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Triumph Sports Six Club

The Courier 388

OCTOBER 2012





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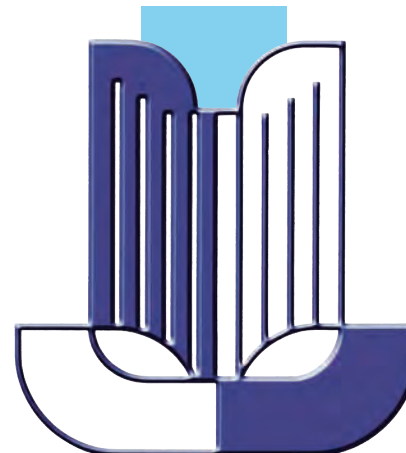
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The Official Monthly Magazine of
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Price £3.50 Free to Club Members.

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COUNCIL MEMBERS 2012

Jonathan Cronin, Pip Flegel, Claire Hill,
Nigel Hill, Derek Holman,
Peter Lewis, Jane Rowley,
Frank Spencer, Victor Thompson,
Vivien Thompson.

For a full list of TSSC officials see page 82.

HONORARY MEMBERS

Dennis Barbet. Martin Cox. Dave Glead.
John & Pam Griffiths. John Macartney. Fred Nicklin.
Paul Richardson. Bill & Jo Sunderland.
Paul Swanson. Peter Williams.

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

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A VITESSE FOR 2030?
FULL STORY THIS ISSUE PAGE 72
PICS JO SUNDERLAND/LUKE SELLARS



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T.S.S.C. Events Calendar

www.tssc.org.uk/events e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2012 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

October 2012

SUN 7 OCTOBER 2012

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PRESENT THE 19TH ALL TRIUMPH
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SUN 14 OCTOBER 2012

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October 2012

SUN 21 2012

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CoMment

BY VIVIEN THOMPSON

TSSC GENERAL SECRETARY

At the September Council of Management meeting we decided to resurrect the Comment column in the Courier. Previously this had been written by the Club's General Manager, but we agreed now that each CoM member would take a turn to write one. This way the writing style as well as the content will differ.

It will also give each of us an opportunity to communicate directly with all members and hopefully will help us seem a bit less distant.

I have been a member of the TSSC since meeting my husband in 1991. We were joint Area Organisers for South Yorkshire for a number of years and Area Liaison Officers for 3 years.

This is my second spell on the CoM and three years ago was selected by CoM to be General Secretary. My three years as Gen Sec is almost up and so at the November meeting the position has to be voted on again.

I find being very active within the Club very rewarding. It enables me to give something back for the years of enjoyment the Club has given me and although the club has some paid staff it still needs a great deal of time from volunteers.

As usual the more people who volunteer the lighter the load for everyone so if you want to become more actively involved in the TSSC there are many ways you can do this from writing the occasional article for the magazine to joining the Council of Management.

You might think you do not have a lot to offer, but what you think might be a run of the mill job on



your car or an everyday event you have been to might not be the case.

Other people might be more interested than you think.

We are always on the lookout for new areas in parts of the country where members don't have a local meeting they can attend, so if you fancy setting up an area don't be put off thinking it means a lot of work, you can do as much or as little as you feel able and there is support and advice available.

And finally a reminder that the Club will have a stand at The All Triumph Day at Duxford on 7th October, at the Restoration Show at Stoneliegh on 21st October and at the NEC 16th to 18th November. If you are going to any of these shows then come over to the stand and say hello to the staff and CoM members who are there. If you do not intend to go to any of them, you will miss out on some great events.

Vivien



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International Classic Car Show - NEC

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Council of Management Meetings

11TH NOVEMBER 2012 & 13TH JANUARY 2013

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: **Vivien Thompson**
TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster
South Yorkshire. DN5 7LG. or email: gensec@tssc.org.uk

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

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Feedback from the TSSC Council of Management Meeting

Sunday 9th September 2012



Current Financial Position and Business Plan

The current profit and loss was discussed. If income and expenditure continues the same for the rest of the year there will be an overspend but it will be less than last year. All efforts are continually being made to reduce it as much as possible.

Staff

It was decided that the Club's General Manager will not be replaced in the short term. It was agreed that it is too early to say yet whether this can be a permanent arrangement but it will be reassessed at alternate CoM meetings. This will be part of a more general review of staff requirements.

Premises

Additional rental space is to be created within HQ to generate more income from the existing premises.

It was agreed that if alternative premises can be found that are more suitable to current Club needs and that they will be more cost effective to run that a move will be seriously considered.

Shop

The regalia is to be reviewed and new / obsolete and poor quality parts are to continue to be sourced. New income streams for the shop are being investigated.

Web Site

The Club's web site development has become very sluggish and we were aware that members who use the website regularly have been waiting patiently for a considerable time for the new web site they had been promised; so some firm decisions were made and a plan formulated to move this on as quickly as possible.

Events

The International Weekend was a great success, with an excellent attendance especially for weekend bookings. Claire is already being asked what the dates and theme for next year's event will be.

The feedback from people who attended Classic Le Mans was excellent. The catering that Claire and Nigel had found was a real bonus and appreciated by those who attended.

Claire and Angie also found a way of making sure that as the cars were marshalled down for the track laps they did not become separated like last time; they blocked the other roads onto a roundabout so all 'our' cars could negotiate the roundabout uninterrupted.

Spa had also been very successful and had built on last year's event.

As there is no Classic Le Mans next year Claire and Nigel intend to make the trip to Spa longer so it promises to be both something different and excellent value for money.

The planning for STAR 90 is progressing with details for the hotel, camping, catering, Pro Drive and the Sunday activities at Gaydon all being firmed up. At the last planning meeting it was agreed to try and have all the details and

costs finalised so bookings can open towards the end of October.

This again promises to be a very successful Standard Triumph Forum Event.

Young People's Insurance

Representatives from two of the brokers on the Club's panel attended the AO Seminar at Stafford to answer any questions. Peter James had been unable to attend the meeting but did come to Stafford late on the Sunday afternoon for a meeting. It was agreed by CoM that the outlook in the short term is not promising. Discussions are taking place with two or three other companies to see if they are able to offer cheaper insurance for our young members. The FBHVC view is that there is affordable insurance available for young classic car owners if they shop around.

Any Other Business Valuations

Since the Club valuations have been reviewed with most having been increased, some members have experienced increased premiums because of the increased value. It was agreed that members need to be made aware that if the value of their car increases significantly it could cause their premium to rise, but also that the amount of increase in premium will differ with the different brokers.

Next Meetings

The next meeting is to be held on the **11th of November** followed by one on the **13th of January 2013**.

Vivien Thompson

General Secretary
Triumph Sports Six Club

Members Perception Survey 2012

Every few years the Club carries out a survey to find out members views of specific Club services. Usually a questionnaire is sent out with the Courier which although not expensive, does have some cost. The last survey was done about 4 years ago and approximately 200 responses were received from 5,700 members.

Given the low response previously and the cost and time pressures that COM faced this year it was decided to use electronic methods of communication for the survey and to ask Area Organisers if they would be willing to copy and take some to meetings (this way we're targeting active members who may have experience of the Club). Copies were also taken to the South of England Meet.

In total 178 completed questionnaires were

returned. As in previous years, with such a low response we have to be careful how we interpret the responses as this small number cannot be said to be representative of the whole membership.

General Information

The majority of responses were received from males and 42% of responses were from members who are 60 years plus and 46% aged 40 to 59.

More than half of members (65%) only own one Triumph just over a third drive between 1500 and 3000 miles a year in their Triumphs. The majority of members (57%) are not members of other car clubs and of those who are members of other car clubs, half are members of non-Triumph clubs.

The most popular cars owned by those who responded are Spitfire (35%) and Vitesse

(26%). The next most popular are GT6, TR, Herald and Stag (13-15% each).

Courier Magazine

Almost $\frac{3}{4}$ of respondents read the magazine in full every month and just over half think subscriptions ought to be increased to make sure the magazine is not changed. Just over half do not want the magazine decreased in size or frequency. Although almost half wanted an on-line magazine, many still wanted a printed copy. Of the wide range of comments, most were very complimentary about the Courier and thought it was the last thing that CoM ought to consider changing.

Website

Three quarters of respondents visit the website at least monthly, many saying weekly or daily. Almost half never use the forum and only a third use the forum regularly. The majority of people who responded do think the web site is important for members, recruitment, technical information and event information.

Club Shop

A third of people who responded have never used the Club shop and of the rest, half use it once per year. Half of people who responded think the shop is important to members and half agree subscriptions ought to be increased to keep the shop. Just over half say it is good for technical information and of the comments made many people think the shop ought to

facilitate the production of more obsolete or poor quality parts and see this as a very important function.

Museum and Archive

Although almost two thirds never visit and another third only visit annually, over three quarters think the Club should continue to preserve Triumph heritage and almost two thirds think the museum and archive is good use of members' subscriptions.

Office Services

Over half of those responding have never phoned or emailed the office, but just over half think the office services are important to members and almost two thirds regard the office staff as knowledgeable and helpful. Only a tenth thought the office services are not good use of subscriptions.

Studio Services

A third of respondents agree that studio services are important to areas, but just over half of those who replied did not know about these services. Over half thought subscriptions should not be increased to maintain these services and less than a quarter thought these services should be free to areas.

The summary above was fed back to CoM at the June meeting and has been used to help us decide how to approach reviewing Club services.

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Welcome to NEW MEMBERS

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



THE TRIUMPH SPORTS SIX CLUB

Richard Rock-Evans	Avon
Brian Whitehead	Beds
Russell Simpson	Beds
Dave Lovell	Berks
Michael Taylor	Bucks
Ian Parker	Bucks
Alex Yate	Carmarthen
Theresa Huxley	Cambs
Jeremy Cooper	Cambs
Simon Huntington	Cheshire
Peter Leary	Cumbria
John Thomas	Derbys
Stephen Robinson	Devon
Paul Lumley	Devon
Alistair and	
Tom Gunning	Devon
Tony James	Dorset
Timothy Owen	Dorset
Alan Daniel	Dorset
Christopher Slade	Dorset
Adam Clarke	Dorset
Andrew Bullimore	Dorset
Keith Hammonds	East Yorks
Colin Johnson	Essex
Chris Rogers	Flintshire
Katina Goodwin	Flintshire
Trevor Kirby	Glos
Mark Wilson-Smith	Glos
Norma Bowden	Hants
Haydn Pole	Hants
Stuart Rex	Hants

Toby Turner & Assoc	Hants
Philip Siddall	Isle of Mull
Matthew Crampton	Kent
Vincent Ormond	Kent
Mark Hitchcock	Kent
Nigel Wheeler	Kent
Steuart Crofts	Kent
Eric James Smith	Lancs
Guy Holtom	Leics
Andy Muschialli	Leics
Chris Cummings	London
Louis Keighley	London
Chi Yeo	London
Monica Loosley	London
Steven Baldwin	Merseyside
Richard Ghost	Merseyside
Deborah Fowler	Middx
Sav Salamone	Middx
Amarjit Singh Gill	Middx
Stephen Satchwell	Norfolk
Dylan Edwards	Norfolk
Laurence Harrold	Norfolk
William McNeil	Northants
David Dallamore	Northants
David Carnell	North Yorks
Mark Bellamy	Notts
Andrew Short	Somerset
Aaron Hissey	Staffs
Trevor Leese	Staffs
Mark Macgowan	Staffs
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Shane Hill	Surrey
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Tony Locke	Warks
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Daniel Chlougher	West Mids
Lind Ball	West Mids
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Geraghty-Bellingham	West Sussex
John Pearce	West Yorks
Martin Barlow	West Yorks
Aidan Weir	West Yorks
David Emerson	Wilts
Fraser Weir	Wilts
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Martin Freiberg	Germany
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your Triumph and
everything
the Club has to offer*

CONCOURS



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***Tony Simpson
and Steve Taylor***

2012 Concours Results

Stafford 2012 was myself and Steve's first attempt at organising the concours and WOW what a show to start with. A record turnout of 77 cars entered the concours and boy what a baptism of fire that turned out to be. Steve and myself have been

around on the concours scene for quite a number of years now having been to many shows up and down the country and we both thought that the quality of cars on display were as good as we have seen – some were just simply stunning.

With 77 cars entered the administrative work in collating all the score sheets proved to be



Car of Show Spitfire MkIII - Chris Tickner

quite challenging in the timescale available but we got there in the end and I do apologise for the slight delay in making the awards presentation. A record number of entrants also put a lot of pressure on the judges who I thought did a sterling job and my sincere thanks go out to them all for a job well done – the show would not happen without these guys who give up their day to do what can be at times a thankless task.

As previously stated the quality of cars on display in Bingley Hall was as good if not better than seen in previous years and my thanks go out to all competitors for displaying such fine examples. My congratulations go to all the Class Winners and especially to Masterclass Winner Laurence Cain with his Vitesse convertible (who takes the title over from myself) and to Chris Tickner and his stunning Spitfire that was crowned Car of Show – **WELL DONE TO YOU ALL.**

Claire Hill apparently has in her possession (albeit we have not seen it !!) a signed contract stating that we will be back next year to organise the concours for 2013, so we have now got 11 months or so to try and improve on 2012. Steve and I will be getting our heads together in the coming weeks to discuss matters and high on the agenda is to try and



**Bill Sunderland (left) presents Chris Tickner with the Car of Show Trophy
Sponsored by Lancaster Insurance
who also presented the Winners Champagne!**

the TSSC young members. It has been suggested to me that this could prove quite popular with the younger members who perhaps feel a bit daunted by the full concours classes – Watch this space, we will be putting together an article with our thoughts sometime early in the New Year.

Finally my thanks go out to my fellow organiser **Steve Taylor**, the competitors for providing some excellent show cars, the judges for all their hard work, **Andy Sollis** for the excellent visuals and especially to the



encourage more competition in some of the less supported classes, so we will be considering some new classes and changes for next year. One class in particular that we will be considering for next year is a class purely for

sponsors for providing the much needed funding required to put on such a show.

Hopefully see you all again in 2013

Tony and Steve.

International Concours Organisers

TSSC International Concours Results 2012

Best Herald

Sponsored by Jigsaw Triumph



1st Stephen Pedley
XRC 292H 13/60 Saloon
2nd Maria Chaborel
ELE 892C

Best Spitfire

Sponsored by James Paddock



1st Chris Tickner
RLM 504 E Spitfire MKIII
2nd Alex Cain KOW 224 E
3rd Robin Stead MTH 328 L

Best GT6

Sponsored by Moto Lita



1st Mark Coward GWE 440 J GT6 Mk2

2nd Will Roberts KMS 975 E
3rd James Faulkner UKL 678 H

Best Vitesse

Sponsored by Chic Doig



1st Derrick Binning
RNE 352 J Vitesse Mk2
2nd Howard Jones UVO 486 G
3rd Nick Bareham 9598 PK

Best Stag

Sponsored by E J Ward



1st Michael Coyle
RNN 182 N Stag
2nd John & Sue Franklin
FRU 149 L

Best TR

Sponsored by Moss Europe



1st Paul Griffies VPE 353 M TR6
2nd Dave Burgess ATR 641
3rd Paul Lewis JRV 459 X

Best Small Saloon

Sponsored by Arnage Motor Care



1st Andrew Burford

HNR 108 N Toledo

2nd Karen Fogg JJM 506 W

3rd Jasmine Carter RMR 202 M

Best Restoration

Sponsored by Rimmer Bros



1st James Faulkner

UKL 678 H GT6 Mk 2

2nd Derrick Binning RNE 352 J

3rd Mark Coward GWE 440 J

Best 2000/2.5

Sponsored by Superflex (Chris Witor)



1st Julie & Adrian Hadfield

PWC 159 R 2500S

2nd Neil Mortique VVR 317 S

3rd Mark Blease FRL 329 L

Best Cruised & Used

Sponsored by
Bill Sunderland (TSSC President)



1st Pete Dunn

KEC 398 J Vitesse MK2

2nd Steve Hill KWE 96 J

3rd Laurence Jones HNJ 1 N

Best Modified/Modernised

Sponsored by Classics Monthly



1st Mark Cliff HML 722 N Spitfire

2nd Jason Sullivan NUX 263 G

3rd Pip Tedcastle XWH 8

Best Unrestored

Sponsored by Yorkshire Triumph



1st Andrew Burford PWD 489 R Dolomite

2nd Chris Gunby AJO 414 C

3rd Peter Harding SRE 811 W

Peoples Choice

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James Faulkner
UKL 678 H GT6 Mk 2

Master Class

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1st Laurence Cain
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2nd Steve Taylor MOP 528 K
3rd Derrick Binning BHE 640 T

Car of Show

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Chris Tickner

RLM 504 E

Spitfire MkIII



All Photographs courtesy of Andy Sollis

TSSC International Concours Sponsors 2012

Best 2000/2.5	Chris Witor
Best GT6	Moto Lita
Best Vitesse	Chic Doig
Best Restoration	Rimmer Bros
Best Unrestored	Yorkshire Triumph
Best Stag	E J Ward
Best Herald	Jigsaw Triumph
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Dave Rumens

The Vitesse 50th

H

ello all. Firstly a big thank you to all of you who joined in the Vitesse 50th year celebrations by putting your car into Bingley

Hall at this year's International. When we started to plan the display last year there were doubts as to whether we could match the Herald's 50th display back in 2009. This was largely due to Standard Triumph only producing a tenth of the Vitesse against the Herald's half a million plus production figures.

Also over two thirds of the production were the 1600 model whose survival rate was lower than the later 2 Litre models. I said was

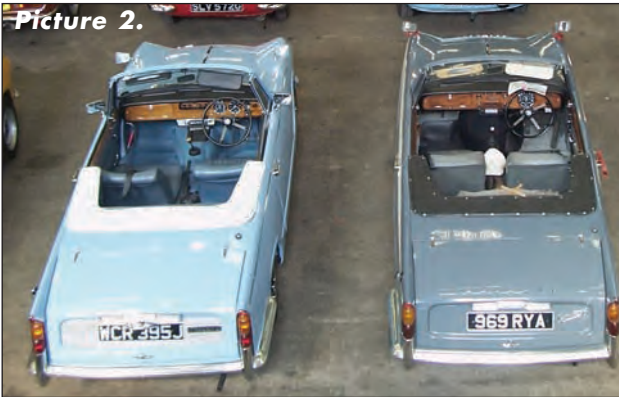
lower as the 1600 is now quite rightly recognised for its early 1960's charm and grace which is only present in the original classic model.

On the day you all proved the doubts to be unfounded as there was every chance we could have filled the hall, but we had of course to leave some room for the Spits to celebrate their 50th year. (No bias honest, I also own a Spitfire.) What was very pleasing to me was to see the number of 1600's present, in fact we had a true representation of the Vitesse as on display were 1962 models right through to 1971 cars. What also helped was that both Convertibles and Saloons were present from early to late models *Pictures 1, 2 & 3*).



Picture 1.

Picture 2.



(Picture 6). Thanks go to our editor, Bern, for featuring the early cars on the Club Stand. For me it was interesting just walking around the display where you could see the changes in the Vitesse over its nine years of production. The early cars used pastel colour shades, and had a more reserved look and feel than the later models. As the 1960's progressed the performance was increased, the look became harder

Picture 3.



Picture 5.



Picture 4.

Very fittingly on the Club Stand there was Howard Williams 1962 car (Picture 4), Barry Minett-Smith's repro Kenilworth Dragster (Picture 5) and Chris Gunby's 1965 four dial model

and more aggressive. Even the side flash had gone on all of the Mk2 2 Litre models. You do now see some Mk2 2 Litre with side flashes, these I can only guess were added by the owners at some stage in the car's life or by the dealer who sold the car.

My understanding is that side flashes were

not a factory option on these later models. If I am not correct then please let me know.

As the Registration Secretary it was good to meet so many fellow Vitesse enthusiasts, to

Picture 6.



hear about your experiences and how you enjoy driving your Vitesse. I very much doubt there have been so many Vitesse's in one place since the factory was assembling them back in the 1960's at Canley and I was overjoyed to be part of the 50th celebrations.

I had my normal run up to the event with the Newbury Area guys, as it's 130 miles we use the motorways where the Vitesse (with overdrive) is as much at home as on narrow

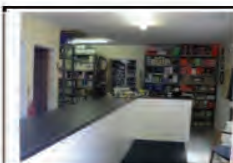
country roads. We arrived just after mid-day on the Friday and made our way the 130 miles back down south mid-day on the Sunday after a very enjoyable weekend.

Many thanks must go to Claire Hill and team for all the hard work involved in producing a very successful 2012 International.

That's my ramblings for this month so safe driving and *Keep them running on all six.*

See you all next month

Dave



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Derek Giles

A Handy MOT Tip?

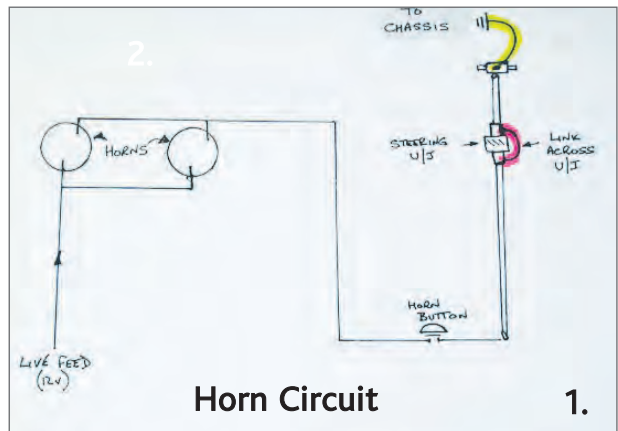
You will I hope remember from last month I highlighted the odd Herald / Vitesse hardtop on e-bay. Well my thanks got to Peter Battersby for filling in some detail. Peter was in the bidding for the item, but unfortunately missed out to a transatlantic bid. The final price was £260! On top of this the winner paid some £450 to have it palletised and sent to America. Peter guesses that with import duty and delivery in the US the final cost must have been close to £1000!



Not what I call a bargain buy, but hopefully the new owner will be pleased with his purchase when it arrives.

Now I guess this next bit could follow on from my MOT checks/failures in July. It does also crop up quite often in the day to day

foibles of Herald chassis cars.



Horn Circuit

Our cars are fitted with twin tone, horns which was a bit upmarket for the period but nice to blast occasionally. They do though seem to have a habit of not working when needed (MOT perhaps) as a warning to other road users. If you look at the wiring diagram (FIG1) you will see they are live wired so when you press the button you are actually creating a switched earth via the steering column and rack.

Triumph, in their wisdom mounted the steering column and rack on rubber bushes, which insulates very well. To overcome this, the boffins came up with a cunning solution, in other words the 2 pieces of wire highlighted. The upper wire is bolted across the universal joint (hidden in the suspension turret).

This is the one most likely to **FAIL** (out of sight out of mind) as it is difficult to get to. Well worth checking when you get a chance though or the MOT man will be unhappy too.

2.



The other wire is in fact braided (photo 2) and is used to bridge between the steering rack grease plug and the chassis, usually under a rack to chassis clamp (photo 3). Again not easy to see but another thing to check when tracing non working horns. I know the braided wire is available from some

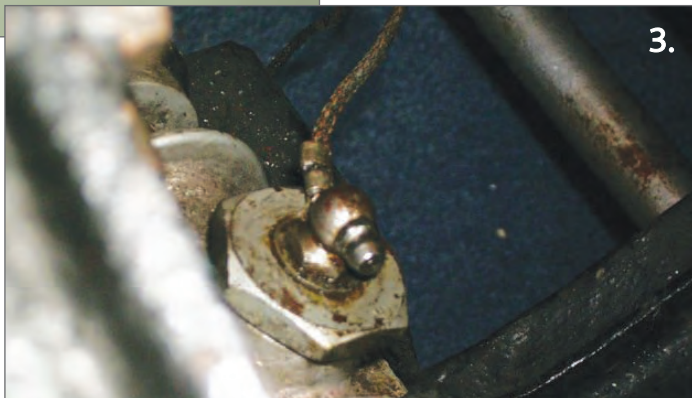
suppliers (and it will do both jobs) but you could also make up both from normal wire and ring cable ends. Up to you in the end how it's finally done.

Hopefully this has highlighted what can be a horn problem not readily seen on our cars.

Cheers for now,

Derek

3.



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TR6

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Colin Lindsay

Stafford Review 2012

As promised, a report on Stafford 2012, now that the memory of the rain has faded somewhat and only the autojumble finds and the photographs remain. An excellent turnout in Bingley Hall this year, even if most of them were Vitesse.... including one belonging to Northern Ireland member **Alan French**. Alan French owned the Vitesse on which the air deflector that I featured a few Registers ago was fitted, and I forgot to credit said Alan French with the design, construction and fitment of the air deflector, which was

made by Alan French, and fitted to Alan French's Vitesse, by Alan French. He has since designed these snazzy side pieces, which keep the wind passing Alan French's Vitesse out of Alan French's hair right out as far as the B post.... they simply clip on to the main frame and apparently that few inches makes all the difference in terms of passenger comfort. Many thanks to Alan French for allowing me to... well you get the idea.



Back to all things Heraldry, we had a fair turnout around the show ground and there were some real gems, including this early saloon in the more unusual black and white colour scheme. This one has the small sidelights and the Herald bonnet lettering marking it out as an early 1200 - dare I guess 1962? A very original-looking car which really stood out.

I did a sneaky bit of brainwashing with Rachel, 'accidentally' steering her alongside a couple of

red 1200 convertibles and telling her how



cool they are, compared to the Mini she claims she wants when she's old enough to



drive... she's now debating whether she wants white rubber bumpers or not. You don't get that choice with a Mini. Many thanks to the two unidentified 1965 and 1966 1200 owners for helping me manoeuvre her in the right direction by parking outside Bingley Hall; sadly it means I have to crack on with the restoration of Rachel's. I really must learn to weld...

The main attraction in the Herald world this year had to be the electric Herald owned by Barry Clarkson. The engine has been replaced by this huge tray of batteries, which also fill the



boot and apparently add a quarter of a ton to the car's weight; the actual power unit now sits



where the gearbox should be between the main rails. Totally silent in operation (I believe



Bill himself only heard it run for the first time at the Show?) but the downside is the range, if I recall correctly that five hours charge gives

about seventy miles? Maybe not such a hardship if you live close to the shops, but longer runs will have to be plotted between charging stations. Incidentally, why do they always put these stations where there's nothing to do? Outside cinemas or restaurants would be ideal, but garage forecourts? Apparently the silent running is a problem, where pedestrians fail to hear the car coming and therefore have to be warned. Shouting "Get off the road you dopey BI" used to work where I came from, but this Herald is capable of over 80 mph and so may require a bit more advance warning. This Herald was Leon Guyot's old supercharged Herald, which once featured in Practical Classics, but was bought a few years back in poor condition, and since, as Barry says, there's no point in keeping money in the bank these days, it was converted to electric by Dragon Electric Vehicles of Powys, Wales. It's actually not the first Herald to be treated so, have a look at the website of Dave McCoy's conversion at this web address davemccoyphoto.com, with an excellent accompanying video of the car in California.

The auto jumble yielded a few gems despite the rain stopping play a few times, outdoors at least. I found an alloy gearbox bell housing in perfect condition for £10, running back to the car as fast as I could in case there was a mistake in the price, and was very happy with the

discovery of an original undented 1200 air filter box for £5 - I gave one away a few years ago and know how rare they are these days. Mick Dolphin came up trumps for me with not one but two original water pump seals, so my rebuild is now back on track. I also bought this lovely pair of knurled rocker box screws from Kevin of KS Classic Car Parts which will set my SAH rocker cover off a treat. I found my usual assortment of seals, brackets and other assorted small oddities but failed to find any early Herald metal dashboard corners, so if anyone knows where there may be a set.... hint hint.

All in all, a good show this year, spoiled only by the weather. This year was for the Spitfire and Vitesse owners but remember: we only have seven years to prepare for the 60th anniversary of the Herald in 2019... I may even have one finished by then!



ALAN FRENCH! (right)



Knurled Rocker Box screws

And finally: did I say that I'd forgotten to mention **Alan French** and his wind deflector? Once I had very proudly received my Member of the Year Award from Vivien, I promptly awarded it on an honorary basis to Alan French, as I had forgotten to mention that he had made the wind deflector... here we go again.... enough!

See you next month!

