



The Triumph Sports Six Club



Visit your Headquarters

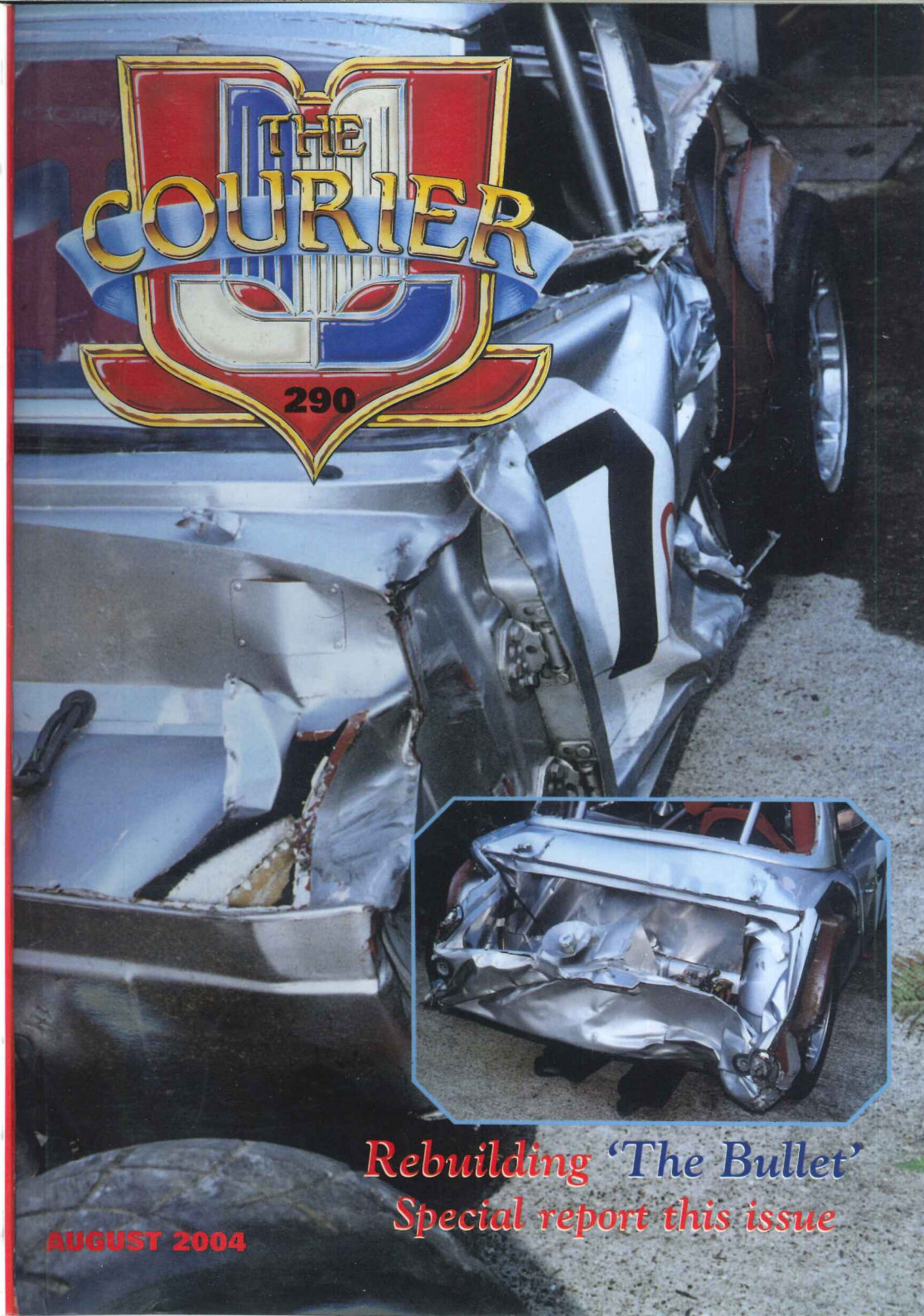
As a TSSC Member and an enthusiast for all things TRIUMPH - a visit to the largest collection of Club Cars and unique Triumph Memorabilia in the UK should be No. 1 on your list of *'Things I really must see and do this year!'* Situated in a lovely rural setting in the Heart of England, TSSC HQ is open 9 to 5 Weekdays all year round and selected Saturdays (ring for Dates) and once on site you can spend an enjoyable time soaking up the nostalgia, studying the exhibits and marvelling at the originality and condition of some of the Top examples of 'Our' cars to be found anywhere.

Enjoy a Hot drink and perhaps be tempted by some 'Goodies' in the Shop, we're sure you'll have a great time and perhaps learn something new too!

We look forward to seeing you - soon!

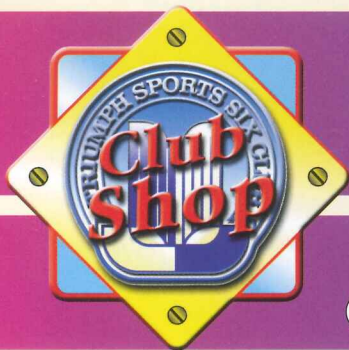
How to Find Us

Junction 20 M1 then A4304 to Market Harborough.
TSSC HQ Main Street, Lubenham, Leicestershire LE16 9TF
Tel: 01858 434424 - www.tssc.org.uk



Rebuilding 'The Bullet'
Special report this issue

AUGUST 2004



www.tssc.org.uk **The Courier**

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.290 Vol 24. AUGUST 2004
Price £2.50 Free to Club Members.

Welcome to the
Club Shop Online

THE CLUB SHOP ONLINE WEBSITE IS NOW UP AND RUNNING TO PROVIDE MEMBERS
WITH A 24/7 ORDERING SERVICE GIVING MEMBERS EVEN EASIER ACCESS TO THE
RANGE OF PRODUCTS THAT ARE AVAILABLE FROM THE CLUB

NEW FEATURES TO THE SITE ARE:

- ★ SECURE ONLINE ORDERING ★ OVER 500 DIFFERENT PRODUCT LINES
- ★ QUICK FIND CATALOGUE SEARCH



Triumph Sports Six Club

Herald - Spitfire - Vitesse - GT6 - Bond Equipe - Specials - TR - Stag - 2000/2500/2.5 - Dolomite - Acclaim

email: clubshop@tssc.org.uk - phone: +44 (0)1858 434424 - fax: +44 (0)1858 431936
Club HQ: Main Street, Lubenham, Leicestershire, LE16 9TF, United Kingdom.

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YOU ARE HERE TSSC Accessories and Regalia > Stainless Exhausts and Manifolds > Semi Sport System

These Systems are the best way
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superb rorty Exhaust note with-
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flowing system with a deeper
exhaust note.

The version for the Herald /
Vitesse is larger version of the
standard box.

Choose From 12 Products -

Name	Part Number	Non- Member's Price	Member's Price
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Herald 1200 Semi Sport

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Point your browsers at www.tssc.org.uk and have a look for
yourself. To gain full access to the site, you will need to register
on-line, make sure you have your membership number ready.

CLUB HEADQUARTERS

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John Muggleton, Trudi Prettyjohns,
Simon Roberts, Tim Scrivens,
Barry Minett-Smith, Victor Thompson,
Peter Williams.

For a full list of TSSC officials see page 82.

Whereas every care is taken to publish accurate infor-
mation, 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.



Cover Pic:
The Aftermath of the Bullet's
Crash at Mallory
Full story on page 60
this issue
Pic John Thomason

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T.S.S.C. Events Calendar

www.tssc.org.uk/events

PLEASE SEND ALL EVENT INFORMATION TO

TRUDI PRETTYJOHNS AT THE CLUB H.Q.

HQ ATTENDED EVENTS

CONTACT TSSC HQ FOR MORE INFORMATION

September 2004

SUNDAY 19 SEPTEMBER 2004

10TH DUXFORD ALL TRIUMPH DAY
IMPERIAL WAR MUSEUM
DUXFORD

CONTACT MATT&MANDIE 01462 814051

FRIDAY/SUNDAY 24/26 SEPTEMBER 2004

MILE OF TRIUMPHS
GREAT YARMOUTH NORFOLK

TSSC ORG EVENTS

CONTACT LOCAL AREA FOR INFORMATION

August 2004

SUNDAY 8 AUGUST 2004

LEICESTER AREA SPLASH
STANFORD HALL LEICS

SUNDAY 8 AUGUST 2004

NEWBURY AREA STAND
NEWBURY CLASSIC CAR SHOW
CONTACT DAVE OR MARY 01635 868640

SATURDAY 28 AUGUST 2004

TOTALLY TRIUMPH CLASSIC SHOW
CONTACT PAUL 0289 0292772

September 2004

FRIDAY/SUNDAY 3/5 SEPTEMBER 2004

LINCS & NOTTS CAMPING WEEKEND
WOODLAND WATERS, ANCASTER, LINCS
CONTACT GARTH 01529 307302

SUNDAY 12 SEPTEMBER 2004

NEWBURY AREA STAND
TRIUMPH WORLD PICNIC
BEALE PARK PANGBOURNE
CONTACT DAVE OR MARY 01635 868640

SATURDAY/SUNDAY 18/19 SEPTEMBER 2004

WORCESTER AREA CONCOURS
AT HANBURY STEAM RALLY
STOKE PRIOR. WORCS
CONTACT MIKE 01386 7510758
OR 07970 207123

CLASSIC CAR SHOWS

(CLUB INVITED)

September 2004

SATURDAY 4 SEPTEMBER 2004
KILBRONEY SHOW & AUTOJUMBLE
ROSTREVOR, CO. DOWN.

2004 Race Calendar

Date	Circuit	Organisers
July 31/Aug 1st	Donington	BRSCC Rnd. 6
August 8th	Snetterton	MGCC Rnd. 7
August 22nd	Pembrey	AMOC Rnd. 8
August 29th	Mallory Park	MSCC/BRSCC Rnd. 9
September 12th	Cadwell Park	MGCC Rnd. 10
Sept 25/26th	Brands Hatch	MGCC Rnd. Final

66 Comment

By John Muggleton

They Came from Far and Wide

Just got back from a very busy but very enjoyable International Weekend, shame the weather wasn't up to last years standard. There was plenty going on again and my thanks go to all the members who helped out over the weekend, too many to name but you know who you are!! Chris Mills

Clubs own racer Quasi. Other notable cars were the 6.6 litre Herald dragster which appeared in the main hall on Sunday. Not for the purists but what a fantastic piece of engineering. The display that was done by the Manchester Area of the Club in the back hall was a great example of members enjoying the show but also adding something to the event for other members to enjoy during their visit. Something that brought a smile to my face on Sunday was one member moaning to me about how far he had to travel to attend the show (about 100 miles), and then receiving an official presentation from the members from TSSC Portugal who had driven all the way from Portugal to attend the event.

I have always found one the most rewarding parts of attending a show is the drive to and from the event, it not only gives you the chance to enjoy your car, but also lets a lot of other people see you enjoying your car and this has got to be a good thing for the whole Triumph movement.

Just working through my final check list before setting off for the Le Mans Classic, as I'm sure many others are doing. I have just received news from Mark Field that the Le Mans replica has been promoted from 4th reserve and is now officially racing, good luck guys!! I'm sure that the support that you will receive will be worth at least a few seconds off of your lap times!!

Hopefully by the time you receive this months edition of the magazine the summer will have returned, and with the sun out once again you will enjoy some of the upcoming events over the next couple of months. Check out the events calendar for what's going on.

During the past few months my Stag has been neglected due to lack of time, I don't think I've cleaned it for weeks!! A suspect knocking from the rear end



has a mountain to climb with organising this event each year and any voluntary help that is given is greatly appreciated by the organising team. My highlights of the weekend were the Le-Mans display in the main hall, seeing Fred Nicklin (Works Racing Test Driver) sitting in the Jigsaw Le-Mans replica and starting it up. The display of other cars on the back of the stand was equally impressive with the original Macau Spitfire sitting alongside Editor Bernard Robinson's (Very Nearly Finished) Macau Replica and the

resulted in a trip to EJ Wards Stag Specialists for a new drive shaft UJ, trouble is now that this is fixed I can hear a number of other suspicious noises from the back end. So it looks like the old girl will be off the road for a couple of days soon to sort out all the minor problems. MOT due at the end of July so I'd better pull my finger out. The other Triumph in the family (my father-in-laws Spitfire 1500) has just been kitted out with a full burr walnut dashboard/cappings/console plus a full set of magnolia Smiths gauges, 14" Minilites, and a set of the new gas struts for the bonnet. So this has been taking up a fair amount of my time, but the results are worth it and I can travel down to Le Mans in style.



TSSC NEWS *Review*

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

Red Ford Escort K768 WJA

Your action in driving around Stafford County Showground, in the early hours of Sunday morning with a flat front tyre was not only dangerous to yourself, but many campers sleeping yards from you in their tents who YOU could have killed.

Your behaviour is unacceptable, dangerous & stupid. You or your friends involved in this stunt are not welcome at this or any TSSC organised event.

We know who you are ! Unfortunately the data protection act prevents me from naming and shaming you in these pages !

Chris Mills
Event Manager

Moss launch Website

www.moss-europe.co.uk



Moss Europe has now launched its NEW e-commerce web site.

Customers will now be able to purchase any of the vast range of Classic Car Parts supplied by Moss Europe through this extensive e-commerce site.

New Catalogue from Moss

TR5 - 6 gets Bigger and Better

Moss have just released their reworked mail-order parts & accessory catalogue for the TR 5 - 6.

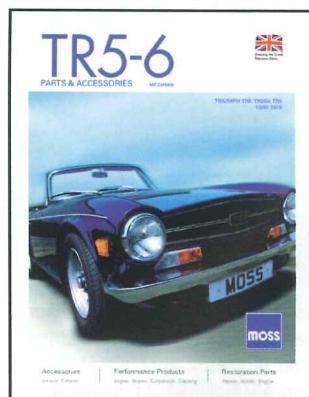
The 74 page Accessories section is divided into 8 parts. The 'Interior' section includes Moto-Lita and MOMO Steering wheels. Use the 'Exterior' part for Alloy or Wire wheels, Halogen Headlamps, Car covers, Hoods, Boot Racks etc. 'Performance & Tuning' contains an extensive range of performance products in it's 43 pages, including, Lightened Body Panels, Roll Bars, Up-rated Brakes, Oil Cooler Kits, not to mention Engine tuning parts and Sports Exhaust Systems. If you want a good read then turn to 'Books & Manuals'. To help you work on your classic then refer to 'Workshop & Tools' and, to help keeping it look good the 'Car Care' section has everything you need. There are 2 pages dedicated to 'Penrite Oils & Lubricants', followed by a section titled 'Indoors/Outdoors' which has a variety of products that make ideal gifts.

The Restoration section, consisting of 248 pages of fully illustrated products and technical information, is dedicated to helping you restore and run your classic TR 5 - 6. Packed with over 5,000 parts (as well as many technical tips), this catalogue is essential whether you are restoring or repairing your classic.

It goes without saying that the catalogue is free to all owners, as is despatch within the UK (a small charge is made for overseas addresses).

As well as the Spitfire, Moss Europe also offer a mail-order parts & accessory service that is second to none - and catalogues for, Triumph TR2/3/4, TR5/250/TR6, TR7, 2000/2500.

To order your free catalogue(s) please call the Moss Catalogue Line (UK) **0800 281182**, or email catalogues@moss-europe.co.uk with your name, full address (including post code) and Model type/year. Overseas customers are asked to supply credit card details to cover the cost of shipping.



www.tssc.org.uk



5%
Discount



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HQ OPENING TIMES AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 7TH AUG - 9.00 AM TO 1.00 PM

SATURDAY 21ST AUG - 9.00 AM TO 1.00 PM

**TSSC HQ WILL BE CLOSED ON MONDAY 30TH AUGUST
FOR THE BANK HOLIDAY**

SEPTEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 4TH SEPT - 9.00 AM TO 1.00 PM

SATURDAY 18TH SEPT - 9.00 AM TO 1.00 PM

The Club Shop will be attending the following shows

STANFORD HALL - 8TH AUGUST

DUXFORD TRIUMPH - 19TH SEPTEMBER

MILE OF TRIUMPHS - 25TH SEPTEMBER

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

TSSC Website
www.tssc.org.uk

ARE YOU REGISTERED ON THE CLUB WEBSITE?

IF SO, ARE YOUR DETAILS ALL CORRECT??

ESPECIALLY YOUR E-MAIL ADDRESS.

CLICK THE 'MY MEMBERSHIP' LINK ON THE HOMEPAGE

Cop Shop

by Mike Crewes

Think!

GMTV, Britax and THINK!

THINK! Teamed up with GMTV in April to promote the use of child car seats until children reach the age of 11 years old. New research from THINK! Road safety showed that the majority of parents stop using child car seats too early.

Key findings were:

37% of parents stopped using child car seats for their children by the time they were aged six or younger. One in ten parents had stopped using child car seats for their children by the time they were three years old. Only 41% of parents of children aged seven to nine and just 26% of those with children aged ten to eleven said that their child always travelled in a child car seat.

However, we are making good progress towards THINK! Targets. Statistics for 2002 show that the number of children killed, or seriously injured as a car passenger was 28% below the 1994 to 1998 baseline, but it is important to realise there is still more to do.

GMTV worked with THINK! To publicise the research findings and to remind parents that children up to and including eleven years aren't big enough to travel without a booster seat, or cushion until they are about five feet (150 cm) tall.

Britax are also helping to promote the use of child car seats by distributing a THINK! Child car seat leaflet that explains the importance of using the correct size child car seat for children aged nine months to four years. The leaflets are available from 0870 1226236 (quote TINF914).

New feature for filmgoers.

A new ten second cinema advert encouraging drivers to get into the habit of switching off their mobile phones before driving was aired across the country from 5th to 25th March this year.



Apart from a vehicle, one of the few other places that people normally switch off their mobile phones is in the cinema. It's already in the cinema audience's consciousness to switch off their mobile phones before the film.

The THINK! Campaign wanted to encourage the audience to repeat this behaviour in their vehicles, explaining that by leaving their mobile phone switched on they could be tempted to answer it, which could be dangerous, or even fatal.

The advert shows a mobile phone with the consequences of driver distraction appearing on the phone and concludes with the simple message 'Switch off before you drive off.' Supporting stickers were also placed on selected cinema exit doors to provide a final message as the audience left the cinema reminding them to switch off their mobile phones before driving.

Research in February 2004 showed that the awareness of the new law banning the use of hand held mobile phones whilst driving was 96%.

How companies can save lives.

An estimated 1000 people die every year in road accidents that happen when they are working - about one third of all fatal casualties. As part of a drive to ensure that all companies take their responsibilities seriously, the Department of Transport (DfT) and the Health and Safety Executive (HSE) have published a booklet 'Driving at work - managing work related road safety.'

The free guide is aimed at any employer, manager, or supervisor with staff who drive, or ride for work. It provides advice on managing work related road safety effectively and on integrating it into existing health and safety arrangements. It shows that the law is quite clear. Under the Health and Safety at Work Act 1974 employers are responsible for the safety of their staff when they use the roads for work.

For copies of the booklet contact HSE Books on 01787 881165, or download it from www.hse.gov.uk/pubns/indg382.pdf More information on THINK! And their campaigns can be found at www.thinkroadsafety.gov.uk

If you have a query, or topic on road traffic legislation why not contact **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN** (enclosing an SAE for any reply), or email copshop@tssc.org.uk

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on the day

advance tickets £6.50

advance tickets on sale
until 7.10.04

Booking fee 50p per order

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Making Life Easy!

By Derek Giles

I like it when I get more than the usual information on a car, it doesn't matter if it is with your IVR or by e-mail. Either way it makes writing my column a lot easier!

That's why I am happy to reproduce what Richie Eagle sent to me via cyberspace about his convertible PPM 801G. Richie starts off, just a quick note to say how much he is enjoying the

Banjul or Bust write-up and is amazed how much we put the car through!

Also wishing he had the time and guts to do something similar. Thanks for that Richie.

He then continues, I sent you an IVR some time ago but never got round to adding the meat to the bones! Well here now is his story.

His love of the Triumph Herald started back in 1980 when out walking in Northumberland with his then girlfriend (now wife) Amanda. They passed a house in Mitford with a Signal Red Herald convertible on the drive. Amanda aside it was about the most staggeringly beautiful thing he had ever seen! There and then he vowed to have one some day!



Although his passion for the Herald never waned he was unable to realise his ambition of owning one till some years later.

Books on the marque were bought; a subscription to Triumph World was paid; the TSSC joined and classifieds were checked every week. A couple of local TSSC meets were attended but Richie felt strange being there without a Triumph so he faded into the mist!

It's funny how circumstances arise, but in June 2000 a job change meant that he could now achieve his ambition!

After some discussion with Amanda it was agreed that a Herald would help fill a void left by the change in lifestyle. Now, having the funds to buy a car, all Richie had to do was to find a suitable

candidate; easier said than done! They wanted a car that didn't need too much work, not a show car just a good clean sound example. A weekend car in fact! With a price in mind and nothing found locally the net was widened even to the extent of utilising the www.

Typing in classic cars on his PC Richie only found 6 but one was indeed a 13/60 convertible. There was no photo but the blurb convinced him the owner was genuine. Some e-mails later Richie and Amanda decided to bite the bullet and drive to Worcestershire to view the car. As it would be a long day they took a picnic, but needn't have bothered for when they arrived the Richmond family had lunch waiting!

Once the meal was over they were led to the garage and introduced to PPM 801G. The Eagles were hooked on Mabel (the Richmond's name for the

car) even though some TLC would be required. A deal was negotiated so that Richie could drive her home that afternoon. Since buying PPM in October 2000 the car has covered some 6600mils and Richie has made the following improvements: New moulded carpet set. Wheels blasted and powder coated. New double duck hood. Stainless exhaust.

Having attended many shows and camping weekends in the last 4 years the Eagles are sure they will continue to do so for years to come!

Richie finally adds, due to the support he has had from Amanda and now Brett (his son) he has been able to realise his burning ambition and enjoy Triumph motoring!

Thanks for that Richie; glad you joined the gang!

Cheers for now,

Derek

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TRIUMPH

WORLD



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Although **TRIUMPH WORLD** is on sale at all good newsagents, TSSC members can have the latest issue sent to them free of charge. Just send £3.65 to: **Triumph World** (Dept SS), CHPublications Ltd, PO Box 75, Tadworth, Surrey KT20 7XF, UK. Tel: 01737 814311. Fax: 017137 814591. e-mail: triumphworld@chpltd.com Cheques payable to CHPublications Ltd. (Overseas orders: £4.00 surface mail, £5.00 air mail) Visa/Access/Mastercard/Eurocard/Switch/Delta/Solo accepted



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Set 4 Goodridge Brake Pipes Stainless Steel Braided Spit or GT6/Vit	£39.95
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Genuine HERITAGE Front Wings Spitfire IV/1500/GT6 MkII	£42.00
QUALITY Alloy Rocker Covers 4-Cylinder £43.47 6-Cylinder	£57.50
Spitfire MkIII or IV Stainless Exhaust Systems (state model)	£117.50
Spitfire 1500 Stainless Steel Exhaust Systems from only	£135.00
Lumination Electronic Ignition Systems from only	£85.00
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Acclaim Challenge

By Michael Hancock

Here's a report from club member and Acclaim owner, Ashley Mills.

Great to hear from you, Ashley and your report shows that an Acclaim makes an excellent additional car for a keen Triumph owning family.

"I have been a long-standing member of the TSSC and attend several events each year. We have owned a Triumph for over 12 years, winning several concours competitions in Heralds and Vitesses.

Our stock of Triumphs keeps growing and recently we acquired a Triumph Acclaim.

The story so far is as follows:

As a classic car enthusiast, at some mad moment I decided to enter the Round Britain Reliability Run. This is one of the three challenges that we hope to do if we and the car survive. The challenges are as follows:

Drive 2000+ miles around the UK in less than 48 hours to raise money for the charity Children with Leukemia. Departing Enfield at 19:00 hours on Friday 1st October following a set route, arriving at various check points on the route within specified times, i.e. John 'O Groats at 09:00 hours Saturday 2nd October, Land's End at 08:00 hours Sunday 3rd October arriving back at Enfield no later than 19:00 hours. It should be emphasised that this is not a race

and is a reliability trial.

The following year 2005 Drive 2000+ miles through 10 countries in less than 48 hours to raise money for the charity Cancer Research.

In December 2005 we will then drive from Plymouth to Dakar 3700+ miles. Upon arrival the car is given to a local charity in Dakar. We also intend to raise money for the local hospice.

For these events we needed a car that was inexpensive? disposable? safe? reliable? and that you could drive as if you stole it! So my concours winning cars were ruled out and the search for an affordable Triumph began.

The first success was that I acquired a one owner from new Triumph Acclaim for less than £50; the Hifi fitted to the car was worth more. It also had Tax, MOT and fuel in it - what a bargain!

The best news of all was the car passed its MOT with flying colours. The car is very economical and thanks to Footman James, very cheap to insure and best of all it has a Triumph badge.

I then managed to persuade two friends to join me as co-drivers for these events which we are funding ourselves, i.e. fuel, food, entry fee etc.

The TSSC Team are:

Harry Abraham - TSSC member and Area Organiser of the West Kent Area who I am sure will take great joy pushing our Acclaim to the limit.

Peter Wenzel - active TSSC member whose Triumph Spitfire recently featured in Triumph World Magazine, I am sure will hold our team together and ensure that we are well organised.

