) and a second body repair some 10 years later (this time with a mate who could weld) after all my (not so) good work disintegrated. Other than the innards of the gearbox and the diff I reckon I have held every component in my hand at some stage over the years! However, throughout the last decade or more, my car has been left forlorn on my driveway, deteriorating rapidly under a decaying cover, after kids and work took over

my life – and sadly, I now have a project on my hands again. I moved to Wirral only a few years ago and have been able to attend very few meetings to be honest, but Wirral has a healthy Triumph fan base – although no authors it seems - so here I am. Meeting in conjunction with our fellow Triumph enthusiasts, Wirral Triumph Appreciation, we get out a fair bit and I have been very lucky to occasionally drive the immaculate TR5 of 'local legend' Dave Evennett (ah, the benefits of owning a broken car...), which has been a fantastic privilege.

Which brings me to what we've been up to recently. In late January, around 12 cars, carrying 24 club stalwarts headed off to Llangollen in North Wales for the clubs traditional 'blow out the cobwebs' January outing, finishing at the pub. Ironically, for a Triumph club, only one of the cars was actually a Triumph (Spitfire) – two were MGs!! The rest were err.. 'modern alternatives' (i.e. waterproof and reliable). Whilst the day out was certainly enjoyed by all attendees, it was tempered by the sad news that Gwyllim (Gill) Owen, a good friend to many and a long standing, very popular member of the club had passed away during the weekend. Those present were able to collectively raise a glass to Gill and much fond reminiscence followed. Gill had a life long interest in cars and motorcycles, particularly Triumphs, restoring many cars to the highest level and being well known for his mechanical expertise. The family own the Llangollen Motor Museum which Gill's wife Ann, son Geoff and daughter-in-law Barbara (also popular and long standing club members) continue to run. The Museum is excellent and well worth a visit if in or around Llangollen (www.llangollenmotormuseum.co.uk).

On behalf of Sports Six Wirral, our condolences to Ann and the family.

On February 20th we were present at the Wirral Triumph Appreciation 25 year anniversary celebratory evening at a local village hall – and what an evening! 100+ guests (some travel-

ling long distances: Geoff and Barbara in their TR4, a welcome site near the hall entrance, thank you both) ate, drank and danced the night away to tunes spanning at least 60 years, intermingled with live singing from compère extraordinaire 'Jive Teddy' who kept the evening going with a swing (literally). A big thank you to Dave Evennett & Jan Blundell (pictured) who brilliantly conceived and organised the event and to everyone who contributed their time and effort (all for free), towards making the night a roaring success. The evening included profiles of prominent members, projected pictures from over the years and running videos of local restoration genius Peter Dunne at work (https://youtu.be/wO_uE3M7FVg) all of which took a lot of hard work to organise. It only remains for me to apologise to the lovely Susan, our dance instructor for the evening, for mine and my wife Tracey's ineptitude learning the simplest of Jive steps. The moment when Tracey accidentally managed to displace Dave's wig and glasses (don't ask) in a jive move that somehow became a headlock, left me (and other witnesses) crying with laughter and was a moment of perfect, unintentional comedy that will live on in my mind, possibly forever...

Coming up, **Drive It Day**, plans to be released nearer the time. See you there.

Richard



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

The Derwent Valley Bowl 2016

We have been bunged up for over 2 years,
but at last relief is on its way.

The Derwent Valley Bowl returns on
SUNDAY 17th APRIL 2016.

All welcome from 'Hyper-active Kids' to 'Crazy Grannies', and from
'Olympic Athletes' to 'Couch Potatoes'.

We challenge you **ALL** to take on the mighty Derwent Valley.

Mixed Teams of any size will be formed from each area
of the TSSC to compete for the coveted
Derwent Valley Bowl.

Individual trophies are also up for grabs.

All the usual games such as "Cock in the bucket",
"Bag in the Hole", and "Log in the Bog" will be played.

Doors open at 2:30pm and the fun starts from 3:00pm.

Finger buffet available at 4:30pm for only £4.50 per head.

Event finishes at around 6:00pm or until we get kicked out !!

**For more information and to
confirm attendance please phone
Bob on 07773 578 282.**

Venue:-
Smalley Common Ex-Serviceman's Club
338 Belper Road, Stanley Common
Near Ilkeston, Derbyshire.
DE7 6FY.



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**



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 & Caravanning 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 3rd June – Sunday 5th 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
or pick one up at our Monthly Meet.

Look forward to seeing you there!

Derwent Valley's Peak Run Weekend
17th to 19th 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 28th Peak Run—a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

Camping available from 3pm Thursday 16th until noon Monday 20th June at the Peak Gateway Campsite near Ashbourne. Sorry NO electric hook up available.

Visit our **Peak Run** website at 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 th 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 Form



**Car Club Members Package:
2 adult admission tickets & a
vehicle display pass from only £49**

- 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 including The Stranglers and Reef
- 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

Car Club Packages must be bought by 31st May

Ticket Hotline: **0871 231 0849** Calls cost 10p per minute plus network charges

Tickets & Info at

www.silverstoneclassic.com

Official Partners



Media Partners



The Telegraph



**Leicestershire and
Rutland Area
Triumph Sports Six Club**



You are cordially invited to the
31st SUNSHINE RALLY
5th - 7th 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 (1st come -1st served), less than a 10 minute
walk to Greetham village with 3 pub restaurants

**Camping Friday 5th & Saturday 6th 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@lincstssc.co.uk

www.lincolnshiretriumphs.co.uk [Facebook](https://www.facebook.com/lincolnshiretriumphs) [Instagram](https://www.instagram.com/lincolnshiretriumphs)



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@lincstssc.co.uk

www.lincolnshiretriumphs.co.uk [Facebook](https://www.facebook.com/lincolnshiretriumphs) [Instagram](https://www.instagram.com/lincolnshiretriumphs)

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.lincolnshiretriumphs.co.uk [Facebook](https://www.facebook.com/lincolnshiretriumphs) [Instagram](https://www.instagram.com/lincolnshiretriumphs)

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

23rd 24th 25th September



Accommodation & camping available at:
Hermanus Leisure & Long Beach



– See website for details

STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH ★ TR REGISTER

www.totallytriumph.org