Colin



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Andy Wood

CarFest North

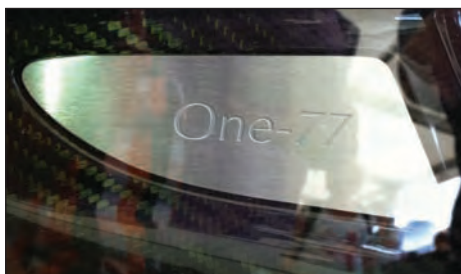
As a birthday Treat I was taken to Chris Evans CarFest North at the weekend and what a treat that was, Maserati's Bugatti's, and Ferrari's of course. One thing for sure and you can't deny them, the Italians



know how to design a Car, I know I'm biased driving a British made sports car, of Italian design and that's as close as I will probably get to own a proper Italian sports car, but they are fantastic. Watching them do the hill climb was great, I note Chris was the only one to wheel spin one of his Ferrari's I wonder why (while I was watching anyway).

Just to mention in addition to the Italians

there was an Aston Martin One-77,



Koenigsegg to name but a few.



There were loads there including TR's but sadly no GT6's maybe next time! And not forgetting the dancing JCB's, knights jousting and the bands in the evening. It was good to see Chris in amongst the club cars as well.

I have to also add what made it more special, the cars were not cordoned off, you could get right up close. So here's the question if you had a £1m sports would you cordon it off? So a big Thank you to Chris Evans and his mates who made it even more special day and as I write they have raised £900,000 for children in need! Brilliant.

So back to my Italian designed sports car, with its Cancelli exhaust here's one of the comments received, "your Cancelli exhaust got my juices flowing" I know what you mean. Unlike the comment I received from the Triumphosaurus out there, wake up and smell the coffee, the big bang theory is old news, the Australians have another idea and that's what's my articles' are about, new Ideas, we need to keep the interest and excitement in our cars alive, and no it can't be done or won't work is not the answer, there is always a solution or a Modification to be made.



Borgeson Steering

For those who spotted it well done, The exhaust looks and fits brilliantly but here's the mod to make it fit correctly , you need to get rid of the steering column as the exhaust is designed for the left hand drive version. Ah!! Who's heard of Borgeson I ask, take a look at www.borgeson.com everything you ever needed for steering columns. You can see in the picture

Mark at Jules did a brilliant Job putting it all together, 3 UJ's with a DD shaft and a support to stop the whole thing looping around.

I have been asked a number of times what



will I use for the injection on my EFI? I'm using the long twin throttle bodies made by Jenvey (as pictured) fitted to a stepped Triumph Tune manifold, I did try a SAH manifold but things got a little tight as they tilt at a sharper angle. I didn't go for an original PI off a TR, it's been done before plus I wanted to play with the mapping on an ECU so I'm using a Megasquirt unit from Extraefi.com.

I also need to mention if you haven't seen it yet get your hands on a copy of Octobers Practical Classics there's a piece on the GT6, great reading.



Andy's project

Over the next few months we're going to follow the progress of Anthony Youngs GT6



(7/9/12) that the bureaucrats in Brussels are at it again trying to shake up the MoT system, they want to exempt cars more than 30 years old from MOT testing but only if they have not had any change in technical characteristics of their main components such as engine, brakes, steering or suspension! Apparently and I quote from the 'The Birmingham Metro News Paper

"The AA said that if

Project here's a few pictures to show what he's up against, you've got to admire him.

Engines what can you do to them?



Everything! I'm now looking out for any pictures good or bad of engine mods or parts, in the picture shown are the new pistons used in my engine rebuild (not your average standard domes!) come on, what did you expect?

And finally just to stir things up a little I read in my local Newspaper recently



the law were passed a car fitted with anything from updated brakes to larger alloy wheels would not pass its Mot and therefore could not be driven on Britain's roads!"

That's me done for!

Let's hope it's just another load of hot air from Brussels.

And on that bomb shell. Toodeloo

Andy

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Paul Lewis



Rarity of Parts

Hopefully the rain has stopped and we can dream of open top motoring again instead of looking through EBay for a "One careful owner, Ark, with animals". This month I decided to write about something that we sometimes take for granted, the availability of spare parts. We have the large Triumph network of parts suppliers that list hundreds, if not thousands of spares we might one day need. Well, recently I came to challenge the parts suppliers.

On my return from Tatton Park I noticed that my TR8 was leaving little deposits when I stopped, after 31 years I thought she was potty trained by now but the little puddles were

getting bigger. I should point out that this oil leak had not just materialised, I had noticed it but wiped it away hoping that it might eventually fix itself.

But this time when I looked at the front crankshaft seal I could see it physically dripping, maybe it was tears due to the weather.

After finding the correct seal on EBay for 99p I was elated and stripped the radiator out to get to the viscous fan and the relevant pulleys before removing the crankshaft pulley to get to the seal. A relatively easy job. Whilst I was cleaning the engine in preparation for the arrival of the said new seal, I thought I might as well get the coolant header tank off and powder coated. This is sometimes the problem with a concours car, it takes hours getting it ready for shows and everything has to be just right.

After a search on the internet for a local shot blast/powder coating business, one was found quite local and after speaking with the owner about the task in hand I drove down and dropped off the header tank with the boss. "*Simple job, be ready on Tuesday*", fantastic I thought, that gives me the rest of the weekend to fit the seal and then pick up the nice shiny header tank and job done.

Monday I received a phone call, "*we have ruined*



Crankshaft seal the start of the problem

The ruined tank



your header tank". "What do you mean was my reply?" *"Well it's buckled on every surface"*. I just

it looked like the only option. Then **Rick** from **S&S Preparations** called, *"I think I*

have found one". After getting some pictures sent through the header tank looked nearly right. The outlet hose was on the wrong side and there wasn't a low level sensor but the orientation was correct for my car. "I will have it" was my reply. I then searched on the internet for a radiator cooling specialist. Coolex heat transfer (www.coolexperts.co.uk) I found in Nottingham came up and after speaking with the guys there in the



Original Tank chopped about to recover bits

could not believe what they were saying. *"We will replace it of course"* they said. What had happened was they did not do a scrape test prior to blasting and thought the header tank was steel, but it's brass. After a search through my parts catalogue on CD (what a godsend the original parts catalogues are), I found the correct part number for a TR8 EFI header Tank. Just the easy task of going online and looking through the usual supplier's websites. Nothing available, well I thought they normally have some old



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header tank was dispatched via my nephew to the workshop. **Steve** from the workshop chatted on the phone about remembering the manufacturing of the British Leyland header tanks during production, so I knew the header tank was in good hands.

The header tank was modified to get the outlet pipe in the correct place, apparently not an easy task as it's braised in a spiral at the bottom of the tank, and the low level sensor was drilled along with a new filler neck. The header was then painted only to expose a few dents. Not happy with the painting Steve called yet again. After phoning the shot blasting company to make sure they would still pick up the bill the header tank went to yet another specialist to split the tank apart and panel beat out. It's now back and perfect.

My trust in bespoke companies has been restored and I now will never take for granted that everything is still available for our beloved Triumphs.

My thanks goes out to **Rick at S&S Preparations** for the find and **Steve at Coolux** for the quality of his service.

Paul

in the November issue of ...

practical CLASSICS



Triumph TR6: One man's restoration dream comes true

At **Practical Classics** we like to bring you the very latest restoration stories. This month we showcase Darren Stent's 1973 Triumph TR6 (above) and Owen Copping's 1978 Escort RS 2000 – the car used in the film *Lock, Stock and Two Smoking Barrels* – both amazing restorations were only finished in May. The November issue also has a great mix of all your favourite features, technical insights, buying guides, driving stories, Staff Car Sagas, Memory Lane and much, much more. On sale, October 3.



e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



Pembrokeshire Run

**312 trouble free **?!?! miles in one day on the
Pembrokeshire County Run September 2nd 2012**

This event is organised by Jeff & Sian Edwards and it is used to promote Pembrokeshire and also help both the British Heart Foundation and the Intensive Care Unit at Worthy General Hospital and ALL proceeds of the £1 programme goes to these organisations. It is

truly a COUNTY Run!

I have taken part in this event for the last seven years and it has always been a day of fun and sunshine with some fantastic cars. The start line used to be from the County Council car park in Haverfordwest and would finish in the large car park in Tenby which for the day was reserved for the run entrants only.

Over the years the run has grown in popularity and for the last few years the start line had to be moved to the Pembrokeshire County Showground with the run also finishing there.

Last year there were over 600 cars entered, however, numbers were down to about the 500 mark this year possibly due to the weather. Cars of all descriptions take part from 1920's Bentley's to more mod-

ern "classics" (new style Fiat 500's a classic ?) and the people of Pembrokeshire stand out in their front gardens, outside pubs and take many different vantage points along the route to encourage and support the entrants, it really is a great day out.



From left to right, Pete, myself and Rob resting on the Vitesse behind my TR4A at the Pembrokeshire County run start line

sponsored by the Western Telegraph who supply rally boards to each entrant and a completion certificate at the end of the run. This year the Cleddau Bridge was included on the 92 mile route circumnavigating around the county, thus making the Pembrokeshire County Run 2012, well and

I left my house in Cardiff to start the 100 odd mile journey to the Pembrokeshire show ground, I had filled the petrol tank of my TR4A to the brim about 3 days before so I

but it was a bit too short notice) I made my way down the M4 on the first leg of the journey which was to the first rendezvous point at the McDonalds on Junction 35. The weather was not good, all misty rain and damp but the TR performed without a fault. As I pulled into the car park there was **Rob & Pete**, fellow S.Wales area members waiting in their Vitesse, we had a chat about how it was a shame that the Tall Ships visit to Barry had coincided with the run as our friend and fellow area member had contacted us a few days earlier to tell us about the Tall Ships event and that he could try to get us an invite if we were free, but we had booked twelve months in advance



My TR4A with Pete and Rob's Vitesse at the start line.

knew that I would only have to make one fuel stop. On my own as my son Jack did not want to come (I had contacted a few of the area members to see if they wanted a ride,

for the road run and everything had been arranged in advance, sorry Mikey J, but we really appreciated the offer and hope that you didn't feel let down. We then waited to



A selection of the cars waiting for the "off"

see if anyone else turned up before we left at the pre arranged time of 6:45am.

After about 5 miles still driving in the wet and misty conditions I thought I felt the

engine stutter *"no I said trying to convince myself, it's just road imperfections making it feel that way"*. Anyway the stutter turned out to be a misfire which got progressively worse and although we still managed to pass two MGB GT's. I was glad to make it to the second rendezvous (35 miles from the first) at Pont Abraham Services at the end of the M4.



Even More variety

I pulled into a parking space and the TR's engine cut out and would not start.

With Rob and Pete giving moral support (which those of you who have had motoring troubles will know is invaluable at these times) first I took the distributor cap off and checked all was well, with its red high quality rotor arm still only a week old and the cap looking like it was still brand new I removed number 4 spark plug. Rob turned the engine over while Pete & I watched for a spark, there was none. So, I thought, it's either the electronic ignition or the coil, I had a spare brand new coil in my toolbox and quickly changed it for the old (about 10 months old) coil and Rob turned the engine over, not only was there a strong spark, but the engine fired and ran on 3 cylinders. Rob turned the engine off, I replaced the spark plug and we tried again, the engine fired first time and revved up cleanly. All sorted we thought, great we'll get a coffee and leave for the next 40 mile leg of the trip to the rendezvous at Penblewin Truck stop on the A40 where **Mark Davies** and **Paul**

"Johnny Breakfast"

Price were to meet us. Mark lives in Pembokeshire and PJPB and his daughter **Arianne** had taken the opportunity to stay in a B&B in Tenby for a father/daughter week-end. By now we were running about 15 minutes late, but at least it gave some extra time for anyone else who may have decided to come to arrive, however, no one did. We jumped into our cars and I turned the key, the engine would not

start. Out of the car, up with the bonnet, out with spark plug number 3, Rob turned the engine over and no spark. Thinking my day was over I told Rob & Pete to go on ahead as it was unfair that their day would be ruined. "No chance" was the reply "we're staying with you buddy" (a couple of diamonds !). Right then, it had to be the elec-

tronic ignition, I had the points and condenser to put it back to standard, but my limited experience of optronic electronic ignition is that they either work or don't so I thought I'd try the original coil again, after all I have heard and experienced so many instances of poor quality new components. I fitted the coil and Rob turned the engine over, there was a strong spark and once again the engine started on 3 cylinders. Rob turned the engine off and I replaced the plug and gave all components a good spray with WD40. While I was doing this Rob phoned Mark to try to catch him before he left his house to see if he had a 12 volt coil he could bring to the next rendezvous (if I could make it). Rob reported back that Mark would have one there waiting for us (I found out later that Mark had actually been waiting for us at Penblewin when he received the call and had gone back home for it, when I thanked him his reply was "and how many times have you helped me out I'm glad that I had



Rob, Pete, Paul "Johnny Breakfast" Price, Arianne and Mark Davies at the start line

the chance to do this one small thing for you", well thanks mate, it won't be forgotten) so we got back into our cars and with fingers crossed I turned the key, the TR started.

Now 30 minutes late we pulled out onto the A40 and started the next 40 mile leg of the journey to Penblewin . The TR ran fine for the first 5 miles then the misfire returned again

with a vengeance, with the car cutting out completely as the revs dropped on the

sorts going through my mind I knew that I



Arianne with some cleverly attached flags!!!!

approach to the various roundabouts and traffic lights I had to coast and bump start the car, it was getting far worse and if through the mist and rain I hadn't had a vision of a 12 volt coil shining through the clouds like Monty Python's Holy Grail I would have given up there and then. I coasted into Penblewin Truck stop and Mark and I were like an Olympic relay team with the coil as a baton. I fitted the "old but known to be good" coil and removed spark plug number 2 (I alternate the plug removal and check in the hope that there is no spark at that plug and the engine fires, this would tell me that there was a problem with that plug or lead). Rob turned the engine over and once more it started on 3 cylinders. He turned the engine off and I refitted the plug, started the engine and we made our way to Pembrokeshire County Showground, Mark leading in his Frogeye (he has a Vitesse estate which he is restoring), me following in my TR and Rob and Pete at the rear.

The TR went well for the first few miles, then that bloody misfire returned! Not as bad as it had been, but it wasn't going to get any better, but at least it got me to the Show Ground without cutting out at the junctions, so there had been an improvement. With all

would have about ½ an hour to try to get the problem sorted out at the start line while people were registering at the check in point. Everything was pointing towards a coil issue and although when you are home in your garage or on your drive without a deadline to make, a problem like this can be overcome by the process of elimination, when you are over 100 miles from home, in a row of cars waiting for the off and with limited tools in the rain things are a lot different.

Trying to think rationally and with the other boys taking my entry number along with theirs to check in and collect our rally boards I found myself thinking that there is a difference every time I remove and replace a coil, could it be something as simple as a connection (which were both firm) as I really didn't believe that 4 spark plugs that had only covered about 2000 miles would break down simultaneously and the cobalt leads had been on the car for about the same time.

As I would not be able to drive the car until the rally started I had to cover all options and as I did not have the time to re fit the points set up I replaced all the spark plugs with the new set I had in my toolbox and cut the connection (as far as I know the original 44 year old one) of the low tension lead to the coil replacing it with a crimp on one. The old connector looked to be solid, but with my final straw of the soldered joint having become a "dry joint" firmly clutched I had done all that I could at that moment. The electronic ignition connection to the coil is relatively new so I left that one alone. The TR started first time, just as it had a few times earlier in the day, but had the problem been corrected? Only time would tell.

I then noticed that I had received a txt mes-



Lunch stop in a lay by with PJPB's 1500 Spitfire at the rear.

sage from Paul "Johnny Breakfast" Price to say that he was running late and would not be able to meet us at Penblewin, so he would seek us out at the start line. I made a quick call to him and told him roughly where we were in the start line, and he came over with his daughter, shortly after Rob, Pete and Mark came back with our rally boards and we had a quick cup of tea as the lines of cars were being marshalled out, we made arrangements to meet up with PJPB at a lay by that we have used many times before on this run for an early lunch (if the TR made it that far).

With 106 miles on the trip meter and 81 miles of those having been a nightmare I sat in my TR waiting for the line of cars that we were in to be directed out of the show ground, with Western Telegraph photographers ready to record any TR related embarrassing breakdowns as we left! I started the engine with no problems, we were marshalled out of the Show Ground and I could not tell if all was well as the ground was very rough and we were only going at walking pace. We left the showground and headed towards the surfing beach of Newgale, the TR running perfectly, but I was not going to start celebrating even cautiously until we had covered 10 miles. With the 10 mile mark passed and my confidence growing we passed through Newgale and onto Solva,

being waved at along the way, through Solva and on to St David's where Rob & Pete made a few unscheduled stops to pick up flags that had fallen from cars that went before us!

After St David's we took the road to Fishguard and a few miles afterwards we pulled into the designated lay by to wait for PJPB in his 1500

Spitfire with his daughter Arianne. They pulled in about 5 minutes later and we had a good packed lunch in the now dry (but still rain threatening) weather.

Mark informed us that he would not be completing the run and would leave us when we drove through his village of Llandisilio, so we set off with the Frogeye in the lead fol-



Our last stop at the cafe before the M4 on our return journey

lowed by PJPB in his Spitfire, my TR next then bringing up the rear were Rob & Pete in their Vitesse. Mark duly turned off and we continued through Narberth, then Kigetty and on to Pembroke dock where we crossed the Cleddau toll bridge in the brightening up weather. A few miles later we pulled into a petrol station where I filled the TR to the brim with fuel, 200.5 miles and it only took 24.1 litres of fuel, work it out for yourself, those fuel magnets are truly unbelievable! We then carried on through Haverfordwest to the finishing line at Pembroke County Show Ground where we each received a certifi-

cate of completion.

We had a cup of coffee and a chat then with all our soft tops down in the sun we

was an unpleasant and worrying one, it had just seemed to make the whole day that



headed home, I led in my TR with Rob & Pete following in their Vitesse with PJBP acting as tail gunner. We stopped for another coffee

much better, overcoming issues and problems along the way making the experience that much more rewarding. In the next few days I will put the "old" spark plugs back in the car to see if the miss fire returns, if it does I will know that the problem had been plug related, if it doesn't return I will replace the coil that I had off Mark with the "old" coil that I had started the journey with, if the misfire returns I will know the coil(s) were at fault. If no misfire returns I will have to concede that it was the (very unlikely) low tension "dry" joint or a break in the cable from the connector (which is now nowhere to be found).



at a cafe just before the M4 and PJBP said he would be turning off at Junction 36 and Rob & Pete would be turning off at Junction 34, I would then continue on my own back to Junction 30. With the Vitesse leading to set it's comfortable speed, me following in my TR and PJBP again acting as tail gunner we proceeded along the M4 still with soft tops down in the sun. PJBP duly turned off at J34 and Rob & Pete at J 36, I then "upped" my pace and with the TR running as good as it ever has I reflected on what a great bunch of guys I had just spent the day with, true friends and the salt of the earth. Although the journey to the Show Ground

ENGINE MISFIRE UPDATE

Two days after the run I replaced the new spark plugs with the ones that had been in the engine when it had been misfiring and took the TR for a 25 mile run, there was no sign of a misfire. I pulled into a lay by and replaced the ignition coil with the one that had been fitted when the engine had started misfiring and drove back home, there was still no sign of a misfire.

While changing the spark plugs I had found the original low tension HT lead connector and when I cut the bonded insulation off it I found that the connector (the original factory fitted one) was only held on by being crimped around the outer (insulated) cable and that the solder which held the actual copper core to the connector had become brittle and was crumbling away.

I removed the modern temporary crimp on connector from my low tension lead and fitted a "traditional" type with an insulating cover (the same as the original), bending the tabs both over the outer and inner cable and then soldering it.

SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire
e-mail. spitfires.tssc@virgin.net



Suzie Singleton

Oct 62, Oct 01, Oct 12

What's the connection?

In October 1962 at the London Motor Show held at Earls Court The Standard Triumph Company launched their new two-seater sports car, designed by the Italian Giovanni Michelotti and based on the chassis, engine and running gear of their already popular Herald saloon.

The car displayed at the Motor Show was the first production Spitfire, commission Number FC1L which, according to its BMiHT certificate, was built on 11th September 1962, painted Spa White and was trimmed with blue vynide and a black hood. A few months later the car was taken out to Geneva to be displayed at the International Motor Show in March 1963.



The car appears to have stayed in Geneva since then, being registered there in September 1963.

In October 2001 an article was published in The Courier, the first article written by **Philip** 44



Willcocks as International Liaison Secretary. Earlier that year Philip had visited Geneva to see the car which was then tucked away in a garage in the suburbs.



And now it is October 2012, the 50th Anniversary of the launch of the Spitfire and an ideal time to update the story of FC1L. Ok, a rather loose connection, I know - but it made for a good title!

Going back a little to April this year FC1L reappeared for sale in the Classic and Sportscar magazine and on their website. A couple of months later there was a full article on the car in their August 2012 issue.

The CSC article gave a good account of the car's history noting that it is currently owned by **Ralf Huber** in Geneva. Through many years of lack of use the car had deteriorated

but Ralf has had it restored by a specialist in France; adhering strictly to originality, it was a process which took 4 years. However, it seems a shame that since its restoration it has still had very little use.

For anyone interested in the early cars it would be worth getting a copy of this back issue, it is a com-



prehensive article on the car with some great photos by **'James Mann for Classic & Sports Car'**

I have been in touch with **James Page**, the Deputy Editor and he very kindly gave me permission to use a couple of photos in this article. The article said that the car is still for sale so if anyone hears of any update on this please let me know.



As a footnote to this story, a note in Philip's 2001 article states that 'the first batch of prototype and production cars were normally painted white so that any flaws or body cracks would show up ...'

It's interesting to note that when I was recently asked to find an early car for use in a photo-shoot for a classic car magazine, when I suggested a rather nice white Spitfire⁴, I was told that magazines tend to shy away from white cars as being difficult to photograph especially in a studio situation - what a turnabout!

In this 50th Anniversary year I've been pleased to hear about several very early Spitfires, some of them in Northern Ireland which I heard about from **Paul Robinson**.

One of them belonged to **Ronnie Troughton MBE**, President of the Association of Northern Ireland

Car Clubs and Honorary Vice President of the UK Motor sport Association. Ronnie bought his Spitfire in 1963 from the Standard Triumph dealer **Dan Davidson**, George's St, Dungannon. He sold the car in May 1965 when he traded it in for a Ford Cortina GT Mkl. I wonder if that Spitfire's still around and if anyone can tell me any more about it?

Pictures over the page - Ed.



Daimler 2.5 litre and most recently a Mini Mayfair bought by my daughter. I was then offered a replacement/spare engine for the Mini if I cared to collect same from a barn near my home in Islandmagee. A friend and fellow car freak; owner of a Morgan Plus 8 and a Morgan three wheeler, was the profferer of this and asked only that if I helped him to clear the barn of 'rubbish' I could have one or all of the three A series engines in the barn. Too good to miss!?! So we collected a trailer and my son, James and I proceeded on a wet Saturday in January to collect the items(s). Two complete A series engines loaded and taken away for later use.



Upon opening the barn it was evident that there was far more in there than simply rubbish.... an old fibre glass boat was in the doorway and, lurking in the depths, an interestingly shaped pile of cloths covering an old vehicle sitting up on piles of tyres and blocks. This turned out to be the Spitfire which had been taken off the road in around 1975 for repairs and was also to be cleared!! It was too

Another car Paul told me about belongs to **Brian Sprule**. I have been in touch with Brian and he was happy to tell me more about this car.

"It is a 1963 Spitfire 4, chassis number FC 7096, Reg 8363 FZ. I am currently awaiting the DVLI to decide that I can keep the number, see below.

I have previously been involved in car restora-



good to miss and after some negotiation with the keepers of the vehicle it was agreed that I could remove it to my care.

Also, more importantly, further delicate negotiations with my better half, Siobhan, were successfully concluded.

Two weeks later and after arranging to borrow a trailer we collected the Spit and removed it to my garage. This was really the first chance for a proper look at what I'd let myself in for; the car was complete

but very rusty around the edges. I carried out some initial investigations and the cause for its retirement became evident in the shape of



tions for too many years and have restored several examples including; Jaguar S type, MG Midget, MG YB, Landrover Series One, 46

sheets of fibreglass under the driver's seat and 'new' sills pop riveted over the old rust. [Suzie Note: Coincidentally Guy & I have seen an early Spitfire4 with the same technique used on its sills - these poor old girls deserve much more considerate treatment than that!] Removal of these additions revealed severe corrosion and a very holey floor, the cross-member is no longer attached to the sill and there is between a 1" and 3" gap between floor panel and where the sill used to be!

All the gloom aside I removed the starter motor and cleaned up the brushes and commutator. Connected to a battery the motor worked quite nicely. I freed off the engine by removing the plugs and soaking the bores with oil and WD40. With the car in fourth gear I rocked her back and forth which had the desired effect. Working the flywheel through the starter access the engine turned through several turns with no horrible noises. So I re-attached the starter and connected up my spare battery, bit of jiggery and the solenoid activated and after a few tries the circuit worked from the key. Spun the engine over for several turns and used my thumb over each plug hole to check for compression, improvements with every churn!!

Now it was into carburettors and fuel pump (the flexi pipe under the bonnet had long since become solid) I connected a new piece of hose to the engine fuel pump and, having disconnected the line at the carbs, proceeded to pump some fuel through from a can on the garage floor. Removal of both float chambers and a bit of tinkering with linkages had the fuel system ready for a try. Off came the distributor cap and a cleanup of the points and contacts meant another test with all plugs earthed and lo and behold we have sparks.

Nothing left to do now but replace the plugs and give her a go. I wasn't

sure what to expect but after around 35 years inactivity I didn't expect that, after about five turns and a few kicks, the engine would burst into life!! This was a very high point as I now knew the engine was in pretty good order. I have been fortunate enough to procure a set of sills and a driver's side floor via ebay and need to get down to some structural work before removing the body from the chassis! I'll start after the Totally Triumph show in Lisburn on the 12th May, another trailer loan.

The next obstacle so far has been that the DVLI cannot locate any record of the vehicle having been on their system, one owner since 1963.....

....I filled in a form as I don't have the registration docs from the previous owner but do have a letter signed by the executor agreeing to the transfer of the car to me. I've since taken it to an MOT centre for one of the DVLI Inspectors to 'verify' the vehicle, I'm now waiting to see what's to do."

I subsequently had a couple of updates from Brian. He has received the V5 for the car, acknowledging that the number 8363 FZ is attached to the car which is really great news.

Also, he wrote *"I took the car to the Totally Triumph event in Lisburn yesterday on a trailer*



and was awarded 'Car of the Show' !!!



Hope the other owners understood the reason for the award and I won't be in trouble!!!"

It's good to hear both that the Reg number has been retained and that the car is going to be used and restored.

Now the challenge is to win Car of the Show next year following its full restoration!

Finally, I can't finish this article

without a big thank you to all Spitfire owners who took their cars to Stafford to help create a great line-up of all models of the car in Bingley Hall on both Saturday and Sunday.

Thanks too to Bernie for putting Sybil and Baby Blue front and centre on the Club Stand on Saturday. Also to **Chris Tickner and Ron Verlaan** for moving their cars into place when we took our two cars out on Saturday evening to allow us to make an earlyish start home on Sunday afternoon.



FC 57



It was particularly good to see **Ron & Petra's FC57** at Stafford, having made the trip over from Holland.

I understand the trip home wasn't exactly uneventful and I hope to have more about that next month.

Guy & I would have loved to have gone over to Holland for their Spitfire Weekend at the beginning of September but unfortunately that was not to be this year, perhaps next year?

Suzie



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SHROPSHIRE SPITFIRE

DISPLAY AT INTERNATIONAL WEEKEND

by David Embery

It was fabulous to meet so many of you at Stafford this year. The whole team behind the Shropshire Spitfire was truly taken aback by the response we received from everyone who visited our stand and it is absolutely amazing just how far the story has reached not only within the Triumph community but also the wider classic car world beyond it!

Speaking as joint Area Organiser for the Shropshire Group, I have to say from the outset how proud I was of the guys in our team and the way in which they not only prepared their cars but also threw themselves into the commitment required to make the weekend a success.

The comments we received were very reassuring in making us all realise that our cars



were not out of place with all the other magnificently prepared concours models also on display in the main hall.



As many of you will know we held our 50/50 raffles on Saturday and again on Sunday. First and foremost, many thanks to all of you who bought tickets. The prize winners themselves were able to collect their prizes at the end of each day.

Shropshire Spitfire at Stafford



Once the prize money had been taken care of we made £525 for the Spitfire project. We had a great response to our t-shirts! Thanks to **Simon Morgan** and his team at **Linxdesign** for the donation of the shirts themselves with the printing already done for us. Our message of *'The Shropshire Spitfire - Help It Fly Again!'* certainly struck a chord of approval with many people



visiting our stand. So much so in fact that, as a group, we have all drawn renewed energy

to see the project through to its conclusion.