And yours truly, **Ashley Mills** - active TSSC and Club Triumph member up for anything.

We were in need of some spares and put a Wanted advert in the Club Triumph magazine requesting spares. We were inundated with requests to take away whole cars. We now have a very good supply of spares, several donor vehicles and another complete car that is MOT'd until the end of October that had a broken cam belt. This



car is a CDX with electric everything and chrome bumpers. I remembered the advice that Barry McGrath gave me regarding the Acclaim engine being a safe engine and found a cam belt in the boot with various other spares that its previous owner had purchased. Upon changing the cam belt the car started and all the fully loaded electrics works. So we now have a spare car and I am trying to persuade my wife to follow us on to Round Britain Run as it pays to have a spare. This Triumph Acclaim thing is growing on me.

The Acclaim that we bought for the Round Britain Reliability Run, is running well and has now covered over 3,000 miles as part of its shake and rattle test in preparation for its Round Britain Run experience. We are of the opinion that the harder we drive it the better it runs. No expense has been spared on the car as we have bought a new oil fitter, air filter, oil and spark plugs. We have also invested in two stickers for the car, a rear window sticker that states "Drive It Like You Stole It". Well, for a less than £50 car you just have to have that sticker and for the dash board "Warning - Do Not Open The Windows At Speed In Excess of 120 mph" - well we can dream. I am certain that all of this has more than doubled the value of what we purchased the car for.

We have just returned from the TSSC Brean beach Party which as usual the guys from Avon Area made everyone feel welcome, our Acclaim even won an award there.

Our Acclaim is a good support vehicle for our Triumph Herald Convertible and has generated a lot of interest at the various TSSC events that we have attended so far

this year. One of the reasons the Acclaim is generating a lot of interest and I am certain other members will also be purchasing them to complement their growing fleet of Triumph vehicles, is that an Acclaim is a reliable, economical, affordable Triumph.

Our Acclaim can be seen at the following remaining TSSC events prior to the Round Britain Reliability Run and we are more than willing to take pledges for money at these event:

Duxford - Mile of Triumphs - 24th to 26th September

Our aim is to raise as much money as we can on each of the three challenges for each of the chosen charities.

We are currently raising money for the event's chosen charity 'Children with Leukemia' for the Round Britain Event and an article in the press will shortly be published. If anyone knows of a company that would be willing to sponsor us on our Charity Raising Round Britain Reliability Run, as although we already have several pledges we still have space on our Acclaim (it will also hide the rust and hold the car together - only joking), to advertise our corporate sponsors, or if any individual would like to pledge some money for this worthy charity, please contact our Herts & Beds Area Organiser, Les Reed, who will pass on your details.

All monies raised on the first challenge will be donated to Children with Leukemia registered charity No. 298405.

That's all for now. If you require any further details, please feel free to contact me. Regards,

Ashley Mills

TSSC active member from Cornwall & the Herts & Beds areas (its a long story)."

TRIUMPH Acclaim Register
www.tssc.org.uk/Acclaim



Twenty Years On

By Trevor Collett

You know I've run out of hot news and words sent in by members when I resort to writing about my own car.

TRIUMPH Specials Register

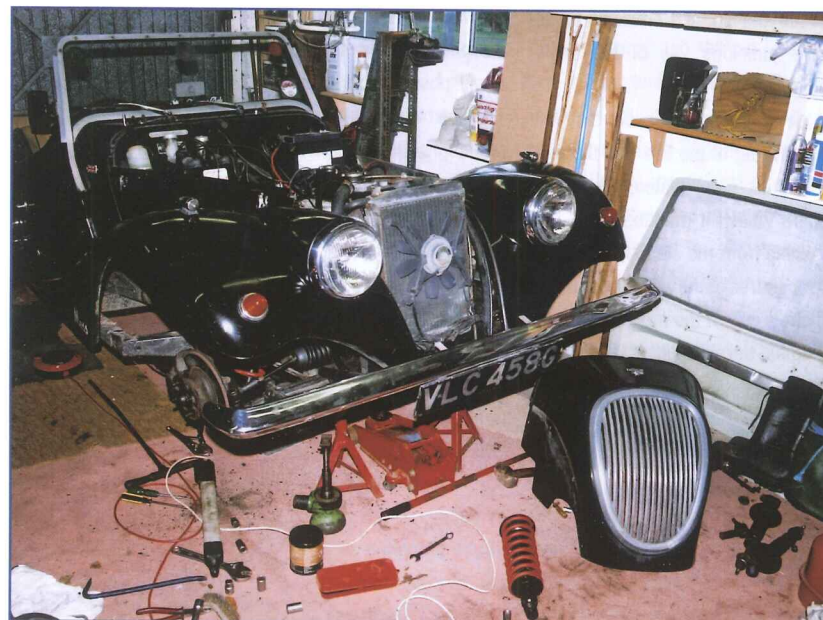
Another reason I write regularly about my Moss Malvern is so that I can make out it is a famous Moss Malvern and put the price up when I sell it. As I write my Moss and I celebrating a significant anniversary, it was in July 1984 that we first hit the highway together, so it's 20

years of happy motoring union. We will probably keep celebrations fairly low key, we're not ones for a great fuss. You realise that on this evidence it seems unlikely that I will ever cash in on its "fame".

To mark the occasion I decided to treat the car to some well-deserved new parts, which meant a spell in my garage, also a treat for a car that spends its life on the drive under a cover.

For the last two MOTs the tester man had given me an advisory on wear in one of the inner ball joints on the steering rack. This was not news to me as I had felt that little bit of play myself by holding the steering rod and pulling up and down. Before the last test I had also noticed that the front shock absorbers had started to leak their fluid. The man also noticed and put this down as another advisory.

I'll tell you the story of my fitting a reconditioned rack and new



shock absorbers, doesn't sound that exciting I know, but read on, you might pick up a tip or two.

Despite having almost exactly the same mechanical bits as a Herald maintenance of a Moss is little bit more difficult, simply because it doesn't have the easy access to front end stuff that the Herald does.

The front suspension is hidden under the, fixed, front wings just like most cars, and the front of the engine and radiator are under the nose cone. Luckily (well, by design really) the nose can be unbolted and removed in about 20 minutes. It may have been possible to change the steering rack without losing the nose cone but it seemed worth doing as it would give more angles to get at the nuts and bolts, especially those awkward ones at the flexible

joint at the bottom of the steering column.

With the nose cone removed you can see that the radiator is not from any of our cars, it's from an Austin Maxi, a popular choice for Moss cars and others of a similar style. They're narrower than the Triumph rads but with a good capacity. Checking around the bits now made

easily accessible, I noticed severe cracking in one of the water hoses. This was replaced - prevention being better than cure.

Removing the steering rack is pretty straightforward, the only possible stumbling block can be the separating of the track rod ends from the steering arms. There are many documented tips to do this - my own way? I bought the proper heavy-duty splitter tool years ago.

Getting the combined spring/shock units out is also fairly easy, assuming the bolts at the bottom, through the wishbone, slide out. If they don't you're in for an hour or so of hacksawing - hands up if it's happened to you, yes, and me.

This only has to happen once to get you into the habit of applying copper grease to the bolts when you put them back.

My bolts had been greased last time I assembled the front suspension, whenever that was, so they came out no trouble.

Separating shock absorber from spring is another of those jobs that really needs the right tool. We have seen the bright spark do it with two spare wheels and some threaded rod but for goodness sake be careful - there's a heck of a lot of stored energy in a compressed car spring and if it finds a way of releasing itself quickly a heck of a lot of damage could

be done. I, of course, have the right tool.

Just in case I'm sounding too smug about my tool collection I'll tell you a little story about my spring compressors. I bought them many years ago, you know the type, threaded bar with two cast iron hooked bits.

When I first came to use them the hooks wouldn't go through the gaps between the spirals. I wasn't to be defeated and with some judicious use of the angle grinder they eventually did the job.

There are other hook type spring compressors that will work on our springs straight out of the box and there is the type that uses two thick steel plates, the same principle as the two spare wheels I mentioned before. This latter design is available from the club shop.

Now that I've got the springs free of the shock absorbers it gives me a chance to show one of the mods I've made for the Moss from the original Herald spec. And this is an issue that applies to all club kits. Just about all of our kit cars end up lighter in weight than the original Herald or



Vitesse and if you don't do anything to the springs your car will be sitting up too high. I ran my Moss for its first few years with a randomly selected, unknown provenance pair of Herald springs, and the front was too high.

There are several ways of getting your kit car to sit right: get springs specially made or try springs from another car - I have heard that the rear springs from the Toledo work well on the front of our cars but I can't confirm this. Perhaps the least sophisticated way is to cut a bit off the original springs; this is what I did.

Now we have to decide how much to cut off. Never fear, the photo of my freshly painted, in signal red, springs sexily posing next to a steel rule gives you the answer. Take it from me, this free length will, when the springs are reunited with the shock absorbers and fitted back, give my Moss just the same front ride height as a Herald. Whether this is exactly the right length for your car will depend on

the precise weight of your body, where your engine sits and the spec of the springs you start with. Mind you, this isn't a very precise science, unless you're preparing a car for the track, so don't worry about it too much.

There is one thing to consider when you cut down a spring. You lose the specially formed flat top. To compensate for this I ground the cut end as flat as possible. As you can see from the photo of the reassembled spring/shock unit this makes the top mounting platform sit crooked. This all squares up when bolted in place on the suspension tower. I turn the spring round so that the top bit bears at the back of the platform, away from the bit that sticks out beyond the tower. I've run several thousand miles like this, with no problem.



Of course there is another aspect to springs other than the length, that is the spring rate. Cutting some off the length of a car spring will make it behave stiffer. Just what you want for a sports car? The rate will also depend on the original spec, that is were they from a Herald, Vitesse, Spitfire or whatever and their history. I'm not going into the detail of spring rates here.

Just one last thing on my shock absorber job... The old shocks were Monroes, made in Belgium. They had done about 65,000 miles on my Moss and they were second hand when I got them. The new shocks, supplied by one of our well known parts specialists, are not marked with a makers name and whilst they are the right size and shape I do, for some reason, doubt they will last as long as the originals.

JUST CHEMISTRY?

Here's another thing that I've learned about my Moss recently that may help one or two of you. The black finish on my car is not paint but impregnated in the fibreglass. This was the standard way of supplying the bodies of Moss cars. It is quite practical and saves the cost of spraying when building your car.

I was happy with the shine of the car for many years, never Rolls standard but very acceptable. After about 15 years I noticed that the horizontal bits of the panels were getting more and more difficult to polish. It got to the point when the shine would only last a couple of hours, then turn a sort of dark matt grey. This is a characteristic of coloured fibreglass - the sunlight eventually breaks down the pigment.

I was resigned to one day having to paint the whole car. At a car meeting a couple of years ago someone suggested I try the Back to Black stuff sold for modern plastic bumpers. I was sceptical and didn't fancy spraying my whole car with such stuff. Last summer the car was looking so grey that I thought I might as well give it go. Well, I was stunned, it's brilliant. A couple of coats of spray and the car is all black and shiny again, and it lasts, and it's easier than polishing. The can says it works for all colours of plastic so it might be worth a try on your coloured fibreglass if you've lost your shine.

Since I'm on the subject of my own cars I thought you might be interested in my latest everyday car. I've got quite a few miles to drive to my office so I need a car that's reliable, comfortable and not too expensive to run. More important than those, though, is that it has to be a bit different, and look good. I've gone Japanese, a



Mitsubishi FTO. A 2-litre V6 sports coupe, a GT6 of the nineties. First impressions: great car. For those of you who know the range, mine is a 1994 built GPX, with Tiptronic and a sun roof, and I'm the first UK owner. Now, you know the form - unless you want me to go on interminably about my own cars, and you know I can, send me some stuff about your cars.

What reason have you not to?



Complete and Whole!

By Colin Lindsay

Hi all, and greetings
from Northern Ireland !!

Once again I am complete and whole - well except for that little accident with the Gentleman's Groomer - my garage is full and my cup runneth over, although nothing that new super absorbent Bounty won't take care of - SAL, the GT6 has returned to the fold and the Heralds have gone to the wall; literally, as it's a two car garage with three cars in it so both Heralds now have half an inch between them and the GT6 gleams like a reconditioned pin. Once I've got over the notion

that breathing on it will scratch the signal red paint - and it's two pack, mind you - the rebuild work will really begin. All I have to do now is remember where everything is - the boxes of spares removed from the complete car at Chic Doigs; the remainder removed in T. H. Clarkes bodyshop In Belfast (former Triumph Dealers they are too!!) and the myriad of assorted seals, studs, bolts and brightwork purchased at shows and eBay auctions over the 18 months that the car's been off the road. Already we've hit problems; inspection of the petrol tank has revealed a nightmare of patching in the lower corners (a replacement is en route from Wins



International) and even fitting the rear lights has led to three shopping trips - once for 24 spire clips, again for self tappers in the correct size, and finally for bullet connectors for the wiring. How I love the metric system ... "I need two dozen spire clips" ... "only sell them in packets of ten" ... "So sell me three packets" ... "Is that alright?" ... "Yes, although I'll probably sit at home and cry over the spare half-dozen" ... what I could have done with that wasted 30p ...

Biggest problem - and most sleepless nights to come - is that the paintshop have removed the windscreen to scuttle seal, without undoing the bolts and without tearing the seal. Don't ask me how, I can't get it back again. Don't the bolts go through it? I just know if I try pushing it back into the aperture I'll ruin the paint, provided I can get around the bolts, but if I have to take the windscreen panel out there goes the headlining; besides the one bolt I have tried to undo seems to rotate endlessly without ever loosening how does the song go? "There may be trouble ahead ...". An SOS has already been posted on the club messageboard but I have a sneaky suspicion this will be

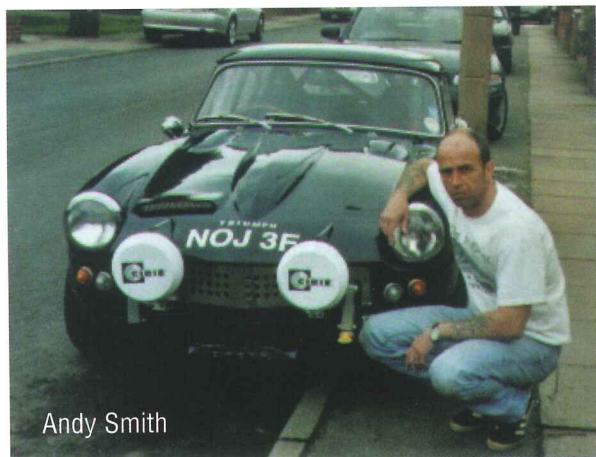
my main conversation piece at Stafford and for weeks to come, a bit along the lines of "Just how do Jacob's get the figs in the Fig Rolls?".

So - I've started with the easy bit - the electrics. The loom is back in place, rear lights and one headlight are already fitted and I've located new rubber seals, fitting kits and even new chrome rings purchased long ago, although the other headlight will have to wait 'til I source a chrome ring retaining clip at Stafford. It's always the small parts which cause the delays!! Although SAL will never be concours - I drive it too much for that - I like to do a proper job, and while a complete rebuild may seem daunting the secret is to take each completed task as a victory in itself; they soon build up and before I know it I'll be hurtling headlong towards the dreaded MOT again ...

As I'm on top of the world with SAL home again, I'll show you some more well loved GT6s sent to me by members: Firstly Andy Smith in Coventry with NOJ 3 F, restored after



TRIUMPH GT6
I-II-III Register



Andy Smith



went under the patio FIRST, then work started on the car in peace ... a good looking car with an interesting front grille and a veritable Swiss cheese of bonnet scoops - I look forward to seeing the restoration story in The Courier!

Lastly, this nice pair comes from Joost Rombouts in sunny Portugal, by now in the aftermath of Euro 2004; a GT6 + in Valencia blue originally from Chelsea and a J-reg MkII in red. From my own experience of Triumph-buying trips I understand completely when he says the drive back to Holland from London was "exciting ..." (I usually find the return trip in a strange car "terrifying"); the GT6 then

ended up in Portugal where as a 'small' restoration Joost removed chrome, windows, interior, dashboard, engine and gearbox. After two years of restoration the car now has a 2.5 engine and Joost has a big smile on his face ...!! These are not Joost's only Triumphs as he has now obtained a MkII which he intends to make into a convertible using a Spitfire MkIII - if he can find one.

That's it for this month; short and sweet in anticipation of sunny (hopefully!!) Stafford. Autojumble here I come ...

Colin

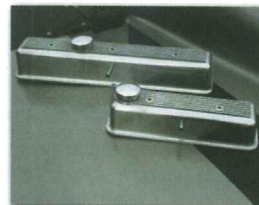
overheating and a dodgy distributor, things are going well so Andy sends thanks to Canley Classics for all their help, plus his long-suffering wife!! (I didn't know they sold those too ...!!). He's now started celebrating by building a patio, which confused me somewhat as I had always believed the wife



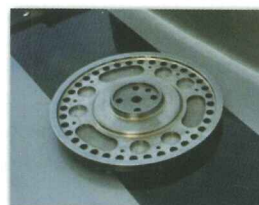
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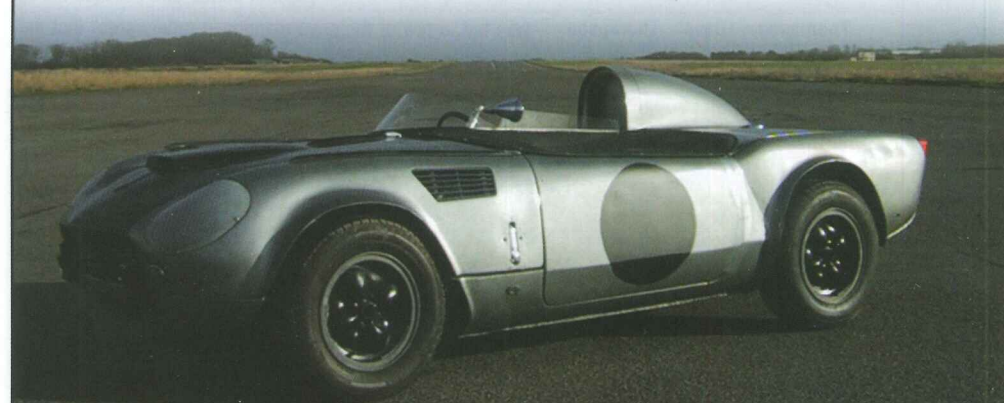
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Oulton Park (Doesn't Bite!)

Round 5

By Nigel Gibbins

Oulton Park 3rd July

With an 8.00am signing on time we woke early (6.30am) to unhitch the cars and time to give them the 'once' over before scrutineering. Being down as second race of the day, our practice session was due out at 9.20am. Barry Blakeley and Michael Davies were the only entry in class A so there were slim pickings for points there, but Class C was bursting with seven entries which included myself, Andy Vowell, John Thomason, Dave Thompson, Steve Adams, Karl Dandridge and

Ralph Jane.

Last year I destroyed my car in a huge accident at this circuit and the memory of this was still with me, as I really didn't want to do it again. It was something of a topic of conversation for the morning, along with the usual weather predictions as we were pestered with the odd shower.

As we queued for the mandatory sound test and collected in the assembly area it became clear that most of the cars were failing! This usually means you will be stopped from practising until you fix the problem, but with more than half the grid failing we were all allowed out anyway. My reading at the last test was 92 decibels; but here I was given 102! (which is still under the 105 limit).

The track was wet as we went out and the cars in front were kicking up a lot of spray. But as the session continued it began to dry in patches, which ensured every lap was in different conditions, which made it a little difficult to predict, and it was quite slippery too. But as the session went on, a dry line began to appear and the times began to drop. About the 6th minute saw a TR7 in the wall at the first corner and because the car was red, a few of the guys mentioned (afterwards) that they thought it was mine. It nearly was too, as I was braking for the

same corner over a small crest, the front went light and locked up. I over shot the corner slightly but managed to keep it on the black stuff and safe - phew!

After the session my 'trust' in the car had grown and my lap times had come down. But, not enough to give me a good grid slot. Andy Vowell had Class C pole (and overall 8th) some three second clear of Ralph Jane in second - who in turn was followed by John Thomason, Karl

Dandridge, Steve Adams, David Thompson and then myself. Barry also was on class pole a very comfortable 12 seconds ahead of Michael.

After practice, we all were scrutineered by Ron (Roberts), our eligibility scrutineer who was explaining that nearly everyone failed the sound test and we were all ready to lodge a complaint until the stewards admitted their equipment was

faulty. The highest reading we had was Edwin Drivers, TR2, which topped out at 116 decibels!

I had no dramas to fix on the car, so I simply parked it up next to the van and put my feet up! yes, it can happen!

Race

The track was dry for the race and trouble was expected as Graham Miller and Jon Wolfe (V8s) were both pushed off the front row by the rapid

TR5 of Mike Hughes and TR6 of Mike McKenna. Neither John nor Graham like having anyone in front of them, and we all agreed that they would either be first by the first corner or off ploughing fields.

As we set off for our 'green flag' lap, Steve Adams had his hand up (indicating a problem) and we left him behind on the grid. When we came back around he had gone and his grid slot was empty - not the best start.

As the red lights went out it was Graham who had



Mike & Mike

position for the first corner and Jon was just a fraction behind just managing to squeeze out the 'two Mikes'. Andy Vowell had a good start as he managed to make a place and Ralph got the best of the TSSC 'gaggle' in the



Lap 10

midfield. I didn't get the bst start ever as the engine bogged and I struggled away at the back.

Andy Vowell, held his place while gradually reeling in a group of TRs, which included Martyn Adams, TR7V8



Mik and Rej

and by lap five they were neck and neck. By lap seven Andy was through and into fifth spot overall. This then became fourth spot, when Jon Wolfe overcooked it at Lodge corner and was stopped by hitting a previously defunct car at the same spot, which had spilled its sump oil over the circuit.

The best action of the race was between the two Mike's as they were hammer and tongs against it for ten laps of the race. Constantly swapping places and putting in some storming lap times in the process. This entertainment came to an abrupt end on the start of lap 11 when Mike McKenna suffered complete brake failure at 100+mph, after desperately taking to the grass on the first corner to slow himself down, he spun back across the track and clipped Mike Hughes sending them both in the tyre wall practically destroying both cars. Both drivers were unhurt but not too happy about the prospects of the rebuilds ahead.

This elevated Andy Vowell to second overall, albeit 51 seconds behind the leader, and that's how it finished with Martyn Adams less than half a second behind. John Thomason came in 6th overall, with the fastest lap,



Jon's Spin

followed by the beaten up looking GT6 of Karl Dandridge. Ralph Jane was fourth in class after fighting back from an early spin and Dave Thompson had fifth spot, followed by myself in sixth and Steve Adams (who had managed to start) in seventh even though he pulled into the pits with fuelling problems as the chequered flag came out.

Barry 'Le mans' Blakeley came home comfortably in class A top slot and Mik finished safely some way behind.

Results

Class C

Andy Vowell	1 = 10pts
John Thomason	2 = 8pts
Karl Dandridge	3 = 5pts
Ralph Jane	4 = 4pts
David Thompson	5 = 3pts
Nigel Gibbins	6 = 2pts
Steve Adams	DNF = 1pt

Class A

Barry Blakeley	1 = 7pts
Michael Davies	2 = 3pts

2004 Championship Race Calendar

Date	Circuit	Organisers
August 8th	Snetterton	MGCC Rnd. 7
August 22nd	Pembrey	AMOC Rnd. 8
August 29th	Mallory Park	MSCC/BRSCC Rnd 9
Sept 12th	Cadwell Park	MGCC Rnd. 10
Sept 25/26th	Brands Hatch	MGCC Rnd. Final

Championship Table 2004

Class A		POINTS
83	Barry Blakeley Spitfire	36
65	Richard King Spitfire	25
62	Mark Hadfield Spitfire	15
76	Kevan Hadfield Herald	10
43	'Mik' Davies Spitfire	8

Class C		POINTS
50	Andy Vowell Spitfire	32
70	Karl Dandridge GT6	21
70	Dave Thompson GT6	19
54	Ralph 'Rej' Jane Spitfire	10
21	Nigel Gibbins Spitfire	8
77	John Thomason Spitfire	8
58	Andy Winterton Spitfire	5
55	Steve Adams Spitfire	1



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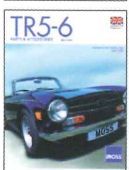
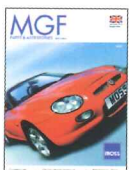
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Alternative 'Spitfires'

By Suzie Singleton

This month's article – as always – has pretty much written itself from the material I'd found or was sent, but it seems to quite nicely tie in 3 'alternative' Spitfires.

TRIUMPH Spitfire I-II-III Register

Guy and I have just come back from another two weeks on the canals and I was pleased to spot a very 'apt' one during our travels – A Spitfire!

Although I'd taken the laptop and mobile phone on the boat with me to keep up with my email I was rather stymied when I realised I'd been sent some very large emails so, with such a slow and expensive method of retrieving them I had to wait till I got home to see them (and any which came after, unfortunately). Anyway, when I was able to retrieve the rest of my email I was pleased to find they included this from Jon Baker from the Isle of Wight.

"When TPC 635F met MH434

By now you may have guessed that

TPC635F is my 1968 Mk3 Spitfire while MH434 is a second world war Spitfire. I live on the Isle of Wight and visited the D-Day event held at Sandown Airport on the 5 and 6 June where they

were flying Spitfires, a Hurricane, Mustangs and other glorious WW2 aircraft. My Spit had just passed its MoT (needed a new clutch, the old one partially disintegrating, but that's another story), and the weather was lovely, so naturally I took her along! Late on the Saturday, I managed to track down the Airport manager, Larry, and asked him if I could take



a picture of my car next to one of the Spitfires. To my astonishment he agreed, if I arrived early. "About 9ish?" I queried, to which he replied, "No, early – before 8". That's put paid to the Sunday morning lie



in, I thought, but has to be worth it.

So I duly arrive at the airport at about 8am, found Larry (who seemed surprised to see me!) and slowly drove round to the apron where MH434 was standing. Backing up to the 'plane (worth about £1.5 million), Larry was understandably nervous, especially when my Spit jumped out of reverse with a thump (why do they do that?) at which point he squawked "Close enough!"

I jumped out and ran around taking a few photos, admiring the Spit's lines as I did so. They really are amazingly beautiful even when stationary, and when that Merlin engine bellows into life, well, it brings a lump to the throat! MH434 is a Mk9 Spit which has the larger 2-stage supercharged Merlin engine, developing around 1,500 hp and has the longer nose than previous versions. All that power is transferred to the air via a 4 bladed propeller, rather than the earlier 3 bladed props.

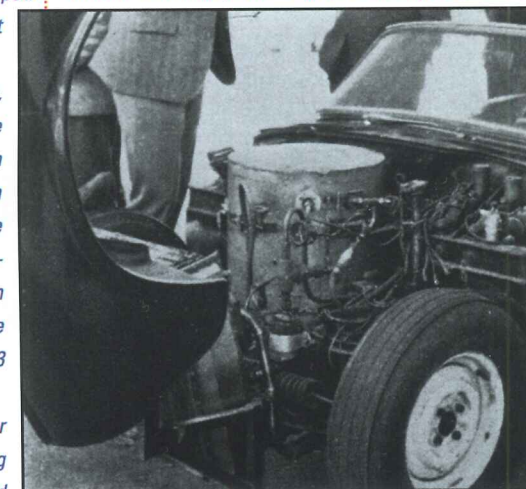
After the photos, I carefully drove back to the inner car park where some other classic cars were lining up, organised by the local Vectis Historic Car Club and the MG Club, so left the Spit with them, and went off for a much needed cup of tea.

What a lovely weekend. What other car would bring such a smile to my face when driving it, and is unique enough to warrant sitting next to what must be the best aeroplane ever designed?"

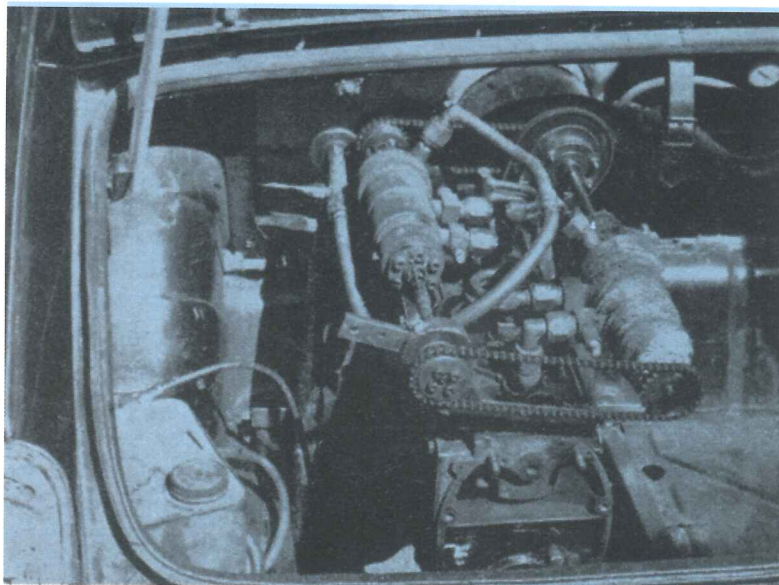
Can I just say here that, although I love receiving emails and photos from you, and usually even larger files are no problem, there are occasions when it can be a bit awkward, for example, if I'm using the laptop/mobile link – or away from PCs for a few days when emails with large photos etc can pile up and clog my inbox. I'd very much appreciate a brief text email

first telling me what you have to send and just checking whether it's a good time to send them. Usually I'm able to respond within 24 hours or so – if not then I may be in the middle of a field somewhere.

"P. A. Barrett is installing his well tested modified Richard J. Smith power unit in a Triumph Spitfire 4



chassis for use as a "family car." The aim is to improve accessibility and obtain better road performance by the use of a streamlined body. The Smith steam generator is installed vertically under the hood (bonnet) with radiator-type condenser forward. The condenser fan is also driven by Rootes blower type exhaust steam



on the road. Therefore, mediocre performance was expected. But even though quite low steam temperature was used the car drove briskly and smoothly enough to impress onlookers. If it had been thought advisable the trunk probably could have been left unoccupied, but at the cost of the accessibility preferred for this test car, which will be put into everyday service."

I would dearly love to

motor. The converted Mercury i.e. engine with two double-ported rotary valves is fitted lengthwise at the left-hand side of the trunk (boot), using transverse chain drive to a sprocket on the differential pinion drive. This arrangement enables the ratio to be quite easily changed for acceleration and top speed testing. Though the power plant has had considerable use in another chassis, it was the first time it had been run in this car

hear from anyone who has any knowledge of this steam-powered Spitfire and to know whether there is the remotest possibility it still exists!

And finally, I've just returned from a very good International at Stafford (look out for a few words and pictures next month) where I met up again with Alex Cherington. He was pleased and surprised to see his car featured last month but did comment that I'd left out the

shot of his 'rear end' thus making the text a bit confusing so I hope to put that right here.

If you remember he'd noted: "The sharper eyed will notice the car has an earlier bootlid." which - with only a photo showing the front of the car published - would have need VERY sharp eyes indeed to spot the difference. Now Gadgets!



200

INGENIOUS

MOTORING GADGETS

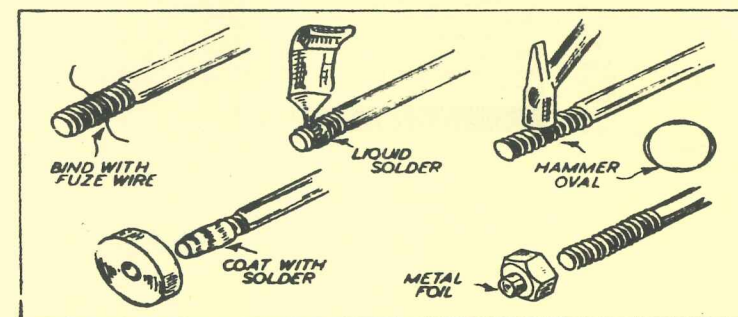
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YOU

CAN MAKE THEM!

DEAL WITH WORN OR STRIPPED THREADS

in these various ways



WORN or stripped threads usually call for replacement parts to be fitted. However, a thread may strip and a brake rod pull out whilst in the middle of a journey with no garage handy, and some emergency treatment is called for.

In such cases a good temporary repair can often be made by removing the offending threaded rod, resting it on a hard surface and then hammering the thread to an oval shape. This will provide sufficient bite to engage the nut or mating thread again and get you home safely. Just to be sure, bind the assembly with thin wire to take part of the load. Thin copper wire is most useful for emergency repairs of all types, so always carry some in the toolbox.

Some other treatments which may be applied to stripped or worn threads under light load are summarised in the sketches. Building up the thread with a binding of fuse wire will often help, and as the nut is screwed on again this soft metal will tend to flow slightly and take up some of the clearance between the mating threads. Liquid solder—kept warm by heat—can also be used to build up a worn thread, screwing the nut back in place before the solder has quite set. Ordinary soft solder, applied as a proper coating, can be used to build up sufficient thickness of metal to tap a new thread of the same size, although the strength of solder in shear is small and the repair would not stand much oblique pull. Another method is to use a wrapping of metal foil inside the nut which is then screwed back in place. The foil will take up part of the clearance between the threads and thus make a tighter joint.

T.D. FITCHETT

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Brake pads type 14 . . .	£9.50 set
Brake pads type 16P/16PB . . .	£10.00 set
Recon steering racks RHD exchange . . .	£40.00
Track rod ends . . .	£7.00 each
Rear shock absorber GSA385 . . .	£17.50
Front shock absorber . . .	£20.00
Herald 3 Syncro exchange gearbox . . .	£135.00
Herald 4 Syncro exchange gearbox . . .	£160.00
Vitesse exchange gearbox . . .	£170.00
Herald rear leaf spring 305945 . . .	£77.50
Herald recon exchange drive shaft assembly . . .	£147.50
Herald/Vitesse non-rotolux drive shaft . . .	£57.50
Universal joint grease nipple tube . . .	£8.50
Herald new alternative distributor (exchange) . . .	£57.50
Vitesse Delco distributor cap . . .	£7.00
Vitesse HT lead set . . .	£8.00
13/60 HT lead set . . .	£7.00
Herald oil filter GFE 119/150 . . .	£4.50

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Spark plugs 1200/12.50 (set of 4) . . .	£4.50
Recon w/wiper motor exchange . . .	£40.00
Vitesse 2 Litre Q/H clutch kit . . .	£75.00
Clutch slave cylinder 13/60 . . .	£35.00
Vitesse sealed beam inner light unit . . .	£9.50 pair
Vitesse sealed beam outer light unit . . .	£8.00 each
Boot catch 611225 . . .	£9.00

TR7

Early type bonnet (single bulge) WKC170 . . .	£147.00
Late type bonnet (double bulge) XKC3822 . . .	£294.00
Front lower valance WKC86 . . .	£65.00
Sills L/H and R/H XKC 112/3 . . .	£76.00
Doors FHC WKC5286/7 . . .	£260.00
Door skins YKC747/5 . . .	£47.50
Body shell FHC with sunroof . . .	£2,950.00
Body shell convertible . . .	£4,450.00
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Window regulators XKC325/6 . . .	£22.50
Door/glass outer weather strip R/H YKC101 . . .	£6.00
New hood frame (exchange) . . .	£120.00
Radiator grille R/H convertible WKC3674 . . .	£25.00
Petrol tank retaining strap . . .	£8.00
Petrol tank . . .	£110.00
Petrol tank sender TKC3408 . . .	£25.00
Rear lamp assembly R/H TKC232 . . .	£75.00
Recon TR7 (exchange) distributor . . .	£45.00
TR7 distributor cap . . .	£6.00
HT lead set (early) GHT 167 . . .	£9.00
TR8 electronic distributor . . .	£260.00
Gearbox 4 speed exchange . . .	£160.00
Gearbox 5 speed exchange . . .	£380.00
Recon steering rack exchange . . .	£40.00
Front strut assembly recon/exchange . . .	£65.00
Front lower ball joint GSJ154 . . .	£14.00
Front suspension strut gaiter UKC4981 . . .	£9.50
Rear shock absorbers . . .	£19.50
Upper steering joint UKC2449 . . .	£29.00
Lower steering shaft TKC1084 . . .	£32.00
Track rod ends GSJ185 . . .	£17.50 pair
Steering wheel (early) RK509 . . .	£15.00
Brake pads GBP233 . . .	£9.50 set
Brake discs TKC780 . . .	£17.00 each
Brake servo recon exchange . . .	£75.00
Upgraded brake master cyl/servo assy (exch) . . .	£200.00
Brake pressure valve TKC 3667 . . .	£40.00
Recon exchange brake caliper . . .	£45.00
Brake shoes 5 speed GBS813 . . .	£14.00 set
New 4 speed differential TKC2619 (exch) . . .	£195.00
Jackshaft 215207 . . .	£130.00
Recon starter motor . . .	£65.00
Service exchange oil pump 215573 . . .	£22.50
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Recon w/wiper motor exchange . . .	£40.00
Clutch kit Q/H . . .	£65.00
Clutch kit O.E. Unipart . . .	£105.00
Clutch kit TR8 Q/H . . .	£105.00

STAG

Inertia seat belts non sensor original . . .	£115.00
Seatbelts, non sensor . . .	£85.00
Front suspension leg insert . . .	£32.50
Recon steering rack exchange . . .	£117.50
Steering column shaft 151032 . . .	£57.50
Track rod end GSJ157 . . .	£12.50
Steering lock 160337 . . .	£75.00
Spark plugs 1200/12.50 (set of 4) . . .	£4.50
Gearbox exchange . . .	£250.00
Rear shock absorbers . . .	£19.50
Rear sub frame mounting 150382 . . .	£21.00
Rear wheel bearing kit . . .	£18.00
Service exchange drive shaft 311914 . . .	£117.50
Recon rear wheel hub assy exchange . . .	£92.50
Caliper seal kit inc pistons . . .	£27.50
Set brake pads . . .	£13.50 set
Recon brake master-cylinder exchange . . .	£120.00
Recon Servo exchange . . .	£145.00
Rear wheel cylinder GWC1211 . . .	£17.50
Service exchange oil pump 215573 . . .	£22.50
Viscous fan coupling TKC101 . . .	£67.50
Window regulator and motor assy 309024/5 . . .	£76.00

TR6

Front and rear wings . . .	£187.50 each
Rear L/H fitch panel 907097/576477 . . .	£105.00
Late type rear centre bumper . . .	£82.50
Rear quarter bumper . . .	£57.50
Seat belts with sensor wire type . . .	£85.00 pair
Prop shafts recon exchange . . .	£65.00
Recon exchange water pump GWP201 . . .	£29.50
Recon steering rack exchange . . .	£55.00
Front transmission 142377/8 . . .	£17.50
Top ball joint GSJ131 . . .	£19.50
New Brake servo exchange . . .	£99.50
Brake disc 209327 . . .	£19.50
Recon exchange caliper type 16P/16PB . . .	£55.00
Brake pads early/late type . . .	£10.00
Gearbox exchange . . .	£250.00
Recon drive shaft assy exchange . . .	£127.50
Recon rear hub assy exchange . . .	£92.50
Diff mounting upper 134235 . . .	£2.50
Diff mounting lower 134236 . . .	£2.50
HT lead set . . .	£8.00
Spare wheel cover 812236 . . .	£60.00

SPITFIRE MK I & II & III

Spitfire Mk III bonnet . . .	£560.00
Nearside/offside front wings . . .	£67.50 each
Front wing 'D' plate 706311/2 . . .	£11.00 each
Front outer wheel arch 903137/8 . . .	£35.00
Front inner wheel arch 706548/9 . . .	£35.00
Bonnet hinge tubes 811679/811680 . . .	£32.50 each
Side light mounting panel 907157/8 . . .	£45.00
Door skins . . .	£35.00
Battery box 806707 . . .	£13.50
Rear valance lamp panel 569900 . . .	£47.50
Boot lid 575787 . . .	£225.00
Dash top cover 714482 . . .	£32.50
Vinyl hood Mk III inc zip window . . .	£95.00
Hood Mk III original material/zip window . . .	£140.00
Chrome bonnet catch 607663 . . .	£21.00
Rear lamp assembly 208532/217025 . . .	£38.50
Track rod ends . . .	£7.00
Gearbox 3 Syncro exchange . . .	£135.00
Gearbox 4 Syncro exchange . . .	£160.00
Rear leaf spring 305894 . . .	£69.50
Recon exchange brake caliper type 12 . . .	£45.00
Recon exchange brake caliper type 14 . . .	£40.00

Original head gasket GEG314 . . .	£6.50
Distributor cap . . .	£4.00
Front valance support bracket 712567/8 . . .	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751 . . .	£12.50 pair
Front wings 909663/4 . . .	£39.50
Front wheel arch outer 909351/2 . . .	£35.00
Front wheel arch inner 909797/8 . . .	£34.00
Headlamp support panel assembly 818871/2 . . .	£22.00
Front quarter valance 815391/2 . . .	£55.00
Door skins . . .	£35.00
Sills non O.E. 903097/8 . . .	£26.00
Sills O.E. 903097/8 . . .	£42.00
Sill reinforcement panel 806634/5 . . .	£6.50
Inner sill 806638/9 . . .	£15.50
Front sill end plate 706422/3 . . .	£5.75
Half floor (deep pressing) . . .	£69.50
'A' post lower filler panel 706288/9 . . .	£12.50
Bonnet hinge pivot box RKC362/3 . . .	£35.00
Chassis front gusset 218526/7 . . .	£17.00
Bonnet hinge tube L/H-R/H 91107/8 . . .	£45.00
Rear wing non O.E. . . .	£87.50
Rear wing front repair panel . . .	£14.50
Rear wing rear repair panel . . .	£18.50
Rear lamp panel 716182 . . .	£112.00
Rear valance 908970 . . .	£35.00
Boot floor . . .	£75.00
Boot lid 911327 . . .	£250.00
Rear inner wheel arch 725563/4 . . .	£85.00
Rear outer wheel arch 909661/2 . . .	£49.50
Windscreens aperture drip channels . . .	£12.00 pair
Stainless steel oversill kit . . .	£70.00 kit
Hard top rear screen seal 911040 . . .	£35.00
H/ top seal roof/ door glass 716183/4 . . .	£8.00
Front windscreens chrome insert kit . . .	£32.00
Door hinges 607824 . . .	£15.50
Exterior door handle (black) YKC2837/8 . . .	£47.50
Window regulator 911271/2 . . .	£45.00
Window regulator glazing channel . . .	£52.50
Front outriggers 209398/9 . . .	£22.50
S/steel tread plate finishers . . .	£19.50 pair
Oil pump TKC 1974 (exchange) . . .	£29.50
Water pump 216939/GWP128 (exchange) . . .	£29.50
Late type water pump (viscous) UKC774 . . .	£40.00
Oil filter GFE119/150 . . .	£4.50
Heater valve 724021 . . .	£18.00
Front wheel bearing kit GHK1021 . . .	£14.00
Front wishbone bushes 119451 (set of 8) . . .	£10.00
Front shock absorber GSA364 . . .	£20.00
Front suspension vertical link/trunnion assy . . .	£67.50
Front suspension top ball joint GSJ155 . . .	£10.00
Stub axle UKC697 . . .	£20.00
Recon steering rack exchange . . .	£40.00
Track rod end GSJ158 . . .	£7.00
Steering joint 142140/FAM1718 . . .	£17.50
Steering lock 216449/UKC2719 . . .	£40.00
Gearbox exchange . . .	£150.00
Rear wheel bearing kit GHK1029 . . .	£14.00
Early/late rear drive shaft . . .	£57.50
Recon exchange drive shaft assembly . . .	£147.50
Rear shock absorber GSA385 . . .	£17.50
Rear leaf spring 159640 . . .	£69.50
Recon exchange brake caliper type 14 . . .	£40.00
Brake disc 208715 . . .	£14.00
Caliper repair kit inc pistons type 14 . . .	£20.00
Girling brake master cylinder . . .	£57.50
Handbrake front cable 121766 . . .	£3.50
Handbrake cable end fork 104749 . . .	£1.75
Rear wheel brake cylinder 7 dia . . .	£8.00
Rear brake lever 123135 . . .	£5.50

Clutch slave cylinder GSY103 . . .	£35.00
Clutch kit GCK160 (original) . . .	£77.50
New distributor 1500 (exchange) . . .	£57.50
Recon distributor 1500 (exchange) . . .	£47.50
Distributor cap Mk IV . . .	£4.00
HT lead set . . .	£7.00
Recon starter motor exchange . . .	£25.00
Recon w/wiper motor exchange . . .	£40.00
Universal joint with grease nipple . . .	£8.50
Dash top cover 815281 . . .	£29.50
Seat cover set, brown houndstooth material . . .	£115.00
Gearbox tunnel retaining plate 608383 . . .	£1.20
Wheel arch to bulkhead seal 613666 . . .	£2.75
Hoods original I.C.I. material inc zip window . . .	£140.00
Hoods vinyl inc zip window . . .	£95.00
Inertia seat belts less warning light wire . . .	£45.00 pair
Inertia seat belts less sensor OE . . .	£55.00 pair

GT6

Bonnet assembly Mk II . . .	£595.00
Bonnet assembly Mk III 913766 . . .	£600.00
Front wings Mk II 908113/4 . . .	£87.50
Front wings Mk I 907154/5 . . .	£67.50
R/H front overrider Mk I 710717 . . .	£30.00
Petrol tank cover board Mk I/II 710703 . . .	£22.50
Boot floor carpet Mk I/II 810841 . . .	£32.50
Main carpet early Mk III new tan 819813 . . .	£29.50
Main carpet late Mk III new tan 822633 . . .	£23.50
Main carpet Mk III black 822631 . . .	£29.50
Dash veneer set Mk III 820073 . . .	£97.50
Steering lock 216449/UKC2719 . . .	£40.00
Seat belts . . .	£45.00 pair
New crankshaft 308034 (exchange) . . .	£95.00
Recon exchange water pump GWP201 . . .	£29.50
Gearbox exchange . . .	£170.00
Clutch kit Q/H . . .	£75.00
Front suspension vertical link . . .	£65.00
Front shock absorbers . . .	£20.00
Track rod ends . . .	£7.00
Rotoflex coupling 152273 . . .	£21.50
Rotoflex bush kit inc tubes . . .	£15.00
Brake shoe Mk I/II/III rotolux GBS750 . . .	£13.50
Brake shoe non rotolux GBS746 . . .	£14.00
Front side/flasher lamp assembly 155416 . . .	£20.50
Delco distributor cap . . .	£7.50
HT lead set . . .	£8.00
Manifold Banjo Bolt 145155 . . .	£9.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6 . . .	£125.00
Mk I front panel (nose cone) 903258 . . .	£65.00
Mk I bonnet 903477 . . .	£115.00
Mk II headlamp panel 575894/ZKC1972 . . .	£75.00
Mk II bonnet 910507 . . .	£125.00
Mk II boot lid 910506 . . .	£111.50
Mk II rear lamp panel 910509 . . .	£95.00
Mk II boot reinforcement panel 910505 . . .	£60.00
Bonnet seal 613894 . . .	£12.00
Rear centre bumper (estate) plain 576530 . . .	£85.00
Rear centre bumper (estate) for insert 917813 . . .	£85.00
Rear quarter bumper (saloon) plain 910158/9 . . .	£60.00
Rear quarter bumper (estate) 923444/5 . . .	£60.00
Rear bumper moulding (saloon) 824479 . . .	£20.00
Interior door knob 615888 . . .	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552 . . .	£57.50
Dash veneer set 2000TC/2500TC - 730397 . . .	£57.50
Dash veneer set 2500S 726421 . . .	£57.50
Interior grab handle ZKC 701/711 . . .	£17.50
Draught excluder grey 614628 . . .	£6.00
Boot carpet 728551 . . .	£18.00
Late Mk I 2000 steering wheel 307493 . . .	£20.00

Recon power steering rack exchange . . .	£117.50
Recon manual steering rack exchange . . .	£40.00
Gearbox exchange . . .	£175.00
Mk II front side/flasher lamp 216149/216150 . . .	£35.00
HT lead set . . .	£8.00
Clutch kit Q/H . . .	£75.00
Recon exchange water pump GWP201 . . .	£29.50
Rear wheel bearing kit . . .	£18.00
Rear shock absorber . . .	£19.50
Recon exchange brake caliper . . .	£45.00
Brake disc Mk I 209348 - O.E. . .	£40.00
Brake shoes Mk I (axle set) . . .	£22.50
Brake shoes Mk II (axle set) GBS803 . . .	£16.50
Rear wheel cylinder GWC1205 . . .	£15.00



Staples and All

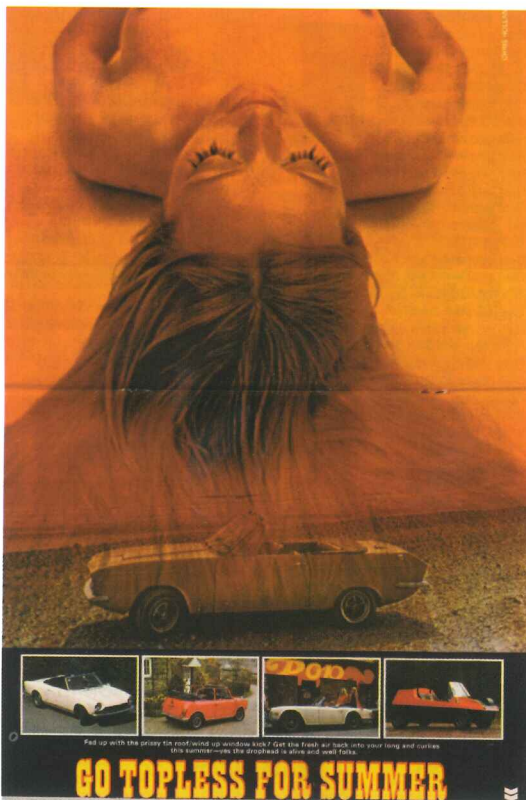
By Guy Singleton

Suzie recently acquired a copy of the July 1970 issue of "Custom Cars.

BONDE *zupie* Register
www.tssc.org.uk/bondezupie

I'd previously featured the front cover of this in the May 2003 Courier which Mac Reynolds, at the time our esteemed Vitesse Register Secretary, had sent us. Having now acquired a complete copy of the magazine I see that he didn't share all of it with us! The cover was good – but the centrefold (complete with staples) is better! Does anyone know the car used – or even better – the young lady! – I see they had taste – a nice Bahama Yellow Convertible – do we have any takers for a remake!?