Our good news did not just stop there either.

Jim of Classic & Vintage Dynamos Ltd (Nottingham) had the pitch next door to us and was a real star! Not only did he put up with us and the noise we were making all weekend, but also he very generously donated several items for the car itself. A new Alternator, Starter Motor and Windscreen Wiper Motor will certainly be put to good use.

As you can see above our long time friends **Mark Field** of **Jigsaw Racing Services** and **Mike Papworth** also presented a 4 syncro gear box and re-conditioned cylinder head, ready with hardened inserts in readiness for lead free petrol, respectively as their contributions to the project. Many of you will have seen the quality of their work next to the re-built engine we also had on display. Very many thanks to both Mike and Mark.

Our good news continued with new friends coming forward. **Richard Flynn of ESP Ltd in Coventry** donated 4 new shock

absorbers and **Peter Hill** also came forward with an offer to provide parts we might otherwise struggle to get. **Matt Knowles**

regards to what we did at the Stafford weekend. Many thanks ladies!

Finally, we are now embarking on the fund bit!

The chassis is back and for that we have **Dave Spence** to thank who has done a magnificent job. It looks like new! Hopefully, the next time you see us we'll have something like a rolling chassis and that will be a superb achievement.

As we enter the winter months, we'll of course keep you updated on our progress and maybe as we go into 2013 there will be something more substantial for everyone to see!

David



has stated his desire to get involved with the project and we are meeting with Matt at his premises in Stourport very soon. Many thanks to Richard, Peter, Matt and indeed everyone who made our Stafford show so memorable!

It also does have to be said there is a lot to the old adage '*behind every great Triumph owner, there is a great woman.*'

Nowhere was that better demonstrated than at Stafford. **Debbie Walker** and her husband had a donation bucket on their Auto-jumble store and also **Christine, Alison and Susan** (above) worked tirelessly selling tickets all weekend and they were no doubt the likely contacts for many of you with



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Mark Blease

Triumph Family Ties

Nigel Thorley joined the TSSC with a Vitesse, then added a Stag and now a big saloon. Here he tells his family's story of Triumph 2000/2500 ownership:

"It all started with my father who wanted my mum to have a larger and more comfortable car than her Hillman Super Minx. He bought Jaguars from the local distributor, Byatt's of Fenton Limited, in Stoke on Trent, who was also a Standard-Triumph agent. Both parents liked the then fairly new Triumph 2000 and the salesman offered them a low mileage example that was in pristine condition – within a few days it was my mother's car.

In later years that car turned out to be more significant than any of us realised at the time. An avid car enthusiast from an early age, as soon as mum got the Triumph, she asked me to read through the instruction handbook and tell her all about the car. That I did with gusto and the first thing I noticed was that (as I thought and explained to mum

at the time) "isn't it nice that the handbook is just about your car – dad's Jag handbooks aren't that good!"

What I was getting at was the fact that it was mum's actual car depicted in the opening page photograph and in some of the detail shots, like the boot lid when showing how to change the number plate lamp.

Despite my father's interest in cars, my elder brother being a keen petrol-head (owning an MG and a Triumph) and my own single-mindedness when it came to cars, none of us



Nigel Thorley's mum owned this ex-Standard Triumph 2000 that appeared in many advertisements, promotional material, brochures and was used by numerous magazines for road testing.

'clicked'. Even though we were all keen photographers, this is also one car in the family that we never managed to take a picture of!

So, what was it all about and the accompanying picture taken from the contemporary brochure for the then new 2000, says it all. The registration number 9082 VC – that was my mother's car and none of us knew it was a pre-production prototype, used extensively for road testing by the magazine and for promotional purposes by Standard-Triumph. As was common at the time with Byatt's garage being a major distributor, they often took delivery of cars that Standard-Triumph were disposing of and this was one of them.

My father's secretary a few months later bought a used Triumph 2000 (white with a blue roof, I can't remember the registration number), because she was so impressed with mum's car. It was only then, comparing the two cars that my elder brother started to pick-

up on some interesting points. For instance mum's car had the very early steering wheel without horn ring, it had front seat recliner



Mrs. Thorley's replacement 2000, a new 1967 example in Wedgwood Blue. It still exists, does anyone know of the car?

handles painted to trim colour, not chromed, the keys were of a different type and some under-bonnet detail was not common to other 'production' models. Also he used to comment that it was quite sluggish on performance when it was compared to the company secretary's car.

But my mother loved that car and it remained in superb condition until 1967 when she decided to purchase a new Triumph 2000 (NVT 320F). She selected Wedgwood Blue for the exterior with Blue interior, a manual transmission car with Radiomobile radio, twin spotlights and seat covers. This was the later



Nigel's first 2000, a 1966 low mileage, one owner example.



Nigel's second 2000, a Mark 2 estate in not the best of colours for the model I think.

updated version with air-flow ventilation and rubber faced bumpers. So, 9082 VC went back to Byatt's in part exchange. The new Triumph she much enjoyed which eventually she sold off to down-size to a Triumph 1300, then a Dolomite, but that's another story. She often remarked that the blue 2000 was the best car she ever owned and, even today aged 104, she still has a picture of it hanging up in her bedroom!

I have tried to trace both 9082 VC and NVT 320F, the former seems to have dropped off the radar but the blue car still exists on the DVLA website and is apparent-

ly registered for the road. Does anyone know anything of this car please?

That brings me to my first Triumph 2000, a car acquired after I got married, had a hefty mortgage to fund and little ones on the way. I needed a cheap good sized family car to run and scouring the local adverts came across one such 1966 Triumph

2000 for sale. A one owner car (supplied new by that Byatt's dealership again), manual transmission, low mileage, Connifer paint, it was quite old, a 1966 model but it was 'cheap' and sounded interesting.

When I saw the car at the owner's house, I knew it straight away. JEC 648D belonged to Mr. Brookfield, the owner of my local toy shop where I used to go as a kid to get my weekly



Nigel's current 1978 2500 S that is itself, a bit unusual – see his next installment for the story.

'fix' of Dinky and Corgi toys. The car was always parked outside. At just £225 it was a bargain and the only fault was some corrosion starting on the front wheelarch edges.

It turned out to be a fabulous and reliable car and due to working away for a couple of years in Liverpool (travelling around 100 miles back and forth to home each day) and then in readiness for a move to Yorkshire, travelling around 200 miles a day for several months in the same car, it ended up with a mileage of 80,000. By that time it was still trouble free although I did find it necessary to get that rust sorted which resulted in a quick/cheap respray all over. I was always surprised at how well the cactus interior cleaned up, just like new.

I only sold it because of a need for more space in our everyday car and locally a 1972 Triumph 2000 Mark 2 estate came up for sale. I passed on the Mark 1 saloon to someone I knew in the West Midlands and never heard of it again and purchased the estate, (KTD 990K). It wasn't half the car the Mark 1 was and, after about a year, I sold it on. I understood that about twelve months later it went to scrap as there was so much corrosion in the rear floorpan that it was beyond economic repair.

I would be Triumph-less for many years until regaining a nostalgic interest that started my current obsession with the Vitesse nearly three years ago, the Stag last year and then I promised myself another 2000/2.5/2500 but only wanted an estate.

It was a simple way of justifying another classic Triumph because an estate would turn out to be so useful when you needed extra luggage space, wanted to go to the garden centre or even the local tip! – I thought it was a sound argument anyway to the wife!!

As many of you will know estate cars are a little thin on the ground and although I was open to any variant (except an auto transmission model), I really preferred a Mark 2 with overdrive. The few I saw for sale didn't come up to expectations and the thought had almost gone from my mind until I visited the Standard-Triumph Spares Day at Stoneleigh earlier this year. There, just out of the blue (literally) was this 2500 S estate that looked very well

restored. I returned to look at the car several times during the day, spoke to the owner and took his details, to realise that he lived only about 25 miles from my house.

I returned home, discussed the car with my wife who, thanks to her understanding, thought it would be good idea and that if I didn't go for it, I would forever regret it. So, a few days later, I rang, went over to view and drive the car and did the deal.

Since then the car has been used extensively during the summer to events like the Triumph Prescott weekend and it is proving very reliable, economical and great fun to drive".

More on this car next time.

Stafford Concours 2012

After three years of record numbers of big saloons entering the concours, I was hoping for the same in 2012, but a quick check with the concours desk at 3.30pm on Saturday revealed there was just one entry! I decided to enter Horatio (our 2000) and a big thank you to **Neil Mortique** of Manchester Area for delaying his holiday to enter his lovely 2500.

Two hours of furious cleaning and polishing ensued! Congratulations go to the winner, **Julie Hadfield**, with her beautiful 2500 -



knowing the time and effort that has been put into the car by her husband **Adrian**, it was a worthy winner and well deserved.

Congratulations also to **Neil** (and his daughter **Holly** on wheel cleaning duty) for second place. Let's have some more big saloons in the 2013 concours please!

Mark



www.tssc.org.uk/acclaim

e-mail. benbroadbent@btinternet.com



Ben Broadbent

Acclaim Rear Earth Fix

Hello, it's been some months since the last article. I've been having problems with my indicators flashing too quickly or not at all, so I needed a solution. Therefore, this month I am again indebted to Acclaim Guru Andy Ellis's 'Highly Acclaimed' website that is dedicated to the promotion of the Acclaim. The site can be found at www.triumphacclaim.org.uk. Andy Ellis has given the TSSC his permission to use the content of the site for the on-going promotion of the Acclaim. So here is what Andy had to say about his experiences and extensive knowledge when fixing the Rear Earth connection of an Acclaim.

This is an easily fitted circuit to remedy a common earthing problem afflicting Acclaim rear indicators. (Picture 1)



These often work too slowly or not at all when the brakes are applied or the headlights are on. Although not normally detected during the MOT, slow or ineffective indicators are a

breach of the Construction And Use Act and may draw your car to the attention of the Traffic Police.

This problem can also be misdiagnosed as a problem with the indicator switch or flasher unit. Try this first! One customer of mine was quoted over £100 to replace the switch - this circuit fixed the problem with change out of £3.

This item has the following features:

- * *No special tools required.*
- * *DIY fitting takes a couple of minutes.*
- * *No drilling, crimping or soldering.*
- * *Correctly colour coded.*
(should be black)
- * *Hardly noticeable.*
- * *Full instructions supplied.*

Fits all Triumph Acclaim models - indeed could benefit many other cars suffering the same problem.

Creating the Strap

What you need is a ring terminal, length of BLACK wire and a blue pongo connector. (Picture 2) (this example uses WHITE to show



on pictures, but please use Black for correct colour coding)

Fitting

To fit the strap you will need the following:

- * *Pliers, medium length is ideal but long*

or stubby are OK.

* Small piece of sandpaper (matchbox?) or coarse wet-and-dry or nail-file or fine metal file.

* About 5 minutes.

The procedure is thus:



1. Within the boot, unscrew by hand the knob retaining the cover on the back of the light unit. Remove and set aside. (Picture 3)

2. Locate the indicator bulb. This has a green-



blue (main colour green with a blue trace) wire and a black wire connected. (Picture 4)

3. Push the jaws of the pongo connector over the black wire so it fits nicely in the 'teeth'.

4. Using the pliers, tighten the jaws over the wire until they snap into place. Take care as



you do this - you only get one go at it. If it goes wrong a new pongo connector will be needed (Picture 5)

5. You will see a slots in the lamp moulding to the right and left. Slip the wire into the slot nearest the inside of the car so the end with the ring terminal hangs outside.

6. Replace the lamp cover and the securing



knob. (Picture 6)

7. Remove one of the nuts securing the lamp to its mounting stud.

8. With the sandpaper or file, roughen up the bottom of the nut to get a good connection.

9. Place the ring terminal over the stud and refit the nut.

Finger tight is generally OK but you may finish off with the pliers or a suitable spanner.

(Picture 7)



10. Now test indicator with brakes and lights on. It should be OK. If it does not work, then re-test with the engine running.

11. All done. Have a cuppa!

Well, that certainly was a simple, but effective fix suggested by Andy. Using Andy's extensive knowledge of the Acclaim.

As you can see from the pictures, I've actually undertaken the repair on my own car, to good effect, thanks Andy.

The descriptions above are of Andy's comprehensive experiences and expert knowledge, but are not intended as an official TSSC guide to fixing an Acclaim. The TSSC and Andy Ellis cannot take any responsible for adhering to the above mentioned experiences. Please consult a local Triumph or Honda specialist for advice and guidance.

Take care and **JUST DRIVE IT**, without any worries!

www.tssc.org.uk/bondequipe
e-mail: bond.equipe@virgin.net



Guy Singleton



2013 - Equipe 50th Anniversary

Following the very successful Spitfire and the Vitesse 50th Anniversary event at Stafford the challenge is well and truly laid – can we fill Bingley Hall? I think it will take all known Equipes both on and off the road to do it but we've got to do our best to make a good showing. So, this gives you almost a year's notice to get those cars out of the garage – our yourselves into the garage – and get to work on them!

According to DVLA via the How Many Left website there are 76 licensed Equipes on the road and 37 on SORN so with every one of

the hall. Then, considering that these numbers are a bit misleading as they also have 302



Ian & Alice Blair's 4S

licenced Bonds with no Model noted so these could be Equipes, Bugs, Minicars or 875s (check your V5C, does it show 'Equipe' as the model? If not then your car is probably one of those 302 and will be in addition to the 76 noted above.)

A quick reminder to HQ – this includes No 1, 516 FYL, she is expected to attend!

Turning back to Stafford 2012 it was great to see **Ian and Alice Blair's 4s** in the Master Class in the Concours. She may not have been a winner this year but it does show



Stafford 2012

those cars at Stafford we could just about fill

what can be done with a lot of hard work.



Mike Carters 'Diamond' Coupé

It was also good to see **Mike Carter** in his 'diamond in the rough' 2 litre Coupé – this year it got to Stafford without resorting to the fuel

saving device more commonly known as a Breakdown Truck (although all that was wrong last year was the rotor arm but, of course, these are not carried by the Rescue Services any more).

I also met **Simon Huntington** who is currently restoring a MK 1 2 litre coupe, it looks good in the photos he sent me but I gather that quite a bit of the steelwork needs attention.

I have recently bought most of the remaining stock of

Equipe badges as these are no longer listed on ebay. I understand that the factory which made the items has been closed and any replacements will be made in China, with a possible consequence of a loss of quality.

The cost of the items are as follows:

Equipe GT Enamel Rosette Badge

£24.00

Bond Lozenge (for the 2+2) - £17.00

Equipe Scroll - £18.00

4 - £5.00

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Ben Broadbent Beautiful Work in Progress

Future Concours Winner?

Congratulations to all Stafford Concours winners especially **Michael Coyle** with his Stag, an excellent example and worthy winner. (please, see picture in Concours winners section). However, it was another Stag that I would like to feature this month (picture 1). The runners up and 'work in progress' belonging to **Sue and John Franklin**, the AO's for TSSC Devon Area.

Here is what Sue had to say;
I had wanted a Stag since the early 70's when my late father had one and which I was only allowed to drive once, when we took him to a local race meeting and he found the beer tent. That one suffered like so many from overheating, and I recall the white bonnet turning yellow from the heat.

We bought FRU 149 L in 2006 and have travelled extensively in her so far. However, we were aware that her body was showing signs of tiredness, so much so that I used to say that she was like me, the engine was good but the body in need of attention. After her transformation this spring, I think it may be liposuction for me! We have a friend in Plymouth, Andy Moss, who is Devon Co-ordinator for SOC (Stag Owners Club) and he had decided last Autumn to become self employed undertaking classic restorations etc., having done his own Mark I Stag to a high standard a few

years ago. We were amongst a few in the local area who immediately asked him to help us out with our car, as though John is good with



some mechanical and electrical issues, bodywork is definitely not his thing. Those of you who know me are probably aware that I hardly know a trunnion from a tappet.

'Frugal' (as she is known and which she is definitely NOT) was driven to Andy's in the New Year, and we started work. From the beginning we had noticed that she had a slight lean on the rear offside which new springs had failed to correct. When we started to dig, the reason became apparent, with a little help from the SOC forum. She was unlevel in the front, and we found that although we had replaced the springs, we had not noticed that one thrust washer and one D shaped washer were missing from the offside front suspension strut. This partly righted the problem but later we fitted a 5ml poly spacer to the rear spring on

this side, which made it ride level. Unfortunately that investigation revealed considerable corrosion of the rear suspension, which meant the complete rear sub-frame and diff all coming down, so that the mounting points for

had driven for 5 years was held in only by brackets pop riveted to the body! The story was going from bad to worse. The nearside wing was made up of various bits of layered metal,



2.

the two big doughnut mounting bushes could be plated. Soon after starting to strip her down, the true extent of the problem was revealed. (picture 2)

Unknown to us, or to her previous owner, she had been subject to accident damage on the front end, which explained why it was so difficult to fit the new headlights a while ago and was probably when the washers were not re-fitted. Also, when John had fitted a new aluminium radiator last year, we had discovered that the supporting member was missing, and the radiator with which we

(picture 3) whilst the offside wing had bits actually missing – none of which could be seen until she was stripped down as of course it was all hidden behind the outer wings. We decided that we'd better carry on what we had started at this stage, feeling it was better to know exactly what we



4.

had. Various replacement parts were ordered, including two new front wings, splash panels, front lower valances and of course the radiator



3.

4.



5.

support panel. Also the rear top deck panel, which was also allowing water into the back tub. The rear wings too required cutting out and considerable repair (picture 4). With repairs also being made to both front (picture 5) and rear inner arches. After discussion with Andy, we decided to restore the car to Mark I specification as far as we



6.

can, so the black tail panel was to become body colour again (white). I was a little hesitant about this, but having seen the end result, I think we made the right choice. We lost the body stripe which she had, and sourced the narrow chrome side strips and correct grey badges from a friend locally. We also bit the bullet and went for stainless steel bumpers.

At the present time, we are delighted with the bodywork and in particular with the paint finish (picture 6), and have to thank Andy Moss of A M Restorations in

Plymouth for his advice and many hours of work he has put into the car. (pictures 7 and



8.



7.

8) She is however still a 'work in progress' as this winter we intend to refurbish the interior – I need a booster cushion in order to drive her as I cannot see out!

The seats will certainly be done this year, and the bottom of the interior doors are tatty. We will have a go ourselves at doing up the veneer panels which are looking tired, and we hope that Andy will be able to address the engine bay (pictures 9



Stafford. Much to my relief – it was hard work remembering to slip her out of overdrive and work the flashers at the same time when necessary. More often we are seen around the lanes of Devon, which have more than their fair share of muck of all sorts. However, 'Frugal' will be boarding the Isle of Wight ferry for the loW Area camping weekend next May, and will be driven the 200 odd miles to Stafford in

and 10) this coming winter.

Our cars will never be true Concours competitors, particularly as we drive considerable

August, in addition to the monthly outings with Devon area, when she shares the duties with my late father's 13/60 convertible.



A special thanks to Sue for an excellent article. The paint work is excellent and if the remainder of the 'work in progress' is of a similar high quality, surely a future concours winner, certainly for the 'Stag' class or the 'Cruised and Used' class. Sue produced this article at very short notice, so many thanks. I'm looking forward to a progress report after next years work. Any more similar articles are always welcome. Especially, when difficult problems are solved or innovative ideas come to fruition. So lets

distances to attend shows like Stafford, and in the ten days we were away from home for Malvern and Stafford, she covered 750 miles with no problem other than a failed flasher unit. Thanks to John's previous life, this was temporarily fixed to work manually until we thankfully found a replacement unit at

hear what you are up to! Please get in touch! Meanwhile, I would call on all Stag owners to consider entering your beautiful cars in next years concours, surely there are some excellent cars out there? Be brave have a go!

Keep those V8's purring!

Ben

Toledo/Dolomite 1300/1500 Register



www.tssc.org.uk/dolomite
e-mail. TriumphToledo@aol.com



Andrew Burford

Olympic Torch Triumph

Hi and welcome to the small saloon register. I'm sorry for the lack of articles although I have still been answering your queries and trying to help in the background. It's been a busy start to the year then the dreadful "Summer" but the weather has been very good in the last month.

I wanted to share something here with you which was not only great for me personally but also for the TSSC and classic cars generally.

Around June I heard via another friend and TSSC member that Oakham council were

the torch procession, one for every 4 years of the Olympics from 1936 to 2012. Thus the search for cars started and surprisingly it was some of the later 80's and 90's cars that were proving difficult. I offered help and duly suggested my own 1976 (Montreal) Dolomite which was selected.

It was quite a job to get the details of the exact plan due to security reasons but gradually we had some information and also the plans to get Olympians or local dignities to be passengers within the cars.

So on Tuesday 3rd July we gathered in the morning to gather the appropriate flag (quite a task on its own) of the country our car represented. I had a school teacher who was acting as photographer and a young boy who very pleasingly liked his Triumph "ride".

Thus we set off to take in 3 schools en route where the children could look, talk and even touch the cars and gathered personalities! I was even asked for my autograph by one of the school children, maybe she thought I was a famous driver....



looking for something rather unique as part of their Olympic torch procession celebrations. In typical fashion they had left it a little late but came up with a plan to have 18 cars to lead

We had about 10 miles of driving by my reckoning and I was treated with waves and cheers where ever we went and like the TV and press reported a "feel good" factor certainly

Toledo Dolomite 1300/1500 Register

came through. Of course as I'm sure most of you can remember July was one of the wettest months and by around midday I was pleased

that it seemed to be keeping dry. As we approached the last "school stop", where my passenger was waving to his mum frantically saying "I'm beside the Blue car", to no avail, the rain started. All the way into Oakham centre the rain came down and by the time we had all parked for the public to see it really started to pour. The torch procession came through then with a very interesting vehicle which I suspect came from Malta or similar.

Now the eagle eyed readers might spot It wasn't the only Triumph. There was a TR7 with top down (of course) representing 1980 also a Standard, can't remember what year that was.

Despite the rain and not really being into the Olympics, but I was proud to be there and to show off my car and represent the Triumph marque at such a high profile event.



Next time I will try to get some of your cars included and some of the things I have come across but this was a short edition for the moment and hopefully we will get more next time.

As always please keep sending me your articles and pictures. Until next time, see you at the shows.

*Safe Autumn
Motoring.*

Andrew

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



August with Derwent Valley

By Colin Wright

I am absolutely shattered as a result of a fun packed August. Following our Fish and Chip run for the August meet the next event on the calendar was the **ASDA Charity Day at Bruntingthorpe**. Quite a good turn out from the TSSC with folk from Derwent Valley, Notts, Hallamshire and Coventry areas.

Bruntingthorpe is for petrol heads and is basically a 'have a go' day. Upon arrival it's a mad dash to grab some cheap pop and clothes before they have all gone. Then time for breakfast – hot pork cob with apple sauce and stuffing. Angie and I drove a 40 tonne arctic truck around the circuit, over taking coaches and cutting up a Ferrari and a Maserati as they tried to exit the circuit

Mark tried his hand at Go-Karting and there were also rides as a passenger in GT40's, Lambos, rally cars and off-road 4x4's. There were stunt driving demonstrations and air



displays from wing walkers, Spitfires, Mustangs and the climax a visit by the Vulcan



(well we did have right of way and we were bigger than them). Then it was time for lunch - hot pork cob with apple sauce and stuffing.



Bomber which circled overhead – that was amazing. Later in the afternoon I embarked on a 20 minute flying lesson in a helicopter which was a great experience.

The following weekend was the **International**

at Stafford. Mark and I arrived on the Friday, pitched the trailer tent boys style and were ready for fun. Friday night was the now traditional race night which was just as good as ever, but I must admit I missed a few races because I was having a great time catching up on all the gossip. The main topic for the weekend was folk telling me what a great time they had at the Peak Run, especially singing 'I saw a mouse...' Saturday morning I wandered around the showground catching up with both



Keith and Gary who were busy selling their auto jumble. Richard W arrived at lunch time and we wasted no time comparing fancy dress for the evening party.

At around 7pm party goers started emerging from their tents and caravans in all manner fancy dress. There were Smurfs, Willy Wonka and his Oompa-Loompas, Alice from Wonderland, Cowboys, Gangsters, Austin Powers with two gorgeous Babes on his arms, Santa, the cast of 'On the Buses', Dr Frank'n'Furter from Rocky Horror (I bet you cannot guess who that was?), and quite a few St Trinian School Girls –



some quite sexy and others looking like old blokes in a frock! Yes that was Richard W and me. Check out the photos on the Derwent Valley website.

The disco was brilliant and we even got to dance with a bunch of fantastic people from Holland to 'I saw a mouse...' Hard to believe I know but it's TRUE.

Sunday was a little more relaxed except for those busy polishing their cars. I even managed to meet up with the current owner of my old red Vitesse. It was great to see her again and reminisce. Without her I would not have met all the warm and friendly people who love classic cars and know how to have a good time.

Unfortunately, I missed the **Moorgreen Show** this year as I had to replace the alternator on the Stag so we could go to the Lincs Weekend. I am told that although a little cool and damp it was a pleasant day with plenty to see and do. Roger apparently was seen 'robbing' from his mum's handbag.

The Lincolnshire Camping Weekend was the following weekend and was brilliant. I arrived



of grey and the boys sat at another table playing 'name that tune'.

Saturday morning dawned and after breakfast we set off in convoy to a local chocolate factory shop. I have never had a cup of hot chocolate like this before. It was just like pure



on Friday afternoon and was greeted by Ellie and a rather full campsite. After squeezing my trailer tent between Butch on one side and John and Pat on the other I was treated to a



Strawberry and Fresh Cream Cake made by Lauren, just for me. Thank you Lauren, I really enjoyed it, shame I had to share it. Dinner time approached so we trotted off into Woodhall Spa for Fish and Chips.

The kids decided that they wanted to go to the 'Kinema in the Woods' to watch a movie so whilst they did that the rest of us went to the Petwood Hotel to check out the Squadron Bar and all the Dambusters memorabilia. It was rather posh and we were in our camping clothes so we decided to sneak onto the patio with our drinks and made a lot of noise. The girls sat at one table and chatted about shades 70



melted chocolate...Mmmmmmm. There were all varieties of chocolate including banana,



cinnamon, rice crispy, white, dark and even rhubarb flavours.

At this point the official itinerary was to travel into Lincoln and spend the rest of the day there and the majority of us did; however, because there were quite a few kids in our group (including Roger) we decided to head off to Mablethorpe for a game of cricket on the



beach. Nigel even showed us his sand moulding skills and made an Alligator in the sand.

Back at the



campsite we gathered between Paula's and Julie's caravans and set up 4 griddles and had a mass BBQ. Whilst Roger, Michael, Adrian and I cooked, the ladies prepared all the trimmings (rabbit food). Wow, what a feast...it was fit for a king.

A week earlier I had been challenged to cook pancakes from scratch because I was ridiculing those who buy ready-made from the supermarket. Angie kindly prepared the mixture (although I am more than capable) whilst Roger and I rigged up the griddles to cook. It took us about three attempts to achieve perfection but when we did they melted in your mouth. Toppings included Nutella and cream but the best was sugar and orange juice.

The Lincs area had arranged entertainment for Saturday night by 'Roxy May' a singer/song



writer who accompanied by a guitarist was excellent. This was followed by a stinker of a quiz which had Garth's tongue twisted with some of the pronunciation. By some miracle and despite trailing in 5th place throughout several

rounds of the quiz we came good in the last two and were VICTORIOUS.

Sunday morning was bright and sunny. The cars were polished and placed on display for the Concours judging. The Stag, once again, did not get any votes. I think it must be something to do with the primer on the rear wheel arch and the gaffer tape on the soft top, but I am not sure.

Phil must be going soft because someone managed to get all the questions correct in his fiendish quiz. Phil vowed to make it even harder next year. After the raffle it was off on a short run to a local pub for a carvery and then off home. A real big thank you goes to all at Lincolnshire for a brilliant weekend.

OMG it's September. It will soon be Christmas. At our monthly meeting we had 10 Triumph's in the car park and 40 enthusiasts in the club. After the usual chit-chat John unveiled his 50 question quiz to the groans of almost everyone in the room but they all enjoyed the challenge and the accompanying banter.

We broke off half way though the quiz for some of Adrian's birthday cake and an apple pie specially made by Niamh just for me. Unfortunately, I had to share it. It was delicious...thank you Niamh. Paul assisted in the distribution of the apple pie by applying squirtie cream EVERYWHERE. On hands, faces, around the rim of beer glasses and a little on the apple pie.

The eventual winners of the quiz were Richard M, Rob, Francine, Dave and Tina who scraped a score of 31 out of 57. Quite an achievement by all accounts.

Our next event is the annual Derwent Valley Bowl. This is where areas of the TSSC are asked to go head to head playing pub games. Great fun and there is even a buffet. The areas winners get the keep the Bowl for 12 months, but for some reason most areas try to lose!!!!

This years **Derwent Valley Bowl is on Sunday 14th October** and the doors open at 2:30pm. Check out the Courier or the Derwent Valley website for more information. It would be great to see you there.

Colin

A VITESSE FOR 2030?

100 YEARS OF HERITAGE

by Bill Sunderland



I recently met up with **Luke Sellars** at a university automotive exhibition in Swansea where he showed me his college project design of his new Triumph Vitesse 6.

The display was stunning showing a model and details of the possibilities for a new Triumph motorcar. Above all Luke, who is a member of the club comes over with technical enthusiasm and positive attitude for the Automotive industry in the UK. His family's love of Triumph helped him in his decision to base his work at university around the Triumph brand and now he shares this with you.

I am sure that we all wish Luke success. Below is a brief description by Luke of his Project.

The Finished Model can now be seen on display in the Vitesse anniversary display at

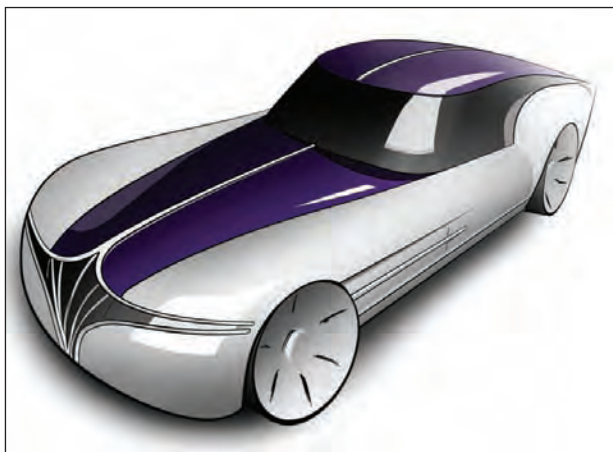


the TSSC HQ/Museum at Sunderland Court, Lubenham and will also be displayed on Stand at the forthcoming International Classic Car Show at the NEC, Birmingham .

Bill

The 2030 Triumph Vitesse 6

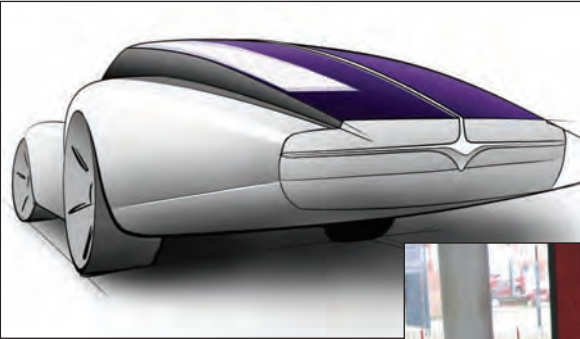
**100 years of Heritage, celebrated
by automotive design student,
Luke Sellars**



Luke Sellars, a newly graduated automotive design student from Swansea Metropolitan University, has a vision for the reintroduction of the Triumph brand.

The Triumph Motor Company first started making cars in 1921. In 1930 they could no longer compete with the larger car companies, so Claude Holbrook, the General Manager, decided to move towards a more exclusive market. This led to the Gloria, Vitesse and Dolomite models. However, this proliferation of new products could not be sustained

A Vitesse for 2030?



and to design a modern embodiment of his vision.

The "Vitesse 6" is a luxury Grand Tourer, built to rival marques such as Bentley and Bugatti. It is designed for the individual who appreciates the inspirational form and character of

and in 1939 the company went into receivership. Luke set himself the brief to imagine that Triumph had continued to pursue Claude Holbrook's strategy



classic cars but enjoys the technological and quality benefits of the 21st century. Luke's aim is to create a modern interpretation of art deco influenced cars and vehicles from the 1930's. The "Vitesse 6" is a dramatic bespoke 2-seater utilising the BMW 7-series underbody.

The re-introduction of Triumph would complement the niche portfolio of iconic British brands that BMW has established with the reinterpretation of MINI and Rolls Royce. They could use





this opportunity to set the new benchmark for
exclusive luxury sporting cars.

To see more of his work log onto
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Paul Richardson©



Bert Brown's Triumph Memories

Bert Brown was ever helpful in providing details of his working colleagues at Standard Triumph, and entirely unprompted usually, because he enjoyed giving credit to his working pals and the following interview clips provide an insight on Bert's recollections of several staff he befriended - and the only account I have of **Frank Callaby**, who ran the company's filming and photographic department.

Bert was an enthusiastic follower of motor sport which accelerated when the first TR2 prototype was built and he did some of the first drawings of prototype TR's. He also witnessed some of the development testing of the Jabbeke TR2 when he and a couple of his colleagues from the drawing office went down to the Bicester straight near Oxford to see my father Ken testing the car prior to the official speed record attempt in Belgium in 1953.

Bert recalled of the period:

"I often went into the experimental shop to see how prototypes were progressing and I liked having chats with Ken about the specifications on his competition cars and I remember most of the rallies and races Ken and his team took part in quite well especially the first Alpine rally, because my pal Ray Henderson went with that team to look after the TR's..."

Bert moved on to recall his memories on the start of my father's competition department and as he mentioned Ray Henderson's expertise on building prototypes and competition cars. I asked him what he remembered about Ray.

"Well, I got to know Ray very well during the times we in the drawing office liased with the experimental shop where Ray worked building prototypes, because sometimes specification changes had to be made and put to drawings,

and Ray was very adept in taking on mod proposals which often had to be done in a rush before formers and jigs could be designed for production. Thinking about Ray, he enjoyed every part of experimental work including road testing and track testing at MIRA, and he went to MIRA on several occasions with Ken when he was testing his development mods on the first TR2's there..."

Bert then moved on to what he remembered of the first events for work's TR2's in 1954 and with his mindset still on Ray Henderson he recalled.

"Ray was chuffed to bits when your dad chose him to take charge of the team's service back up on the first Alpine rally and what amused me was how he checked over the Vanguard Van he drove to follow Ken and his team on the rally. I remember seeing that Van in the shop when he'd almost finished preparing it and from what I remember he'd virtually rebuilt it. When I walked up he was whistling away to himself ticking off things on his check list and typical of Ray he told me he'd checked every nut and bolt on the van because he said he'd never hear the last of it if the van broke down on the rally. He'd even fitted new springs and shockers and one of those special Smiths heaters we called arctic heaters that were fitted to Vanguards we exported to countries like Canada where winters were below zero for months because he wanted to make sure he'd be warm enough when he was driving in the Alps..."

I said here, "I know Ray never left anything to chance" and Bert replied. "No he didn't, he always made sure everything was spot on. It was all about personal pride with Ray and it was with all the lads in experimental really because they were all craftsmen including Les

Bert Brown's Triumph Memories

Makinson the shop foreman and a chap called Tim Younger who was our bodywork specialist on prototype work, but Ray had the ultimate

I was naturally very excited about all the possibilities like everyone else in the company especially when Ken started his competition department.. Another bonus for me though, besides getting to know your dad, was that I had the most comfortable seat possible on those rallies and that was in Frank Callaby's film studio where I saw him editing and producing the films he made on the rallies and races Ken's team competed in. Frank's films were absolutely fantastic and you don't forget the details when you've actually seen it all on films.. I'd worked with Frank in our drawing office since before the war you see, so Frank was a close



A typically treacherous Alpine pass encountered on the 1954 Alpine rally - note the cavanous drop over the side!

responsibility of being on the scene as it were on that first Alpine rally to look after your dad's TR's, and he'd even fitted spotlights and twin horns to the van like those on the rally cars, and all those European rallies in those days were absolutely treacherous because the special timed sections took competitors up and over all the highest European Alpine passes some of which were over seven thousand feet at the top, and most of those mountain passes were only twisty cart tracks really and ice and snow made them treacherous to drive over at any speed..."

Prompted by Bert's considerable knowledge of the European rallies in the fifties and the results Ken's team achieved, I asked him how he remembered all the details - to which he imparted his sense of humour and provided a unique insight into the company's photographic department and it's manager Frank Callaby. The only details I have of Frank's career at Standard Triumph and how he moved from being a well respected design draughtsman to managing the company's photographic department was provided by Bert. As a tribute to Frank I've included it in this article. Bert related.

"I'd always been very keen on motor sport anyway so when the TR2 went into production

pal of mine and he'd always been an exceptionally keen amateur photographer and had all the best cameras and photographic equipment to hand. Anyway how all this filming came about was when Frank



Ken Richardson and Kit Heathcote pictured driving through one of the less threatening Alpine pass sections in the 1954 Alpine rally.

decided to changed jobs and manage our company's filming department which was part of our publicity set up with Ivor Penrice and Jack Croft's press department as they organised all the press releases and write ups on our cars for the motoring correspondents in car magazines as well as your dad's successes in rallies."

N.B. **Ivor Penrice**, the company's Public relations manager, prepared company press

releases on new models with all the details on engine specifications etc for members of the press who subsequently undertook road tests on new cars before they were announced. Part of this exercise was also availing 'official' photos of the cars taken by Frank Callaby.

To continue with Bert's account. *"Frank covered all our motor shows to take photos of new car announcements and famous people who were seen on our stand looking over our car displays. But the filming side of Frank's department was unique and he took charge of filming anything of interest in the company that could be used for publicity purposes and a big part of that at the time was filming Ken's teams*

Frank I decided to do more research on the great man and discovered that he and his department was also responsible for producing highlighted photos of cars in scenic surroundings used in the company's official car brochures and he was also responsible for similar advertising for the Ferguson Tractor. He also produced photos of various departments of interest within the company for promotional booklets produced by the company to highlight the advanced production methods and machine tools in operation in the machine shops (some of which were semi automatic when Ferguson tractor manufacture began in 1946). To all accounts Frank was a very

likeable man who was always smartly dressed and bore a likeness to the company's Chief Technical engineer and designer **Lewis Dawtrey.**

Unfortunately, I don't have enough information to write a full profile on Frank Callaby at present but through my interview with Bert I know that he was a well respected design draughtsman in the drawing office when Bert joined the company in 1935 (as an office boy in the drawing office) and he took control of the company's filming and photographic department sometime after the war. I also learnt from Vic Hammond that Frank and Arthur Ballard jointly styled the body on the Triumph Roadster produced in 1946 for which Vic



A TR2 negotiating the notoriously twisty 'Stelvio pass' encountered on the Alpine rally.

in all the rallies and races, of course, and I kept in touch with Frank after that and saw all the films he made of Ken's team. As you can appreciate, official company films and photos of Ken's team on European rallies was a prime opportunity for publicity especially with all the team prizes Ken's teams won, and Frank went on the first Alpine in a Vanguard Estate with his assistant Norman James to film it and take photos and they teamed up with Ray Henderson on that Alpine because that was the first time any of them had been involved with an event like that driving in Europe and Frank made a fantastic film of all the action."

Frank Callaby's films and photos of competition department activities remain a truly exemplary record of competition department successes. Prompted by Bert's knowledge of

designed the production assembly jigs before moving to Walter Belgrove's new styling department where the Phase One Vanguard was styled).

Frank Callaby continued managing his film and photographic department throughout the Leyland era and made films of competition department activities in the sixties including the Spitfire rallies and Le Mans eras but I have no idea when he finally retired from the company. Prompted by Bert's account I'll do more research on Frank as he played an invaluable part in preserving Standard Triumph history through all the excellent films and countless thousands of photographs he produced for the company including those included in this article - it's sod's law that I don't have a photograph of Frank at present.

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JIGSAW CLASSIC 2012

INVITATION RACE - MALLORY PARK

by Mark & Jo Field

A somewhat dull day with a chill wind greeted the JIGSAW

Invitation race competitors at Mallory Park on Monday 27th August, for the fifth running of this all Triumph race, though it was not to dampen their spirits. The race is held in conjunction with the Classic Sports Car Club annual two day meeting which also includes races for 60's cars and the Modsports, which included Baby Bertha.

The grid of 22 included the unique TR4 SLR, owned by Tony Griffin and driven by Steve Chapman, and a Standard 10 campaigned by Peter Clements, both cars also appearing at the Goodwood Revival in September. Welcomed to the grid for the first time were William Hildyard (Spitfire), Richard McKoen



(TR4 FIA prepared car), Allan Ross-Jones (TR6) and Martin Gee (Spitfire 1500 on loan from Les Congdon), and along with the regular competitors we welcomed back Charles Gillet (TR2) and Steve Adams (Spitfire).

The remainder of the grid being - Alistair Pugh and Ian Smythe in ADU1B and ADU7B respectively, Jeff Handley and Les Congdon in their Spitfires, along with a variety of cars in the 1651-2000cc class – David Bailey (TR7 Sprint), Tony Crudgington (Dolomite Sprint) & Geoff Mackrill (Vitesse). In the over 2000cc class the TR3S of Paul Hogan was this time driven by John Sykes, and Christopher Edwards, Josh Files, Phillip Lambe and Rob Roodhouse all in TR6's and, last but not least, Celia Stevens in the Warwick.

During the day there had been a varied pattern of weather, but the rain kept off and the mid-afternoon race was cloudy and dry. The wide range of cars and competitors race experience allowed for good and varied racing throughout the grid, with Tony Crudgington (Dolomite) working his way up the classification, having started last on the grid due to a a noise level issue,

TR4 SLR, Martin Gee, Alistair Pugh in ADU1B and Richard McKoen



Jigsaw Classic Invitation



Josh Files TR6

eventually beating Chris to finish 2nd overall.

Josh Files, TR6, certainly showed us all how it should be done, finishing a well deserved first, in the process lapping all the other race competitors. An overall and class win for Josh, together with the fastest lap, at 53.043 seconds. Class wins for Alistair Pugh, Andy Vowell, Les Condgon, Tony Crudgington.

to come in a very respectable 5th overall. Not to be over looked was the battle for second place between Chris Edwards in his TR6 and Andy Vowell's Spitfire, with Andy

A huge thanks to all the competitors supporting the race and we look forward to 2013.

PICTURES – by STEVE JONES



Charles Gillet & ADO18



JIGSAW

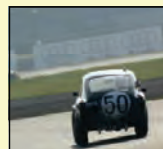
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Spitfire



1500 1979. Vermilion. Unrestored. 37k miles. 3 owners. Garaged. O/drive. Hard/soft tops. Stainless exhaust. TSSC valuation £7,000. MOT May 13. email 4pics s.meek1@sky.com £4,000. Steve (Peterborough) 01733 266794.

1500 1976. Red. MOT until June 2013. Licensed until Dec 2012. Sale including Soft top, Hard Top (As new) Haynes manual. Some Spares. £1,220. H. Johnston (Aberdeen) 01224 733554.

1500 O/D. Great condition with new MOT, valued at 4K. Unleaded, all steel, dry stored and many spares. £3,500. Ian (Newton Abbot) 07951 944675.

1500 With Overdrive, Mohair hood and hardtop, body off rebuild in 1992 professional respray in 2003 including new door skins. Period radio with iPod. Recon engine. Recon diff. £5,750. Graham (Co Durham) 07970 043011.



1500 1976 Blue. Bodywork excellent, refurbished & resprayed. New clutch, carpets, new soft top, matching blue hard top. Tonneau and hood cover, 5 good tyres, twin exhaust and MOT until June 2013, more photos available, any trial, Inc ramp for inspection. £3,750. Roger (Birmingham) 0796 9024999

1978, a must see. Taxed MOT'd June 2013, New interior. Gearbox, clutch, brakes, electrics, gauges in good working order, re-spray in 2009, minilite's good tyres, old receipts, paperwork, photos of history. £3,350. Ryan (Durham) 01915 261980.

1500 1979 with O/D. 75k miles in excel-

lent order. Inca yellow. Many new parts. MOT and tax until April 2013. TSSC valuation £5,700. Price: £3,500. Richard (Newcastle) 01914 888049.

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Herald

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GT6



MkIII 1972, White with Red interior (recovered seats), Tax Exempt, Recent rebuild, Early engine, Non-Overdrive, Clutch/Body/Chassis and Drive train all refurbished MOT till December 2012. £2,850 Phillip (Coventry) 07800 669582.

MkIII. Restored on galvanised chassis. Reconditioned 2.5 engine. Overdrive, Sundym, stainless exhaust, servo. Lovely car, drives well. Call for details. Taxed, MOT April 2013. £4,295. Andrew (Middlesbrough) 07904 368730.

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MkII Red. Body solid no rot or rust. Rebuilt 1998. Very good interior with occasional rear seat. One year T&T. Stainless exhaust. £4,700. Simon (Newark) 07749 888810.

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Vitesse



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MK1 CONVERTIBLE 1968. 12 months MOT & Tax, full respray, new gearbox & overdrive cost £1,400, brake servo, electric fuel pump, luggage rack, amazing condition. £5,195. Richard (Worksop, Notts) 07909 726555.

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GT6 MK3 WANTED. Looking for a good/excellent GT6 Mk3, willing to travel for the right car. Stu (Maidstone) 07966 256787.

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N.O.S REAR SPRING for a Mk2 Vitesse, Part Number 308485, anyone got one stashed away? Good Original Secondhand Unit considered if reasonable price. Gary (Derby) 07825 269136.

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WANTED, Spin on oil filter conversion body with Oil cooler connectors for GT6. Tony (Leicester) 07816 073743.

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October 2012

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Mixed Teams of any size will be formed from each area of the TSSC and other local car clubs to compete for the coveted

Derwent Valley Bowl

An individual trophy is also up for grabs.

All the usual games such as "Cock in the bucket" and "Bag in the Hole", and "Tin Can Alley"

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

Finger buffet available at 4:30pm for only £4.25 per head.

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

For more information and to confirm attendance please phone either:

Colin on 01773 531580 or Roger on 07970 619149.

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



Herts & Beds Area

Present the 19th

ALL TRIUMPH DAY

at

DUXFORD



SUNDAY October 7th 2012

£13.00 per person

IWM Duxford discounted admission
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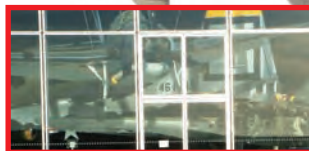
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Full page versions of these adverts in September 12 Issue



AREA DIRECTORY

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

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

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

Area Area Organiser/s Meet at On the

SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news	Last Thurs. Eves.
		or www.brmmbrmm.com/grampiantr.bb	
LOTHIAN & FIFE	Russell Macfarlane: 01383 822340	Elgin Hotel, Charlestown DUNFERMLINE KY11 3EE	2nd Wed. 7.30pm

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 7.30pm
MANCHESTER	Frank Spencer: 01524 791607	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	New Hall Tavern, Salmesbury - Preston. PR5 OXA	Last Tues. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
SOUTH YORKS	Ian Blair: 01302 820119	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580		
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.30pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	The Brick & Tile - Palmerstone St - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	The Elwes Arms - GREAT BILLING NN3 DT	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embery: 0121 552 0550	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
	William Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
	May to Sept West Midlands Police Social Club	EDGBASTON Oct to April NAUTICAL CLUB BIRMINGHAM	3rd Tues 7.30pm
WORCESTER	Vicky Dredge: 01527 894125	Please Check with AO for venue.	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

WELSH AREAS

NORTH WALES	Derrick Binning: 07930 210071	Plough Inn, Gresford 1st Tues. 8pm.	Plough Inn, Ewloe. 1st FRI 8.30pm
	Bob Whiting: 01492 516479	Plough Inn at St Asaph	3rd Wed 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - Fen Ditton, CAMBRIDGE CB5 8SX	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927	The Bird in Hand WRENNINGHAM	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	TBC	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30-8pm.
SURREY	TBC	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	See Area News report for Venue.	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. 8pm
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	John Moore: 01722 710429	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
	Steve Hopkins: 07729 565059		
WESSEX	Trevor Carlyle: 01425 475376	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 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 Papaathanasiou 00 30 6977280215	ATHENS	
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		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Emmastraat 206862 GT - OOSTERBEEK.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd.,Kelston - AUCKLAND.	
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	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT ANDOVER . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



The family International weekend at Stafford was busy with members attending from all over Europe with their Triumphs. The hall on Saturday was heaving with a fantastic display of Spitfires and Vitesse and was definitely an awesome sight.

The traders seem to be getting smaller every year

but the entertainment Saturday was the best ever (best ever disco) We would like to thank on behalf of ourselves all the exhibitors, Reg Secs Judges, Valuators, A/Os and members and of course the Volunteers. Claire and Nigel deserve congratulating on a well organised event.

Any feedback or suggestions you may have on Stafford please can you pass on to Claire and Nigel Hill.

38 Area Organisers attended the A/O seminar at Stafford which was brilliant. Footman James and Lancaster insurance attended answering questions for about 45 mins on young members insurance, (not that any of us there came out any more satisfied)

Below are replies to questions arising from the survey that was sent out via the website?

1 What action has the COM taken since the AGM to reduce costs? The club manager will not be replaced in the near future, and other areas are being looked at.

2 Can the club record the number of members under 25s for insurance purposes? (the club will do this and feed the information to the relevant insurance companies)

3 New "Tool Kit packs" and Hints & Tips manuals will only be given to new Area Organisers all other A/Os will receive top ups.

4 It was also a suggestion that A/Os get a free polo shirt in place of the TSSC gift vouchers (I will decide the colour as you all tried to set me up with red) we will certainly look at this.

5 You said no to wandering seminars and are quite happy with the present set up.

6 Anyone requiring A/O badges please let me know a.s.a.p.

7 Please can A/Os conduct a survey of their members Triumphs, type and condition and send the information to Angie at club H/Q this is a request from the Register Secretaries.

8 photos sent in to H/Q for valuation purposes must be of the highest quality and must be taken of all angles of your Triumph for example body work including wheel arches, sills, doors, hoods, boots, bonnets and hoods. Interior including floors seats all trim and dashboard and engine bays in fact the more the better?

One or two Area Organisers approached me at Stafford to say they are struggling in their areas through lack of sup-

port!! Please remember your Area Organiser is a volunteer and can only give with your help and support!!!

And Remember Your Area is only as good as Your Contribution to Your Area Organiser and All its members. Don't forget any articles for the Area Showtime please get them to Bernie or me before the **8th of the month**.

Congratulations to **South Yorkshire Area £50 club shop vouchers, Norfolk £25 club shop vouchers and South Bucks £10 club shop vouchers** (drew out at AO Seminar) please get in touch with Angie Hill at Club H/Q.

Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Our meeting in August was a red letter day – the first time we've been able to sit outdoors for our regular area meeting this year!

Well done to Robin for his third place in the Spitfires category of the Concours at Stafford. We gather he was facing the prospect of camping with more than a little trepidation but hope he feels now that a weekend in a tent was worthwhile.

As I'm writing this we don't yet have a confirmed venue for our **October meeting on Thursday 11th October** so we are taking an executive decision to say that it will be at **The Plough at Gately SP11 8JR** so that hopefully everyone knows where we are.

Bruce Arms Meet SN9 5LR

If you are in the Swindon, Marlborough, Andover, Hungerford, Devizes area, or even further afield, and fancy a run out do go along to **The Bruce Arms** for our next meeting there on **Wednesday 17th October** for a warm welcome in a very traditional pub.

Guy & Suzie

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm

e-mail: mark@serapeum.co.uk

Well it's been a while since I wrote so I thought I'd better, even though we haven't had this month's meeting yet. The meetings keep falling after the deadline for submitting the news, hence I've been rather quiet.

The main news is of course from Stafford - a very good show again this year, and I thought well attended in terms of numbers of cars - the fields and the hall were full! I ummed and arred about going in George the GT6 but in the end plumped for Bob the brown Spitfire. The reason was that I'd packed the car up to the gunnels with bits of autojumble to sell. Sam came too, and what with the tent and the duvet, Bob was so full I could hardly see out of the back window. After taking the Friday afternoon off work, we went via the parents' house and eventually got to Stafford in the dark at about 11pm and put up the tent by torchlight. Having managed that it was off to bed.

On the Saturday morning, there was a bit of sun before the clouds came in - I don't know how we manage it but it always seems to rain! That it did, shortly after I'd set out my autojumble stall, but cunningly I'd set up under a tree so there was a bit of shelter even so. The rain cleared after a bit and was only light and intermittent. Sam and I



sat by the car and the jumble, selling the occasional thing and it was nice to see Colin and Jess across the way with their little stall too. I managed to find a few bargains but still shifted more than I bought, and was up on the deal even after petrol and entry costs. Of course, Mickey and Julie were there in their Vitesse, helping out with the show organisation, and it was good to see them both.

It was also good to see Jane, Paul, Marcus and Tracey and lots of other people who I know well by sight but can't remember their names! Saturday night was marked by dodgems and the disco/bar, with the fancy dress theme being "a night at the movies".

Certain strange men were dressed in high heels (not me I should stress!) and a good time was had by all until we finally got to sleep at around 3am. Sunday comprised more autojumble and more shiny cars on show, and my ex-boss Gwilym came along in his lovely mk3 Spit in jasmine yellow - very shiny (and ex-Triumph World cover car).

In the main hall there were loads and loads of cars - it was completely full. Of course it was the 50th anniversary of the Spitfire and Vitesse, so there were loads of those. I have to say that it's becoming difficult to find rough looking cars these days, compared with say 10 years ago. I like to think that Bob the brown Spitfire redresses the balance a bit! Most of the cars nowadays seem to be well cared for, at least at this show. I always enjoy looking over the modified cars and this year was well catered for. One that especially found my interest was a rover V8 powered Spitfire - the proverbial do-do and the proverbial digging implement came to mind! Nice to see a few familiar faces at the trade stands too - Sam found me a birthday present at Mick Dolphin's stand - a new old stock Spitfire cigar lighter, fashioned from purest hen's teeth.

As I write, Mickey is apparently having trouble with his Rotoflex hub bearings. A nasty twitch from the rear end, we think caused by a dead wheel bearing. Andy Cook and I have advised him on Facebook, whether advice was needed or not! Which makes me think I should set up an East Berks TSSC facebook page... That will probably happen quite soon and you can then find me and what's been going on / what's about to go on etc.

I've been fiddling with Dog the 2.5 Spit - new needles and springs in the carbs, from Andrew Turner. Dog definitely seems to go better now. The gearbox oil leak is fixed, and the box is working for the moment. I've also put the interior back in properly and fitted a fag lighter for the satnav. I'm starting to think about a good way to mount a crank pulley trigger wheel for the engine management box - a top wishbone cunningly chopped and bent should do the trick. I've seen that done by Paul Tegler on his Teglerizer website. On my own car, the front pulley boss (on the 6-cylinder, it's a separate cylindrical lump which locates on the pulley with 2 dowels) has been sliced in two and lathed flat to sandwich a trigger wheel between the two halves. That allows me to fit the trigger wheel rigidly to the crank, rather than to the rubber-mounted harmonic damper ring, and yet I can still use the engine driven fan. My spare Megasquirt engine management box was playing up, but I've fixed it by re-flashing the program code into memory, and it'll shortly be whizzing its way over to Garth. I think it was just that I tried to program the settings when powered by a weak 9V battery, all better now. Next step is to make up a loom for the various sensors. So many plans and so little time...

One thing that might interest younger members or older

members with kids, is that while at Stafford, in the Area Organiser's meeting (which is always held for an hour or two at the Stafford show), there was a long discussion with two guys from two of the TSSC panel insurers, about how to tell the difference between true enthusiasts and people who only buy a classic to flog around and get cheap insurance. This was in the context of insurance for younger drivers, the key point being that all of the insurers seem to have stopped doing classic car insurance for people under 22 years old. One idea put around was that perhaps TSSC Area Organisers could carry out some sort of accreditation scheme for younger members, along the lines of "yes, that bloke/lady turns up to meetings regularly". I should stress that nothing has been decided - the ball is in the insurers' court - but it was an idea nevertheless which might help to weed out those people who really don't care about their car (and are therefore a high insurance risk) and just want to benefit from cheap insurance. I for one would not want to get into anything which resembled me having to pass judgement on anyone's driving style or ability, but I'd be happy to say whether somebody turned up to meetings or not. I will try not to hold my breath too much, but will be interested to see if something can be sorted out - after all, who can justify £4000 for a year's car insurance?

The last major event of the year, I think, is **Duxford on Sunday 7 October**. That's usually well worth a look, so I'm planning on going. Hopefully one or two or you will join me - let me know if you're interested in a convoy from Maidenhead - my phone number's in the area directory. After that, we need to think about Xmas dinner - any ideas for the venue anyone? Don't be shy - I'm not at all precious I promise! - any and all help is much appreciated.