On our holiday on our canal boat (which can be seen in the background of the photo) we found a 4s – not entirely true – a 4s found us! Mike Carter met us whilst we were travelling down the River Avon at Eckington Bridge near Pershore, he was using the car for work having just renewed the MOT.



BOND EQUIPE is a neat job with two seats and two occasional, built on a Triumph Herald chassis. It uses the 63-hp engine from the Triumph Spitfire.



Rear half of the hood, the windshield, and the doors are stock Herald – the rest of the body is fiberglass. Modified



suspension, disc brakes, and light weight give it roadability of the finest sort. Top speed is 90 mph, and it has acceleration comparable with the Spitfire's.

Suzie has also found a snippet on the 2+2 in the American magazine Motor Trend's 'European Report', dated August 63 and another, also from an American magazine, Popular Science, (Cover Overpage) whose December 1967 article 'New cars from Europe' featured the 2 litre Equipe.

Philip Delamore has also reminded me that his Mk1 Coupe is also for sale if you are interested his description is as follows - "Finally complete! I have a Mk 1 2L Equipe-PHP 115G For Sale. Complete restoration, just requires rechroming bumpers to make it 100%. The car has been rebuilt on new



Bond Equipe 2-Liter GT is a new full-four-seater fastback built on the Triumph Vitesse chassis. The modern fiberglass body has an overall length of 166 inches. The engine is a 95-hp, 122-cu.-in. pushrod six that can give you 0-60 acceleration in 11.5 seconds and 100-plus top speed. The radio antenna is concealed under the car's plastic roof to avoid the annoying wind whistle that comes with repetitive flexing of outside rods.




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Popular Science

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chassis, with rust free floorpans. resprayed in original blue with new headlining, front & rear screen seals, s/s exhaust, recon carbs, new clutch. Original Les Leston Wheel & front seats. Tax exempt & 12 months MOT. Ready to drive away. The car is in



South London, and pics available to anyone who emails me-I am open to sensible offers around £2000, as I must sell asap. I have a little history-including original registration document! 07958 251 552

I have been contacted by Simon Belt who is selling his 2 litre convertible, if you are interested please contact him on simonbelt@freeuk.com he is looking for £1850 for the car (Car pictured Below)

Finally a reminder for the next Bond meeting which will be the Essentially Equipe Rally at Cosgrove which will be held on the 11 & 12 of September 2004, Saturday will be in the form of a road run out to Bletchley Park, returning to Cosgrove Park (Near Milton Keynes) in the evening, then out to a pub meal with a quiz, Sunday will take the form of a informal concours and chat etc with an auto-gymkhana in the afternoon.

We are planning to go up on the Friday night and look forward to your company.

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DWC 626

By Bill Davies

Once more another rare Herald has come to my attention through the power of the internet.

TRIUMPH Herald
 948, 1200 & 1250 Register
www.tssc.org.uk/herald

Yet again I must thank Andy Mace of New York State for passing on the details, via contacts elsewhere in the US and Canada! Of course any previously unknown Courier is going to draw my attention, so I was soon in touch with Gerry Thorne, the son of the Van's owner. Gerry lives in Canada, which is how the chain of information began so far from home. It turned out that Gerry's father, Tony

Thorne, lives near Honiton in Devon, not exactly on my doorstep, but a place which I would soon be passing very close to en-route to a holiday in Cornwall. A short detour was arranged, so we were soon taking a look at what I can only describe as an absolute gem of orig-



DWC 626 Front

DWC 626 Rear



inality – this one would have me drooling if it was any other Herald variant, but being a Courier, it really is something else.

DWC 626 was first registered on August 20th 1962, very late for any Herald built on the Mk1 chassis which ceased production around June of that year. The Lichfield Green paint is largely original, with nothing more than a few touched in areas being evident. The interior too is unaltered, the thinly padded front seats being the usual Phantom Grey vinyl seen on most early Couriers. The factory fitted rubber



Interior

footwell mats are still in place – no such luxury as carpets in a commercial vehicle. With most surviving Couriers seeming to have been rebuilt using a mixture of original and Herald Estate parts, it was wonderful to study an original van without the usual tell-tale signs of an estate body conversion. I wonder how many Couriers are left with this level of originality?

Tony Thorne bought the van in 1964 when it was 18 months old, with just 11,000 miles on the clock. Mr Thorne used DWC 626 as a family car, so it has been spared the hard life which is the fate of most commercial vehicles. The rear seat conversion by Restall



Rear Floors

really increases the practicality of the van, and was always a popular option on Couriers. Anyone who's travelled in both will be able to

vouch for the increased comfort of the Van's rear seat over that of the Herald Estate!

DWC 626 had covered around 80,000 miles by the time Mr Thorne took it off the road in 1987, laying it on blocks with its wheels off the ground. Since then it has sat in his garage and remains an outstandingly original example. After 17 years of having his Courier sat idle in his garage, Mr Thorne has decided that it's time to part company with DWC 626. In an ideal world I would already have added DWC 626 to my own collection, having sold my last Courier Van nearly 10 years ago. In reality I already have rather too many



Engine Bay

immobile Heralds, with not enough time to work on them. Hopefully Mr Thorne will soon find a sympathetic buyer for such a remarkable vehicle.



Restall Rear Seat

Chris Allen's 'Find of The year'!



JLG 246 C

This one is really something of a "Stop Press" item as I am completing this article after my return from the TSSC International Weekend at Stafford.

I think last year's excellent weather has spoilt us, the somewhat grey weekend kept away many of the day trippers, the lively area of the campsite however was particularly full, and lived up to it's lively reputation!

Chris Allen is no stranger to the International Weekend, and on Sunday afternoon I got an opportunity to look over his "new" 1200 Estate, JLG 246 C. The car has covered just 22,000 miles from new and is an absolute tribute to it's previous owner – it's hard to believe that this was put together 39 years ago. Chris had only owned it a matter of days when he entered it in the "Unrestored" class in the concours, having bought it through an advert in last month's Courier. I'm told that a team of minions was put to work polishing the car, earning a well deserved runner-up prize. Well done Chris, this really is a beautiful vehicle.



Excellent Cactus Interior



I'm Jealous Now!

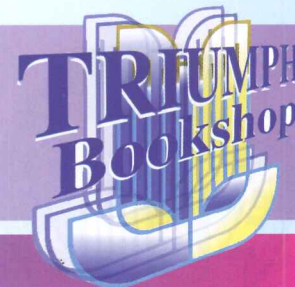
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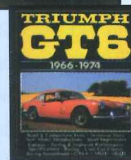
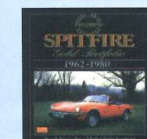
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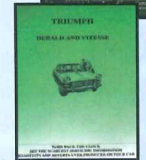
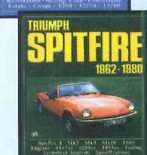
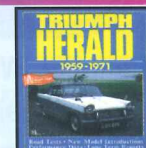
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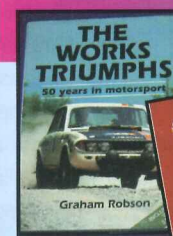
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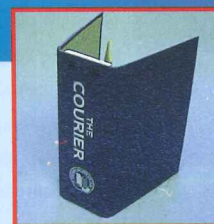


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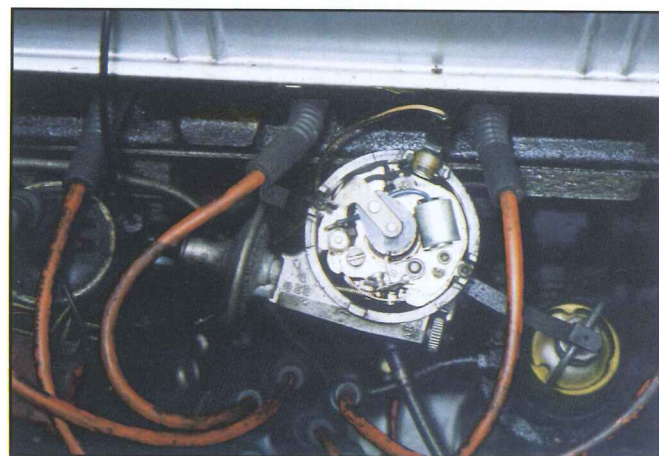
By Dave Rumens

Hello folks, Well I guess as summer and the holiday season are now with us in the UK we will all be using our Vitesses more often.

There's nothing like the warm sun on your face and the sound of a straight six in your ears. There is something about driving a Vitesse along the back roads. However, remember in the winter months these are just the roads that are very muddy and generally cause most of the damage to the bodywork. Now the warmer drier

However, he found that the car would cover some 25 miles then the engine started to misfire and finally stop. Once the engine had stopped any attempt to re-start it was to no avail. If the car was rested for half an hour the engine would then re-start (I know the feeling well) and the cycle of misfire would happen again. Not the best way to impress the other half and you know the comments. "I am never going in that car again". Well he had replaced the coil, points, condenser, plugs and plug leads without success. As a result he was now pulling out what little hair he had. What with an unreliable car and tatty hair he was becoming

very unattractive to his partner. A sad man. In effect the car was as much use as a damp lettuce in a sword fight and with the weather improving the whole situation was no joke. So out of the kindness of my heart and the offer of the odd



conditions are with us it is time to explore those country roads and enjoy that 1960's style motoring.

The other day a fellow Vitesse owner asked me to sort out a problem with a car he had just bought. The car was in a nice tidy condition all round and as the weather was warming up for summer he wanted to make full use of it.

can or two, I agreed to investigate the problem. Without any disrespect to the work carried out by the owner I started from square one. The first thing to check was the compression. This was good and even on all six cylinders. There was no sign of the plugs oiling up. I checked the carbs, fuel pump and fuel supply, all were working correctly. The timing was also spot on

and the head gasket looked fine. So this only left the ignition system. Investigation of the points showed that they had been getting very hot. However, as stated before the owner had replaced all the ignition components. Hmm- a mystery. Next I checked the static current passed by the points. This measured 9.0 amps, where it should have been around 4.0 amps. Now we were getting somewhere as there is only one thing on the Vitesse that could cause this problem - the coil. Investigating the coil revealed this to be a 6 volt type normally fitted to the MkII 2000 saloon. The result of 12 volts on a 6 volt coil caused both the coil and points to overheat. After a period of time the strength of the spark reduced to such a low level that the engine started to misfire and then

owner had replaced the coil, so I asked him what coil he had used to replace the original with. Evidently he had taken the coil along to the local parts shop and asked for a direct replacement. The only explanation is at some stage the previous owner had mistakenly fitted a 6 volts coil and hence caused the ongoing problems. A 12 volt coil and a new set of points were fitted, see picture 1, and voila - trouble-free motoring. Better still the owner was back



in his other half's good books and like all good counsellors I will ensure his name remains a secret.

A useful point to note with the modern points,

see picture 2, is both the shoe and centre section are made of red plastic which under higher current conditions can melt. If this is happening to your points then you may well have a problem with the coil.

I guess the moral to this story is when tracking down problems not to assume anything and start from square one. Establish what is present in the first place and then see if this matches what good old Standard Triumph intended.



For interest there are a number of ways to find out which voltage rating the coil is. The easy way is to look at its base coil, see picture 3, for the following markings. The 6 Volt coil is marked 15C6 or 16C6. Whereas the Vitesse is marked HA12 or 12V. If there are no markings and you have a multimeter then another way is to check the resistance of the low tension part of the coil by placing the probes across the - & + spade terminals. A 6 volt coil should read around 1.4 ohms, whereas the 12 Volt should read around 3.2 ohms. So why were 6 volt coils used when the electrical system is 12 volts. Well it was to improve cold starting and was applied to most Triumphs produced in the 1970's (including the GT6 Mk3 and Spitfire MkIV). They were fitted with a 6 volt coil and a ballast resistor arrangement where on cranking over the starter motor the ballast resistor is by-passed. This momentarily boosts the spark by

supplying the full voltage to the coil. Once the engine has fired and the time for the coil to cool down the ignition is returned to the on position, the supply is fed to the coil through the ballast resistor, this then dropping the voltage down to 6 volts.

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different versions have the ballast resistor system and therefore use a 12 volt coil. There is something to be said in terms of reliability for the simpler system used on earlier Standard Triumphs.

This month's Vitesse, see picture 4, is a 1967 Mk1 2 Litre Convertible in cactus and is owned by Joe Grundy from Morpeth. Cactus (15) was rare on 2 Litre models as this colour was used from 1963 to 1966. It looks like Joe has turned the wing mirrors in to stop passing people hitting them and knocking them out

of alignment. This is a problem I too suffer from when using public car parks and can understand the reasons for doing it. That's my ramblings for this month. Safe Driving and keep them running on all six

As the 6 volt coil was the last to be used on our cars the majority found at autojumbles are this type. I checked the coils I have kicking about and found they are all 6 volt types! The Vitesse has its origins in the late 1950's, as a result none of the

David.

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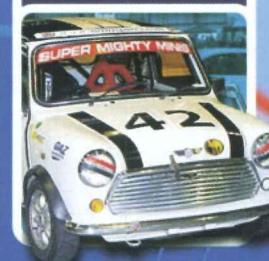
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Toledo an Endangered Species

By Andrew Burford

e-mail - TriumphToledo@aol.com

Hi and welcome to
the Small Saloon
Register column



Thanks to those people who contacted me following the last article, it has been quite busy with offers of several cars and gathering items for the archive.

There is still a large amount of our cars on ebay (yes I'm afraid I'm addicted). Of course they range in condition, but 99% are below £500. Most of these cars are without MOT but the odd good one does turn up.

I did make it to the SEM and despite it being "rained off" made contact with several owners and cars and did not leave until about 4pm

making the journey at a steady 65m.p.h, I even overtook an early Spitfire at one point. Hopefully I will have details of another car next time.

Dave sends me a story about his first encounter with a 1500TC, over to you;

"My history begins with the hand book & Passport to service then the bill of sale to the second owner (23 years) who lived & worked in London then moved to my home town of Nottingham via Bognor Regis. All services & repairs are logged with entries in the Passport & or Invoices. the car appears to have mainly original panels evidence of repairs and replacements are logged E.G.: 08-02- 1982, NSR door re-skinned, NSF door repaired & OSR door repaired, the Zeebart wax protection has kept all the floors, sills & inner wings



rust free.30-03-94 Repair section welded into NSF wing re-shape & paint (accident damage) the new shade of paint can be seen across the wing & front panel. Ball joints, track rod ends & play or replacement steering racks feature as regular service items yet its only on its second radiator 15-11-91. the only welding for MOT was to the NSF sub frame mount 17-03-

spent 2 days cleaning down the dull paintwork cleaned the glass & waxoiled around the sills, wheel arches & the brake pipes I could see without lifting up, drained the rusty soup from the rad put in new anti freeze. On the third day she passed her MOT with flying colours, since then she has had a new alternator that's the second. I have been cleaning down panels, door bottoms & wheel arches have been rubbed down & re-sprayed with aerosol paint mixed by the local spares shop for £7.25 per 500ml. I have chosen to stick with repairing panels rather than going for the full on restoration as I am sure that the cost versus value would be scary.(June's Practical Classics Mag about £7500 to do "W" Sprint)."

Well there must be something in these small saloons that the rest of you are missing. Cheap classic motoring!! As promised in the first article this month I'm going to try to detail the Toledo model.



Several models are already endangered, save one now!!

98. I have owned since last October from friends who have moved away who wanted "Tilley" to go to a good home.I

TOLEDO

This was a design using the 1300 FWD body as a basis with a revised floor-plan for a rear wheel drive arrangement and a conventional in-line engine and gearbox/prop shaft. However initially only available as a 2 door version, which

TRIUMPH Toledo / Dolomite
1300/1500 Register

gave it more strength and also reduced the cost. This was the car to replace the Herald. It was the new "modern" car but was very much in the same vane, a budget conscious car and had little body decoration and vinyl seats. However when it was priced at £889, which was almost £100 more than the Herald 13/60, which stayed in production for a few more years, but £90 less than the 1300 FWD. It was produced at the new assembly hall at the Liverpool Speke plant which had the published capacity of 75,000 cars a year, although it actually never achieved anything like that for the Toledo.

Model	Production Qty	Model Run
Toledo 1300	113,294	1970 - 76
Toledo 1500	?	1970 - 76

It also had a revised front end with 2 rectangular headlamps and the familiar 1296cc engine (as used in

wrap round bumpers front disc brakes. Internally there was little difference between an early and late model but there was a heated rear window and I believe some very late 1976 cars had reversing lights below the brake lights. These were available as an option for early cars.

Toledo, performance from the 1300 was 80mph (if you where lucky)

	Price £	Price £
Year	2 Door	4 Door
Aug 70	888.76	—
Aug 71	918.12	964.37
Apr 72	951.31	994.81
Oct 73	1079.65	1115.40
Sep 74	1370.07	1419.21
Oct 75	—	1916.46

Note the inflation from 1973-75!!

Seeing Michael's column gives me another idea that I



the spitfire, Herald 13/60 and 1300 FWD) and a 4-speed synchromesh gearbox. The car was 3" longer, 2" wider and 2" higher than the Herald with a lot more room inside and in the boot but weighs less. This was the basis of all the future Dolomite range and production for both versions continued until 1976.

There was also a 1500 Toledo model but these were only produced in low numbers and mainly for export market.

The early 2 door models had "short bumpers" and drum brakes, later models (both 2 and 4 door) had the

wanted to do later. If any one knows of scarce parts or a supply of same let me know.

Unfortunately we are in a catch 22 position, that until the parts become available then cars won't be restored, these means that less and less are on the road.

Several models are already endangered, save one now!!

Please send me any details of your car if you want a mention. Should have details of the long awaited IVR next time. Happy Summer Motoring!!

Regards

Andrew

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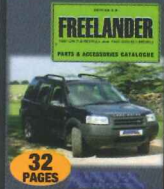
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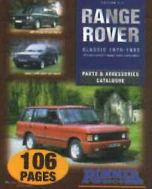
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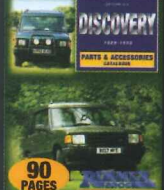
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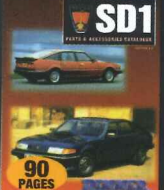
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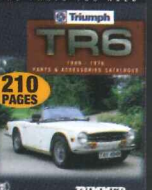
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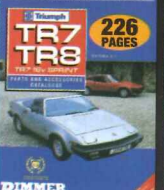
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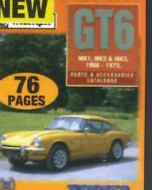
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TR6	£22.27	£15.22	£22.91	£21.74	£63.42	£66.09	£52.58	£24.62	£61.69	£69.03
TR7	£21.09	£11.69	£11.69	£34.02	£55.17	£88.13	£87.54	£24.62	£61.69	£69.03
TR8	£52.88	£17.64	£19.92	£34.02	£55.17	£88.13	£87.54	£24.62	£61.69	£69.03
Spit/Herald	£21.09	£14.69	£19.39	£25.26	£61.69	£77.84	£55.52	£23.44	£55.23	£67.56
GT6/Vitesse	£23.44	£15.22	£23.44	£25.26	£61.69	£77.84	£55.52	£23.44	£55.23	£67.56
Dolomite	£29.38	£14.69	£18.74	£24.62	£67.56	N/A	£57.28	£24.62	£67.56	N/A
2000/2500	£57.52	£17.64	£19.92	£39.36	£55.17	£88.10	£87.54	£24.62	£61.69	£69.03
SD1	£41.07	£17.64	£19.92	£39.36	£55.17	£88.10	£87.54	£24.62	£61.69	£69.03
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Staged Out Stag!

By Nick Vass

Work on the Stag has finally Begun!

At last the GT6 that I am putting back together for friend Derek is nearing completion. It's been a lengthy job, frankly a pain in the butt as most of the bits were either lost or broken by the garage that started the job more than ten years ago! My thanks to friend Jasper Bacon (GT6 and Spitfire owner) for his help.



Then paint her again. With proper paint, not Dulux exterior gloss or whatever a previous owner did it with. The car is mostly sound. Good underneath and a good engine. Apart



I don't feel like doing a total restoration right away of the Stag. I should do but I want to enjoy driving it a bit so I'm going to strip of the rust, weld her, replace metal, remove most of the paint before removing doors, chrome etc.

from being a Rover V8 of course. Someone has gone to a lot of trouble fitting the engine and it does go ok apart from needing a new right hand exhaust manifold and a tune up.

The interior is ok. A bit tired but luckily the bits needing replacement are easy to get and cheap. The seats are fine. I'm looking forward to starting and will report my progress.

Martin Littlejohn wrote in as he had an annoying wheel wobble. He kindly sent in photographs of his fabulous green Mk2 Stag and

of his Tr7. Martin writes.

Nick, No bad problems to report only good ones about my Stag. Had a few classic cars, started off with a Rover P6 3500 auto, 3500S, P4 95, before moving onto Triumphs. A TR7 2.0L DHC followed by a TR7 V8 DHC and then the TR7 2.0L DHC we have now which has only had one previous owner (21 years) is now 24 years old and has covered 49,000 miles. Original condition drives beautifully and totally reliable. After 3 years of very enjoyable motoring attending many shows and events I was missing the burble of a V8. The TR7 is too nice to convert besides being a member of the T.R.DRIVERS CLUB I have seen more and more TR7's fitted with V8's so an original 2.0L will soon be as rare as hen's teeth. So I wanted V8 power and a soft top, that only means one car, TRIUMPH STAG! Well I'm used to one half of a Triumph V8 might

I wonder who knows the whereabouts of my old Stag? MTD 666K. I sold her over three years ago as we had a lot of wedding bills to pay but Simon the new owner left some documentation behind. This included the original Bill of Sale and service history book. I nagged Simon loads of times to collect it but he was always too busy. Simon has now sold her on but didn't keep a record of the new owners name and address. It would be a shame if the car was without this history. She is a white Mk1 1972 with Stag alloys. I wonder if the new owner of MTD 666K is Alan Hanson? You



as well go for the other 4 cylinders. Looked at a few cars and walked away from them all. Then a car that SPRING GRANGE fitted the bill, 56,000 miles, original panels, paint and interior trim. It's funny how you know if a car is right for you, and this one felt right. Only had the Stag for three months now, but that exhaust note wonderful! The event diary is almost full for this year and I'm enjoying the driving of such a fine long distance cruiser.

Classic cars you can't beat them!

know! Match of The Day, are you the devil? If you have bought her or know where she is now please let me know on (01722) 790173 or <mailto:stag@tssc.org.uk>

Yes I know that I could write a letter to the new keeper and send it to DVLA with a £5 fee and a covering request letter, I have successfully done this before with my old GT6 but the



club way is more fun!

Martin

James Porter has kindly sent in a picture of his Black Stag and an update on her progress. I'm glad that James has decided to keep her. He is from Jersey but now lives up north. Congratulations to James for quali-

the meantime, I've bought a Peugeot 205 1.9 GTi off Ebay for 300 quid and its fantastic fun!!!!

So- hopefully will have the Stag 'properly' sorted at some point this summer- can't wait! As you know, its been a long haul with plenty of low points but its all gonna have been worth it in the end once its had a good polish and I head out for the Peaks!!

How about you? How's work going on your Stag? Weren't you gonna take the Rover V8 out and put a Triumph unit in?

By the way, got a load of bits off a guy called Martin Dimmick in Cheshire a while ago- he buys old Stags and can sell you whatever bits you may need, from a nut or screw to a whole panel. In case you are interested, his email is

mailto:martin@dimmick984.fsnet.co.uk

James.

Car Inspection Ramps.

I think that I mentioned the car inspection ramps that I was building in a previous article and thought that it might be of interest to readers if I showed you some pictures.

I am always thinking of interesting projects for our GCSE students to do and came across the idea of some ramps that would raise the whole car of the ground to a decent height safely so that the car can be worked on. Almost like having a pit on your driveway. The ramps would need to be used single-handedly, perhaps with the aid of a winch.

I considered a cantilever method so that the ramps could be made in one piece and could be shorter than having to

Scale models to check the design



have a lead up ramp onto the raised surface. Having got the idea from seeing a car on a precariously high ramp being displayed at a car showroom. My ramps are a lot lower but use the same amount of metal so they should be safe enough.

However, I have experienced great difficulty getting



truanted for most other lessons as they were a little disaf-

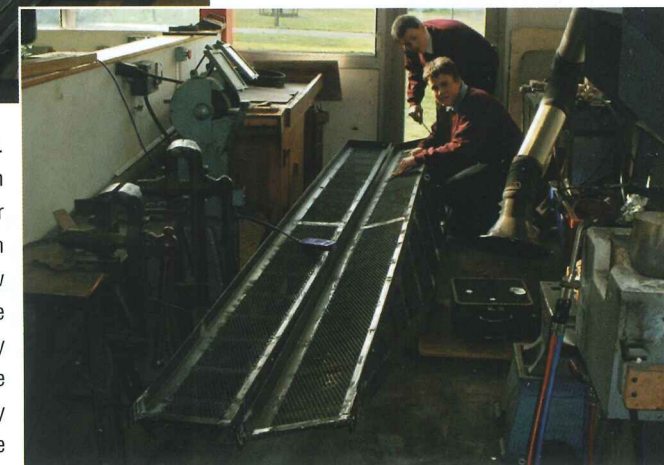
fectured as we say in the trade. Firstly we measured and researched the average sizes of classic cars, considering wheel base and track. We then drew plans and made scale models using a Spitfire model. The model worked well and was designed for almost any classic.

My Stag fits on them, just. Pictures show the stages of getting a car onto the ramps. I used my Spitfire as a guinea pig as the Stags in my workshop. I've actually got a pit in the workshop but it's not always

Ramps Fabricated



them tested and awarded a BSI mark. BSI have been useless! I have been passed from pillar to post. Neither HSE, BSI, Thatcham or anyone from the motor vehicle industry knew anything bout safety testing these ramps. Ironically for British industry the most helpful people have been the TUV in Germany. They answered my letter quickly and helpfully despite the letter being written in English! No



Ramps made by pupils Wayne & Michael

fying as a teacher. James writes.

"Stag finally nearing 'completion' at last. Had new sills and all the corrosion dealt with by a place called 'Totally Triumph' in Cheshire and they seem to have done a good job!

There's still loads to do though and, because I've been so busy on my teaching course (now finished and qualified by the way!!), the Stag's gone down to my dad's for him to work on. He was very impressed with the Stag when he drove it down from Manchester to where he lives in Birmingham (though he's still after an MGB V8!!)

Having taken out the interior for the welding, we're now gonna put in new carpets etc and get new door cards and stuff. You know what its like, once you start.....! In



Ramps Pre Galvanising

convenient as its 20 miles away and pits can be dangerous in several respects. You can fall in them and they collect explosive gasses



Ramp Galvanising returned to school

as often gas is heavier than air and find their way down. Incidentally I didn't get the kids to check the ramps. The ramps were constructed from 2" angle iron, welded with a basic stick welder and galvanized by a Southampton company, Joseph Ash Ltd. The galvanising was surprisingly cheap and the company was very helpful. The ramps work really well. I was even able to single-handedly push the car onto them without using the engine or a winch. They pivoted at just the right moment and the car came safely to a



stop at the end. I didn't need the tie bars that I had made to attach the ramps together



and didn't use the back end uprights as most of the weight was well forward of the centre pivot point. Best to put the car on forward so that the front overhangs and that the engine is well forward. The car is raised to a height that easily allows you to work on it. Normal single wheel ramps that you get from Halfords don't raise the car high enough and so make changing an exhaust and feeding it through the gaps in the chassis etc problematic. Not such a problem on a Spitfire but a hassle on the more complex Stag. I had to drive the Stag onto the ramps by the way. The problem with the ramps is that they need two people to move them around



and they take up space when stored.

I have patented the idea with the Patent Office but I won't mind if you want to make one for your own use.

Please write to me and I will be glad to give you a copy of the working drawings, as long as you don't build one to sell on!

Likewise if you wanted me to build you a set I might consider making a batch of them if there was enough interest.

Please keep all of your Stag related stuff coming in.

Have fun

Nick





Race Cars Never Die

'Old race cars never die' they just get rebuilt, or so they say.

Well on a fateful day last July at Mallory Park the Silver Bullet's days came very close to ending. Hitting the tyre barrier at about 90 mph and cart-wheeling along the barrier, the front, nearside and rear of the car were all destroyed and momentarily knocked me out. Before even getting out of the car I can remember thinking, 'ouch that hurt' and then 'what's the damage to the car?' and 'there goes the championship' in which I had a good lead at the time - funny where priorities were! Getting out of the car, the damage to me was zero - I had been very lucky - the Silver Bullet not so lucky, looking at the trail of bits of Silver bodywork that marked my path down the side of the barrier. It was heart breaking to see the car. There was no bonnet left which at least allowed good inspection of the engine bay! The engine appeared OK apart from a cracked alternator housing and a tyre scuffmark on the rocker cover. The LH suspension was destroyed and parts

By John Thomason

of the RH side bent. At the rear, the boot area was crushed to the extent that there were tyre barrier scuffmarks on the hard top rear screen - but remarkably the fuel tank had not burst!

During the racing season jobs around the house tend to take a back seat! I now had no excuse and so it wasn't until this January that the task of rebuilding the Silver Bullet commenced. My target was to rebuild the car in 4½ months ready for the Rockingham race.

The car did look in a sorry state, but as what was left of the external panels were removed, it appeared that the inner tub, or 'passenger cell' in modern parlance, had survived remarkably well.



Before the Smash

The roll cage had not been damaged at all - the car outer had just crushed up to the roll cage. It was gratifying to know that all the time, effort and metal (yes I know - weight!) I had originally put



Damage upto the Roll Cage

into ensuring that the cage was properly anchored to the chassis

had paid off. Similarly with the body. I had been very pedantic about putting on new inner and outer sills and ensuring that they were well connected to the front bulkhead and rear body tub. They were all then seam welded. I had also taken the unusual step of welding the body to the chassis. A lot of work not immediately obvious, but it had not only given me a very torsionally stiff car for

suspension control, but had also proved beneficial in the crash!

It's a misconception that race cars can be built from a rusty shell and that rust free shells are too good for race cars.

From a cosmetic point of view maybe, but from a strength point of view, to my mind they need to be stronger than a road car.

The front of the standard chassis is very strong, more so on the later Spitfires in order to meet bumper legislation. Consequently with any heavy front impact, load is transferred down the chassis rails which then usually fail/kink in the weak area between the rear wishbone mount and the front out rigger. This failure is almost guaranteed on racers where the complete front of the chassis is chopped off in front of the front anti roll bar to save weight - a new chassis is usually then required. On the Silver Bullet the front of the chassis was kept in place, but a number of crush initiators were added, which I was pleased (?) to see had nicely crumpled, absorbing energy, and left the rest of the chassis straight. The only damage in the 'normal' place was where the wishbone mount had tried to pull out.

I was also glad that I had placed my timing transponder in a well-protected place on the chassis such that it survived the crash and was one less thing I had to replace.

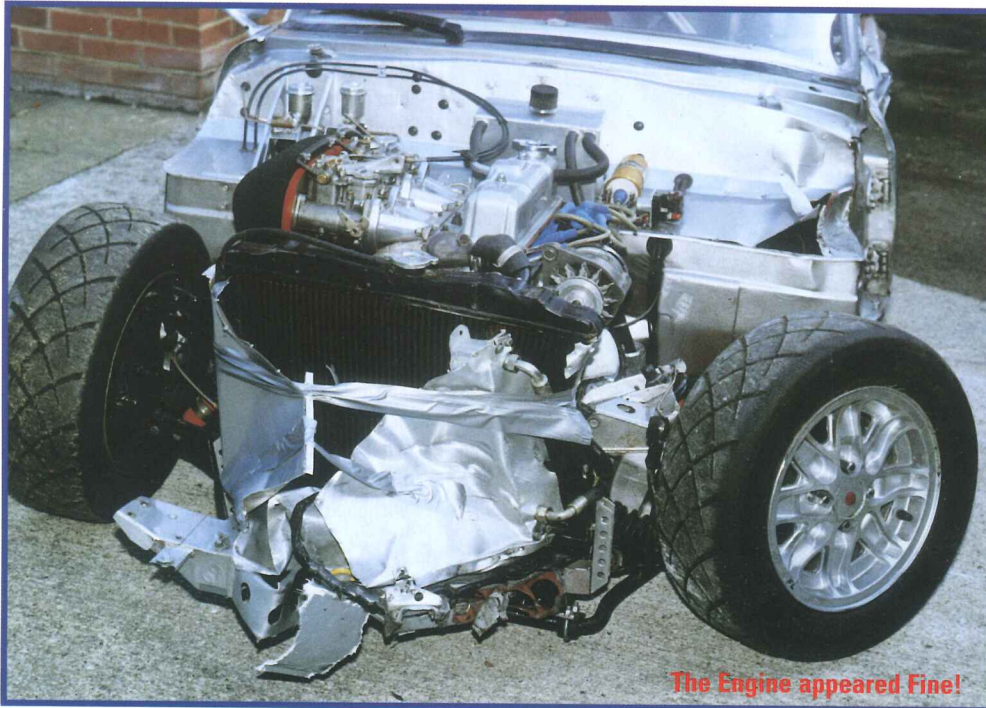
The first weekend April saw me repainting the body shell, after spending an inordinately long time ensuring good gaps on the external panels



The Fuel Tank Didn't Burst!

- silly I know on a race car, but its just the way I am. In the end I was able to not only save the drivers door but also the windscreen

surround and hardtop once they had been straightened and the cracks repaired. Five weeks



The Engine appeared Fine!

to turn the shell into a racer. No problem I thought. Then the problems started as many of the components which from a casual inspection had appeared OK, in the end had to be replaced.

The LH vertical link and suspension tower were obviously bent,



I was able to save the Windscreen Surround and hardtop

but the RH side appeared OK. However not wishing to risk a slightly distorted suspension turret affecting geometry, or a hairline crack on the vertical link, both were replaced. In the end the entire front suspension was replaced right down to the lower wishbone mountings. Even the Aluminium hubs were damaged and had to be replaced, as was one of the brake discs.

As mentioned above the engine appeared fine. With both engine mounts sheared and the LH suspension mount twisted, I had feared that the front engine plate would be distorted and/or there would be an oil leak from the timing cover/front plate. However upon checking all was fine - I wonder how an aluminium front plate would have fared? Whilst inspecting the engine I noticed 2 witness marks on the sump flange where the suspension turret had touched it. It just shows how much deformation and then 'recovery' of the chassis there had been as the sump was now a good 20 mm from the suspension turret. The sump flange looked as though it was very slightly distorted and so fearing a possible future oil leak, the sump was removed to check it more thoroughly. With it removed I found that the oil baffles had cracked and some of the fixings sheared - the engine had obviously had quite an impact. With the sump off, it would have been silly not to check the bearings, and before I knew it I found myself practically rebuilding the engine - time was marching on.

The gearbox too had not escaped damage, with both the Aluminium bell housing and tail housing being cracked. Needless to say both mounts had sheared and the mounting plate distorted. Inside, some of the synchro rings had cracked, but remarkably the circlip, usually the weakest link, had survived - but still the gearbox had to be rebuilt.

Before re-mating the engine and gearbox together, I thought I'll

just check that there's plenty of life left in clutch. Just as well I did, for as I undid the fixing bolts, the clutch cover fell to pieces. It had cracked in 2 places and was only held together on the flywheel by the bolts!

Finding this damage, prudent checks were the run out of the flywheel and the propshaft balance.

Thankfully both were OK.

None of these items were major in themselves, but they were unexpected, causing delays as new parts had to be bought, and upsetting the rebuild sequence. The early hours of the morning were explored more and more as the Rockingham race loomed.

At the rear, given the unexpected damage that had been found at the front, the rear suspension came under very close scrutiny. Fortunately the majority was found to be OK. I also had a result with the

Aluminium fuel tank. Although it had not burst, it was badly dented and I sent it away as a copy for a new one. The manufacturer rang me up to say that he had managed to save the old tank, and my wallet, by pressurising it and popping the dents out! Mind you it does look a little bloated and probably carries an extra litre of fuel now!

Not so lucky with the exhaust system. The rear impact had hit the 2 tail pipes and buckled the system all the way back to the manifold. I had hand made the exhaust system and so there was no quick fix to buy another off the shelf. Less than a week before the race I was remaking the exhausts system and as a consequence the engine hadn't run.

Three days before the race, at last the engine was ready to run, but all was not well. She really didn't want to run - had the fuel in the carbs gummed-up? distributor 180 deg out? wrong ignition timing? cam timing? etc - all checked, triple checked all OK. Eventually she started and ran for 20 mins to bed the cam followers in and settle the head gasket. I had noticed that she wasn't as sweet as usual, but put it down to adjustment. However as soon as a little load was applied a really bad vibration started, she stopped and wouldn't start, no matter what. Removing the plugs I found that on two of the plugs, the gaps had been closed to nothing and on another the electrode was missing complete-

ly. Now I was worried with visions of some how the pistons/valves hitting the plugs - tiredness does this to you. Time to check everything again, and again all appeared OK. In the end I swapped the electronic ignition for a set of points, she started first time and was as sweet as ever. The shock loads of the accident had obviously damaged the electronic ignition unit, which although when set up statically was spot on, when running was giving 65° BTDC ! The engine had been massively detonating - hence the damaged spark plugs. My concern now was if I had damaged anything else in the engine. However time was up

Arriving at Rockingham the evening before, I unloaded the car into a garage I had booked - I didn't fancy finishing the car off in the dark in the paddock.

By 1.00 am I had done as much as I could.



Race day and it was good to briefly see my fellow competitors again before being called to our practice session. This would be interesting - a new car that hadn't turned a wheel, the brakes

The first few laps were taken very cautiously, listening to the engine and bedding in the brakes. I could tell that the suspension would need some tweaking but the engine sounded fine, that was until the last lap when something didn't feel quite right.

I was therefore reasonably pleased to find that I had qualified 2nd on the TSSC grid, although the engine was a worry. It was a very hot day, and so decided to back off the ignition to limit any further chances of detonation. The tops of the pistons and the spark plugs came under close scrutiny and I couldn't make my mind up whether or not I could see the tell tail signs of detonation.

Our race was called, and putting the engine under load to make a sharp turn out of the garage, it did not sound right.

I decided discretion was the better part of valour, rather than hoping for the best and sadly pulled out of the

race. A disappointing result after all the effort, and with 3 races gone, this years championship hopes were looking distinctly distant.

In the end, it was the right decision, as can be seen from the photo of No.4 piston, partially eaten away by detonation. If I had raced it wouldn't have survived and I would be facing an expensive engine rebuild or worse still could have ended up in the barrier like poor Andy Winterton.

I guess the moral of the story is not to underestimate what can get damaged in an accident or the shock loads

involved. Thoroughly check everything, even those things that on the surface appear OK.

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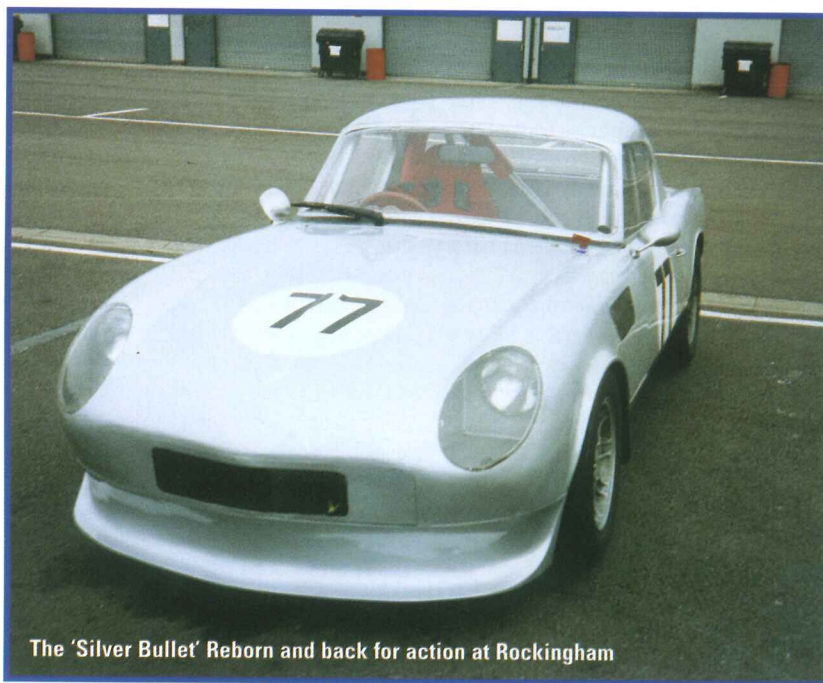
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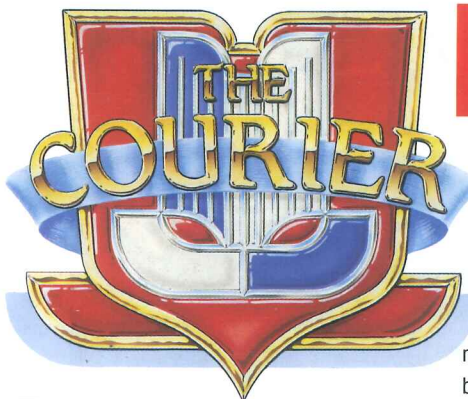
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The 'Silver Bullet' Reborn and back for action at Rockingham

needed bedding in, would the points bounce and the engine be OK, not to mention that I hadn't been on track for 8 months.



READERS

Write . . .

Fraud Warning!

I would like to recount my recent unhappy experiences following advertising Triumph parts on the internet to TSSC members so that they may not fall into the same trap I did:

I advertised some Triumph parts on the internet and received an encouraging reply from one Mrs. Ross Tuck who had a Spanish e-mail address. She wrote that she had a business colleague in the UK who owed her money and that she wished to have him write me a cheque to a value which far exceeded the price we had agreed for the parts. I was to cash the cheque at a high street cheque cashing 'shop' and wire by Western Union the balance of the money once I had taken the agreed value of the parts to a 'shipping company' in Southern Ireland.

A cheque duly arrived in an envelope covered in bright stamps from Nigeria...

I discussed terms with a cheque cashing shop and they informed me that if the cheque bounced I would be liable for the whole amount of the cheque, I therefore decided to bank the cheque with my bank. Foolishly I was persuaded to forward £500 to the Eire leg of the operation, and then the cheque bounced.

To cut a long story short I was then forwarded (again from Nigeria) a Building Society cheque made out apparently by the Leek United Building Society for a sum that was apparently going to cover my initial losses.

I asked my bank to check the cheque out before I presented it for payment and made a fool of

myself for a second time. Initially it fooled even the bank manager, but after a few simple tests carried out behind the bank counter and a few phonecalls to the Building Society it was confirmed that it was a passable laser printer copy, a fake.

The Police are not interested in this crime as the perpetrators are not on UK soil, but to their credit the bank is very interested in detecting this (and similar) frauds. They need to be concerned as these frauds are threatening the integrity of the Banking system. I however do not expect to see my £500 again. It could have been much worse for me, and I understand that there are people who have been conned out of sums much larger than I have.

I would like to warn other TSSC members about this and similar frauds and offer the following advice: If you receive payment for anything by cheque not supported by a bankers card (remember these crooks deal in thousands of pounds, not tens or hundreds), do not release any goods, forward any money or sign over any vehicles until the cheque has been cleared by your bank and you have received confirmation it has been cleared. If anyone offers you over-payment for anything, be very wary about the deal. Be on your guard, these people are very persuasive and very convincing, it is their job to be. If it sounds too good to be true, it probably is!

Finally, If you know me I would be grateful if the mickey was not taken out of me next time we meet. It was uncomfortable enough being conned out of £500, I am embarrassed to make this public knowledge but I strongly wish to prevent anyone else falling victim to these Crinimals.

Jonathan Binnington

Stafford over too soon

Just got back from the annual pilgrimage to Stafford. Congratulations to Chris Mills and the rest of the team for organising this fantastic event. The Saturday night entertainment was worth the admission fee alone. The band was terrific and it would be great to see them back again next year. Sadly the story of the

year so far has been the appalling weather, however the faithful stayed loyal.

Why oh why does Stafford have to clash with the British Grand Prix, apart from members having to make the choice of which event to go to, so reducing the valuable numbers. Those who do come along have to think about leaving early to avoid getting caught up in the Silverstone traffic.

The professional team approach of the Portuguese contingent with their restored classics transported in proved to be a winning formula, collecting at least three awards. I bought a dilapidated Mk IV Spitfire four years ago with one single aim to completely restore it myself to original standard for entering Concours unfortunately like many others I don't have an open cheque book. Having seen what the 'little' man is up against I have to consider if it is worth carrying on. Well done to the guy with the red Vitesse, I take encouragement from people like you.

Harry Abraham

A.O. West Kent

SU or Stromberg ? a reply...

With reference to the letter written by Mr Digby in the June edition of The Courier, firstly, as he says "setting the record straight".

1. He names the instrument at the TSSC Headquarters 'the prototype stromberg' - this is incorrect as it is 'the Triumph metering unit' and was developed by Alford and Alder Engineers in the late 1950s, in fact a lot of the initial test work was carried out on the finished but unopened sections of the M1, close to AA's factory. It used the original basic SU design (approx 1912) of utilising a bellows or diaphragm to raise and lower the needle.

2. I do not understand the statement "SU needles were not specifically tuned to the engine over the engine operating range". Did the SU engineer have a crystal ball to select the needle or did he select one he liked from the quote "wide selection of SU

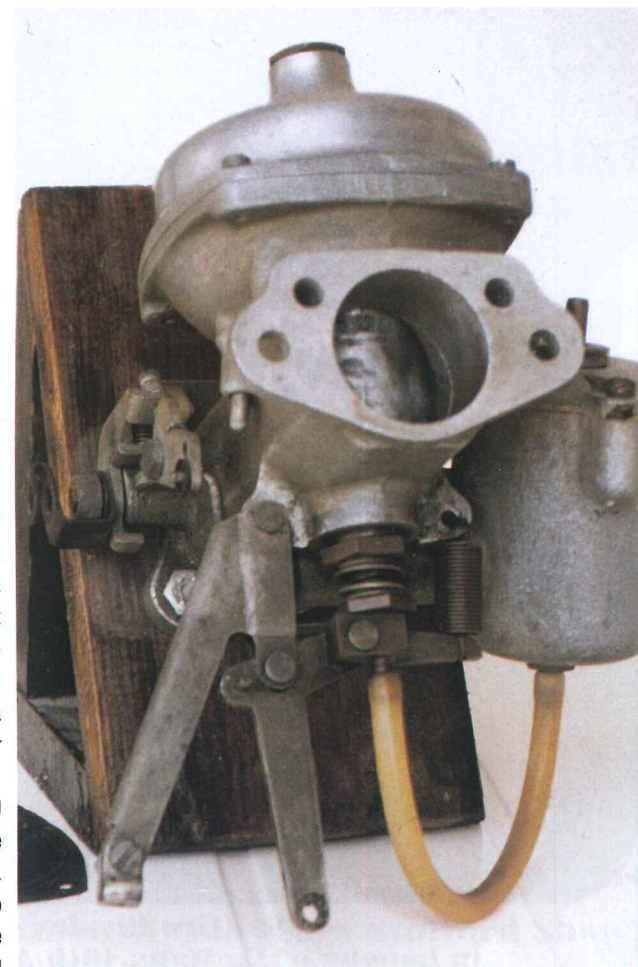
needles" (they - SU - had been making needles since 1912, so they would have a wider range!).

3. If my memory still functions, I can remember that virtually all standard vehicles prior to 1960 had 'Solex' on their carburettors.

4. Do I sense a bit of SU agro from a former Bendix/Solex employee, perhaps it's because SU had to teach Bendix how to make carburettors for V12 supercharged aero engines in the 1940s. The Spitfire (aeroplane) worked well on SUs!!

5. Why is Mr Digby still running his Spitfire (car) on inferior SU carbs? And not another manufacturer's?

"Smokey Joe"
Alias "Ted Tappet"



Bingley Hall 2004



Fred Nicklin & Le Mans Spitfire display



Mark & Jo Fies Le Mans Replica

A Selection of Photographs to bring back some memories and to give those who could not attend a 'Flavour' of this years International Bingley Hall Displays



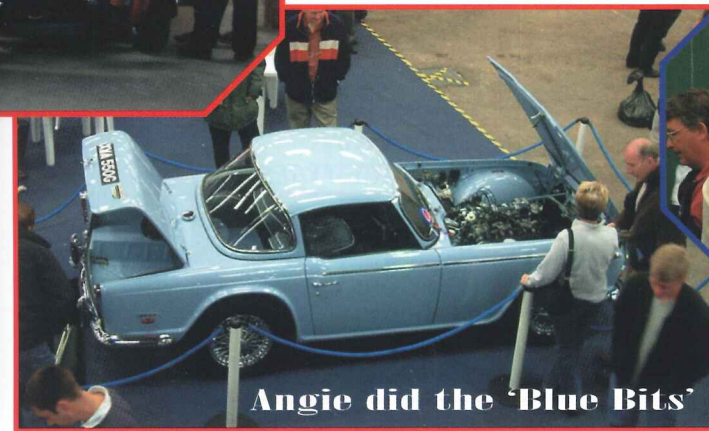
Macau Spitfire Display



**Spitfire Display
in honour of Le Mans 40th Anniversary**



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Angie did the 'Blue Bits'

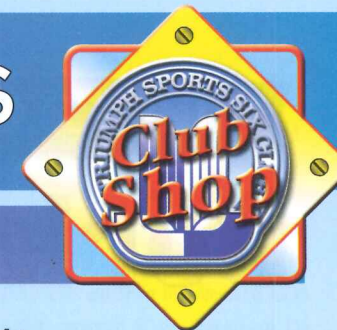


**Steve Redway
Grills Andy on the
Finer points of
His TR5 Rebuild**

**Did you Take Pictures of this years Stafford Show?
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STANDARD TRIUMPH

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WE'RE ALL GOING ON A SUMMER HOLIDAY - FOR GOOD?

GROsvenor 6050

By John Macartney

Sometime in 1968, I encountered my first 'punter with intent.'

At this point, I must make it clear I am convinced beyond any shadow of doubt that this man was as honest as the day was long - but he was undeniably a 'punter with intent.'

In other words, a definite buyer and with money burning a hole in his pocket. His name as I recall, was Smith, though he preferred to pronounce it as Smiff - and why not? It was his name, after all.

We met when he was accompanied by his wife and their three less than thoroughly washed children, who arrived en masse in the showroom. The parents spent some considerable time inspecting a 2.5 estate car and a TR - and the kids were perfect pests. Discreet approaches along the lines of "may we help you?" were waved away, until they had decided it was time to negotiate.