The next meeting after Duxford will be **Tuesday 9th October** - the usual location, usual time (**The Shire Horse pub, on the A4 between Maidenhead and Reading**). I hope to see you there.

Mark

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

Hi all. Firstly, apologies for missing last month's issue. I won't try and bore you with excuses, but life has been v busy recently. Anyway, as I'm writing this, we seem to be enjoying a bit of an Indian summer which is really quite lovely to see and feel. The last few shows of the year have been somewhat drier than those through the rest of the 'summer'. Just a few shows left now, so a review of what was happening in August.

Early August was the Rover / all British meet at Peterborough. I took my Sd1 as the Sd1 club now use this as the national meet (to give you a comparison to the TSSC!) It was very wet and with my hurting back decided to leave early and travel back in some the heaviest rain I have ever seen. Good job the Rover V8 started life as a boat engine I thought! The following weekend was the Newbury car show which I went to in the SD1 again as several of the Sd1 club were going, and I know they need the numbers, unlike the large collection of Triumphs that were



BUCKS SOUTH . . . CANTERBURY

TSSC AREA NEWS

Bucks South Continues

there, including South bucks member Ken and his wife and their lovely Herald convertible. Weather was good and the huge collection of cars, trucks and bikes and the best coffee I've tasted at a show means I will go there again! 14th Aug was the Ace classic car night. Dan took his Stag and I met him a bit later as I was taking the Sd1 (my drive isn't big enough to keep all the car without moving two of them to allow the other out, so last in, first out!) and being the warmest night so far, a great collection of cars. Four South Bucks members too with Dan and I, Ken and his Herald, and only after did I find that Simon was there with his TR6! Dan and I did see the TR and we wondered if it was Simon, but couldn't see him! Ace is small but v busy! The monthly meet was the day after, so often is a little quieter. My dog, who was over 14 years old passed away that day, so I couldn't attend. Dan did say it was a smaller meet with Paul & Liz and the sheep, Rob and Simon.

As one of my closest friends decided to get married on the 18th August, I missed Stafford for the first time in a few years. Ironic isn't it. The biggest Triumph show we go to, lots of it being inside so the weather isn't the biggest issue and we can't go. To top it all, the weather was good here! Hope that all that went to Stafford had a great time.

22nd August was the Gerrards cross classic car show that I went to with the 2000. Small show but for a local hospice and senior citizens home, so well worth the effort. Superb collection of cars turned up. It starts at midday so serves those who don't/can't/ don't have to work. Not being one of them, I turned up after work, but was still welcomed in. A warm summer afternoon drinking cup of tea form a proper cup and saucer and a slice of cake from the WI team while gazing across a very expensive collection of classic cars. Not bad at all! On the way back, the 2000 was struck again by its mystery illness which sometimes makes it stop. It did stop on the way back from Gerrards cross to Beaconsfield. I managed to get it to Dunlop's in the old town to try and solve it. Frustrating as I was then heading to the Ace for the British classic car night later that night. The Sd1 was back out once again for that duty. Another good collection of British classic cars at the Ace.

Monday 27th was the Littlewick green show which was a little damp, but still well attended. Great to see a good number of Triumphs in the line-up. I took the 2000 although the attempted fix and made it worse, at least it was running! Must have been Kens Herald I saw, but the show is huge so the chances of seeing the owner is limited. Into September and I saw Ken who said he had attended the Cookham regatta and said it was a good show, despite some unwanted company (not me!) I usually go as it's quite a nice show next to the Thames, but clash of events stopped me this year.

So, into the dark nights we go, and the show season comes to an end. Depending on when you the **All Triumph day at Duxford is October 7th**. If you haven't been, Duxford is superb and on a vast scale, so well worth the effort. It's about an hour away. **The Ace café classic car night is the 9th October**.

The South Bucks meet is 17th October at The Squirrel,

Penn Street. 21st October is the national restoration show at Stoneleigh where the TSSC will have a stand. Hope to see you at event or meet soon. Take care,

Carl.

CANTERBURY Tel. 07810 438074
e-mail: Progers01@onetel.net
www.canterbury-triumphs.org.uk

Having our monthly meet on the first Thursday of the month can cause a few issues with getting the write up in before the 8th. of the month deadline! As there are 7 days in a week it's quite possible that our meet could be on the 7th. Leaving no time for the thought and consideration these reports rightly deserve. This month, however, we met on the 6th. so no such problems arose!

And what a meet it was! Once again we had the use of Neil's field and two lines of cars made an impressive sight until, it being the end of August, it became too dark to see them. But this did not stop our stalwarts! I saw the two Tims under the bonnet of a GT6 deep in technical discussion by torchlight and in the dark a Cobra sounds even more impressive. Two of Neil's family were there with a lovely frog eyed Sprite and we were pleased to welcome David with a blue Mk III GT6. The car has only been in his possession for a couple of days and he is new to the TSSC as well as to us. You're welcome .

Del seems to have started a bit of a trend with his TR7 because there are now two more variants in the club. Ray has one "in progress" in his workshop and Mark has a 4 litre variety which was at the meet. I didn't get to see it properly because of the fading light but it certainly sounded beefy as he left!

I spent a lot of time talking to Ray who is doing some work on our 948 Herald so, hopefully, it won't be long before that takes its place in the display line.

Last month was busy: the Help for Heroes charity event was well attended but the temporary speed bumps (mountains) laid down by the organisers caused some problems. Del caught his exhaust on one on the way out and pulled the back box and tail pipe right off. Fortunately, Mike had bought a box of old assorted jubilee clips in the boot fair and some of those were pressed into service to get the car home. Sounded a bit rorty!

The club run to Bentley was excellent! Thanks to Jerry and Reg for putting this one together. Ten cars in two convoys of 5 wound their way through Kent and East Sussex to the venue which is well worth a visit. All this was topped off by a club picnic in the shade of a tree.

Finally, the Herne Bay classic was affected by rain. Only 4 of us made it and the morning was showery, but the sun did break through in the afternoon. Attendances were down on usual though, both of visitors and exhibitors.

We have no club events planned for September, the next one on the calendar being **Duxford on the 7th. October**. There may, however, be a spontaneous drive to Hastings for fish & chips and a swim. Bring your speedos!

All for now

Phil R

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



CHESHIRE

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TSSC AREA NEWS

CORNWALL

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This month we've had Tatton, Stafford and another one at Capesthorpe. For Tatton on Saturday, we had a nice sunny day (it was remarked that I had caught the sun – which means turned a fetching shade of pink) and we spent the day touring the autojumble (where were all the tool stands?) and talking to people about various aspects of Triumph's wonderful (?) back suspension, its variants and endearing characteristics.

For Stafford on the Sunday, the scheduled weather was less encouraging, but we travelled in both directions with hood down or sunroof open - the weather kept to schedule and rained a bit at lunchtime. Adrian was pleased as punch to be invited to put the GT6 in the main hall, and to get a rather better valuation than on the previous visit to Stafford. Two more of the usual suspects were also spotted during the day (both wearing T-shirts of distinctive colours) and there was a long conversation with a man with a GT6 with EFI. The fuel economy from such a car would appear to be surprisingly good. Now let's think. Who has got an engine and a box full of PI bits standing in one corner of the garage? There could be raid on a scrapyard for some modern bits and then a large box of oofle dust. We shall see.

Capesthorpe's weather schedule kept changing but on the Sunday morning it was grey and then it just proceeded to rain so Heap and Hark stayed tucked up in their garages, like lots of other cars, I suspect.

Seems to be story of the summer, with the exception of most of the Olympics – I wonder what size bribe they had to use to get better weather?

Our lack of run out this month obviously placed the weather elves in a good mood for our meeting – we had sunshine during the day and a clear sky for the drive home. Four Triumphs in the car park, the prize for the best exhaust noise on arrival once again going to Mike's TR5, which is also suffering from electrical gremlins. The gremlins seemed to have invaded Mike's gnat sav, which refused to turn off until it was given to another person present to expel said gremlins. How many miles per gallon should a TR5 do, the question was asked? Less than a modern diesel car seems to be only safe answer here.

Meantime Adrian's GT6 was destined for a session on a rolling road to sort out the mixtures and such, but a compression test indicated one pot down on the rest so all the bling has to come off the side of the engine to get the head off and see what to do next. There seem to be more engines and cylinder heads at Chateau Adrian than I can cope with, so the next move is unclear at the present.

The Restoration Show is on the 21st of October. Several of us are planning to go so there will probably be the odd spare seat in a car should anyone want a lift.

Our next meeting is on **Thursday 4th October at the Cock and Pheasant**. See you there.

Henry

Hopefully the monsoon season is over, now that the schools are open again and the holiday makers have gone home! The main event of August was the Penttille Festival of Speed. This was a new event, a first time run, but the weather wasn't very kind. On the Saturday it was very wet for the hillclimb up through the woods up the main drive, but the event went ahead. On Sunday the car show was a bit sparse, due to the weather, but apparently 6,500 people went through the gates. The event is very spread out and meant a lot of walking. The hillclimb, despite being very pretty through the woods, is difficult to spectate owing to the trees. We had hoped to have a Club stand, but in the end we didn't – it was Bank Holiday Weekend and interest was minimal, unfortunately.

August meeting was well attended; one of those rare dry nights. Talk was mainly of our September long distance trip this year to Swanage Folk Festival. I know this doesn't sound very car like, but there is a large car show as well, which gives free travel on the steam trains to and from Swanage. Like all good festivals these days, there is plenty of real ale too, so we are looking forward to it. I'll tell you all about it next month. The other event worth visiting, apart from monthly meetings, of course, is **Route 38 at the American Diner, Trerulefoot**. This is a pure Triumph meet and there are usually some great cars and people to meet. This is luncheon on **Sunday 23rd September**, if you get this in time.

In **October** the main event is **Club Triumph's Round Britain Reliability Run**. This is the old factory proving run that Club Triumph run every other year. It gets very busy down here since the run goes to Lands End and back, as well as having a breakfast stop. Every time they run this event Club Triumph are short of marshals in Cornwall, so if you fancy watching a parade of Triumphs, early Sunday morning on **7th October**, please let me know and I'll put you in touch with Sally-Ann Quick their AO. This is a good event, particularly if you are an early riser, you'll be home before the rest of the family get out of bed! There may also be a chance to get a cooked breakfast. Lots of TSSC members join Club Triumph just to take part, so we are all supporting each other, something we have done in Cornwall for many many years.

Now that winter is approaching we will restart our Sunday Lunches, so if you know a good pub anywhere in Cornwall, please let me know and we'll add it to our list. The idea of these meets, once a month, is to try and encourage those of you who can't get to Zelah on a Thursday night to come out and join in. Club cars are not essential, families are welcome. We often combine it with other family friendly activities. Remember, you have paid your membership, but are you getting full value? Cornwall Area is a service that you have already paid for, so why not come along and get your monies worth; we have a lot of fun!

Up and coming events:

SEPTEMBER

Sunday 23rd Route 38, Trerulefoot

NOTE to ALL:

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



CORNWALL . . . COVENTRY

TSSC AREA NEWS

Cornwall Continues

OCTOBER

Fr1 5th – Sun 7th Round Britain Reliability Run – Sally-Ann Quick

Thursday 11th Meeting at The Hawkins Arms, Zelah, 8pm onwards

NOVEMBER

Saturday 4th Fireworks Party at Mike & Claudia's, Callestick – all welcome.

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

Sunday 25th Lunch TBA

Well, I'm now standing by for your emails and phone calls to flood in with offers of help for the Round Britain and for suggestions of pubs to lunch at!!!

Have a great October, more next month.

Mike

COVENTRY

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Hi Everyone. Well for all our outings in August we managed to have good weather, so the "Smiffy Spitty" was able to have the hood down most of the time.

Our first outing was to the ASDA Day at Bruntingthorpe on Saturday the 11th, we met up with our friends from the Heart of England at the Griff in Bedworth and travelled to Bruntingthorpe in convoy, starting with 12 cars and picking up another 2 on the way to total 14 it was a really impressive sight. The weather was good, lots to do, lots of bargains to be had, lots of attractions and events going on, a really great day out, only marred by the fact that we were informed by a very observant enthusiast that the "Smiffy Spitty" had lost it's front crank nut and the pulley was hanging half off, on reflection it is possible we had been driving around like that for approximately 3 weeks. Well what to do to secure the pulley to get us home! We will be forever indebted to the inventor of the cable tie, it did a brilliant job and held the pulley in place to enable us to get home, always carry some with you. Thanks to Paul and Joan who followed us all the way back home to ensure we were OK. Also thanks goes to Mike Papworth for speedily supplying us with a replacement used nut.

Next day we had to be up bright and early to set up the stand at the Fillongley Show our local main event. Again great weather and our best turnout yet, we had 8 Triumphs



on show with 11 other classic vehicles from our friends at the Heart of England. Many thanks once again to Paul and Joan

Cheshire for all their input and help with the event, special thanks to Joan and Lyn for the bacon and egg butties, and the countless cups of tea and coffee, they really worked hard.

Tuesday the 14th we were at the Heart of England meet at the Griff, the weather still pretty good which saw a turnout of 64 vehicles 7 of them Triumphs, it really is a well supported event with a large variety of vehicles, well worth a visit if you have never been.

Next was The Church End Brewery Classic Car Show in Nuneaton, on Saturday 18th, only a small informal event at a great location, approx 25 cars on show, of which our group was about 8 of them, the brewery generously supplying a few eats and prizes. A pleasurable couple of hours spent in great company and of course great beer.

The next day, Sunday the 19th saw 12 of us in 5 Triumphs and 1 E Type put on a display at the Cow Lees Care Home, Fete in Astley, along with 6 other classic vehicles owned by John the owner of the establishment, an enjoyable few hours in a different type of venue from the normal, we were made very welcome by John.

Sunday the 26th was the big one, The Coventry Run, taking place for the first time at the new venue of Stoneleigh Show ground, the venue was certainly better to arrive and depart from than the previous venue of the Memorial Park in the centre of Coventry, but we can't help thinking we have now lost the Coventry run as we never at any time went into or even near Coventry, never mind a brilliant turnout with over 500 cars taking place on the run and nearly a thousand in total at the park. The route mainly through Warwickshire was very well planned with plenty of watering holes and quiet a few people cheering us on from the roadside. After the run we returned to Stoneleigh to have a lovely picnic with all our friends and a great day was had by all.

Tuesday 28th was the last Tuesday night meeting of the Heart of England at The Griff until the spring, throughout the Autumn and Winter they meet on the 2nd Sunday of the month, still at the Griff, but from 11.0am. Again a good turnout with plenty of variety, again a good showing of Triumphs.

Lastly the Shackerstone Family Festival on Saturday 1st



and Sunday 2nd September, where we took our camper (of course the "Smiffy Spitty" as well) and stayed for the weekend along with Paul and Joan with their caravan and

CUMBRIA . . . DERWENT VALLEY



TSSC AREA NEWS

Spitfire. Unfortunately we had a slight mishap when unhooking "Smiffy Spitty" Phil pushed on and broke the rear offside light lens, what a plonker, still when we got home it was a quick trip to KD Triumph for a used replacement, many thanks Karl. A fantastic show with something for everyone and we were joined by more of our friends from the TSSC and Heart of England on both days.

Tuesday 4th of September our monthly area meet at the Bull and Butcher, Corley Moor, a beautiful evening and the best turnout yet with 20 classic cars turning up, which included some members that haven't been for a while and also some new members for the first time, nice to see you all. There was some really beautiful Triumphs along with 2 BMW M Roadsters, an excellent Sunbeam Tiger, a Moggy Minor, a Morris Commercial Truck, a Mazda MX5 Eunós and Bob in his Sierra, great to see a good mix, as we always say all makes welcome. Unfortunately the nights are drawing in now and by 9 o'clock it had started to go dark so it was time for some to head home with a few of us heading for the snug to complete the evening.

New events taking place, on Sunday 21st October there is a Trains, Planes & Automobiles event at the Midlands Air Museum, Baggington Airport, Coventry, all welcome, just turn up, entrance is free, time to be confirmed.

Sunday 28th October our next Dalos Day (Drive and Lunch on Sunday) to be planned by Sharron & Steve, details to follow. If you want to join us for this popular event let us know ASAP as we need to know numbers for booking the meals.

We had a great August, here's looking forward to September, keep them Triumphs motoring. All the best

Phil & Lyn

Forthcoming Events :-

Saturday 29th & Sunday 30th Sept Birdingbury Country Show in conjunction with Heart of England or Tel 0130 727110 e-mail petermichaeltaylor@talktalk.net

Tuesday October 2nd Coventry Area TSSC meet at the Bull & Butcher, Corley Moor, 7.30pm

Sunday 14th October HoE meet at the Griff 11.00am

Sunday 21st October Midlands Air Museum,

Baggington Airport

Sunday 28th October Dalos Day Run,

Venue to be confirmed.

CUMBRIA

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As I write this I have just learned of another show that has been cancelled. Selkirk 15th September. The organisers can not get the show field ready in time. It has never recovered from last year. For those of us that went you will remember that most of the cars had to be towed off. The weather has taken its toll on many of the events this year and I can't remember us having a dry one.

There were a few Cumbrian cars at Stafford this year, some took advantage of the clubs valuation scheme and had their cars valued. If you want the best value for your car then take it to Stafford next year. I know that I have gone on about this before but please get your cars valued it is in your own interest. One of our area cars, I will not mention names, was valued about 10 years ago at

£10,000 and at Stafford it was valued at £25,000. Congratulations and well done to Pip on coming third with his Mk1 spitfire in the modified concours class.

At Dalemain show, 19th Sept, the day started dry with 7 cars on the club stand. By 2 pm the heavens opened and cars began to leave, a few of us hung on for a while hoping that the rain would clear. That was wishful thinking; it just got worse and by the time Ray, Gill, Anne and I left the rain was bouncing a foot of the ground. Driving a Spitfire in those conditions was not my idea of fun.

On August bank holiday Sunday some club cars headed for Hutton in the Forest show. Although it did drizzle at Hutton, it was the only place that it rained in the county, the trip was a good run out for my rebuilt GT6.

Bank holiday Monday, Bootle show, rain and wind. Most of us were on our way when we were told that the show had been cancelled but decided that we would meet up at the near by café and discuss our options. The Brown Cow for lunch came out on top.

Sunday 2nd Sept the sun was shining and a few of thought that it was a good idea to go to Leyton Hall show as we had never been before. Half way there Ray got a message to say that the show was cancelled, water logged field. Most of us were on our way so we arranged to meet in the car park at Milnthorpe and two kind gents told us that there were some cars meeting up on one of the car parks in Morecombe. So of we went and parked in the car park only to find out that there was to be an air show at lunch time with the red arrows and a Spitfire. Morecombe was packed with people and our cars on the car park right on the sea front made a good backdrop for the air display. The cars generated a lot of interest and everyone enjoyed the day in the sun for a change.

There are no more events planned for this year. However we may get a dry autumn in which case we will still be using our cars for Sunday meetings. The next meetings will be at **Santon Bridge Inn, Sunday 30th September, 12 noon lunch. Sunday October 28th Brook House Inn at Boot, 12 noon lunch**
Safe motoring

Roy

DERWENT VALLEY

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You will find this months Area News in the 'Area Showtime' section of the Courier complete with some photographs. However, I do have an apology or two to make for omissions from last months news. I missed two important cars from the list of cars taking part in the Fish and Chip Run. I forgot to mention Rob's Peugeot 106 yellow TR7 and Scott's proper Mini – sorry guys.

In **October** we hold one of our fantastic annual events – **THE DERWENT VALLEY BOWL**. The trophy no one wants to win. Come along at 2:30pm on **Sunday 14th October to the Smalley Common Ex-Serviceman's Club** for an afternoon of pub games, fun and laughter. There's even a buffet. The postcode is DE7 6FY so you won't get lost. ALL WELCOME.

Derwent Valley Continues

Dates for your diary:

2nd October ~ Monthly meeting at Smalley Common Ex-Serviceman's Club [DE7 6FY].

ALL welcome from 7:30pm.

7th October ~ Duxford Triumph Day.

14th October ~ The Derwent Valley Bowl. Smalley Common Ex-Serviceman's Club [DE7 6FY]. Doors open at 2:30pm. Buffet available. ALL WELCOME.

6th November ~ Monthly meeting and AGM at Smalley Common Ex-Serviceman's Club [DE7 6FY]. ALL welcome from 7:30pm.

That's about it for now Guys. Looking forward to seeing you all at the 'Bowl'. Cheers

Colin.

DEVON

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John and I were missing from August Club night as we were already en route to Stafford for the International. We went via Malvern where we took in the SOC and TR Register Show, then had a few days break before going up to Stafford. We met up there with a biggish contingent from our Area, Dan and Jas (with Gabriel) were joined by the Treleavens, Colin, Carol and the Spicers from Cornwall, Russell, Shaun and Brenda. We also saw Peter there but without his car and apologies to anyone else from Devon who we missed. John and Joan Whitehead from Ilfracombe were there too with their little caravan but without the Vitesse. As will be reported elsewhere in the Courier, Bingley Hall was crammed full of Vitesse and Spitfires on Saturday, we reckoned well over 120 were there. Sunday saw the Concours, which we, Jas and Dan entered. Our Stag as expected came second out of the two entered, but Jas's Dolomite was third in the Small Saloon class. Poor Dan, following breaking both wrists in the summer, followed up with shingles, and was not at his best. It was a good show, with a great friendly atmosphere and a real family friendly event. We'd recommend a trip up to Stafford if you've not been before.

The following weekend was our annual Scalextric championship. Ten Triumphs and Tracey's modern lined up at Ivybridge for the run to Chillington. Our 13/60 was joined by Glen, Vyta and Ulla in the Stag, Allan & Jackie (Vitesse), Dan with his newly engined Herald Estate, Jasmine, Chris and Gabriel in the Dolomite, Marc brought his GT6 on its first Club run, Bob and Greg with the Vitesse, Colin & Karen brought Miss Daisy the 2000, and we welcomed new members Alistair and Tom on their first run with the Spitfire. An interesting and scenic run from Ivybridge, around the edge of the moor to Shipley Bridge before descending to the Avon Valley via North Huish and Aveton Gifford. Being Bank Holiday, we met more traffic than we had anticipated including one of our neighbours moving 30 sheep in a trailer – we met him on a steep hill of course! At Chillington, Sue, Steve, Katie and William made us very welcome as



usual, with the scalextric already set up. They provided a brilliant BBQ for us too – then the competition took place. Hot competition this year, with a final drive off taking place between yours truly, Greg and Glen. With

Glen winning two out of the final three heats, he is the holder of the trophy for this year.

After that we competed for the fastest lap – again hot stuff, with William, Tom and I in the last. In the end Tom put in the fastest lap of the day. We all had a great time on the one dry day of the Bank Holiday.

The popular informal Thornfalcon show at Henlade near Taunton is always well supported. On 2nd September, twelve Triumphs met at Exeter Services, accompanied by Ian & Karen in the MX5. We were tail end charlies at the rear in our Stag, and driving up the M5 all we could see in front of us were Triumphs – brilliant! We had 2 Stags (us and Steve), 3 Vitesse (Allan, Adrian and Russell), 4 small saloons (Jasmine, Maurice, Phil and Richard), Dan's Herald Estate, and 2 GT6's (Brian's MkII and John Bonnett's newly restored MkIII). John and Sue Bonnett joined us on their first Club outing prior to another trip to Brittany, and it was good to see Richard (and young Holly) come along in the Dolomite from Axminster with Adrian, neither of whom had made a meeting for a while. At the show, we met up with various other Triumph owning friends, including John & Heather Partridge and Steve Ford. Colin and Karen joined us there, with Karen's MX5. With all these Mazdas appearing, I think they should be wearing Triumph badges! To my mind, the most stunning car there was Martin Harcourt's polished aluminium Spitfire Special. What a car – featured on the front page of the Courier in September 2011 – you must read the story of its build in that issue. The car also won Best Special at Stafford last year – what a shame it was not at Stafford this year. Apparently there were in excess of 1200 cars of all sorts on display at Thornfalcon. We picnicked at the show,



then the plan was to drive over to Winsford on Exmoor. Unfortunately my directions were a little lacking and most of us had an unplanned diversion via Waterrow and Bampton before we re-joined the group at Wheddon Cross. Despite the fact we did not know where we were, it was a lovely road to drive!

WHAT'S UP IN OCTOBER?

On **Sunday 2nd October**, we will meet at Exeter Services at 11am when Ian and Karen have a run planned in the EAST DEVON area. We will be heading to Bicton Gardens where we can get Group entry at £4.95 (adults) and £3.95 (children) if we have over 16 people. We suggest you pack up a picnic for this one, but there is a cafe on site. As usual we'd like to know if you are coming along. If you are an East Devon member and have not been along to an event before, why not join us on this one?

Thursday 11th will see **North Devon meeting at the Branton Inn**, and **Wednesday 17th** will be **Club Night at the Star Inn at Liverton**.

Looking ahead to the beginning of **November**, Dan will be organising our annual **Treasure Hunt for the Two Jags Chris trophy** – more details later but the date will be **Sunday 4th**.

We will again be producing a **CALENDAR** for 2013, and your car may well be on it. If you would like a copy, usually priced at around £6, please let us know.

After the dire 'summer' we have had, here's hoping for an 'Indian Summer' so we can enjoy driving our cars. Finally, a warm welcome to our new members over the past couple of months, if we have not already met up, we look forward to seeing you soon.

DEVON DIARY

Sunday 2nd October East Devon run
(Bicton Gardens)

Thursday 11th October North Devon sub group
meet at The Branton Inn

Wednesday 17th October Club Night at the Star Inn,
Liverton

Sue & John

ESSEX

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www.freewebs.com/essextssc

Here we are in the autumn of 2012 only a few shows left to go before we switch to the winter programme. I haven't been out in the Triumph much due to work and the extra work created by the sports centre at Stafford opening for two weeks this meant I had to put my holidays back but I am off in the Spitfire for a four day break ending up at Beaulieu for the auto jumble. Congratulations are due to Wesley and Mrs Wesley (sorry still can't remember your name) on the birth of their son on 25/08/2012 (any excuse not to make club) and getting their Spitfire back on the road. My office - I have Finished all the work on Joe's Mini for now, it is on the road and he uses it every day for work, it is a strange feeling seeing him drive off in the mornings. I have fitted a new soft top on the Spitfire for the road trip as the old one was passed it's best and Janet wanted some comfort (in a Spitfire?) getting it all tensioned up evenly was a nightmare but it is ok, maybe a bit too tight, but as it is glued and pop riveted down it will have to stay for now.

Out and about - Club day good club day we had the weather with us for most of the day apart from the one five minute shower which made all the cars dirty. We had six Triumphs and one Mini, apparently they are a classic car as well, we had three Spitfires, Ian with Reece, Vince and Amanda in their newly acquired nice yellow Spitfire and my one. We also had Cheryl in the 2.5 with Troy, Ray and Lesley in their Herald and Janet in her TR7 and yes Joe did drive his Mini

up to the Club meet. When we first arrived I thought we had stepped on to the film set of Quadrophenia, the car park was full of scooters, it was the Brentwood clubs run out. Kirk and his family arrived to celebrate Kirks 21st and he was getting presents of nice tool sets, HAPPY BIRTHDAY KIRK. Welcome to Vince and Amanda over from Dartford in what Vince described on the phone as his winter project (what to me looked like a very fine yellow Spitfire). We also had a visit from Ray and Wendy still minus the GT6 it does not want to go to the MOT station, too long a story for here but he hopes to have it at the Club meet next month (that's jinxed it) all in all a nice day was had by all, hope to see you at the meet next month. Stop press, the GT6 passed its mot, I received a phone message left whilst I was on holiday, hope to see the GT6 at Club meets.

Stafford 18th - 19th August (Paul Neville)

This year being the 50th anniversary of the Spitfire (and Vitesse of course) I decided to make the effort and take the Spitfire up for the weekend. Friday we were on our way to Stafford and despite meeting some of the traffic for the 'northern' V festival we were at the campsite just after midday and promptly set up tent number one before the first shower of rain - something that would become a feature of the weekend. Anyway between the showers we managed to kit out both tents and set up the 'kitchen' umbrella. This year we took my parents with us as well, the first time camping ever for my father so you are never too young to start (just got to convince him to buy a TR6 now...). Throughout the afternoon the cars kept arriving and Alice was getting pretty good at naming them as they came in although the Hurricane confused them. There was quite a sizeable crowd who made it all the way from Holland who took over one corner with their 'House of Holland' plus I saw number plates from Germany and Ireland. Whilst dinner was cooking Lightning McQueen arrived and cruised around the campsite. After a little chat they were off to the hotel for a swim and meal - (how the other half live) Friday night, as always, was race night and well attended. We even managed to pick a winner which is one more than normal.

Saturday morning dawned and mid way through cooking breakfast came the call for Spitfires to get into Bingley Hall as it was being invaded by Vitesse's. So in true Battle of Britain Spitfire style everything was dropped and we scrambled across the field and took our place in the hall with our wing man 'Lightning' in formation just behind. Engines off, battery disconnected and the ground crew were back (Alice) to apply another coat of polish. Before long the hall was full of Spitfires and Vitesse's including the Shepherd Neame Spitfire which had led an anniversary convoy up the previous day from North Weald airfield. There was also a very nice pair of early Spitfires on the club stand as well as lots of other very nice examples. There were a good number of auto jumblers outside and it would have been rude to ignore them, especially as it kept raining on them, so I released them of a few bits and bobs out of kindness. There were also a number of traders inside to top up on spares, or you could have had a go at the mini roller disco or the driving simulator competition. At this point I met Chris and Malcolm from Kent who were also up for the weekend and braving the camping.

Saturday evening is the traditional themed disco and this



Essex Continues

year was 'A Night at the Movies'. It is always great to wander around the showground and look at all the people dressed up and really going for it. My favourite this year was 'Blakey' and the crew from 'On the Buses' - brilliant! This was about the only time we actually had some more traditional 'summer' weather so a disposable BBQ was quickly purchased and bottles of Spitfire cracked open (must drop the TSSC team a note and see if we can get some allocated Triumph parking down at Asda as there is normally a good little car show in its own right going on down there!)

Sunday is the concours show and that involves far more cleaning and polishing than I am prepared to pay my children to do so left Lightning McQueen to carry the Essex flag. Again there was some very nice cars on show in every class and engine bays cleaner than clean! I took advantage of the mobile tuners in the morning and they were a good couple of chaps who sorted the Spitty and pointed out a couple of 'features' that could do with some further tweaking. She now ticks over nicely so well worth the visit. Before long though it was time for the results of the concours although due to the really large numbers of participants it was delayed a little. This year they had the presentation in the entrance hall to Bingley Hall and put photos up on one of the big screens which was a nice touch. There seemed to be quite a few multiple winners but sadly not for McQueen - this time...

Sadly the weekend was over too soon although we did stay until Monday before we packed up the damp tents and made our way home with it getting sunnier and warmer the further south we got. Oh well 430 miles of (relatively) trouble free Triumph driving and only 11 months now to the next one!

Lesley's (Mrs Neville) version...

It rained, there were a few cars and the wine supply was good. Chef was ok. Alice taught me the difference between a Herald, Vitesse and a Stag.
Up and coming events

Sunday 7th DUXFORD ALL TRIUMPH DAY.
Imperial War Museum, Duxford, Cambridgeshire

Sunday 14th CANVEY BUS MUSEUM
SHOW Canvey Island Transport Museum

Sunday 21st MONTHLY MEETING The Halfway
House (including AGM)

Saturday 8th December CHRISTMAS
DINNER AND DANCE TSSC

Sunday 16th December CLUB DAY AND ESSEX
CHRISTMAS DINNER

Birthdays - My birthday on 11th, Donna Hill on the 21st, Joe will be 18 on the 22nd

Welcome to the new members (taken from last month's courier) Stephen Warner, Craig Gunthorpe, and James Quinton we hope to see you at a Club meet sometime.

Allan

IMPORTANT NOTE

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

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/glooucester

You know when they say "no news is good news" well now here is the area news so the brief respite you've all had from my monthly review is at an end.

As previously we were asked to put on a "guest" club stand at the TR and Stag International weekend at Malvern.

A good selection of non stag and TR's were on display and we were also joined by some other willing owners to bolster the numbers. We enjoyed good weather and had lots of people passing through the stand to enjoy the display. The few that camped over enjoyed the onsite entertainment too.

The international at Stafford was a great weekend away. Camp was established fairly early on Friday and gradually the weekend revellers rolled in.

Whether visiting for one of the days or staying the whole weekend it was a really good show with a fantastic turnout of Spitfires and Vitesess for the 50th anniversary displays.

Obviously copious amounts of food and drink helped mix the weekend up and the Saturday party saw a fairly large group of us enjoy "walk like an Egyptian" on the dance floor, we were also introduced to "THE DUTCH" (more about that later).

Thanks to Nigel, Claire and all the other helper/contributors for making it a great weekend.

We hotfooted it back just in time for the area meeting and were able to spend some time outside kicking tyres for a bit before retreating inside for the latter part.

Last minute arrangements were made for the area BBQ which was held again at Jane and Vince's.

We have a tried and tested formula and it ensured that a large group were fed and watered to excess. A big thanks to the Royle household for the venue and to everyone else for joining in with the eating and drinking bit.

Bank holiday Monday and the forecast was horrible, none the less our planned Elan valley trip went ahead and as usual the views were stunning. After the drive around a suitable eating house was found and lunch enjoyed by all.

Now back to the Dutch. Fourteen of us headed out to the Dutch Spitfire weekend and had a thoroughly fantastic weekend. Well thirteen of us did as I was poorly.

The event was really well organised and the welcome we received was fantastic. Great venue, great event, great people and a fantastic time (except Antwerp, never go via Antwerp) a big thanks to all for a fantastic weekend and I will definitely be going again so that I can max out like some did this time round. Thanks to Steff and Gerrie for a really warm welcome.

Last but not least was a trip to the Beaulieu autumn auto-jumble, Richard kindly made a car available and so we filled it with passengers and a dog and set off to scour for goodies. It was a fabulous sunny day and the day flew by as we walked until our shoe leather wore out.

We all managed to buy some goodies but Jane had the bargain of the day, Two pints of very good beer, two glasses of coke, two rucksacks and two carburettor springs all for three pounds. If you want a bargain go to Beaulieu.

Keep a look out for anything coming along soon that you wish to enjoy and we'll see you soon.

Events.

Sat-Sun 6th-7th October the Prescott

HERTS & BEDS . . . WEST KENT

Autumn classic.

Sun 14th October rock cakes. Venue TBC
Mon 15th October Area meeting at the Swan,
 Coombe hill.

Sun 21st October National restoration show
 at Nac Stonleigh. £8 Advance, £12 on the day.
Fri-Sun 16th-18th November The Footman James
 Classic motor show at NEC.

Andy

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

Its been a busy month, with the Pub BBQ which proved exciting and a welcome change, Panshanger Revival saw a good few Triumphs and a wonderful turn out from the TR reg, North London and Lea Valley groups. Some of which have now arrived to join in what we do, and we exchange idea's and outings, so building bridges, it's all good stuff.

Not many made the Steam railway day, shame, good cheap full day out, there were some wonderful old cars there but they would not let Phil in with his TR7 as it was supposed to be pre 78, (but he got in last year and has sung their praises about how good it is, and they chuckled him out). I know from your replies that many are out and about with families and holidays this month...thats no excuse !!!!!, Coming up is our area's main event at **Duxford**, this is one of the largest gatherings of Triumphs especially at the end of the season, if you have Sorned your classic then come in a modern and produce the club advert and you get in for the discounted admission.

Volunteers to help on the day are Robert F, Christine, Jim, Valerie C, Christine A, Paul B, David L, Peter B, Ray P, Alan G, Pete & Stuart, Andrew R, Pete & Jill.

There will be some hard work for a few on the Saturday to mark out the parking and teams will work in a rota for welcoming and parking duties in 2 hour stints, just be at Duxford for 8-8.30am

There will be some traders, a Sports & Therapeutic Massage Parlour for those with aches, a Live Jazz band, Club shop and Valuations and Alan's tune up van.

If you are not helping then please turn up to support your area's efforts, apart from the cafe's on site there will be a burger style van close by. You may even get a cuppa from our tent.

Next meeting **October 22nd at the Moorhens**, should be re opened by then, I will let you all know.

Happy motoring

Peter

WEST KENT Tel. 01732 743747
 www.freewebs.com/tssc-west-kent/

Just sitting down to read the September issue of the Courier, I thought I'd check up on the Area Pages to see what the other Areas are up to and noticed a lack of West Kent! Strange I thought, so looked back on my computer and found the article I'd written in Word, checked my email sent items, no email to Bernie. I could swear I sent it in, then remembered, the computer had frozen (as it regularly does nowadays – must get it sorted) when I went into the mail system. When this happens, I usually go away, make



TSSC AREA NEWS

a cup of coffee, read the paper, wash the car, go shopping and then come back and the computer is all working OK again. I guess I was distracted and forgot to send it in. My sincere apologies folks. Rather than replicate the content which is largely out of date now, I'll just pick out some highlights.

Colin brought along a friend of his to the meeting by the name of Mike who is the manager of his local golf club restaurant. Mike owns a Vitesse, but what is even more interesting he used to work for Triumph in its Service Department and has a wealth of knowledge of all our cars. Needless to say he is a very popular man in our Area now!

I also discussed the possibility of having a Club Stand at the Hawkenbury Car Show near Staplehurst and six of us were interested in it. After the meeting I emailed the organiser enquiring as to the state of the show field as last year it was very poor quality. For some time I didn't get a response, then I chanced upon an article in the local press saying it was cancelled due to circumstances beyond their control, which was confirmed by email.

On the 12th August, we had our Sunday Run to the Dering Arms, I have to say I was disappointed by the response to this, in addition to myself, only two other cars turned up. Alan and Carol in their immaculate Spitfire 1500, and a new member John Board and his wife Gill in their similarly immaculate 1979 Spitfire 1500. John has restored this car himself, right down to undertaking the painting himself and I have to say he has done a fine job. We had a good run to Pluckley and as there were only three of us I deviated from our normal route to give them a glimpse of an interesting house that recently featured on Grand Designs that used Kent Peg Tiles to create an arching roof that was covered in earth and planting. Unfortunately when deviating along these more local B roads I'd forgotten how unforgiving they were to the Spitfire suspension, I was OK in the nice softly sprung Stag! We arrived safely at Dering Arms in time for their usual barbeque and was joined by Chris Lilley in his Vitesse there, thanks for coming Chris and for making up the numbers!



Attached is a photo of us there, Johns wife Gill is standing next to my Stag as she apparently rather liked it!

At long last I had contact from the gentleman who joined us at the SEM this year with the Green Dolomite Sprint Auto and who won the runner up prize in the Best Saloon category, his name is Pat Purcell from the Isle of Grain. He should now have his trophy as I posted it to his home address.

I couldn't make it to this month's meeting at the Cock Horse so have nothing to report, August is always quiet as it follows the bank holiday, so if there was a good turnout I apologise for not being there.

On a personal note I am currently preparing the Stag for



WEST KENT . . . LANCASHIRE LEICESTER & RUTLAND . . . LINCOLNSHIRE

TSSC AREA NEWS

West Kent Continues

its forthcoming run in this year's Round Britain Reliability Run, this is also a charity run in aid of Children with Cancer and if anyone feels they would like to support me I have a Virgin Giving page set up at the following address:

<http://uk.virginmoneygiving.com/team/Car69Stag>

A final reminder, I am resigning as Area Officer this year, to date no one has come forward, I cannot impress upon you all that unless an AO is found, the Area will not be covered by the clubs insurance for any shows it attends.

Steve

LANCASHIRE Tel. 01282 449099
e-mail: kev.makin@hotmail.co.uk

End of July was the Ripon classic gathering which we attended again this year in conjunction with the Cumbrian area. The Lancashire contingent was a bit lighter than expected (thanks to those who made the effort), having a double pitch with Cumbria and two event shelters with a total of fourteen cars was a decent showing of TSSC vehicles. Although the weather wasn't as good as last year but that didn't deter people turning out for this show and we reckon that there were as many cars on show as last year albeit the autojumble wasn't quite as big.

Stafford weekend failed to entice Lancashire members along in their cars this year with only myself and Mark & Pam there for the weekend (that I knew of). Mark was showing the GT6 he had restored over the past four years in the GT6 and restoration categories, and I had just finished giving the Vitesse a new coat of paint for the 50th anniversary display on Saturday. The main hall on Saturday was absolutely brimmed with Vitesse's and Spitfires – very impressive. Meanwhile, in the side hall Mark had set too preparing his GT6 for the Sunday concours event. I have to say that Mark has built an amazing example in the true sense of 'concours' and yet still managed to spit and polish it for the whole of Saturday and early Sunday morning in the main hall before judging. I also have to say I was impressed with Pam's dedication with the use of her toothbrush on cleaning out the tyre treads!!!!. Ultimately Mark was rewarded with a 1st in the GT6 category and a 3rd in the restoration category, many congratulations on that. Would he do it again!!!!!! Well yes he would actually as they have another GT6 waiting under cover for his Midas touch. All together a good weekend, even though it was a quiet Lancashire affair.

That's got to be all for now....

Kev

LEICS & RUTLAND Tel. 07774 276564

At last, shows, sun and lots more to report on. Ruddington Station Summer Road Transport Gala on Sunday 12th August and a good number of members and club cars turned up for what turned out to be a nice event. Lots of vehicles parked around the station and the chance of a train ride at reduced rates. They forgot to point out that the train

can run out of water, and did so when some members were on it, so by the time they got back to Ruddington, the show was over. Certainly one for next year. Bring your own water!!

The weekend of 18/19th August saw the area at the International Family weekend. Several of us arrived on the Thursday and other members either arrived on the Friday or turned up for the day on the Saturday or Sunday. The weather behaved to make an enjoyable weekend, and gave us a chance to erect our new, improved area domed gazebo. Plenty of room for all to enjoy. Good to see the show hall bursting with Triumph's this year and the usual traders in attendance. After the farce of the Concours of last year, this year's event had so many cars to be judged that appeals went out for extra judges and the presentation was delayed by over an hour. Andrew Burford came away with Best Small Saloon and Best Unrestored. Captain Birds Eye and his Fish Finger (alias J Edwards) did not disappoint with his fancy dress for Saturday evening, but nice to see him restored to normal for the next area meeting.

The Earls Barton Rally and with members deciding not to go, or cars not behaving, no one took part this year from our area.

The Lincolnshire weekend at Jubilee Park, Woodhall Spa saw a good number of members, family and club cars in attendance. The weather was lovely and a nice relaxing weekend for all. Chris Edmonds received the Peoples Choice Concours Trophy with his GT6. Our area came second in the evening quiz, and if we had known our Penguins from Butterflies, we would have won. Graham, Ade & Jean won Phil's Fiendish Quiz, with Dave S, second and John M, third. Not a bad result for the area. Thanks to Garth, Ellie and their team for a nice show and look forward to next year, wherever they decide to hold it.

Scarecrows at Lubenham on Sunday 9th September and we will have met nearby so that we could park on the green all together.

The re-arranged Beaumanor show takes place on Sunday 16th and the area will be going, even if it's only to see how the MG club ring-fence their cars?

Can I remind everyone that the **Area AGM is on Tuesday November 6th**. If you have any topics that you wish to raise please let me know.

I have been your area organiser since January 2001 and 141 Area News reports later I wish to stand down this year. I know that I will get killed in the rush to replace me, but I am willing to work with whoever takes on the position for 2013. The area needs you!

Finally our thoughts and best wishes go to David Parrott for a speedy recovery.

Dave

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Gypsies Tramps & Thieves, and a giant Penguin! Friday 31st August, what should have been a military operation to get ourselves the caravan and the trailer with the gazebo to Jubilee Park, did not start too well. I had intended to take the trailer over to the camp site first, then on the way back pick up the caravan. The trailer was blocked in by my Herald, and it had a flat battery! So a quick change of plan

LIVERPOOL



TSSC AREA NEWS

and I went to pick up the caravan first while the battery got a boost. So we set off about 11.30 with Ellie towing the caravan while I was in the Herald, I had to get petrol and a new gas refill for the BBQ. When I got to the campsite I found Ellie looking very harassed and the usual cock up by the campsite of not giving us all the field we had booked. To say I was annoyed is putting it mildly, I was ready to tear someone's head off. We managed to put up the caravan and I went off home to collect the trailer

In the meantime, Simon had phoned up and received an earful of abuse from the warden f'ing and blinding at Simon. when Ellie came out of the caravan after getting changed, the warden came over, she was threatened that if things didn't calm down the police would be called to evict everyone - and by the way move the caravan as it's too close to the ones behind !!!! The people who were behind us, said it was like being next to a gypsy camp, well that was the last straw, as they were the ones that behaved like rejects from the Jeremy Kyle show!

Ellie went over to the others who were set up, mainly Hallamshire and Derwent Valley members and they thankfully helped her move the caravan and replace the awning - our heartfelt thanks go to all who helped us as she couldn't have coped otherwise. I turned up just as the awning had just got back up and had to be restrained from lamping someone and I don't know how Ellie kept her temper!!! Eventually we shoe-horned everyone on somehow and a mass visit to the chippy washed down with beer helped settle things down. Later in the evening we were wondering where Darth Vader was, as his little helper turned up without storm troopers in tow.....it was Ellie with her cloak on to keep warm. Unfortunately it began to rain which curtailed the nights fun and chatter a bit.

Saturday saw good weather accompany us to Lincoln via the chocolate factory after we got lost along with half of the convoy! I eventually managed to get ahead of Roger after Ellie phoned Julie and asked her to get Roger to slow down. Roger lent me his sat nav which then proceeded to take us down dead ends and roads sign posted Not Suitable for Motor Vehicles! More by luck than judgment we arrived a little late at the Chocolate factory and after a cup of hot chocolate and some chocolate purchasing the majority of the convoy set off for Lincoln and the Usher Gallery. Some people elected to head for head for the sea-side instead.

Simon had organised for us to park at the usher gallery and the cars looked good parked up in a line by the flowerbeds in front of the Gallery. We then set of to get some lunch and have a stroll round the cathedral quarter. We headed back to the camp site and I cautiously approached the Warden to ask (given the trouble we had had so far) if it was OK to put up the gazebo that Northants had lent us for the evenings entertainment. To my surprise he said it was OK! So John Fairey and I set to, helped by Andy Belcher to erect the shelter for the evenings entertainment. Tent up, lights and sound system installed we were ready for some more fun. After we had all eaten Amy and Scotty from our area set up their equipment and proceeded to entertain us as Roxy May with a number of her own compositions and a few cover versions, you can buy Roxy's EP from iTunes or Amazon www.amazon.co.uk/This-Little-Truth/dp/B008A56T8E/ref=sr_1_5?ie=UTF8&qid=134760

5992&sr=8-5

Although I am sure we could have been entertained for longer by Roxy's playing we had to get a quiz done and we had an 11 pm curfew to keep to. Debbie rounded of the entertainment leading a sing a long of Gypsies tramps and Thieves as we felt that was appropriate given the earlier escapades.

I tried to make sure this year that the questions had no innuendo type questions and to some extent I succeeded, however my efforts were thwarted by a surprise inclusion of special bonus round that was given to me by fellow Lincolnshire area members, Scotty, Amy and Simon! The least said about that round the better... I'm not sure if it was too much beer or what but I do remember seeing a 6ft penguin on a BMX and 5 ft panda later in the evening!!

Sunday greeted us with nice sunny weather again and we packed tents and lined up the cars for the peoples choice and prize giving. I have to apologise as I can't remember the name of the person that won Phil's Fiendish quiz, but they did get 100%. The peoples choice was a close run thing between the two GT6's that were present, Keith's MK3 and the MK2 of Chris Edmonds from Leicester Area, in the end Chris won by a couple of votes. We then made our way to a very nice pub at Hagworthingham for a Sunday carvery before everyone set off for home.

I'd just like to thank everyone for coming and for everyone that helped during the weekend. Given the problems that the campsite put in our way, I think it was still an enjoyable weekend.

On the Monday Ellie and I set out to find an alternative site for next year, as one thing was certain we would not be coming back to Jubilee park again. However we like the Woodhall Spa setting as the town is in easy walking distance and it is a nice part of the county.

As luck would have it The Petwood Caravan Park is just behind the Parish Council run Jubilee Park, but is privately run and owned. We approached them and they are more than happy to have us next year and have offered a space that is almost equal in size to the whole of Jubilee park, so we have paid a deposit and the dates are booked. September 6th-8th 2013

Other things of note:

Sunday October 7th BRM 50th Celebration at Bourne

Saturday November 3rd Fireworks at Keith's house

Saturday Dec 15th Area Christmas meal at The George Leadenham

Till next month

Garth

LIVERPOOL

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Despite sparse attendances at some meetings, members have still been busy. The traditional inter-area June meeting between ourselves, Wirral and North Wales was hosted by our welsh neighbours at Ruthin Castle, in its historic courtyard, with three Liverpool area cars present.

Progress on Dave McGowan's Vitesse is continuing apace, with a replacement bulkhead soon to join a prepared chas-

Liverpool Continues

sis, while my own two-pennorth was two exchange half-shafts from Canley's, which have banished unwelcome noises from the rear of my Herald. Our spanning efforts however pale into insignificance compared to those of "Team Cain" our concours contenders!

The main event was of course, Stafford, where yours truly, Lol and Alex all fielded their cars, with Dave Mc also in attendance. We all knew Lol and Alex had been burning the midnight oil on their cars for the concours, but the results were truly stunning. The honour of the Liverpool Area was upheld, with Lol taking a well-deserved win in the



Masters Class, having won "best Vitesse" on two previous occasions. Alex for his part, took runner up in the best Spitfire category. Here they are claiming the sil-verware:

Only those who have spoken to Alex and Lol in depth will fully understand the amount of time and sheer hard work which goes into competing at this level. Special mention also to Russ and Peter, who helped Lol, and Alex's son Joseph, all of whom polished for England and sweated pints in the humid heat of the Bingley Hall. Well done guys, you did us all proud, and capped off a great weekend. The trip back through the Staffordshire and Cheshire countryside with the hood down into a fabulous sunset will live in my memory for a long time.

Stafford gets some criticism, but I could not fault the organisation or the facilities, and we all owe the club officers and volunteers who run it a big debt. I would like to see more traders, but we will be back next year.

On Sunday 26th, Alex and I will be taking part in the Ormskirk Motorfest, which is fast becoming a major event in these parts, and for which the pleasant town of Ormskirk will be closed off for an event which attracted thousands of spectators and millions of pounds worth of classics at the inaugural running last year. TSSC members seem to be thin on the ground on the entry list, but it should be a good day if the weather is kind.

A full report will follow next time!
Regards

Steve

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

In August Jez n Debs, Pete n Janet, Martin n Janet, Mark n Tracy Bumble and us set off for our week's hot tub holiday in the beautiful Brecon Beacons.

We had a week full of fun and adventure and even the weather was kind for 3 days. Our accommodation was fantastic in a stylish barn conversion with everything a person could need including a hot tub and four puppies Awww!!!!

Mark organised a trip out to Westons Cider factory which after a very interesting tour around the factory, we stocked up with bottles and flagons of some very tasty ciders (supposed to have lasted the week) then lunch in the brewery restaurant. We had a Brill time well done Mark!!!

What next on the agenda? Oh yea!! Pony trekking through some stunning scenery through Brecon while Debs galloped off on her own adventure (being of the horsey set) we trekked for 40 minutes with some horses trying to go their own way frequently stopping for a lunch break, me well I had a gentle old soul called Paddy that just took me gently around the mud tracks with the occasional snort!!

Next up a riveting ride from Pant through the Brecon country side on a steam train and back again.

Then off to the beautiful waterfalls absolutely stunning!! Now the sun is out with still 3 days of our holiday left were to go Mmmm??

The Gower Peninsular, a lovely stretch of beach set deep in the early morning mist until the sun broke out.

Piat and JD sailed the surf in the dinghy he had for a Xmas present and even Jez and Debs managed to have a paddle. We all went home a lot redder and sorer than when we arrived. Our last night was a trip to the local for a meal and drinks, couldn't believe it the landlady was a Triumph enthusiast and even selling "Cottage Brewers TR6 and Stag real Ales" Piat's Flash (2000s estate) managed to win most desirable Triumph.

We had a great time and if anyone would like to holiday in Brecon Beacons we highly recommend it.

The following weekend we attended Stafford International, where we sponsored a horse race on Friday night, volunteered for gate duty on Saturday and had a fantastic night of entertainment Saturday night with the best disco ever, he was brilliant.

The fancy dress theme was movie night and Neil and Holly, Piat and JD went dressed as Smurfs me as a City Smurf Steve, Trish and Hannah, as Austin Powers and Mark and Tracy as two heavy looking gangsters. They all looked brilliant and we had a fantastic night.

Sunday everyone polishing and getting ready for the concours which isn't easy after a skin full, the kids (Chris n Chris) virgin concours entries spent hours polishing their smart looking Spitfire.

Congratulations goes too all the Concours award winners. Neil & Holly with Bonnie Triumph 2000 Mark and Tracy Horatio Triumph 2000 Karen Scoobs Triumph Dolly. Well Done everyone!!!

And that is our International for another year.

26 members attended the meeting on Tuesday and we did discuss maybe holding one or two Sunday meetings and the odd run throughout the winter, if anyone has any ideas we are only a phone call away.

The Manclins weekend will have taken place later this month a full report will appear in the November edition of the Courier.

Dates to remember in October
Tues Oct 2nd Area Meeting Bish Barton
Sun 7th Oct Mcr Transport Museum TBA

Pip and Frank

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

NEWBURY

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Newbury Classic Car Show was one of the few events this year to be blessed with fine weather. As usual there was a good array of cars of all shapes and sizes. Not quite so many Triumphs this year as people had other commitments/cars off the road and the TR Register were having their International event at Malvern. Still we had 8 cars on the stand in all: Midge, 2 Vitesses, Stag, TR7, GT6 and 2 Heralds. A very smart blue 1200 was bought by Ian and a two-tone green and white 948 Coupe by Steve and Maria who are new to the club. Good to see both cars as we don't see many Heralds in the area. I also briefly met Dan who has a Mk 2 Vitesse and has also recently joined the club.

Dave and others from the area went to the TSSC International and here is his report:

As normal the start point was Waitrose car park in Thatcham. For a change I was last to arrive driving the Vitesse. Waiting ready to go were Dennis in a modern 4 x 4 and Ian in TR6. We left at 10.10 and it took some 15 minutes to travel the eight miles before we were heading north up the A34. At the Harwell bridge there was Nigel waiting to join us. We dropped the MPH off to allow Nigel to catch up. This year the traffic was much heavier and it took a good 5 minutes before all four Newbury Area cars were together. For a change Ian took the lead until we reached navigation points when I took over. Thanks Ian, it's good not to have to lead all the time. As the traffic was heavy we took the M6 toll road and made very good time avoiding the M5/6 interchange, as a result we arrived on site around 12.45. On the way up as we just got north of Birmingham we ran into heavy squally showers which stayed with us all the way onto the site. We did consider erecting the tents before the weather got worse but the traditional area bottle and can opening ceremony had to be completed first. It's the non-stop driving of 130 odd miles that makes us dry, honest! Andy then arrived with his rebuilt 2 Litre Vitesse ready to display in the hall. Now we were five. This year we had to battle the wind and rain to get the tents erected. No problem for the Newbury Area, as we work as a team: all tents were up and secured within an hour. Then as if by magic the wind and rain abated, yes s-ds law! Still we could now get out of the tents to look around the site at the Triumphs and meet some old friends. As we hadn't eaten since the morning we also went in search of some food. There was no hog roast this year so we had burgers or bacon sandwiches. Like last year Friday night was race night at the bar and I am glad to say Newbury Area restrained itself from losing all of its beer tokens on the horses! Also I am glad to say the real ale, aptly Spitfire, did not run out as it did last year, but by 11.00 we were all getting tired so it was back to the tents for some sleep. The following morning after breakfast Andy and I put our cars in the Hall to celebrate the 50th year of the Vitesse. Dennis, Ian and Nigel all went to have a look at the show. As for me I was on duty in the Hall.

This was mixed with both a Register Secretary's meeting and then an AO's meeting in the afternoon. Help - this is too much like being back at work!

During the day we had some rain but fortunately by the time the evening came it stopped and we had a superb

TSSC AREA NEWS



warm sunny evening. This was just in time to set-up the BBQs for our traditional area smoky event. Andy had his normal half a large beast and Ian had his normal loads of stuff! Nigel had things on sticks and even Dennis had a burger. After that it was off to the bar where the talk was around the problems Andy has with his Vitesse and I have with my Spitfire. After that, though we couldn't solve the problems with our cars, we could put right all the world's woes. At 11.00 Ian and Nigel went to the Disco to do a bit of people watching, whilst the rest of us non-watchers went back to the tents for a kip. Just as well for the non-watchers as it started to rain heavily shortly afterwards. Hmm - It did the same last year!