The man approached my desk, wearing a white knotted scarf around his neck, a rather threadbare jacket and a flat cap pushed to the back of his head with the press-stud to the peak undone. Very much a living example of Dud in the Pete and Dud sketches in days of yore.

Jerking a thumb over his shoulder in the general direction of the two cars they had been assessing, he

said in tones with strong East End origins, "wossa dippo discahnt on them lot?"

Rapidly interpreting his enquiry along the lines that as a diplomat, he might be entitled to a discount on the tax-free price, I replied that it was 15%, adding this was subject to a letter of confirmation from the Foreign and Commonwealth Office in Whitehall.

Without putting too fine a point on things, I speculated I'd win the pools sooner than this man bought a car with diplomatic privilege - and at the risk of being accused of being a snob, let me just say I have many friends from the East End who are the salt of the earth and whose company I greatly enjoy.

But as I learned later in life and on many occasions, sometimes things aren't quite what they seem and you should never judge a book by its cover. "Fifteen percent, eh?" "Coo," said his wife, "we'll 'ave bohff if 'air vat cheap!"

I needed to sit down.

A 2.5 Estate AND a TR? With diplomatic discount?

For this couple and their pestilential children?

If this proved to be true, could it really be the commission gravy train was about to pull up at Platform One and I was the only one waiting to board it?

Emphatically yes!

Scrabbling frantically for a pen, we went through the order and purchase tax forms. As I recall, they had every line fitted option that was available. Autobox on the 2.5 with the additional installation of what Mrs Smiff referred to as a Web-arse-ter sunroof - and her emphasis was very much on the second syllable!

The TR had hard and soft tops, wire wheels and overdrive.

A 'Punter with Intent'

Both cars were to be dressed as Christmas Trees. Blaupunkt radio/cassette decks and electric aerials, floor mats, locking petrol cap for the TR, fog lamps, spot lamps, wing mirrors, overseas touring kits of parts, spare sets of plugs, oil filters, contact breakers, dizzy caps, rotors, disc pad sets, brake shoe sets, fanbelts, a set of replacement hoses, two water pumps and half a gallon of touch-up paint - each!

Oh, come on in, the money's fine!

Then it was time for what I thought would be the crunch.

I needed a deposit of ten percent to secure the order.

A cheque would be satisfactory, I said - with a smile.

"No' a problem, my son," came the reply and delving into the hip pockets of a pair of trousers looking like Alf Garnett's cast-offs, he produced a

with a goodly smattering of the ten bob versions, slowly mounted up on my desk. While this was going on, the kids were having a field day. Having entirely bored themselves with emptying the literature racks and throwing the contents to all corners of the showroom, they'd contrived a sort of obstacle course. This enabled them to get round the showroom without putting their feet on the floor and they did this by jumping from opened car door to opened car door and crawling across the seats! At one point, one of my colleagues positioned himself by the accessory display for fear of them starting a "Stanpart" branded version of



The Costa Brava circa 1968

massive wad of notes. Used notes, I would add. Very used - and quite a lot of them were very old as well!

With something of a flourish and I suspect a little playing to the gallery, some two hundred and fifty odd smackeroos in one and five pound notes

Kick the Can!

The noise was horrendous - and it eventually penetrated mother's brain. "TRAYSAY? If yer don't stop doin' that, I'll tan yer backside so yer don't sit dahn fer a

week! Nah, come 'ere!" "Knickers, Mum!" shouted Tracey - and a pink tongue followed the admonition. "Cliff! Get yer belt off 'n giv 'em all a good thrashin'!" she yelled. I'm sure her exhortations passed through our wall to the sepulchred peace of Jack Barclay's Rolls Royce showroom next door and might have caused a few Spirits of Ecstasy to turn their heads in enquiring surprise.

Eventually the parents and unchastised children left.

Days passed and in response to a 'phone call, a letter arrived from Helen Gadd at the Foreign and Commonwealth Office. This confirmed that Mr. Smiff and his family were indeed accredited with full diplomatic privileges for an imminent posting to the British Embassy in Madrid.

It went on to say that Her Majesty's government would be pleased for Standard Triumph to accord the customary diplomatic entitlement to whatever vehicle he wished to buy.

At this point, please note the lack of a pluralism in terms of vehicle count!

Well, no one could argue the toss on that. It was there in black and white, so a call was made to the factory and the cars were indented for production. In the course of time, which was about eight weeks later, they were duly delivered to Western Avenue for PDI and delivery.

At odd intervals during this period, Mr. Smiff would call me from a phone box (judging from the background racket, I think it was in a betting shop) to enquire, "where's me mo'ors?" and I did my best to assure him they were well on their way to completion.

Eventually, the day arrived for delivery and the whole family once more turned up in the Square - and the children's behaviour was even more catastrophically demonic. Mr. Smiff had already been acquainted with the balance due for payment - delightfully once described by the late Joyce Grenfell "as the sordid matter of coin" - and again, this was cheerfully dismissed as "No' a problem, my son."

He was correct. It wasn't a problem for him - but it was certainly a problem for Pete Dawson, our cashier. Walking into the showroom, carrying a large suitcase, Mr. and Mrs. Smiff paid for their cars, down to the very last penny - and much of the payment was in coins, of the pre-decimal version! I can't remember the balance price but I do remember the weight of the suitcase, I do remember counting out its contents on my desk - and I certainly remember having to count it out again, TWICE - in the cashier's office upstairs

before a receipt was released!

The cars were delivered and the whole family presumably departed to Spain within the six-month period of tax-free use for UK residents - and that was that. A few weeks later, I found myself facing

remember expressing interest that they were official diplomats and prefaced my comments in such a way that I hopefully did not appear nosy or indiscreet. I enquired what Mr. Smiff's role might be at the Embassy in Madrid?

isn't quite what we would classify as an aspiring Ambassador or First Secretary, if you get my drift? But he is most useful. Indeed, without breaking confidences, he came to us only two or three years ago with the very highest credentials."

"Oh, I'm sure." I replied.

"Yes, before joining the F.C.O. he worked for a division of the Bank of England. I think it was something to do with the burning of old banknotes that were being withdrawn

from circulation?"

"The same sort of thing that interested Ronnie Biggs and his cohorts?"

My curiosity had already selected overdrive third on a full throttle.

She smiled, benignly.

"I'm sorry, I'm not quite with you?"

"The Great Train Robbers?"

"Precisely so," she responded, a little haughtily, "except Mr. Smith couldn't burn those particular notes, because they were stolen before coming into his control." She smiled again and allowed herself an indulgent chuckle.

"Of course," I acknowledged. "Yes. We have very high hopes of Mr. Smith in his new post. He left England last week and by now, I'm fairly confident he's in charge of the main safe at our post in Madrid." She paused. "Indeed, I do hear tell that he has very special talents with what are popularly known as the 'gee gees.'" "How very interesting." "Mmm - as they say, 'chacun a son gout'? Er, would you like another cup of tea?"

"Thank you, that's most kind."

"My pleasure. Tell me, was it China or Indian?"

Over the years and on the occasions when there have been hard times, I've asked myself why I couldn't find a job like that - and with all the fringe benefits of 'diplomatic accreditation' to boot!

But I'd love to know the real reason why Mr. Smiff felt it to be a career move to leave the Bank of England and its furnace?

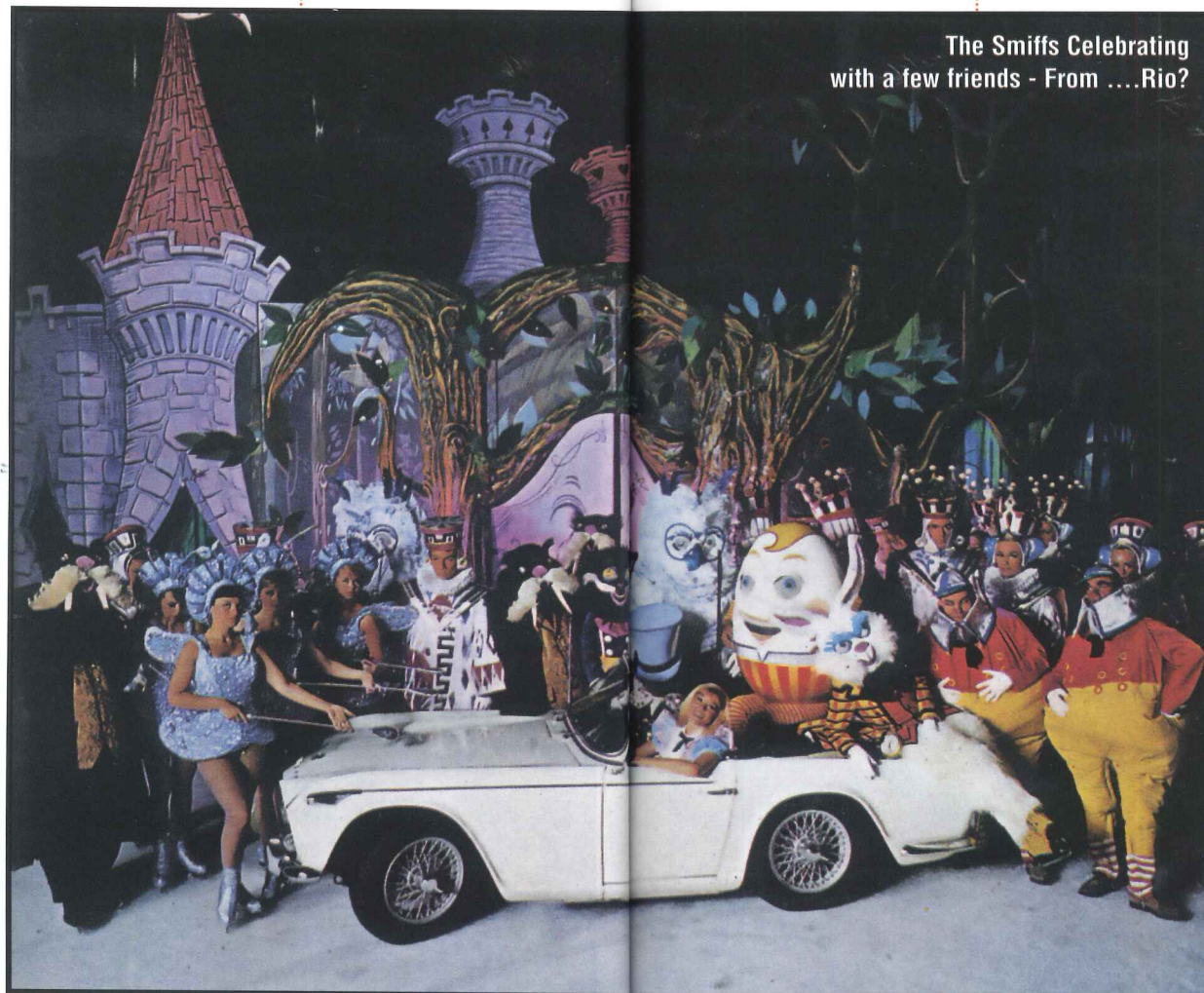
In my wilder mental moments I've speculated laterally on suitcases (lots of them and full, but not with clothes)

- estate car (into which many suitcases would have fitted) - Spain - Costa Wotsit - Diplomatic immunity vis a vis Extradition and, and . . .

No - couldn't possibly be any of that.

He was such a pleasant fellow and I'm sure the kids must have had a whale of a time on the beach at Benidorm each weekend with plenty of money for ice-creams paid for with proceeds from the 'bookies'?

The Smiffs Celebrating with a few friends - FromRio?



Helen Gadd across her desk at the Foreign and Commonwealth Office. She sat there, all very prim and proper in her twinset, pearls and 'sensible' shoes - and as the opportunity arose, I casually steered the conversation to Mr. and Mrs. Smiff. As tactfully as I could, I do

"Oh, Consular, purely Consular," was Helen's response. "What does that mean?" I asked casually. "Well, of course," she replied in slightly nasal but precise and crisp syllables one usually associates with the products of Roedean or Westonbirt, "with due deference, he

John Macartney



By
Bernard Robinson

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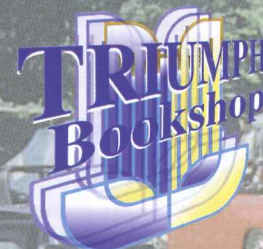
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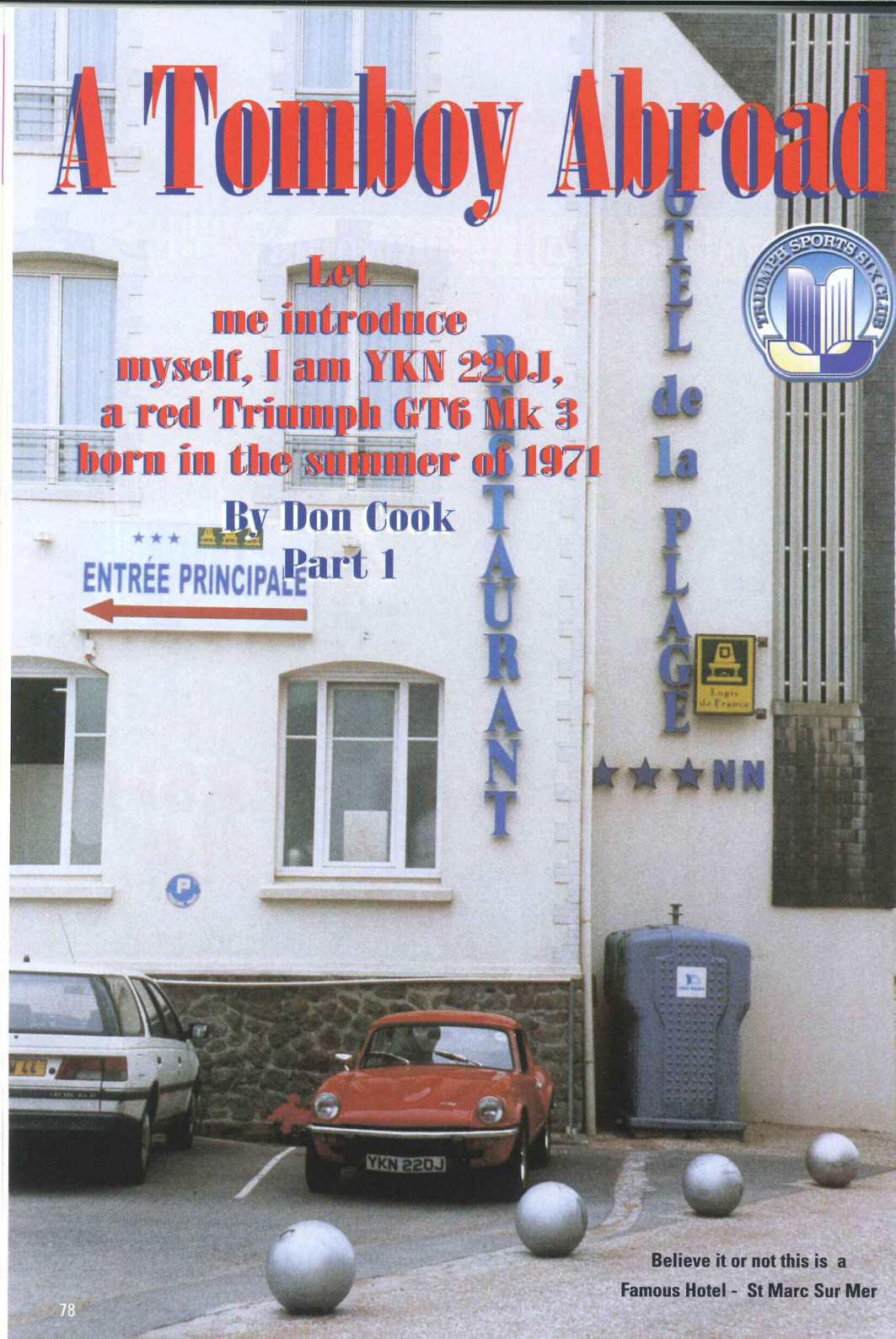
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A Tomboy Abroad

Let
me introduce
myself, I am YKN 220J,
a red Triumph GT6 Mk 3
born in the summer of 1971

By Don Cook
Part 1

ENTRÉE PRINCIPALE



Believe it or not this is a
Famous Hotel - St Marc Sur Mer

I call myself YKN 220J because that's what the Government decided I would be called but the letters bit, well, that's a bit naff isn't it! I've always been jealous of fellow cars with registration letters that can be spoken. For example, if my letters were LYN then I could be called Lyn, alternatively if my letters were DAV then I could be known as Dave. YKN, as I've said is naff, just try pronouncing it. This leads me to consider, before I embark on my tale, of quite what my gender is? I am petite yet with a big lusty engine and a bulge on my bonnet that perhaps would not suit a girly persona. In the stable that is Triumph sports cars I am not sure where I fit. I don't feel like I should be called 'she' as might my younger Spitfire sisters, on the other hand I don't think that I am a big butch 'bloke' like the TRs or a racy 'uncle' like the Stag. No, I think I'm a bit of all of them. I would like to declare, then, that I am happy to settle on the, slightly left of gender, title of - Tomboy. That's that settled then.

Thirty one years to the day of my registration (16 June 1971), I was woken from my slumber and noticed a tall new man walking up the drive toward me with Diana, my then owner. He, his name is Don, spent ages poking and wobbling bits of me and when he finally climbed inside (oof!) banged his head and got his feet caught up in the pedals. He and Diana then haggled over a sum of money that would mean that I was passed, reluctantly on Diana's part I hope, to my new owner. So it was that I found myself on a warm summer's day being driven to my new home in Essex, not as pretty as Sussex but at least I will still have "sex" in my new county!

Before I tell you about my new life, a brief bit of history about me. Don is my fifth keeper and Diana, my previous owner, had me for eleven years in deepest Sussex; prior to that I spent all my time in Kent. When I moved to Sussex I had done very little mileage and Diana went to great pains to contact my previous owners to verify this. I had covered only 5076 miles when Diana acquired me in 1993 and when Don bought me I had covered 38049 miles. This is confused a little bit because at some time my speedo went twang and a replacement (wrong type, reads 55 mph when I'm doing 70 mph) was fitted. Still, Don has acquired yet another speedo of the correct type and promised that at some time he will fit it to me. I was bog standard and have had a few bits done to me over the years. My bonnet and one or two other bobs and bobs have been repainted, My front bumper is starting to flake chrome and my suspension has been powder coated but other than that I'm as clean as a whistle; inside, outside and underneath; well almost. You may have noticed that I said "was bog standard"! You see Don has since carried out a few changes, not much but justified by the fact, and it is a

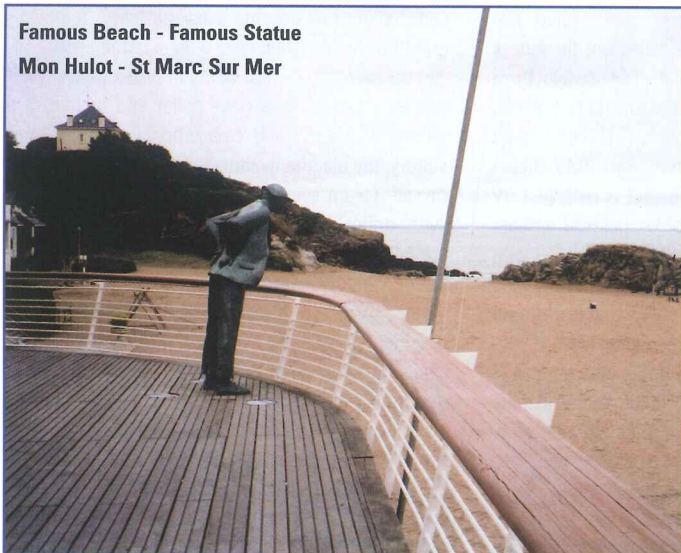
fact, that I'm to become a hard worked Tomboy - gulp! But I'm running away with my story.

On the drive to my new home in Essex I felt myself getting a bit hot under the collar and in the days following, when I had been shown off to all and sundry, my bladder eventually let go and I disgraced myself: steam everywhere, from what seems to be every orifice! The worst of it was that Don had just collected his new lady-friend and we got 50 yards before my downfall that just happened to be outside a pub. Warm summer evenings mean people sitting outside pubs and sure enough over they came...good job I'm already red! Eventually I calm down and have my bladder refilled with pints of water from the pub. Don seeks advice about this from the TSSC Essex organisers Paul and Lizzy Day: "GT6 cooling is marginal at the best of times Don" said Paul. "Git it sawted mate and git dan' to club night" said Lizzy. Acting upon Paul's advice Don fitted me with new hoses, thermostat and also gave me some kind of colonic irrigation; to no avail! Don thinks that by staring at my waterworks for long enough he can cure my overheating, I know what it is but I can't tell him, can I? I'm willing him, urging him to find the plastic winter-shield that is covering half my radiator but he won't look hard enough - oh well.

One day I hear Don talking to his friend Steve about me and he tells him that I am a huge self indulgence since he became a widower a while ago, an indulgence? Once people have paid for us 'old timers', no I'll re-phrase that: 'cars just into their prime', we cost next to nothing to run and we're generally tax free, moreover, insurance is cheap as chips and includes continental breakdown cover; just as well; more on that later! Well, Don and Steve, both huge soppy blokes, have a common interest and decide that it would be a good idea to take me for an outing - to France - to visit their 'interest'. And what is this interest I hear you say? They are both fans of Jacques Tati films. The outing I'm about to go on is to St Marc in Brittany where 'Monsieur Hulot's Holiday' was filmed followed by a drive along the Loire to Sainte Severe sur Indre where Jour de Fete was made. Huh, do what? Well, come on what do you think - is this just an excuse for a beano in France?

Day of the outing then! I pull over at a garage in Basildon early one morning to collect Steve, as he climbs in (oof!) he bangs his head. Don lets Steve drive me down the M3 to Poole ("Is the gearbox

**Famous Beach - Famous Statue
Mon Hulot - St Marc Sur Mer**



tunnel supposed to be this hot Don") where I'm driven onto a boat. I know this is quite usual for people but think about it – cars being driven on to a boat, it's unnatural? Well off we go down the Cherbourg peninsular. I know this because Don and Steve are talking nine to the dozen and its amusing listening to these two, with 90 years between them, giggling like children. Don has driven on the 'wrong' side of the road before but I haven't and it's weird! Our goal for the night is L'orient, the reason: because it a) sounds exotic, and b) sounds like an East

contained in my workshop manual – this was a doozy! They would drive into town and "reverse the removal procedure". We sort of got back!

The next day is spent in a downpour (I'm not used to this) and eventually we arrive at our first destination. The boys get all silly and I'm sure they both have lumps in their throats when they see the famous Hotel Sur Mer and beach (oh please, for goodness sake boys). I'm parked up at the Hotel and ignored for the day while Don and Steve go off and spend the day outside a bar getting drunk; I can see them from my parking place, the letches. They swan by me with hardly a glance and in their new

state decide it would be a good idea to go swimming – how will I get home? Having survived the Ocean they top up their levels of alcohol in the evening and spend the small hours playing air guitar to Rory Gallagher with a barman. The famous Hotel Sur Mer are not too pleased when they arrive back – seems all the staff stayed on duty until all residents were accounted for.

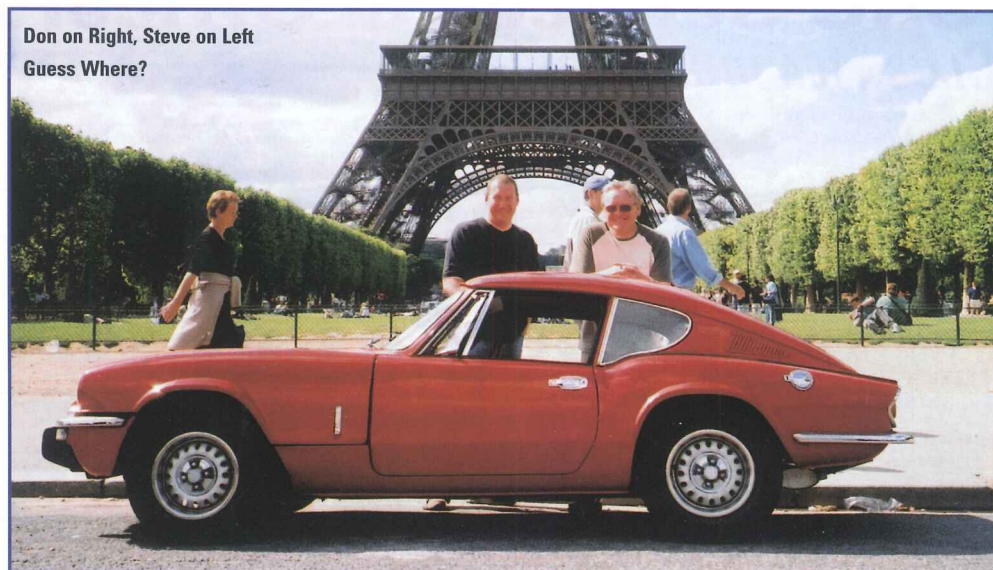
They deserve it – next day with their heads pounding we all set off inland to visit the second film location, Sainte-Severe. The weather was atrocious and the lengthy drive

alongside the wobbly Loire with no road markings just makes Don feel worse; Steve on the other hand appears to be OK. Around seven in the evening we pull into the famous village (at least it is for these two) and I am immediately placed in various poses next to houses, arches etc. When an old lady with a very short walking stick passes by, Don and Steve get all excited and giggly and

take photos of her – I suppose you have to see the film to understand these two!