The next day as there was a V Rave event one junction down on the Motorway to avoid any traffic from the event and it also looked like it was going to be wet we decided to leave at 12.30. So we packed up early and then put our cars on the show line-up. After a quick look around the show it was time for our homeward run at our 50/55 mph regulation speed and yes it did start raining. In true Triumph fashion Ian and Nigel had the hoods down on their TR's. They were vindicated as just 10 miles south of junction 13 where we joined the M6, the rain stopped and out came the sun. Andy's Vitesse suffered fuel starvation problems which meant a pit stop to sort things out. But thankfully the traffic was relatively light which meant we could come back the more direct non-toll route. We all had a very enjoyable time and thanks must go to Claire Hill & team for a well organised event.

As this is the end of my report I will hand you back to Mary to put the finals on this month's area news.

Dave

We will muster for the **Thatcham Classic Car show on Dunstan Green** at our usual place - Frank Hutchings community centre car park and drive the 200 yards in together. The plan is to leave there at 10a.m. on **Saturday 13th October**. As you know this is a "Just turn up" event and is part of Thatcham Festival of Arts week so there are other things going on in the village to look at.

Next Meetings

10th and 24th October At the Berkshire Arms on the A4 at Midgham, east of Thatcham, starting at 7.30p.m.

Events

**7th October Mystery pub lunch. Pre-booked only.
13th October Thatcham Classic Car Show on Dunstan Green.**

Keep 'em flying

Mary and Dave R.

NORFOLK

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Hi everyone, seems like we have an indian summer, but weather forecasters still predicting doom and gloom, hey so whats new! Well we did have 2 new members at our Monday meet, so welcome to Steve and Paul, both of whom have Spit 4's MKII's. Paul's car is in the process of being restored and Steve brought his along to the meet and very nice it was too.

This last month has been quite busy again, where do you



NORFOLK . . . NORTH EAST NORTHERN IRELAND

TSSC AREA NEWS

Norfolk Continues

lot find the time? Helmingham had a good turn out of cars, some 400 in all, great day beautiful Parkland, well supported. The 9th saw John and Brenda at the Charles Clarke Rally, cold bacon butties, but otherwise a good run.

18th/19th TSSC International, Good standard of cars - v.high level. Main hall filled with Spits, good support from our Continental members, especially Holland. Mike and Bill were very impressed, Bill thought there seemed to be more caravans than previously?

Also 18th/19th John and Brenda supported the Lions at the Rugby Club, a bit more subdued, but still a good static event.

19th Hunstanton Kite Fest, were there seemed to be an abundance of low flying cows(I guess you had to be there)?!

25th saw John and Brenda waving the flag amongst the TR mob for the trip to the Lincolnshire Aviation Heritage Centre. Some 6 cars went for a leisurely drive, stopping for breakfast enroute and the joining the Cambs section making the final number 12 cars.

The museum was excellent, the Lancaster " Just Jane" performed 2 taxi runs and there was a photo shoot by the plane - fantastic.

The icing on the cake however, came for John and Brenda when it was discovered that a missing link in the family tree was based at East Kirby 630 Squadron. So great day all round and special thanks to Peter Parkinson of the TR Camb Followers for the invite.

26th Carrying on the aviation theme, there was the Lowestoft run, finishing at Flixton Aviation Museum for lunch. The country lanes of the early part were great, but the latter return to Lowestoft via main roads, not so great. During this weekend I was away in Bruges with Pug. The Tr never faltered, the weather only rained once, on the Sunday morning and the centre of Bruges " the Venice of the north" mouth watering(not to mention the beers)! Great weekend, managed to gain some brownie points I think - now about that tool set!!

Future events:

September 9th Seething Air Show,
15/16 the MOT- at the Wild Duck Holiday Park, Belton, Yarmouth. Details: www.mileoftriumphs.co.uk

October 7th All Triumph Day Duxford

November 18th Charity Day Snetterton Race Circuit

Next months meet: **Monday 1st October - Our AGM.** This will be my last meet as your AO, so do come along and vote in the new committee.

Laurie Benfield will also be leaving his role as Treasurer and I personally would like to thank him for all his help over my last 4 years and the considerable work he has done on behalf of the club over a good number of years prior to that, so very big thank you Laurie.

Xmas dinner menu now out, so check the web site. Date yet to be fixed, so watch this space.

That's all for now folks, so see you at the AGM. Don't forget, the club only works if you support it, the more you do for your club, the more the club can do for you!

Mark

NORTH EAST

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Nice weather for a change brought lots of cars down to the Travellers, lovely warm evening for a roof down drive there and back, for those with convertibles that is.

No new people this month, however a warm welcome to the returning John Drysdale. John's been away for quite a while, most recently due to a couple of years travelling all over the world with Joan. Now back and still with a collection of cars to get back on the road, 2.5PI which he's had a long long time joined by a Mk1 2000 and 3 Spitfires which he's also had a long while as well.

Wonder what we'll see first?

Bit of local cars news now. Kevan halmost had his GT6 back after repair and paintwork, it was MOT'd but it wouldn't start so was stuck at the workshop.

Boy, is he missing it!

Brian Armstrong almost has his orange Herald back on the road, just a bit of work to do, mainly involving getting himself together and getting it Mot'd again. Joe is hunting for another car to keep his Vitesse estate company, or give him a Triumph to play in while some minor work is done to the estate to improve some small areas. Geoff's GT6 has been languishing in his garage for what is probably the longest time since he first put it on the road, 4 months now! Think it's out of MOT as well. I passed on two unknown condition small crank 1300 engines to Gavin Brown for him to dismantle, inspect and rebuild one to go into his car. Chris Fish has examined his non-working Sprint engine, turns out it needs to go for a full rebuild.

I'd guess this car is finally going to appear next spring, though it may be sooner.

The Club Triumph RBRR is passing through the NE again on **Friday 5th October**, up the A68 with a control stop somewhere around Hadrian's Wall, but as I write I don't know where. I'll email and blog when I have found out. Sam is going to go and watch, probably be a few others as well out passing on good vibes to the crews going past. If you do go, take a warm coat and a flask....

We'll have been up to Holy Island as well this month, hopefully, it'll have been one of the better days seeing as so much of this year has been washed out. Time to start looking forward to next year.

Calendar photos submitted at the **October meeting** please, email any pictures to mark.astley@talktalk.net please. Must be AT LEAST 1Mb file size and preferably in landscape format or they won't be any use. Failing that, take a print to the meeting for group voting as usual.

That's all folks. Bar a useful tip below. Happy Triumphant.

Mark

Brians TTtoTM:- When stapling door the covers onto door cards, ensure you have 4mm staples in the gun. 10mm ones make the finished article hard to pick up off the bench!

NORTHERN IRELAND

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Another huge thanks to Paul for taking the time to show us all the delights of Stafford 2012. There were some excellent

examples of all models of Triumphs on show; I really must make the effort to go!! Maybe next year?

It was good to see so many people at the meeting and thanks also goes out to John Gill for the projector and to Padraig for the laptop – a truly team effort!!

We discussed Alan French's October Mourne Ramble run and agreed that we will be meeting in Comber square for 10:30 / 11:00am on Saturday 13th October – as always I'm sure we will be treated to some of Co. Down's lesser known highways and byways!!

By the time you read this, we will have been on my Blast up the Bann run, hopefully the weather smiled on us and that there were no mechanical mishaps! I will send in a more detailed report for Nov issue.

I had mentioned that Douglas would hopefully send in a report on his Sperrins run and here it is!...I will hand over to Douglas.

Well where were you on Sat 1 September when we held the postponed East Sperrins run? What wonderful weather we had on the day - one of the best in the "summer" - what a change from last year. Only a disappointing four cars turned up, Ernie and Valerie in his Herald Convertible, Alan and Pam in the Vitesse Convertible, Mark, Maia and Dillon in the big brown Triumph 2000 and Heather and myself in the TR6 with roof ----- up!

In fairness a number of members did contact me to make me aware that they weren't available for a variety of reasons - preparing the car for MOT, unexpected family visit - and the big one - a big family 70th birthday celebration. Well done Barbara - hope you have many more and thanks for the information - Edward.

After a few electrical repairs to the 2000 by Alan, ably assisted by Ernie, we set off from the Elk Inn, Toome crossing over the A6 to follow the west side of Lough Beg, between Toome Bridge and Newferry, before turning west to join the main road between Bellaghy and Castledawson. Passing the rear of Moyola Park we eventually reached Knockloughrim turning in the village so as to cross over the A6 again and then to Curran as we travelled through the back roads to reach Desertmartin to formally begin our East Sperrins adventure. This route is parcelled as follows - Discover the hidden beauty of the East Sperrins Scenic Driving Route, enjoy the breath taking scenery and flavour the culture and heritage of this beautiful area. This 63 mile driving route winds it way through stunning and changing landscapes and over the magnificent summit of Slieve Gallion. There are many attractions along the way offering plenty for all the family to explore. From archaeological heritage sites, to beautifully restored homes from time gone by. They weren't wrong as we were soon to discover as we made our way along the route passing first Iniscarn Forest, with the already mentioned, Slieve Gallion, coming into focus on our left that offered splendid views of the surrounding area. Mark and family left at this stage due to continued mechanical maladies! It was then that we made our way north to Draperstown and Straw before making a sharp left towards Lough Fea. I had never been on most of these roads before but it brought back a few memories for Alan (F) as he hankered back to his motor cycle days when he was part of the support staff providing mechanical knowledge and hands on expertise - nothing has changed as we all know.

We did a circle of the lough before climbing towards Davagh Forest with the trees close to the sides of the narrow roads that didn't give much room for mistakes - thankfully we did-

n't meet too many coming the other way - although there was the odd water splash to keep you attentive. This led us to perform a figure of eight through the Broughderr hillside that is a rural area boasting many archaeological treasures indicating 7000 years of human habitation! Seventy doesn't sound too bad after all - Barbara - does it? Next up to whet our appetites were the Beaghmore Stone Circles which are, believe it or not, a reflection of the ritual and spiritual life in the early Bronze Age. Some people have suggested that the stone circles date back to around 1500BC - there you go another history lesson.

By now we were making our way to our lunch stop at the Otter Lodge in Cookstown a few miles down the road. First though we had to find the Wellbrook Beetling Mill, an 18th century water powered beetling mill situated in a picturesque wooded glen on the banks of the Ballinderry River. Imagine our disappointment then when we found that it was closed - perhaps it is open earlier in the year! We will try next year! A swift run along the A505 brought us to our lunch stop in Cookstown. We had been given the menu previously and so most of us had our minds made up and then we saw the specials!!! A quick discussion and most of us chose the specials and we weren't disappointed with them when they arrived a very short time after our order was made.

While waiting Harold Moffett, the owner, made himself known to us having seen the Triumphs outside - a nice touch. He has a lovely green BMW 3 series convertible for sale that is a limited edition - Philip (B). While waiting for the deserts to arrive we were treated to a technical discussion between Alan (F) and Ernie on the pros and cons of repairing Grandfather clocks and setting their chimes - well - Pam seemed to enjoy most of it from what I could observe from across the table!! Most of us partook of a sweet, or desert/pudding if you like, before receiving the bill that was, for a "converted" Ballymena man - reasonable. What better recommendation could Harold get - an entry in Tripadvisor perhaps! After lunch we had a slow run through Cookstown as it is their Sat market, well worth a visit, if you are that way inclined. Then a right into Old Coagh Road just after, would you believe Caulfield Insurance, as we made our way to Coagh and Springhill House, near Moneymore. I nearly missed the turning for the Loup, despite all my plans, but after a swift application of the brakes, using the servos optimum output, we turned right before eventually meeting up with the Ballyronan Road to take us into Magherafelt. It had been my intention to cross over to the Moneymore Road to complete the full scenic driving route back to out start at Desertmartin - next year - you have all been warned.

We skirted Magherafelt to travel along the Aughrim Road, past the Orange Hall, not the Galway one Alan, back to the A6 with us parting company at Toome - Heather and I to Ballymena and the "others" towards Belfast after quite a long day.

If this report has wetted your appetite I will use the route again next year but in the earlier part of the month before the parades and Stafford! Now I hand over to Mark to conclude the Northern Ireland report.

Douglas.

Thanks Douglas for that detailed report; it really is a lovely part of NI and around the Sperrins and well worth a visit! I would like to extend a big thanks for Alan and Ernie for trying

Northern Ireland Continues

to sort out the misfire on the 2000...I think we have got the bottom of the problem finally!!

As we get towards the end of 2012, there are still a few things for the calendar. Here are the dates for your diary:

Wednesday 3rd October – Monthly meeting

Sat 13th Oct – Co Down Ramble.

Organiser: Alan French.

Wednesday 7th November – Monthly meeting

Weds 5th Dec – Monthly meeting and AGM

If you have any questions about the above events, please contact the organiser for further information.

Well, that's about all for this month. I look forward to seeing you all at the meeting next month on **Weds 3rd October**. As always, we meet at 8:00pm in **Nortel Social Club in Monkstown**.

Best Regards

Mark

NOTTINGHAM Tel. 07971 017012 www.notts-tssc.org.uk

Sadly there was no news in last months magazine as I was away in Disneyland Paris for my sons 4th Birthday. We had a great time and the weather was fantastic if you owned a triumph! Sunny and warm! Alex had the time of his life and as you may imagine, did not want to come home. Being away also meant we missed Julys meeting due to catching the ferry the next morning so no write up on that event. Disappointingly, I took a Ford Focus so it wasn't as fun motor-ing wise. The strange thing was pulling up next to a Jensen at Dover when coming home - only to follow the same car in my own town 4 days later! It's a small world !

Anyway back to Triumphs! Now we have had Asda's "On your marks day" at the old Bruntingthorpe Airfield and had a special fly past by the only airworthy Avro Vulcan. This really made my friend Lee's day who came with me as it was the

first time he had seen her fly since we were both in the Air Cadets together and saw her fly at RAF Finningley in her



last weekend in RAF display service. That was in September

1993 so it was nearly 20 years! There was once again the chance to drive a lorry, have a speed ride around the air-field in a fast car, get thrown around in a rally car, watch the air displays or even take a helicopter flight like Colin Wright! A great day even if your car was not where you left it (Nigel & Colin???)

We moved on a week later to Stafford for the International Families weekend and the big celebration of the 50th Anniversary since the introduction of the Vitesse and Spitfire cars. What a packed hall we had on the Saturday. I was part



of the small team with event organisers Claire and Nigel Hill and the main TSSC staff who marshalled the event. We had a great (if busy) weekend and hope you had the same. We had some good results in the Concours de elegance with Marian and Howard Jones from Notts area taking runner up with their very nice red Vitesse in the Vitesse class & Michael "Irish" Coyle taking First in the Stag category! The other entry was Darren Salmon who won TR6 and car of the show last year but sadly he had some tougher competition this year as he appeared in the Masterclass event and was beaten to a trophy this time out.

Well done to all who took part or polished their prides of joy! Same time next year ?

The Saturday Party was again well attended with some great fancy dress costumes, some more than others. Wonder how many hangers were there on Sunday?

The August meeting was Tuesday this time due to our regular date falling on a bank holiday Monday. The weather was cool and as you can imagine was a reduced attendance with our AO's even having a well earned holiday and missing the meeting. Hope it was nice Claire. We still saw 7 Triumphs attend however and we had a good natter over a drink and some ice creams.

No doubt by the time your snoozing over my scribbles you may be recovering from what will hopefully have been another great and hopefully dry "Mile of Triumphs" event at the new venue, so we hope you enjoyed your trips to Yarmouth etc. The event normally entails a weekend of fun, charity fund raising involving teddy bears and of course "The Mile" where we try to get as many Triumphs together as possible.

Now, just an update on the father in laws TR7..... Its coming on....slowly! Well, we have had a few issues with the paint work which John wanted to get correct, but at the time of writing we have the rear



end complete with boot lid fitted, rear lights fitted and tested along with new side indicators and the rear bumper complete. The engine bay is 95% complete and just

needs a few finishing items fitting such as the exhaust and bonnet. The front windscreen needs fitting and the doors



rebuilding and hanging. The front lights are all back in and checked and the front bumper is on. This will leave us with the task of just refitting the new carpet and cleaning up the old leather seats for refitting and securing the soft top. Nearly there! With having damaged trim at the front we opted to get some new second-hand from someone breaking a car, one "day" run out for John later and he had secure two nice pieces of front trim. Sadly when we came to fit the bumper we realised we had the FHC trim and not the DHC trim which for some reason has a much wider bottom panel covering the front bumper mountings and fittings. We did some head scratching there till we realised our error! A September holiday for John and wife June means

PETERBOROUGH SCOTLAND CENTRAL WEST



TSSC AREA NEWS

another break from the car, so we suspect it will be done mid Oct subject to weather – a little longer than anticipated, so John will mothball the car now until we have some sun in the 2013 season. Oh, and we found a radio that fits a TR7!! But you do need to modify the centre console due to the width, but it has the depth and is Bluetooth and MP3 compatible. It doesn't have a CD or Cassette player so its not as deep and fits a treat! More on this as we progress the rebuild. Hopefully we will put together an article for the new TR7/8 secretary as I am sure he will want some ramblings!

Finally, the Churnet Valley Railway Event I normally host will still be taking place on Sunday 7th October, but not as a Notts TSSC event due to work problems at my end (we were due to start a new shift pattern around the 5th Oct). The railway will still be hosting their own classic car day so please still show a presence, but I can only say that this year it will not be offering the train fair discount I normally am able to offer with booking through the club should you wish to take a ride. It's the Diesel Multiple Unit on that weekend on the extra Cauldon Lowe section of our line (Moorland and City Railways tracks, only open once a month to the public) and steam on the normal Churnet Valley Railway's tracks.

Coming up...

6th & 7th Oct The "Round Britain Reliability Run"
7th Oct – Churnet Valley Railway Classic car day

That's all for now folks!

Andy

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PETERBOROUGH

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First off apologies from Doug and myself for the conflicting dates for our 'Ladies Night'. I published that it would be in October and Doug published that it would be in September. As Doug wasn't able to make the September meet it made more sense to me to be October but unbeknown to me his better half Steph came along solo ready to run the Stag (Beetle) Drive. Anyway, to give everyone a chance to attend we have now definitely scheduled in **October for our 'Ladies Night'** - see the end of this report for date and time. Do make a diary note (and let you other half know) as this was a very good, fun evening last year.

With the weather perking up a little during August we had quite a busy Month with shows. Several of our group visited Stafford and I have to say they all seemed a little underwhelmed. The general consensus seemed to be that there was probably more of a programme of events for those camping over, but for the day-trippers it was just another show with most of the Triumphs parked up quite a distance from the main halls and no real focus. It's a while since I have been but I do recall thinking along similar lines so perhaps the organising team need to take note.

The Stamford Classic Car Show was also popular with several of our members and this one appears to be growing from strength to strength each year. So much so in fact that Doug is keen to get a local TSSC stand area at next year's show. It has to be said that the setting on 'The Meadows' by the river in Stamford is fantastic and the number, variety and quality of cars attending is getting better and better. The other big advantage is that for most of our local group it is pretty much on the doorstep - or at least no more than a half hour drive.

Once there the beautiful, historic stone architecture of Stamford and the local shopping areas are only a stone's throw away so there is plenty to keep the family happy whilst the petrol-heads do their thing!

Another local event that was much enjoyed was the classic car and steam train day held at the Nene Valley Railway. Geoff Boston was our co-ordinator for this one as he is a volunteer helper at this preserved railway. Those that attended were full of good reports with around 80 classic cars in attendance, and with the added attraction of half price rail tickets for the railway this looks like being another popular event next year.

September has begun with a promise of an Indian summer so whilst the weather is fair there are still some late season shows that we should look to support. For anyone interested in the 'Mile of Triumphs' event later this month it is not too late and in fact I understand that the caravan park in Yarmouth (is it Haven Holidays??) has just released some last minute bookings with very good prices.

The **All Triumph Day at Duxford** is also an excellent day out and has the added benefit of entry to the museum being included in the entrance fee. Date for this year is **Sunday October 7th**. Unfortunately this is the same day that Doug is helping to organise the Bourne BRM Celebration where it is hoped to get a full grid of 1962 Formula 1 cars together (including BRMs of course) and there is a planned cavalcade of 1962 cars through the streets of the town. Its divided loyalty time folks - ya pays ya money and takes ya choice!

For any of these forthcoming events I have put myself up as co-ordinator so if you are interested please drop me a line at paul@lumsdon.eclipse.co.uk

That's about it for this month. Don't forget the **'Ladies Night' is in October! Monday 8th** to be precise and lets try to start as prompt as possible to 8pm at **The Bertie Arms, Uffington, near Stamford**. Everyone is welcome - its only a light-hearted game we'll be playing and as normal there will also be grub and a raffle. So do try to get along and join in the fun!

All the best

Paul

SCOTLAND CENTRAL WEST

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Proof that Gregor does Polish his car!

The nights have turned now as it was cold and dark quicker. Lochinch was closed again so we were in the car park reminiscing over the previous weeks activities and returning various items left at Stafford Scotland Camp. Thanks to all that tidied up, all items are with owners now.

The shows are now all over for the summer!! So we will be back to the garages. Unfortunately the Selkirk show was cancelled before last month's copy date. Weather/ flooding was

The September meeting saw 4,6 and 8 cylinder cars present with 2 Spitfires, a Herald, a TR6 and a Stag. a modern plus a couple of apologies received in advance.

Scot Cent West Continues

the problem. There will be a Facebook group for the Area called TSSC Scotland (371209542952415) and TSSC Scotland Stafford photos are on Flickr / photos/cumie1/sets/72157631213856092. (Thanks Michael) Thinking of next year the Spa event may be an option and of interest for some.

As promised reports on the last two events.

Well! Stafford! 11 cars and 13 people left Abington services on the Friday morning. In a sort of convoy opting to meet at Tebay for fuel for both people and cars. 3 of us had wiper issues in the heavy rain but made alterations en route. Stafford Scotland was a large affair with 10 tents plus 3 gazebos (not all passed QC). The weekend went fast with an Area display on both days Upper (Sat) and Lower (Sun) floors, most cars were on display over the two days. The Whisky raffle (thanks David) went well with the bottle going to Devon. The display generated a lot of interest (we also met fellow Scots too Tam, Stuart, Liz, Willie, and Gillian). The people got to see our cars too, in the flesh, metal, rust etc, and were pleased to hear they had all come between 280 to 350 miles. We were also inside when the rains came. Saturday night saw a motley selection of characters: 2 Gangsters, Flapper girl! Gangster's moll!! Top Gun, Lara Croft! Braveheart, Highlander, Scotland's for me, an xxx Director, and last but not least direct from the Palace Ballroom!. Jake and Elwood,



The Blues Brothers. All I can say is wow!

There was also a worryingly increasing collection of weaponry present (Iain.). Also more worryingly as the night went on one of the Blues Brothers turned into a large monkey playing with his ?.. You had to be there. The night went well with intermittent dogdems visits, luckily I heard the directors call get Gregor at the dogdems and used my tartan getup as an airbag. Some turned in at 2.30am after the shhh wardens were called in, but some went onto 4am. Up early next morning to move the display then!! Sunday saw more auto jumble and main show and awards.

Then halls cleared (almost) and back to camp. Now it is time for thankyou's, mainly to all who travelled in our group, for helping with the cars, the display, and the shopping and fabulous cooking (Karen). You all did a wonderful job of promoting the Area and firmly putting us on the TSSC map. Proud of you all... Iain, Euan, Michael, John, Dave, Karen, Bob, David, Ian, Jacqui, Mark, Heather (probationer). Thanks also to Claire; Nigel and all at TSSC for making us feel welcome and fitting our display in. Stafford was back to being a true Stafford again.

Then all too quickly it was time to pack up on the Monday morning. David and I swept down the stairs in the tent and put it away, and all the other cars were packed; some went south, some north, and some left the night before ?..when a

great big monkey came to the door (sorry). We went straight into 2 jams due to an accidents on the M6 so it took a little longer to get out. All the cars went well with, few problems, we met the Irish hillclimb car at Tebay heading for the ferry. All fuelled up, home beckoned and all made it back safe to Abington, and then home. Another epic trip. Didn't buy much, too busy, but it was good to meet everyone...

Back to reality and the next Sunday was Kirkintilloch. Weather played a part in this as heavy rain the day before resulted in reduced numbers. I was helping with marshalling again. We had 4 cars me, Dave, Ian, and new member Brian Leason in his immaculate 13/60 convertible. We were joined by Jim in a modern VW Camper conversion (Stafford 2013?), and John in a vintage van. Also in the vicinity was Stirling & District CC with good turnout of 25 cars of all types and the Blue Knights with 12 bikes. The day stayed dry and was very busy. We had lunch supplied and met Pirates (arr) and the delectable Kennedy Cupcake Girls. (!). The cars were all different shapes too. I managed to procure some wheels and tools from Ian (many thanks).

Next month will be reports on Scone and what the weather allows. The show calendar is now closed for the year apart from those south of the border at the main venues, Stoneleigh and NEC etc? We will go over the events we attended in 2012 in the coming months.

Ideas are already noted.

Next Meeting is **Wednesday 3rd October 2012 at Lochinch**. This is the last meeting in the relative daylight. Hope you can make it.

At copy deadline we have a Spitfire for sale in the West, a 1973 (tax exempt) MkIV red, all mot'd and ready to go.

Gregor G

P.S. Tail. I think. As in monkey touchy.

SHROPSHIRE Tel. 07701 049881
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Our group meeting in August was at the Half Moon public house in Jackfield near the historic Ironbridge. As has been the case with so many events this year, our turn out was spoiled somewhat by the appalling weather. However, it does have to be said that there were extenuating circumstances as the Stafford International was only a few days away and as would be evident to all who were at Stafford, our cars were all prepared and ready to go. Therefore it was not surprising that we did not have too many cars on display taking the risk of getting caked in mud!

The meeting itself was very productive. A good debate was had by all in terms of the Shropshire Spitfire and our proposal for next year's overseas visit to Arnhem. This will be fabulous and we are aiming for the end of May Bank Holiday weekend 2013. Chris Bate is working very hard on the details of the route and hotels where we can stay. At the moment our trip will take in not only a scenic route through France, Belgium and into Holland but also stops at various points of interest such as Dunkerque and the Menin Gate, at Ypres! More details to follow so keep a look out on our web-site and our e-mail distribution list for those of you who have joined.

Some of our time this month was spent welcoming a new member to our Group. Dave has just bought a Spitfire 1500 on e-bay with the intention of restoration. At the same time Dave's aim is to have a project to share with his teenage son, who can then also start learning about cars and their up keep. We met one evening with Dave and his family to give some advice as to how he should look to plan tackling the project. Dave now has a clear idea as to what is required and hope-

SOMERSET . . . SOUTHERN



TSSC AREA NEWS

fully as we go into the 2013 season there maybe another car looking respendant at our monthly meetings.

Our meeting in **October** will be at the **Wickets Inn** situated on the Holyhead Road, Wellington. Its land lady, Julie, is a keen member of our group so a warm welcome will be extended to all who wish to attend. If you've not been to one of our meetings yet and you live in Shropshire, why not come along **Wednesday 17th October** and find out what the TSSC Shropshire is all about. See you there!

David

SOMERSET

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Hi All. August started fine with the first morning of the Norton Fitzwarren Steam Rally being fairly dry. We had a good selection of cars, Pete Kinsella with his saloon, Martin Paul with his Stag, Andrew Bensley with his Herald Coupe and myself, Kieron and Eric and Sue with the Spitfires. The previous night we had travelled to Minehead by steam train and eaten fish and chips on the beach and had a few beers on the way back so it was looking like it was turning out to be a good weekend. Then true to form on Saturday lunchtime the heavens opened and we had an almighty downpour. Everything dried up on Saturday evening and we were hopeful that all would be OK on Sunday, but more overnight rain led to the cancellation of the show early Sunday morning.

Bridgwater Motor show was well attended with a sprinkling of Triumphs and reasonable weather and Mark Moor was equally well attended with myself Martin Hughes and Pete from the Somerset area in attendance.

I couldn't make it to Thornfalcon, something to do with working a 12 hour night shift and not being able to resist a comfy mattress.

Not many shows till the end of the season Weston Wag on the 29th of September will have been and gone by the time you read this. Hopefully we will have enough volunteers for the restoration show on the 2nd and 3rd of November, we have a theme and so hopefully can put on a good show and win some more silverware. On the subject of silverware there will be no prize for whoever comes up with the best caption



for this picture from Mark Moor "International" Car Show. See you at the next meeting, **Fox and Goose** 19:30 on the **9th October** Best Regards

Steve.