The next day a decision was needed: do we head for the Volcano region (see the picture on Volvic bottles, one has rolling about my foot-well for some days now) or do we

**Don on Right, Steve on Left
Guess Where?**



head for Paris? Paris it is. The weather is now much better and the sun is out. Don and his co-driver enjoy the attention that I am receiving on the journey. It does, though, mean their concentration isn't all it should be. Picture the scene: clear roads, sun shining, Don taking every roundabout as if I was a one year old as opposed to a thirty one year old (hope he hasn't forgotten about my slow puncture); "Don, there's gravel there", Don's grin is wiped off his face as all three of us spin round to find ourselves facing the wrong way on the roundabout!

Paris is reached and there is just time for me to be paraded in front of the Eiffel Tower, Notre Dame etc Hell, they think it's a lark to match their Marble Arch

skills with the Parisians around the Arche de Triomphe (the French can't even spell our name right!) – the boys are no match at all; Steve is in hysterics and Don is white as a sheet. Driving out of Paris is weird: now I don't mind people gawping at me, I'm proud to represent the Triumph name but why does Don have to enter into discussions with Parisian drivers while we are motoring round the Periphique, I kid you not. The night is spent in Normandy and the next day is spent visiting Pegasus Bridge and the Normandy landing beaches, not before being paraded again in Deauville; I am even driven onto the famous beach for a photo shoot. Eventually, I pull up at the American Cemetery close to the landing beaches in Normandy where Don and Steve disappear for an hour; they're not saying much when

they return. The last leg home is over fairly quickly and we depart from Cherbourg to Poole. The two boys, having driven all over France, then spend an hour trying to get out of Poole; Don and I arrive back at Chelmsford at 3 am. I'm looking forward to a long rest.

Deauville Beach - Normandy.



**More Next
Issue**



Location for Jour de Fete - St Severe sur Indre

London football club! It turns out to be neither, of course. The two heavyweights drive me into town to sample the culinary delights but realise they have no map to find their way back to Formula 1, their cheap accommodation. Don suggests that they use the same fundamental principle

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AUGUST 2004

Plus

CLASSIFIED CARS & PARTS CONTENTS

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- CARS WANTED
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- PARTS FOR SALE
- ORDER/AD FORMS

Sunshine Rally 2004 at Stanford Hall

August 8th 2004

Trade Stands/Autojumble
Games
Members Boot Sale (Free)

Concours
Guest Triumph Clubs
Barbecue

If you've got a Triumph, are interested in Triumphs or just fancy a day out in the country then come and join us for a day of fun at Stanford Hall, Swinford, Leics. (just a few miles from J20 of the M1)

Go on Treat Yourself to an Ice Cream!
For Trade Stands/Autojumble Space
and more details call Dave on
07774 276564

Organised by Leics & Rutland Area
Triumph Sports Six Club





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.

DIRECTORY CHANGES TO
AREA LIAISON OFFICERS
VIVIAN & VICTOR THOMPSON
TEL: 01302 350740
E-MAIL:
vthompson@ivycottage17.freemove.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Jim Smellie: 07771 956643	Lochinch Sports Club - GLASGOW	1st Thurs. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Norwood Hall - CULTS	Last Thurs. Eves.
LOTHIAN	Ian Robertson: 0131 5391402	The Fairmile Inn - EDINBURGH	1st Wed Eves. & 3rd Sun. lunch

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.
CUMBRIA	Phil Evans: 01946 861548	Troutbeck Inn - TROUTBECK	Last Sun. Lunch
MANCHESTER	Frank Spencer: 01524 791607	Rope & Anchor - DUNHAM MASSEY	1st Tues. Eves.
	Pippa Flegel: 01524 791607		
NORTH EAST	Andrew Dunning: 01915485188	Travellers Rest (A691) - Witton Gilbert	1st Sun. Eves.
	Mark Astley: 0771 840 8159	off A691 Durham to Consett Rd	
LANCASHIRE	Mark Coward: 01257 482569	The Plough, Eaves Woodplumpton - PRESTON	Last Tuesday. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Nigel Penistone: 01405 720857	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Victor Thompson: 01302 850740	The Coach & Horses, Barnbrough - DONCASTER	1st Tues. Eves.
	Peter Willey: 01226 745637		
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
	Nigel Clark: 01788 891 153	The Old Smithy - CHURCH LAWFORD	3rd Sun Lunch
DERWENT VALLEY	Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. Eves.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCS & NOTTS	Garth Jupp: 01529 307302	The Ferry Inn - NTH MUSKHAM - NEWARK	Last Tuesday
NORTHANTS	Graham Nobbs: 01604 846908	Ye Old Saracens Head - LITTLE BRINGTON	2nd Weds. 8pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
	Paul Lumsden: 01780 470358		
STAFFORDSHIRE	Adrian Palphreyman: 01785 621851	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	John Taylor: 01283 763479	Moxhull Hall Hotel - SUTTON COLDFIELD	1st Tues. Eves.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

MID WALES	Jeff Jones: 01970 880222	Maes Bangor Arms Capel Bangor - CEREDIGION	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Brian Morris: 01792 587204	PONTARDDULAI'S CONSERVATIVE CLUB	1st Tues. 8pm
	Ken Bradley: 01269 594578		3rd Sunday Run
SOUTH WALES	Neil Hicks: 01684 290494	Tredegar Arms, Bassalegg - NEWPORT	Last Mon. 7.30pm

EASTERN AREAS

ESSEX	Lizzie Day: 01375 843969	The Dog & Partridge - ORSETT (A128)	1st Mon. Eves.
NORFOLK	Joe Craske: 01493 728764	Auto-Pilots Bar - NORWICH AIRPORT	1st Mon. Eves.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - STONHAM PAVA	1st Tues. Eves.

NORTHERN IRELAND

NORTHERN IRELAND	Paul Robinson: 028 9029 2722	Glenavna Hotel - NEWTOWNABBEY	1st Sun. 2pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Mark Smith: 01189 268230	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Carl Swanson: 0705 0103924	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Tim Scrivens: 01233 812616	The Jackdaw - DENTON	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	Gardeners Arms - ARDINGLY	1st Wed. 8pm.
		The Wise Old Owl - KINGSFOLD	3rd Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	Crooked Billet - HOOK	1st Tues Eves.
HANTS & SURREY	Mark Bland: 01252 687988	Potters Bar - MYCHETT	2nd Mon. Eves.
HERTS & BEDS	Les Read: 01582 862176	The Bull Inn - WHITWELL	4th Mon 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	Rose & Crown Hotel - TRING	2nd Thurs Eves.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 01892 834954	The White Hart - SEVENOAKS	1st Tues. Eves.
MID KENT	Colin Jackson: 01634 246205	The Freemasons Arms - SNODLAND	1st Wed. 8pm
S.E. LONDON	John Macrow: 01689 829231	Contact only: No meeting Venue	
NORTH LONDON	Bruce Mann: 07866 482311	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
	Mary Rumens: 01635 868640		
SOUTHERN	Suzie Singleton: 01672 514241	The Baker's Arms - DROXFORD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - KINGSWOOD. A217	4th Wed. Eves.
SUSSEX	Neil Thatcher: 01323 842870	The Green Man, Lewes Rd - RINGMER	1st Wed. Eves.
THAMES	Mickey Hazell: 0777 362 3807	The Swan Inn, Moor Lane - STAINES	Alt. Thurs. Eves.

SOUTH WESTERN AREAS

AVON	Colin Murrell: 01179 691322	The Cross Hands - Nr OLD SODBURY	1st Mon.
CORNWALL	Carol, Les Coventry: 01726 824523	Hawkins Arms - ZELAH	2nd Thurs. Eves.
COTSWOLD	Colin Murrell: 01179 691322	Contact AO For details.	
DEVON	Rob, Helen Northcott: 01822 890635	Ring A.O. Details/ Cowick Barton Inn	1st Sun. Lun
		Ring A.O. Details/ EXETER.	3rd Wed. Eves.
DORSET	Steve Golab: 01935 474590	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
GLOUCESTER	J. Rowley/I. Lee: 01452 790126	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SOMERSET	Peter Greenslade: 01823 288438	The Black Brook - TAUNTON	Last Thurs. Eves.
SWINDON	Karen Davies: 01249 815342	The Black Horse - WANBOROUGH	1st Thurs. Eves.
TEST VALLEY	Bob McDay: 01256 410192	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
WESSEX	Trevor Carlyle: 01202 548582	Bournemouth Flying Club	3rd Tues. 8pm
FOREST of DEAN	Clive Speaks: 01981 500407	The Malt Shovel - RUADEAN	3rd Thurs. Eves.

AUSTRALIA N.S.W.	Carl Grady: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.	
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 Conrad: 0075 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.	
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.	
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.	
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
		krishn_sk1981@yahoo.com	
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		lucabellinello@tiscalinet.it	
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NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmstraat 206862 GT - OOSTERBEEK.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd., Kelston - AUCKLAND.	
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U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.	



AREA LIAISON OFFICERS REPORT

The winners of July's Area Draw are Lancashire so if you contact HQ they will send your regalia vouchers.

It was good to see so many of you at Stafford and thanks to those who came to the seminar. The notes from this will be in the next Pen Torque which will be with you in the not too distant future. If anyone has any articles or anything else which might be of interest to other AOs please let me know. Thanks

Vivien

AVON

Brean - what a corker! Anyone who missed it, make sure YOU GO next year, to yet another "Brean Christmas Special"!

Just a few highlights: - Pete Wenzel drove 205 miles, but this seemed overshadowed, by Keith's 800 odd miles from Sweden! Northamptonshire must of been empty, as they were all here! Sore heads both Saturday, and Sunday mornings!

Brean TV - you had to be there! Cheddar - top three course meal, and the pound shop! Sue (Swindon) ended up in the gents? Northants trashed Avon in the annual Go Kart Challenge, now one all! Mark was made to come to Brean, else he couldn't go to Stafford? Northants got fully dressed up, for the beach BBQ - bringing the beach to a standstill!

Sunday, saw even more of us staying overnight than usual! The highlight being entertained/tortured by Northant's Helen and Johnny Fart Pants! Gas masks required!

Awards included: "tent erection skills", "Brian Conelley Tribute - it's a puppet - toilet misadventures", "Party Animal" etc etc. All in all, a normal Brean. I.e. Top Weather, Top Company, Top Weekend!!

Cornwall Camping Weekend. This was part of my two week tour of my home countys coastline, so I was in the TFI First to arrive, was Ben, Angelina and Family, from Tavistock, with a cracking 12/50 Herald! I take my hat off to Ben, having turned a £100 seized wreck into a cracking car, all by himself! Shame Friday's heat-wave didn't last though! Saturday's rain gave us the bonus of going down into Padstow! I had already traced the source for Curried Parsnip Pasty's Yummie!!!! Great to see the Cornish Crew again, as well as Mick, Mike, Mark, Steve, Ian, Andy, and Keith (Sweden!) from other area!!

Thanks to Ian and Andy, for the ride in the convertible Vitesse - ah memories! What a

ALO REPORT . . . AVON . . . EAST BERKS

great tour of the North Cornish Coast - some of it planned, some ad hoc! July's Meet - Great selection of cars, including: Vitesses, Spitfires, GT6, GT6 Conv, TR8 and the following new people, along for the first time, all of which I'm sure we'll see again very soon; Dave (red GT6 Mk II), John (with another GT6 Mk I - hope you get the temperature back to normal soon!), and Pete (looking for a good GT6! Les and June brought along a great quiz, enabling the much prized quiz award (made by Mike, a little while ago, and recently found by Nev) to be won!

Little did they know that so many of us would tie for first place! Mark won the booby prize, to much applause! Mick finally won, in the sudden death tie breaker! Well done Mick, Mark, Les and June (Thankyou all well!!!).

A couple of Cornish Camping recommendations for you: - Trerethen Touring Park - Padstow - highly recommended. Tregoad Park - Looe - highly recommended. Very large Holiday Park near Mullion, on the Lizard Road - avoid at all costs! Not Recommended!!! Events Coming Up (a few suggestions for you!): -

3 1/7-1/8 - South Cerney Rally (was Wroughton)

6-8/8 Hot R od Super Nationals
10-12/9 Blue Ridge Runners Weekender (date tbc?)

11/9 Classic Car Action Day - Castle Combe - Clubstand - if interested, I need names, and car reg's asap!! I have some car passes left, but you'll still have to pay to get in! First come first served - they are going like hot cakes, and cold Stella's!!

18-19/9 WAC
24-26/9 British Super Bike action at Castle Combe!

24-26/9 or **1-3/10** Brean re-visited TBC
9-10/10 GWR Vintage Rally & Steam Gala, Toddington.

7/11 - Bristol Autojumble & Restoration Show - Shepton Mallet

29-30th Jan 2005 - Advanced Warning - Bristol Classic Car Show!! Hic!! We start all over again!!

There - something for everyone this year!! Those who get bored, and/or don't enjoy 2004 need recalibrating!!!!!!

On a more serious note - a WARNING - Do not bring a disposable Bar B Q into your tent for overnight warmth. Unfortunately, this has been the suspected cause of death, of two people, down near Brean back in April this year. Yes, it surprised me as well.

Must go got Stafford to get ready for! Party On People!

Col

EAST BERKS

Having completed all the forms to become AO, I now wish to thank Mark for all his efforts for East Berks. We look forward to seeing both Dog & George out and about this summer!

After last month's busy time with car events, this month seems to have been very relaxed! The weather hasn't been very encouraging for Triumph motoring either! I went to the Festival of Speed on the

Friday. It was a fabulous day. Plenty to walk around, with the weather kind for us too. One of the main highlights was the performance from the Red Arrows and seeing the dragsters in front of the old house! Of course the old F1 cars and land speed record cards were very interesting!

On 26th June I went to my old place of work Ben, Motor & Allied Trade Benevolent Fund for their summer fete and classic car show. Despite the weather being changeable there was a good turnout of car, including a Herald 13/60 and Vitesse. Unfortunately, due to helping out at the event, I was unable to speak to either of the owners. On the same day an invite to our members was given from South Bucks group to go on a HQ visit. I am unsure if anyone went, but hope you all had a good time!

I'll pass over to Mark now for a bit about the International, which according to him was, er, short, and wet!

I didn't get there till 3pm and left at about half 6 so it was a bit short. I did get some useful bits though and sold a couple of things. The GT6 made it up there and back with no trouble and I met Steve who owns the Spitfire with the consecutive numberplate. We went for a wander and found Marcus, Carl, Robin, Pauline and co. Pauline has bought the magenta Spitfire from Carl - good buy! I reckon as it's got all its original panels I think. We also met Essex and I got a big hug from Lizzie and Colin showed us under the bonnet of his Cosworth Turbo GT6 again - never fails to impress, especially as it has about 300bhp and looks pretty much standard from the outside! Sadly the weather was a bit naff and I had to leave early rather than stop until the Sunday. Still, it reminded me why I must stay the whole weekend next year! I had to get back and fix Dog's engine before the LeMans trip, that's my excuse.

I knew I had a problem with a cam follower as it was going out of adjustment within 200 miles, but nothing prepared me for the carnage I found! Number 7 cam follower was just a concave mass of pits - it looked like a gravel path! Number 5 wasn't much better, but at least it had parts of it that were still smooth, number 7 had no trace of the original surface left whatsoever!

And then I looked at the bores - now this is strange because it was running fine without using much oil, but number 4 cylinder bore had two chunks missing from the side, at least 1mm deep and the size of a small pea! I haven't a clue what caused that, but I can't believe it ran so well with it like that!

Anyway, rather than have an immobile car, I'm going to put it back together temporarily with a couple of used followers from the 6 cylinder engine destined to go in later. They've got to be better than what was in there and should last 500 miles or so which is all I need for now. The block is basically scrap, unless I were to get a new liner fitted to number 4 cylinder - probably not worth the outlay. It's a shame cos the engine's clean as a whistle inside - all brown-grey in the castings, rather than black and sludgy! I'll see how it goes until I get the six rebuilt and in there, but I don't think I'll risk taking it to LeMans! Hope to see you all at our next club night

SOUTH BUCKS . . . CANTERBURY

10th August!

From our meeting on the 13th July, it was agreed our **September meeting (14th September)** would be a visit to Ace Cafe for the Triumph evening. Details will be discussed at our August meeting! Happy Triumph-ing!

Helen

SOUTH BUCKS

www.tssc.org.uk/southbucks
email southbucks@tssc.org.uk

Hello one more my avid readers. Let's go back to June and catch up with the action from South Bucks. Ace Café meet on Tuesday 8th June. A huge collection of so many different makes and models, it's a great place to go. Very sadly, Ron from the Northants Area passed away on Monday 28th June. A great character who I met via Steve from Northants Area at the Ace Café last winter. I recall him taking about the Spitfire he had brought without a windscreen and other necessary items! Always with a smile on his face, he will be sadly missed.

Onto a brighter subject, Paul and Liz were the hosts of the first of the years bbqs on Sunday 13th June. The weather was superb, and yet again Robin's cooking was too! My personal thanks again to Robin who slaves away despite the sun on many different occasions for us all! It was great to see a well attend event, with Marcus and his kids, Dan, Allan and Jan who made the trip from Hertfordshire (thanks both!). My wife and children came along too. It was also great to see members from other Areas including Tracy from Thames Area, John Thomason and his daughter from Surrey. With the combination of members and Paul and Liz's family, it made for a great afternoon in the sun. My personal thanks again to Paul and Liz who made us all feel so welcome and put in lots of effort to ensure a well fed team!

Wednesday 16th was the club meet at The Squirrel, Penn Street. A warm evening brought out lots of people and cars, so many that we had to move some around on the Triumph only grassy know! Myself in my Spit, Dan in his Spit Mk4 1500, Dom in his GT6, Rob and Sofia (notice the correct spelling this month Sofia?!). Marcus in his 1200 Herald and Phil in his Hurricane, and Robin on his bike! It was also great to see other members from other Areas attending too! The outgoing Thames AO Tracy, and the new AO Mickey! Also the new AO for East Berks, Helen. Also Nickie from East Berks who managed to find the pub after the map she had seemed to point her in the wrong direction! If you do want to visit us for the monthly meet, ensure you head for Penn Street village, NOT Penn village. Answers on a post card please if you know why two places so close to each other have such close names! A great collection of Triumphs and TSSC members made for varied conversations and a superb night. We even managed to clear the eating area and get in from what was becoming a cold evening! My personal thanks to all those mentioned, and particularly to those who made a real journey!

Saturday 26th saw the first South Bucks visit the TSSC HQ at Lubenham. New member Steve kindly gave me lift in his Stag, Marcus with his kids gave Tracy a lift in the 1200 Herald, and Dan gave Pauline a lift in his Vectra! Pauline looked a little miffed as she had packed her coat, hat and scarf for a trip in Dan's Spit! As the trip started, so did the rain, and it didn't stop all day! It was the first big trip for Steve's Stag, and other than the wiper blade making a bid for freedom, it ran very well, with a sweet V8 rumble all the way, often to catch up Marcus whose 1200 Herald was keeping up a fearsome pace! Arriving at the HQ, John and Nigel made us very welcome, and after a bite to eat (thanks to all concerned at the HQ for the very tasty food!) John gave us a guided tour of the very impressive premises. Some quite outstanding concours models and Triumph memorabilia, with some original designs from Michelotti. (Please don't send in hate mail for the misspelling). If you haven't been, it's well worth the effort to go. Once again, my personal thanks to John, Nigel and all the team at the HQ - it really is a place to be proud of.

After a long, hard think, I decided I was just too big to drive my Spit on a daily basis, and even after the work at Len Young's (01494 533011) I just couldn't get in and out of it with the roof up! Ever since I've owned the car, Pauline Upton, younger sister of Robin with an MkII Spit, has always wanted it. Triumphs run in their blood, and Pauline has a particular passion for Magenta. So after an awful lot of work and planning, she managed to find the funds to buy it from me! At the time of writing this, Pauline collected the car yesterday, and we are right in the middle of the summer storm, so I hope the weather gets much better very quickly! Pauline's first adventure is to take her Spit to Stafford. I booked it in some time ago, so I'm glad it will be there, but just a bit strange that it's not mine! Well, what have I replaced it with? Well, my first thing is to get me something to run around in. Step forward a Triumph Acclaim! A low mileage, full history red Acclaim HL now adorns the driveway! I've only owned it for a week, but I must admit, it seems pretty good so far! With a bit of luck, it should be taking my daughter and I up to Stafford, and maybe Le Mans!

Dates for your diary for August. **Tuesday 10th August** will be the Ace Café meet. First one that Ron hasn't been to for some time, we will remember him on that night. **Sunday 15th** Marcus is holding his now annual BBQ at his house in Prestwood. We will aim for a midday start. Usual thing, bring along what you want to eat and drink, and extra beer for your hardworking AO would be more than welcome! **Wednesday 18th August** is the monthly meet, but it will be the SUMMER TOUR! Hopefully Allan will have a plan by then! We will meet at The Squirrel at 19.30 and we may end up there after, depending on route. If you want to know details, call me on 0705 010 3924, and I will let you know! **Sunday 29th** is the Club Triumph National event at Knebworth Hall, Hertfordshire. I'm not sure of the details, but if you fancy going, let me know. On the same day, the TSSC racing boys are in action at Mallory Park, Leicestershire. So

hopefully something of interest for everyone! Hope to see you at an event soon. Take care,

Carl

CANTERBURY

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We're back! Ali and I have just got home from our 11th consecutive International. The weather may have dampened spirits and numbers through the gate but it was still an excellent event. The competition car, Le Mans and Macau Spitfires had me drooling. Now we know what you've been doing in your shed Bernie, maybe we should rename you Caracacus Post!

Ali and I really wish that we were going on the Classic LeMans trip, the participants enthusiasm is contagious. When the initial Classic LeMans Triumph trip was conceived it was thought that 50 cars would make the trip over the Channel, at last count numbers were in excess of 250! I look forward to seeing the photos.

Other hi-lights of the event were, as usual, the Saturday night 'knees up' and The Triumph Club of Portugal who attended the show with 9 (I think) cars, now that is using your car, there were some beautiful examples too. As I've already said numbers were down, and due to the weather the number of Euroboxes on the field far outnumbered the Club Cars, but having said that it was great to see so many 'other' Triumphs. There were a lot more 2000s and TRs and even the odd Acclaim scattered around, so we must be doing something right.

Okay so, to local issues. I know that a number of people attended the Classic Sandwich Camping weekend a few weeks back and from the reports and comments that have been made to me it sounds like it was an excellent event so, congratulations to the organisers and I'm sure we'll be seeing you next year. Other events attended include the Hop Farm KM show and the Lydden Track day, I have had little feedback about these events, but when I do I'll pen a few lines for this column. Talking about the Hop Farm, I had a phone call from another AO about the fact that we had a Club Stand booked at the Hop Farm, we'll this was news to both Del and myself, I'm sure it was just confusion but if you book your self into any events please check with Del to see if there is a club stand as we would look very stupid if we were allocated a club stand and only one car turned up, if in doubt please book yourself in as an independent exhibitor.

So to August & The big one for CT, The Kent Steam and Transport Rally at Detling Showground on **21-22 August**, Ed and Del have organised all this and for the first time in many years I won't be attending as



CANTERBURY . . . CHESHIRE . . . CORNWALL COTSWOLD . . . COVENTRY

● CANTERBURY Cont

I'll be on holiday, so please remember to take your cameras as we always put on a good show there. When the suggestion pad was passed around a while back, one of the main gripes was that you wanted to get out-and-about with the cars, so I'm planning a small local event; a treasure hunt on **Sunday 5th September**, to start in the Dover area and finish at a pub for some lunch - I need to liaise with Del to make sure that that date doesn't clash with anything and to finalise route etc., but pencil it into your diary.

Finally, I'd like to welcome Andy, who attended the July meet in his recently acquired green MkIII Spitfire, I hope you've been out there enjoying it and that we weren't too intimidating and that you'll be back to see us again in **August**. That's it for now guys and girls. See you all soon.

Tim

● CHESHIRE

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All week the weather has been changeable at best, varying between wet in parts and mostly wet. On the Thursday it didn't look promising but it seemed to brighten up in the afternoon and remained dry for the rest of the day. So we were a little disappointed that only three cars turned up in the Cock and Wotsit car park for our July run out.

Maybe it was that The Courier hadn't yet arrived (it came on Friday morning).

Anyway, three cars and four people once again circumnavigated Cheshire and met a fourth car at the Red Lion in Lower Withington for what Mike euphemistically called a swift half. I managed a couple of photos in the fading light using a table and a wall to steady the camera, and these will be on the web site in the near future. Richard reported the site was useful as the report is there before The Courier arrives (I can't guarantee this every month). Our third run of the year will be at the meeting on **August 5th**. The same arrangements, 7.30 for 8.00 in the Cock and Doofer car park. We don't go on the stroke of 8.00, but if you plan to be late let me know beforehand. Once again, our thanks to Mike for doing the run.

There is now positive proof that pigs can fly. A full squadron of porkers was recently seen in the vicinity of Adrian's House as he took his GT6 body down to the painters. Now this may have something to do with internal politics and refusing to build an extension until the GT6 is on the road, but it is good progress indeed. There was even photographic evidence of said body at the

painters for those of us who might otherwise have doubted that this event had taken place.

There doesn't seem to be much interest in Tatton on the **21st and 22nd of August**, apart from our Dave who is going on the Saturday. I probably won't be able to make it. If anyone wants a ticket, please get in touch.