SOUTHERN

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Hi All, another busy month has passed and to top it all our intrepid leader has put quill to parchment and sent his monologue via carrier pigeon. And YES Vanessa I am going to

copy and paste. I will let Mike have his say first as it is a bit of a milestone for us.

I do not often put pen to paper, but having had pressure put upon me by two people who will not be named, I did feel rather guilty as AO (doing nothing!) and felt it was time I did something. So here goes – I can guarantee when you have read this you will not want any more from me!

Well we are in the show season and here are some of the shows attended by the Band of Three – Mike H, David H and myself. Stroud Steam Extravaganza was a 7.30 start with me in the stag and David H as my passenger, and Mike H following in the Healy. Hoods down and ran into torrential rain so drove through it! Can anyone tell me what those round signs with numbers in are? Once we arrived the weather was fine with lots to see. Thoroughly recommended.

David H and I went to the White Dove. Lovely day with the sun shining. I returned my trophy much to Barbara's delight as she had to dust it. The bad news is that I had to bring it home again!

The band of three went to Capel and joined up with Peter, Neil and his friend and Ron Neal in the MG BGT. Once again we were blessed with glorious weather. The day after saw the three of us at Cranleigh show joined by Peter H. Like the Saturday it was another lovely day with lots of cars and stalls.

August bank holiday weekend saw us out for all three days. Saturday Mike H and I, along with Barbara and Grandma Val went to Hellingly Transport Show with another early start. In spite of the drizzle, we had a most enjoyable day. You name it – it has cars, bikes, military, agricultural, steamers and most important a BIG BEER TENT. One sight which I thought was brilliant was on approaching the said tent, there were 6 full size steamers and 3 miniature steamers all happily ticking away, no driver in sight. Into the tent – yes you can guess it – the drivers were with their second love – beer!

The band of three went to the Wallops event on Sunday, a lovely little fete come car boot sale come cars, tractors, etc. 50p for a cup of coffee, £2 for a burger or hotdog. Alas no beer. A good number of interesting cars and again a lovely sunny day. (The sun shines on the righteous).

Wisborough Green on the Monday which I will leave to you Mark.

Saturday 1st September saw Mike H, David H and I making our way to Shoreham. Mike with Grandma Val, me with my friend John and David H all by himself. Early kick off, tops down, it was a really nice journey down. Arrived at the air show and duly marshalled into the showground to our standing. A phone call from Neil to say he had entered the airfield and where we were. We were only a wave away. We had a most enjoyable day, looking around the static aircraft and watching the air display and by the way we do look at some cars as well. Must sign off now as the old quill pen has run out of ink. Cheers.

Mike.

Can't comment on the roaming meet to the Miburys, as I forgot to ask about it, but it was the Thursday before the International Weekend.

That saw Dave Moore and me in the Vitesse meeting Mark G in the 2.5s at Tot Hill Services around 9am on a very wet Friday morning. We made good progress in the wet until Warwick services when we stopped for breakfast (The full Monty including a generous portion of black pudding). Again we made good progress on the M40 and M42 but on

Southern Continues

the M6 toll we had a little incident, I was being tailgated by a Volvo. I put my foot down and was doing I don't know what speed, as the speedo bounces around at 70 plus, until something wrapped itself around my head. I thought that the roof had collapsed until Dave told me it was his quilt.

We put the tents up in drizzle but it soon passed, I felt that



I ought to put my car in the main hall as it was the 50th anniversary of the Vitesse and the Spitfire. So unlike me I washed the grass and mud off, (no polishing though).

We spent the rest of Friday chilling on the bank overlooking the Utoxeter Road drinking

beer and waving at the motorists stuck in the traffic. We later went over to the main bar for a few cheeky beers with Mickey and Julie from Thames. It had been a long day and quite tiring so we headed for the tents and bed. Mark G had other ideas and went off to the nearest portaloo and found it that comfortable he dozed off. He did wake up about ¾ hour later thinking "this is not my bed"

Saturday the main Bingley Hall was filled with some superb Spitfires and Vitesse'. I met up with some friends from Facebook Vitesse page, Chris Lilley and Chris Bates; I also found Tony Spicer and Carol Coventry from the Cornwall area. We were going to head off into Stafford town on Saturday but the 2.5s had other ideas as the alternator was charging at a constant 18 volts and was cooking the battery so both had to be replaced. We did manage to have some nice steaks on the bbq, (not the gristle I give Vanessa). I left the two Stafford virgins sat around the bbq and went off to the evening entertainment only to find they had both gone to bed at 10.30pm(lightweights) So there was only one thing to do, down some more beer with Mickey again.

We had a quick look round the show on Sunday morning and said goodbyes, Mark and I wanted to get back fairly earlyish as we were heading down to Cornwall the next day. It was going to be in the Triumphs but Vanessa couldn't make her mind up. Well done to Claire and the team on one of the best shows I have been to in many years.



Our annual visit to Wisborough Green Fete.
Our small but elite band, met up at the Half Moon Inn at Midhurst for coffee, which was great because it was closed last year. Wendy met with us for coffee but had other things to attend to.

Our group of 5 cars set up in the corner of the green, not many other classic this year, but the fete is always a popular event with the locals. Adam and Louiza had entered the

egg and spoon race. I was worried that Louiza might have entered the egg throwing contest, they could have gone anywhere.

Our regular meet was again well attended with 14 cars in the car park (including a couple of mg). Neil and Maxeen arrived driving Peter's Stag as he has undergone a knee replacement, but is back on the mend now.

Christmas Dinner is looming fast and we are hoping to have the arrangement in place by the end of October. ALSO I need photos plzzzz. I also need to know how many calendars you all want, so please see me at the October regular meet as I need to tell Bernie at HQ by the end of October at latest

Sunday lunches will also be starting in **October**, the first will be at the **French Horn Inn, Alton GU34 1RT**

Up and coming event

October 2nd Regular Meet, Seven Stars, GU32

October 7th Goodwood Breakfast club, SOFT TOP

SUNDAY. Get there early it will be busy PO180PH

October 14th Octoberfest @Milestones, Basingstoke, see Neil Fletcher for more details

October 21st Sunday lunch meet, The French Horn Inn, Alton, and GU34

November 4th Goodwood Breakfast Club, Continental Classics

November 6th Regular meets Seven Stars GU32 3PG

November 18th Sunday Lunch, the Hunter Inn, Swanmore. SO32 2PZ

I nearly forgot to mention. A big WELL DONE to Robin and wife, who were not going to go to the International Weekend, had to go and buy new camping gear and who came away with 3rd prize in the Best Spitfire section .

That's all for this month, take care

Mark

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Sorry I have been away so long! This thought came to me after the last meeting as we had a visit from a previous member of the Staffordshire area who produced lots of old Couriers. Scanning through a few of the copies I took, reminded me of one of the last events I attended in the past to do with Triumphs, which was at Stanford Hall. This was Leicester area 2nd national event on 4th Aug 1984 to celebrate the Heralds Silver jubilee; I found a souvenir programme which I had saved, inside contained an article on interchangeable source of spares written by John Kipping.

This was 4 yrs after my Vitesse had been off the road, I remember going to Johns house in Whitmore Park Rd Coventry which must have been back in the late 70's to collect a spare but don't recall what.

John I think had not long started his spares business then and I think he only did it in his spare time then, with such a long gap in my Triumph history I didn't know that this business grew into a major supplier of parts for Triumphs. I believe John sold out to Canley Classics and moved to New Zealand around 1999, but you hardened members would know if this is correct. Some of the names in the programme, Triumph Care Blueridge promotions, GeeBee sports cars, Kingston Sports Car Co are any of these names around now???

We had a good turn out for the last meeting with the return of Ian (guess which one of about 4 Ians) with his Stag which had made a very large hole in his wallet after an engine rebuild, and some other work, also Malcolm with his Vitesse who had been working abroad. We also had two visitors from Cheshire who are now becoming regulars; we must arrange

SUFFOLK . . . SUSSEX



TSSC AREA NEWS

some joint events with our neighbouring area. (Henry)
A few of us attended the Eccleshall show on Sat 1st Sept which was introduced to me by TSSC member Bill Turnbull who I happen to bump into with his Bond on the field whilst touting for members. (Hopefully we may get a new member who has an early Herald bought last year) Bill and I had not actually met before, as Bill has been trying to get to the meetings but his Bond has been off the road until recently. There was a good range of classic cars at this local show also with a good verity of interesting larger vehicles along with models and displays of the local haulage industry history. There was a good range of trade stalls also horticulture art, flower arranging, and other competitions, along with horse's dogs & lamas to keep the ladies interested.
The next events:

The champions of champions show at

Uttoxeter on the 30th Sept

Folk & Classics at CVR 7th Oct (8 spaces reserved for N/Staffs some spare places contact me if you would like to attend)

Next meeting Wednesday 31st Oct please check blog for latest info on events.

Christmas meal: provisional date **12th Dec** this will replace Decembers meeting as it falls on Boxing day, new tenants are taking over the George & Dragon so I don't know any details on prices or what Christmas special meals will be available, if you would like to attend please email numbers, I will also require a deposit nearer to time. That's all for now

Dave.

SUFFOLK

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Rain seems to be a theme for the first Tuesday of the month, although it was only drizzle rather than stair rods. Dry on the way home though. Our usual area in the pub had not been reserved this month so the meeting formed into 3 groups, so these notes reflect only one group's discussions. Lyall was unable to come in his Stag as the local council had thoughtfully dug up the pavement outside his house whilst he was out. Result – one Stag marooned in the garage. Suspect words were exchanged the next day. Incidentally, Lyall is really disappointed to find that his Stag is not completely original. Following clutch operation problems he discovered that he has a Triumph 2000 clutch master cylinder fitted.

There was talk about the club and its financial position, seems it is still losing members and losing money. Hope this can be resolved soon as it is in every ones interest for the club to be on a sound footing.

Colin came in his Vauxhall as he has broken all his Triumphs - with the number he has that takes some doing. As he is entering the **Round Britain Reliability Run** in one of his big saloons he had better get his finger out and get one fixed. Joining him are Russell and Chris (apparently Chris agreed to go after being plied with red wine at Le Man Classic). The Run is organised by Club Triumph and takes place from **Friday 5th October to Sunday 7th October**. Like many events it is run on a charitable basis and this year it is supporting the charity Children With Cancer. Hope lots of people will support Colin, Russell and Chris and that they have a successful run.

The next meeting is **2nd October** followed by the **6th November and 4th December**. So, see you at the **Sorrel Horse, Barham on 2nd October** at 8:00pm.

Peter

SUSSEX

Tel. 01273 566593

The September meeting was brilliant. We had 3 new faces, Russell with his yellow GT6, Laurence with a Toledo (identical to mine, except MUCH better condition!) and Paul (that may be wrong, but my bit of paper got crumpled and my writing is so bad even I can't read it) with his Herald.

We were also graced with a visit from Stuart (Audi!) and all the usual faces.

Ian was all excited about his GT6 being in Practical Classics, which will have now been out for a few weeks. Bring your copy to the next meeting, as Ian will be doing a magazine signing session. Vic bought his gitfire along, as did Martin. So we were guaranteed the weather would be fine.

I have spent a bit of time up at Martins, borrowing his lathe to modify some wheelnuts for the Toledo. That all went well, and we drank tea and came up with some ideas for his car. Then more tea and biscuits. Hopefully the changes will get underway soon. Nothing drastic, but all subtle improvements. However, not much before the **CT trackday in November at Goodwood**. That is held on **Saturday 17th November**, and entries are available to all Triumphs, novice, expert etc. Very well run and safe, ideal for exploring your car! Spectators also very welcome. We currently have 2 cars entered (martins and mine)

The Toledo thing hasn't worked out as planned, the cars studs are too short and not enough threads are engaged to be safe. A plea here, if you have alloy wheels PLEASE check that the nuts are suitable and at least 15mm of threads are engaged. I have seen too many with the normal wheel nuts fitted, that is often just dangerous. Anyway, I have now got a set of longer and beefier ford studs which should be on the car for the October meeting. Nice and strong.

I have also been lending a hand with Pauls recently acquired GT6. The MoT man chalked a few areas around the seat-belt mounts on the floors. This became rather more once the grot and filler(!) was removed, but it is all stitched together now, though I am running low on sheet steel. Pete has been MoT'ing his Herald, and removed the usual 5 binliners of assorted detritus from it. This is a brilliant example of how a car is meant to be used. Just that, get in it and drive it. Fix it when it goes wrong (very rare, well used cars tend to be the most reliable) and wash it annually.

I should mention the Hellingly Festival of Transport. There was a few of us who attended. Very muddy, which was great entertainment, though a few people were rather too worried about the cars getting dirty (you know who you are!) but as an event it was excellent. The sun was out on the Sunday and Monday, plenty to see and do, and the evening steam fair was a laugh, as was the beer tent. Well worth a visit next year if you are able.

And lastly, **Christmas Meal**. I took an executive decision here. **Sunday 9th December**, 4pm at the Anchor. Usual choice of roast and dessert for a very reasonable sum. And always good. Numbers by **Novembers** meeting please...

TTFN

Clive

NOTE to ALL:

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



THAMES

TSSC AREA NEWS

THAMES

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Hello all. Things are getting very hectic again, as I write this on the eve of Windsor show which we have some how got to run. Sorting out very limited advertising due to whether or not the show was going to be on as the grounds were used by the Olympics for camping on. We got the go ahead from the National Carriage championships & will support them by holding the car show. If we are successful we will have a year to sort out the next one & hope to have Auto Jumble & traders there once we agreed a one day pass in stead of the three day one on offer now. Anyway Thames stuff. We have a couple of new shows turn up one in October at Kempton pumping station they are having a classic car show on the Sunday of their steaming weekend. If you like engines this is a must its very impressive. Also in Aldershot Town Centre on the 24th November in aid of the Air Ambulance. My Vitesse news, it had been going very well & at the start of Sept it went in for bodywork repairs. So it has a good second hand boot lid fitted last week which confused some of you, but on travelling to Southern's September meeting there was nasty twitching coming from the rear. The next evening off came the wheel & brake drum, which revelled oily brake shoes. This was the grease that had melted from the wheel bearing, with the wheel back on & off the ground we had a lot of movement side to side. Its at the body shop now & will have to wait to be sorted it out. Martins F Spitfire has been used in TV's show 5th Gear & we will let you know when it is on air. Never a dull moment! SOCIAL EVENINGS AT THE FOX & CASTLE. 2nd August I am in the Vitesse & pick up John C on the way to the Fox & Castle. Julie was working late. To keep me company I have Graeme, Tony H, John C, Mark M, Stuart C, Mike H & Billy. Triumphs in the car park were Graeme's TR6, Tony's TR8 coupe, Mark's Vitesse Mk2 Saloon & My Vitesse Mk2 convertible. Work on our Triumphs has been, Graeme TR6 has a new gearbox & he is a happy man again. John C has been polishing up his chrome on the Mk1 2000 saloon, Mark's got new period number plates for his Vitesse. Billy made a start on stripping his Spitfire engine. Mike H is regretting selling his Herald as a lot of shows exclude his VW GTI convertible on age (ageism he calls it).

16th August Julie & I were at Stafford for this meeting so George B kindly stepped in. To keep him company there were John C, Graeme, Andy K, Martin F, Mike H. Triumph's in the car park were Georges Mk1 Vitesse convertible, Graeme's TR6, Andy was testing a Stag from work, Martin's Spitfire 1500 with new colour matched bonnet. John got there using public transport.

30th August It a lovely clear sunny evening on the way to the Fox & Castle in the Vitesse. Julie & I have the pleasure of George B, Tony H, John C, Stuart C, Peter C, David H, Chris C, Mike H, John L. Triumphs in the car park were Tony's TR8 coupe, Chris C's Spitfire Mk4 & John L's Spitfire Mk4. Mike H has found a way around his ageism by getting private plates. Julie's Raffle winners were David H on the bottle of wine, Chris C won bug remover spray, Tony won a wash mitt & Stuart won the windscreen cleaner/wiper.

SHOWS & EVENTS. 12th August White Doves Kingsley Julie & I are in the Vitesse roof down enjoying the sunny weather. At the show ground Mike G & David H were

holding a corner spot for us, we park up & set up the new event shelter, fly the flags & spread out the bunting. Teas & coffees soon follow as we settle down & relax. On the TSSC stand we have Triumphs from Thames, Southern & East Berks areas, they were George in his Mk1 Vitesse convertible with his mate Chris, Martin & Cynthia in their Spitfire 1500, Dominic & Anna in their Mk2 Vitesse saloon, Mike & Barbara in their Stag David H in his Spitfire Mk4, Trevor in his Herald 13/60 saloon. Barry & Toni were out in the field in their Herald Coupe. Other Triumphs there were two Dolomite Sprints & a 1850, two Mk1 2000 saloons & a Mk2 saloon, only three Stags, A Mayflower, TR2 one of TR3 three of, a TR4, TR6 three of & a TR7, two 1300 fwd saloons, three Spitfires, a 1200 Herald Saloon. In two fields of classic cars, motorbikes, Lorries Trade stalls & auto jumbles, a beer hut, BBQ stall tombolas & raffle stalls. Elvis was there in some form with a burger in hand. A Smashing show that seem to get bigger & better each year. Mike G liked it as his Stag won him a well deserved trophy.

17th August Stafford TSSC International show I had a lovely trip up in the Vitesse roof down caravan in tow, Julie followed with Shane & Emma in the support Fart Panda. We got there Thursday afternoon & soon we were busy set up our little camp before headed into town for supplies & a Chinese take away. Friday morning & I was helping set out the show sign boards, setting up the club stand & keeping busy. That night we headed to the Hollybush for a lovely meal & Tasty ale before heading up to the bar for race night I even backed a winning horse but the losses out weighted the winning (good job its for a good cause or Julie would of shot me). Saturday came to soon & I drag myself off to the main hall & help park up the masses of Vitesse & Spitfires. It was a wonderful sight to see triumph in allsorts of conditions & modifications. Julie & I had a spell on the main gate. Later we had a good look around the show & meet up with friends (to many to mention & I bound to miss out someone, they know they were there & if not where were you) The Entertainments that evening were the Bumper cars & Disco, this years theme for fancy dress was film stars Julie & I opted to go as extras & were mainly ignored (so it worked in some ways, will try harder next year). Most of those that dressed up looked amazing, Jonathon was just scary. The disco was brilliant & I hope that they get them back next time.

Sunday was very blurry in the morning as I wandered off to the main hall to help out again. On the main gate we had some showers of rain with most travellers telling tales of sunshine just down the road, but that only turned up in the evening. As the day drew to end we started to round up the outside signs & show equipment. After the concours awards we helped clear the Triumphs on show out & the traders in to clear up there stalls. Shane had a good result & won a trophy for the fastest time on the driving simulator. After a shower & change of rags we joined the rest of the organisers for a meal at the carvery. Back at the show ground after a night cap, I collapsed in bed & had a lovely sleep. The Trip home the next morning was nearly uneventful until I lost my Vitesse hat on the M40 (if you come across it please send it back)

26th August 154th Egham Royal Show Although it was two day show we only managed the Sunday. We got there in good time & parked our Mk2 Vitesse convertible up next to Dave in his Mk1 2000 estate, Graeme drove John C's Mk1 2000 saloon, Trevor in his Herald 13/60 saloon, behind us were Barry & Toni in their Herald coupe, Barry in his Stag. Other Triumphs there on Sunday were Mk1 2000 saloon, a modified Dolomite & a Sprint, two Renown saloons, a 2000 Roadster in gold for sale at £21,000 & a Standard 9. amongst the hundred thirty cars & bikes on show. The show was very busy with lots to see, food from all corners of the world to

taste some lovely ales to drink. The Arena was always busy with lots to keep you entertained. We even got to join the classic car parade. A great day out.

27th August Woking Summer Festival This was at a new venue this year in Woking park behind the swimming pool. With the threat of rain (just a small shower in the end) only twenty eight cars & one bike turned up which was a shame as over forty had booked in. Anyway Julie & I were there in our Mk2 Vitesse convertible a long with George in his Mk1 Vitesse convertible & mate Chris, Barry & Toni in their Herald coupe, Barry in his Stag, John & Sues Spitfire had a starter problem so their TVR came instead. The Cars & Bike were parked some distance from the showground which was very large & the stalls were spread out in groups but the quality of the food & entertainment was second to none.

Our next meetings at the FOX & CASTLE are from 8 pm in October on the 11th & 25th & in November on the 8th & 22nd. Please come & join us for a warm welcome or call me on 07773623807.

Up coming events are:-

October

7th All Triumph Day at Duxford Duxford

21st Kempton Park steaming day & car show Kempton park

November

16th/18th Footman James Classic Motor Show Birmingham (NEC)

24th Aldershot Town Centre Aldershot

December

8th TSSC 2nd Xmas Party &

9th open day HQ

Mickey & Julie

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

I won't say any more about the wonderful summer of 2012 - however despite the weather we have been able to get out and about in our Triumphs during August. On Friday 17th Alan and myself were able to go along to the evening "Best of British" meet on Poole Quay where we bumped into Rob, Clive and others from the Dorset South Area. This a meet held for Classics of all shapes and sizes registered pre 1993. There were some very nice cars that made it on the day - in particular a very nice Jaguar XK 140 and a gleaming E-Type - we spent some time discussing how the bonnet managed to keep from scraping the ground in its open position - there was not much clearance!

The following day Alan, Martin, Neil, Richard and myself got up very early to make the trek into deepest Devon to attend the small country show at Cristow near Exeter. Of course, Neil just had to "meet a bloke at Exeter Services" on the way! (not as sinister as it sounds - he had sold a tonneau cover on Ebay). It was grey and overcast as we set off from the Fox & Hounds at 7.00 am. The journey down involved us motoring through some thick fog as we passed Dorchester which got worse as we continued westwards. However as we neared Exeter it was like we had come through a tunnel into a different world - the sun was shining and it continued to shine for the rest of the day. We had arranged to meet up with an old friend who moved to Devon years ago and we had a good day catching up on things. We even got to see the part restored Vitesse which has laid under covers for quite some time - there were mutterings of making an effort to get it back on the road - maybe next year is a bit adventurous! The journey home involved travelling through the fog bank

yet again to arrive home - yes you guessed it - in the rain! We have agreed that it would be good to go back next year for the weekend and camp overnight - watch this space.

The following weekend saw us venturing into the New Forest to attend the Simply Classics show at Beaulieu. We had arranged to join forces with our Dorset South neighbours and also our friends in the local TR Drivers Club. Between us we were able to put on a display of 20 cars. Which enabled us to match the showing put on separately by the local areas of the TR Register. Overall there was a very good turn out of Triumph's not only from ourselves and the TR Register but



also from the Dolomite Register and also various private entries to the show.

Our particular numbers were further boosted later on by a contingent from the Triumph Enthusiasts Club of Belgium who had dropped into the show in the midst of a tour of Southern England. Overall it was a good day with plenty to see and do ranging from the much publicised Bond in Motion



exhibition of a range of the vehicles used in all the Bond Movies over the past 50 years, to the periodic firing up of the 47 litre Napier engined Bentley and its smaller 24 litre stable mate. The sight and sound of the smoke and

flames from the exhaust was certainly something to behold! Later on in the Day Rob with his GT6 and me with my TR7 managed to get ourselves in the cavalcade around the grounds of Beaulieu. Rob had the dubious pleasure of being at the back of the cavalcade in front of the 47 litre Bentley which, as you can imagine, cannot be driven slowly - it has 2 throttle positions - on and off! Consequently, its "pilot" had to keep dropping back and then flooring it amidst a thunderous cloud of smoke and flames.

Whilst quite spectacular to watch it is not something you really want to see looming up in your rear-view mirror with its wheels spinning on the ground!

We ended up with a photo shoot in front of Palace House along with the concours winners of the day which included



the second produced TR2 (the first having been exported to the US in the 50's).

The next weekend was much more relaxed. Martin, Neil, Jerry and myself took our cars along to "Classics at



WESSEX . . . WEST MIDLANDS WIRRAL . . . SOUTH YORKS

TSSC AREA NEWS

Wessex Continues

Christchurch Quay". Jerry decided to take along his latest acquisition - a Triumph Acclaim. Unfortunately due to a misfortune in its year of registration, it has an A prefix registration. Which, in the eyes of the organisers, disqualifies it from being able to enter - doubly annoying since he has another Acclaim at home which has a Y suffix registration which would have been allowed to enter. Nevertheless he had to park his "A" registered Acclaim out of the way - not a good start to the day which never really improved. The threatened rain arrived which, albeit in the form of showers and periods of drizzle, prevailed for the rest of the day and kept away good number of the cars which were expected. All was not lost though - Martin and I who stuck it out were rewarded later on in the day with sight of the Lancaster, Spitfire and Hurricane of the "Battle of Britain" flight passing overhead on their manoeuvres from the display on Bournemouth Sea Front.

The next event on the horizon is the Swanage Steam Gala and Classic Car Show at Harman's Cross over the weekend of 7th to 9th September, which includes unlimited travel on the Steam Railway to Swanage and back. Also that weekend is the Annual Beaulieu Autojumble - fingers crossed for the weather! That's about it for now - hope to see you at the meetings!

Trevor

WEST MIDLANDS Tel. 07969 024999

It looks like the summer is finally here, At the September Drakes Drum meeting there was a good turnout of cars, 16 in total (all soft tops were down) and this with the Holiday season still with us. The majority of folks deciding to chatter on the Car park with occasional visits to purchase refreshments. Roger the Doger was unable to make this evening due to his wife's ill health, all members of the club wish her speedy recovery.

We must congratulate Claire and Nigel Hill with their team for another excellent Stafford, even though the West Mids did not win the horse racing on Friday evening. A sore point with me is that the wheel bearing on my Teardrop caravan of 600 miles disintegrated resulting in the teardrop being loaded onto a recovery truck. but this was a bonus for Luke, as typically from the club, support was offered and we were not left waiting alone, so we changed Lukes steering wheel for the new smaller wheel he bought at Stafford, this meant his mother would not shout at him when he got home,

Bank Holiday Weekend saw the Coventry Festival of Motoring, this consists of around 500 vehicles leaving Stonely National Agricultural Society on the Sunday for a 50 mile drive around Warwickshire, the villages and Pubs on the route making us all welcome by waving as we drove past.

The first weekend in September a group visited the Rhiw Valley Light Railway near Welshpool, during our enjoyable time there, a tree was planted in memory of our AO (from the 80'S) **Tony Spicer** who passed away last year.



Hopefully the weather will continue and we will have another car park meeting at the Tally Ho police club on the 18th September.

The next meeting at the **Drakes Drum** is on **2nd October** where we can discuss the venue for the **3rd Tuesday in the months from October to April.**

West Midlands Winston

WIRRAL

Tel. 0151 339 4150

Hi everyone. The area meeting was well attended in September, with several Triumphs in the car park at the Cottage Loaf, its just a shame that the nights are drawing in, I certainly feel that summer hasn't started yet but we are rapidly approaching autumn. Maybe next year will be better, but it seems that we say that every year these days. The main event to report on was the International at Stafford, the usual Wirral members camped for the weekend, Alison and I could only attend on the Sunday, but we made sure we got there in time for the traditional barn kitchen breakfast.

We had some success in the concours this year with Paul Griffies winning the Best TR award, and Pete Dunne & Steve Hill getting Winner & Runner Up respectively in the Used & Cruised class with their Vitesse convertibles. So congratulations to them all.

I believe the Cholmondeley Classic Car Show was as good as usual, and some of us attended the Festival of Transport at Glyndyfrdwy Station. Even though the weather wasn't great we enjoyed the complimentary train ride to Llangollen where we had lunch.

Not much else to report so that's about it for this month, take care and see you soon.

Andy

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Hi Everyone. Due to holiday commitments I was not able to make the last edition and apologise to the members who look forward to the trials and tribulations of the other areas.

However that aside not a great deal has happened over the last couple of months. One evening we all enjoyed was the 18th birthday of Luke, the son of Pete & Paula I think all the members in the South Yorkshire area attended and their hospitality was second to none as always.

Once again Stafford pulled out all the stops and put on quite a spectacular show on the two days we were there, I will not dwell on this as judging by the number of people who were there members came from every TSSC area in the UK and also from other EU countries.

On the 2nd September we visited the stately home of Earl Fitzwilliam of Wentworth Woodhouse, this is reputed to have the longest façade of any stately pile in the UK. Although the grounds are open for public access the front of the house is off limits, so this is the first time that any classic car display has been allowed right to the front entrance.

Several of the members are gearing up for a further track day at Blyton on the 21st September, visit our website and you can have a little chuckle at the amazing feats these guys perform. That's about it for now, more next month. Please come along to the meetings these are the **1st & 3rd Tuesday each month**, the location is listed in the Courier.

Regards

Ian