The next meeting is on **Thursday 5th August** at the Cock and Thing in Bollington. Once again I have emailed the weather controllers and requested good weather, so we'll have to see. So it's either 7.30 for 8.00 for the run or about 10.00 back at the Cock, or a little after 9.00 at the Red in Lower Withington.

That's simple, isn't it?

Henry

● CORNWALL

Hi, well, here I am again, back by popular Request! Before I give the report of the camping weekend I am sure I am not alone in giving my sincere condolences and sympathy to Les and Carol and wishing them the very best - see you soon guys.

I suppose, with hindsight, we should have realised that camping on a hill above Padstow, at the same height as a nearby windfarm, when wind and rain had been forecast was just asking for trouble! As usual these things never seem important at the time!, especially as Friday evening was fine and dry as we gradually congregated at the Trerethern site. Great to meet all our old friends both local and those from further afield. In fact the event should now be known as the Cornwall International camping weekend as we are now attracting members from as far away as Sweden - Good to see you again Keith.

The site itself was well arranged with excellent facilities and a rigidly enforced (!) speed limit - the excuse that you were only testing the efficiency of your shock absorbers over the speed bumps does not hold water, Dan. Anyway, after setting up camp the later arrivals stayed on site for the evening whilst the seasoned drinkers amongst us strode briskly across a number of fields to sample the hospitality of Padstow, although it was a tad difficult to get a taxi back to the site, two trips being needed by the local firm.

And so, suitably refreshed, we all settled down for the night! And what a night! - force eight gales and driving rain, extreme camping, or should it be "The Night of the Flying Gazebo's"? A word of advice, gazebos do not like gale force winds, both of those that had been erected deciding to surrender to nature and position themselves closer to the ground! The next morning was spent tidying up the wreckage, repositioning flysheets and checking guyropes etc., whilst trying with varying degrees of success to get a hot drink and some breakfast.

As the weather improved later in the morning we all took a drive down to Padstow and had a walk around the town, sampling various foodstuffs, checking out the seafood available, excellent pub lunch and, as the sun came out, the obligatory ice creams. Mike Crewes also managed to

source a supply of his favourite ginger biscuits (were they all really just for you Mike?).

After the morning's exertions a nice, relaxing drive around the countryside was just the ticket, testing the handling of the good old Triumph rear suspension (lan!), rounded-off with a cream tea and then back to the site for a BBQ and a drop or two. (Sally Anne - there is no aspirin in the woods because the parrots have ate them all!!!).

The weekend was completed on Sunday with a short drive to the pub for lunch and farewells until the next time we meet, be it Stafford, Le Mans, Powderham or wherever - an eventful weekend but as usual great fun!

27-30 August: Cornwall Area Cycling Weekend This year we are going to cycle the Mineral Tramway from Devoran to Portreath. We will be camping at Wheal Rose Caravan and Camping Park, near Scorrier. The trail is eleven miles long and is easy to cycle, being mainly flat. It is nearly all off road and goes through the mining area and some lovely countryside. At one end is Portreath which is an attractive cove with a sandy beach. Devoran, at the other end, is on the river and on the Saturday there is a regatta in Devoran. If you are interested in coming please give ring Sally-Ann or Anthony on 01872 530686 and they will book you a camping pitch. The campsite fees are £9.00 per night for a tent and two people, £4.50 per night for a tent and one person. Bye for now,

John D

● COTSWOLD

Now it's Summer, why not go to a TSSC clubmeet? Go on, you know you want to!!! Go on, you'll only miss out if you don't!

The Cross Hands, near Old Sodbury, on the cross-roads A46 Stroud road (from Jct 18 M4) A432 to Yate, and B4040 to Castle Combe. Pub at right of traffic lights, at cross roads!! **1st Monday** of every month! It's the Avon Area meet, but it's on your doorstep, and all are very welcome!! Or go along to the Glos. Area meet - **3rd Monday** of the month, at "The Kings Head", Norton, A38. For what's happening, see Avon! Cheers

Col!

● COVENTRY

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CORLEY MOOR GROUP

Our July meeting at the Bull and Butcher was well supported, with around 15 cars, including three MG's. We were blessed with a fine summer evening, so it was nice to remain outside in the garden, and to view the range of cars on display. It was great to meet both 'new' and 'old' Club members. Welcome to Malcolm Clark, Ken & Pat Wynn, Trevor Ellis and Paul Jones. There were quite a variety of cars present, including a red TR6 in concours condition, a couple of immaculate yellow Spitfires,

CUMBRIA . . . DERWENT VALLEY

● CUMBRIA

Just for a change I will start with future events: **1st August** - Cumb. & West. Vintage Event at Penrith - This is our Club Stand event in **August** and will probably have come and gone by the time you are reading this!! Hope to have seen you there! Moving on - There are three other Cumbria weekend shows and a Scottish event in **August - 15th August** - Historic Motoring Weekend, Holker Hall, Cartmel **22nd August** - Cumbria Classic Show, Dalemian House **30th August** - Lakeland Historic Vehicle Weekend, Hutton in the Forest **27 - 29th August** - Doune Classic Weekend, Callander, Scotland. No Club entries in for these. Contact me if you want entry details. Some people will have already entered on an individual basis. There is **no** monthly meeting at the Troutbeck in **August**.

5th September - Classic Show at Sizergh - I will put in a Club entry for this but we may not have the tent etc. available - depends on availability of suitable tow car for the trailer. Three events to recall for June/July.

The Cumbria Triumph Picnic at Sizergh Castle was well attended with about 60 cars on show - TSSC, TR's and Stag Club cars were well represented but sadly no Dolomites or big saloons. Weather was very mixed including a heavy hail storm - so much for flamin' June! We had seven Cumbria Area vehicles on show. A special mention and welcome to Steve Reid and family. Steve has resurrected a late (Y Reg) Spitfire that was for sale as a project in Whitehaven last year. Good to see it on the road and in good hands. Also nice to see Pip's Mk1 Spitfire again - immaculate as ever - Sizergh is virtually on his door step so no excuse for not attending really. Several other TSSC members attended from further a field, including John Webb with his purple and silver Vitesse Saloon as featured in Triumph World. Given the positive response for this event I am sure it will be repeated next year - just need to get the Dolomite and big saloon boys on board! An article in Triumph World should help - assuming they publish John M's write-up and pics later this year. The Moffat Show was attended by a few Area members - Bob and Ann, John and Shirley, Lindsay and Lyn (I think?) & Brian H. Trust you had a good time and were not too troubled by the little beasts (midges - I am sure they are trained to attack the English!?). Last Sunday was the Hayescastle Show at Distington and as usual we had a good turnout and excellent weather (compared to the forecast anyway). We had 9 cars on the stand + one extra we could not fit on - apologies to Steve Reid - note to self: claim a bigger patch next year! The BBQ went down well and included John A feeding Phil Teasdale and family (from Shap - Phil T is John's bodywork guru) as payment for sorting out his Herald bonnet after the hail storm at Sizergh. This was the first outing of our recent acquisition - an X Reg silver Acclaim HLS - complete with a Simpsons sun shade. The Minis won the club stand award but like the Murphy's we're not bitter - it was their turn this year! Stafford is

Kevin.

CHURCH LAWFORD GROUP

Our Sunday meeting at the Old Smithy was well attended again in June, and once more the weather was kind to us. Welcome to Jim and Fiona Seward with their very smart GT6 Mk3, and to Dave Clarke and partner (big apologies as I didn't get your name) in their long-term owned Spitfire 1500. It's great when local members drop in for the first time, and we hope you enjoyed the meeting enough to come back. It was also good to see Ian Ward and hear that the restoration of his long-owned GT6 is making progress. Now the body is on lan, we all expect to see your car at a meeting soon...ish!

On Monday 5th July a contingent from Coventry went to the MG meeting at the Red Lion in Kilsby, near Rugby. Well done to Antoine (Vitesse 2000), Dave and Maria (Spitfire 1500), and Mike and Viv (Austin Healey 100/6 and Frogeye Sprite, I won't try to explain!) for turning up to represent TSSC honour. The MG club made us very welcome, and we enjoyed the only proper July evening so far with clear skies until 10pm. There is a great opportunity for us to team up with the MG people for a range of classic car events in future.

As I write this piece, we have the Birdingbury Festival and the TSSC International to look forward to next weekend, although I realise these events will be a memory by the time you see this in print. In August, I hope that we can organise a run from Coventry to the Leicester Area Sunshine Rally at Stanford Hall on **Sunday 8th August**, and our next meeting in Church Lawford will be on **Sunday 15th August**, from 1pm at the Old Smithy. Regards,

Nigel



next in the diary - the weekend coming up as I write this. The Acclaim is nearly packed and ready. This will be its shake-down run to check it out before we head for France and the Le Mans Classic later in the month. You will have gathered that I have not got the Spartan sorted out and the Acclaim did come our way at a very good price via an advert where I work. It just needed cleaning and re-commissioning having been stood in a dry garage for over 18 months. It is in remarkably good original condition having been well rust proofed from new with just over 40k on the clock (first time around!). Whilst accepting that it is not a real classic Triumph I am quite impressed with it so far and am working on the principle that any Triumph is better than none to get us to Le Mans! I may even manage a short article for the Acclaim Register - good to see Michael Hancock getting this launched in recent Couriers.

Bits and pieces: Notified of 3 vehicles for sale at Hayescastle - Mk1 GT6, TR7 Coupe and Burlington Beretta kit car. Contact me for further details if interested. Also Brian Haile has his Dolomite V8 back on the market having seen a good Morris 1000 he is interested in - sad or what compared to his Cobra and V8 trike! Hope you all enjoy/have enjoyed your summer hols away. That's all folks

Cheers

Phil

● DERWENT VALLEY

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There just isn't enough space to write about what we have been up to since the last report. The main event this month was the International Peak Run - yes, I said International as we made eight new friends who had travelled from Norway to be with us. They brought with them four fantastic cars (unfortunately not Triumph's). They were all members of the same club 'Gammelbills Venner' (friends of the old car). Hopefully, they enjoyed our company as much as we enjoyed theirs.

The Saturday was at 11.00 am Hall near Ashbourne where we held the concours - ok, it rained almost all day but who cares, we had a brilliant time. Saturday we were at the Bear Inn Hotel for great food, a good old chin-wag, a drop of ale and a bit of music. It was brilliant and I understand that the party continued into the night at the campsite.

Early risers on Sunday morning were greeted to clear blue skies - so it was tops down and a race to the Bear Inn for breakfast and registration. By 9.15 there were 73 classic cars lined up for the start of the run. A big thank you to every driver who followed the instructions of the marshals



DERWENT VALLEY cont

which enabled us to empty the car park in record time of 15 minutes. That's one every 12.5 seconds.

The run took a slightly different format this year which consisted of one long run which you could drive at your own pace, stop along the route as you desired to take in the breathtaking scenery of have a cup of tea.

By all accounts everyone found it more relaxing and more fun. Options were given to cut the run short if you wished, but everyone I spoke to did the 'Full Monty'.

The end of the run was Buxton Pavilion Gardens where we were allowed to park within the gardens near the band stand. The public visiting the gardens were not only treated to the sounds of a brass band but a great display of classic cars.

The concours winners were: 1st Tony Simpson - GT6, Colin Payne - TR4, 3rd Pippa Flegel - Spitfire and highly commended were Steve Taylor and Eddie Jones. The Peoples' Choice winners were: Mick Herrett - Austin Healey 3000 MkIII, Rob Greaves - TR4 and Eddie Jones - JBA Falcon. I won't say any more now as we are writing a feature for The Courier about our exploits.

Well, what else did we get up to? The Midsummer Charity Car Show at Renishaw was a great success with hundreds of cars on display and in turn raising much needed funds for Charity. A big well done to Diane and Kevan Hadfield for organising this event. We also attended, as a club, the Warsop Carnival and were given centre stage in the arena. Something to do with knowing the organiser - our very own Stuart Charles. Well done Stuart we had a great time having our photograph taken with the Carnival Queen draped across Mike Mayfield's bonnet, listening to Pete's rendition of 'Signing in the Rain' and eating his delicious chocolate crepes.

Tuesday 6th July we indulged in a treasure hunt organised by John 'David Bellamy' Eade and his daughter Kathryn. I expected some contentious issues and was not disappointed. Eleven Triumphs could be seen weaving down country lanes, and their passengers peering into peoples' gardens, disrupting choir practice and cricket matches, counting parking spaces in pub car parks and ripping up hedgerows to gain extra points (Angie managed to take a collection of poisonous plants back to pub much to John's dismay). Thirty minutes after most of the hunters had returned, two of the Spits were missing - we were worried. Had they gone down over enemy territory? Then the door opened - Stuart and Terry emerged to rapturous applause. It was all very close. Don who had done it on his own

DERWENT VALLEY . . . DEVON DORSET . . . FOREST OF DEAN

was a credible 2nd but Kirsty and Chris were the overall winners with 60 out of 70. Dates for your Diary:

1st August Kev Hadfield racing at Donington Park - come on let's cheer him on.

A change of plan for **3rd August's** meet. Don has organised a 'Mini Run' which starts at 7.30 pm from the RED LION at STONE EDGE near Chesterfield, S45 0LW. (On the B5057 between Chesterfield and Darley Dale.) Don't miss out it's a beautiful part of the country.

8th August Leicester Area's Sunshine Rally, Stanford Hall.

10th August visit to Ashby Folville - meet there from 6.00 pm.

Colin

DEVON

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First things first an apology for not getting a write-up in the July Courier, we seem to have messed up on the technology front ... we remember writing a report but can't seem to find a record of having sent it ...

As we write we are preparing to head off to Powderham after a very bad week weather wise. Hopefully, the weathermen will have got the forecast wrong and we will be blessed with bright sunshine for the show (it is traditional after all!).

Since our last report our Herald has been temporarily off the road having minor surgery to a rusty bit of chassis that wasn't going to pass the next MOT. We took the opportunity to replace the very worn diff and saggy rear spring and uprate it with a swing spring conversion. It now goes round corners without feeling like it's going to tip over. It's not all been plain sailing though as the clutch seems to have developed a judder and the throttle linkage decided to fall apart 100 yards from home tonight ...

We have also become the owners of an early Spitfire in kit form which we hope to re-assemble over the coming months, so if anyone has any MkI or II Spitfire trim going spare we'd be interested to hear from you.

Thanks must go to Jim for organising the June meeting, we hear it all went well and was quite well attended. Thanks must also go to Ian for organising the boat trip to Turf Locks, another well attended meeting. It was just a shame that it decided to rain as we were eating and had to shelter under a large tree. It was a nice location, maybe one to visit another time when the weather is better.

The next **Sunday** meeting will be **September 5th** at the California Country Inn, California Cross, Near Modbury. We are told that Sunday lunches cost 7 pounds ... with plenty of choice for those not wanting the full works, so let's see plenty of cars in the car park!

Helen and Rob

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 10th Month please

DORSET

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I'll start this month by welcoming Gareth and Mike who drove up from Poole - Gareth came along in May as well with his brother Andy, but I forgot last month, so sorry about that. Mike was planning to bring his Vitesse, but odd noises from the engine persuaded him otherwise. Hope you get it sorted Mike.

Gareth has a late model 1500 Spitfire, on an X-plate. Amazing to think that the last Spitfires, based on a 1950s design were still in the showrooms when the first of the original 'hot hatch', the Golf GTi was also in the showrooms.

We seem to be evolving a Spitfire squadron in Dorset - My early 1500, Gareth's late 1500, Andy Webb has recently acquired an early 1500 while he restores his MkIII, Stuart and Seb with MkIII and Jasper's MkIV.

Andy's car came with a Surrey Top, which I quite fancy - does anyone know if they ever did a softfolding roof panel as well as the rigid panel? The only problem with the solid panel is that there is nowhere to put it in the car if you decide to take it off. I have a factory hardtop for mine, but I never use it because a) it's stripped awaiting repairs to the 3/4 light frames and b) it take two to get it on and off. With a Surrey Top, you can take the rear section on and off single handed and you have the option of open top motoring too.

If anyone is going to the Yeovil Festival (an event formerly known as the Yeovil Festival of Transport), look out for my Spitfire (Carmine Red on an N plate - there aren't usually many Spits there anyway) in the non-concours section - it's very non-concours!

'Til next month, take care.

Cheers,

Steve

FOREST OF DEAN

STOP PRESS: Following the Herefordshire response to the Treasure Hunt of which more later, the **August** meeting will be held at the Yew Tree, Preston-on-Wye. You can find Preston-on-Wye on the West bank of the Wye about 7 miles from Hereford or 30 mins from Ross. I am doing a mail shot to all the Herefordshire members asking them along to give us 'the once over' but in the meantime, if you see any Club Cars out and about, please let them know.

A big thank you to all who attended the June Treasure Hunt. A really nice spread of cars, from Herals (well done John A on getting the half shaft swapped over in time) and GT6 (well done John P on getting the Head back on in time), to a 180 bhp TR5 on the Triumph side, to an Austin Healey 3000 and Wilf's Daimler SP250 to add some variety to the turn out. Three MGs failed to show, what does that tell you? A good day was had by all with no-one lost or wet and everyone making it back. Although as the finish was at the Yew Tree with a BBQ, I guess everyone was bound to find their way back!

GATWICK . . . GLOUCESTER

The final total of £115.00 was raised for the Village Hall and the Village Hall Committee have asked me to pass on their appreciation. John A and John P must have had a good time, they are talking about arranging another one in the late summer.

A good June meeting at the Malt Shovel with Wilf off to a show in Tewkesbury arranged by Neil Hicks at his son's Primary School. I had printed off some Triumph adverts from France which would never have got off the press in Coventry and seemed to amuse everybody. All members have asked me to wish Roy Greenwood a swift return to the wheel once the doctors have sorted themselves out. Another member in the wars is a Hereford member, Mr Setterfield, who has had his 1200 Herald Estate written-off for him while he was stationary and not even involved in the original accident! We all hope he has a speedy recovery and return to Triumph owning fold.

A busy month on the Herald front all round. In addition to his aforementioned halfshaft swappage, John Ambler also suffered the indignity of a trunnion letting go on one of the roundabouts out of Gloucester. Sorted out now thank goodness but the MkIII Spit is now only on 2 wheels! I on the other hand far from shrinking the fleet, have grown yet another Herald, well a rolling chassis this time, which, eventually will be going under the convertible thing.

Dates for the diary:

8th August Penallt Classic car show
Nr Monmouth.

14th and 15th August Great Gloucester Heritage Weekend.

22nd August TSSC racing at Pembrey South Wales. I think that this is as near as the series gets to us so well worth the effort. Some of us are going the day before and camping.

4th September our very own Mid Wales run which will be a full day over Cambrian Mountains via the Elan Valley and then back over a bit further South. If the weather is fine, camping by the Welsh Coast and then back on the **Sunday**.

7th December The Royal Oak, Whitecroft Skittles versus the Forest of Dean Historic Vehicle Club who are out for revenge the poor deluded fools!

Some people never learn.

For these and all other events: please contact me (Clive Speaks) for details on 01981 500407.

Clive

GATWICK

Well, what a busy month! Our last meet at Kingsfold seems a lifetime ago. We had a nice line-up of Club cars and the weather was kind enough to let us sit outside and admire them. Guests of honour were Tony and Phyllis from the Triumph Sporting Owners Club of Australia. They brought photos of their immaculate Spitfire and I hope they enjoyed the meeting. It must have been a bit of a shock as at their Club meets they get 100 to 150 people, with formal minute taking! They very kindly brought us a TSOC polo shirt which I shall

raffle off soon. Welcome also to Graham, Sandie and Chloe who came along at very short notice in their nice Herald 13/60 Convertible. Several members had just returned from Le Mans, so we admired the photos and are looking forward even more to our trip in July. I have to say I'm still most impressed that Mark drives all the way from Arundel in his Herald, we really appreciate your support. Next up was the welding afternoon which was a big success, attended by David B, Glen, James and ourselves and presided over by John B who proved to be an excellent teacher. By the end of the afternoon everyone was pronounced proficient in basic welding, all were all very pleased with themselves. I burnt a few burgers and passed around cups of tea. We will definitely repeat this event later in the year. It has been suggested that we have a go at spraying too.

Tony attended the Retro Cars Show at Santa Pod and apparently had a brilliant time. Definitely a show to attend next year if you are into modified retro cars.

My heart sank lower and lower for our first meeting at Ardingly as during the day the weather got more and more atrocious. Congratulations go to Phil and Valerie who were the only brave new members to venture out. We look forward to seeing you again soon. Thanks go to those who called to say they weren't coming. I appreciated the feedback and hope you're not put off and will come to the next meeting. I shall keep my fingers crossed for better weather. Well done to John and Lin who were the only people in a Club car - fancy bringing your lovely Spitfire out in that weather - what hero's.

We discussed a picnic run to Petworth House, so that's on the cards now.

Stafford looms, I am writing this on Thursday morning and our GT6 is still in pieces. We are pulling out all the stops to finish it. Having spent so many nights in the garage 'til midnight and it's so close to being finished.

That's me finished, I shall hand over to Maria who's penned a little piece about Bromley Pageant, which we couldn't attend as we were watching the Goodwood Festival of Speed from under our brollies!

Bye for now,

Lynn and David

On Sunday 27th June Gatwick Area put on a special display at Bromley Pageant of Motoring. Luckily the weather was kind to us as it didn't rain until we had cleared up and were ready to leave once the show had closed. My special thanks to Chris who came up from Hastings and to Peter for helping to set up the stand and for bringing all the equipment to the show. Also thanks to Peter and Gill from Sussex Area who brought their two immaculate Spitfires to the show. I was also very pleased to welcome Simon and his mother from Surrey Area and to see the faultless GT6 again. Thanks to other members of our Area who attended, i.e. David (TR6), Glen and Tony (6-cylinder Spitfires). A great day was had by all.

Dates:

Cranleigh Show - **August 15th**
Shoreham Airshow - **August 29th**
Brands Hatch - **September 25/26th**



GLOUCESTER

www.tssc.org.uk/gloucester

Hi everyone the area meeting still managed a good turnout even with England playing on the telly (dam bad timing of them I say).

Dave and Karen were busy taking orders for the new area liveried clothing which not only looks good but is very reasonably priced too, so if you didn't order any you'll just have to look upon the rest of us with envy or get yer cash out and order some for yourself.

By the way Karen how are the sales of club regalia GT6 boxers going? This must be essential summer attire surely.

Ian and myself took a 'boys trip' as Jane calls em to the Cornish area camping weekend and despite mother natures best efforts we had a jolly good time. We even managed to get there and back without the aid of a Footman James beavertail breakdown truck. Perhaps we've now broken the one-way Lee curse. I do hope so with LeMans looming up. Thanks for your hospitality it was great to see you all.

Saturday July 3rd was classics at the hall. I wasn't able to go yet again but Jane says there was no shortage of very nice and unusual cars there although there did seem to be less of the more ordinary cars. It was all enjoyed just the same.

Barry ferried me out to the Worcester meeting for another very very full car park. These meetings seem to get bigger and better every time with a superb variety of cars and different people. Great to see them all.

Now to the main event, the International. As usual the area obtained its favourite camping spot and expanded as the weekenders arrived with Berry and Bev once again the mainstay.

Even before the tent was out of the car I was being plied with red wine. It's no good Bev I still have to mention your preference for wearing Anne's clothes, nice try though.

Now before I press on would you go camping for the weekend without a tent? No neither would I but Simon and Danni did mind you Gareth and Ali only did tent because they turned back to get the tent poles that go with the canvas and with the loan of a spare tent all was rosy in the garden once more and everyone was raring to go bright and early Saturday morning for the show. As usual there were plenty of fantastic cars to see and plentiful goodies to buy too.

The whole showground was full of LeMans talk and seeing some of the cars there only added to the thrill of having the chance to be there and see them race.

Paul as per previous years commuted each day and Paco spent most of Sunday



● GLOUCESTER cont

cleaning out all the shiny bit suppliers.

The area BBQ food fest on the Saturday night was unspoilt despite what must have been the coldest July weekend on record (that's how it felt anyway) and when the conversation steered towards Alice's undergarments and Ian's lack of speed most of us adjourned to the party to warm up where the band and the beer were enjoyed equally.

We hope that you've all had a good time and attended something to suit your needs. Keep a look out for future events and we look forward to seeing you soon.

Andy

Events

Sunday August 1st. area picnic & run to the Elan valley.

Monday August 2nd.

Worcester area meet.

Saturday & Sunday August 7th & 8th. Prescott vintage meeting.

Sunday August 8th.

Historic specials @ Burford.

Saturday & Sunday August 14th & 15th. The great Gloucester heritage weekend.

Monday August 16th. Area meeting @ the Kings head, Norton.

● HANTS & BERKS

www.tssc.org.uk/hantsandberks

e-mail: hantsandberks@tssc.org.uk

Wow, what a rush - I've just finished packing the car for Stafford. Respect to anyone who does this in a Spitfire, there's only two of us going in Jasmine and she's full! I had to put the essentials - the tent and the beer - on the back seat. Mustn't forget my chef's hat - BBQ again. The weather looks, err interesting but enough of that as it'll all be over by the time you read this and I'll be in France - yes, taking the family to Normandy to indulge my interest in the Second World War, then on to the Loire to indulge the wife's interest in wine. Then it's on to Paris to indulge the kids in their fixation with Mickey Mouse (shh, they don't know that yet!) As Jasmine just couldn't take the volume of shoes three women demand, we will be in the Eurobox but it does have air con and cruise.

Anyway, enough of my ramblings, what of Hants & Berks? Well we had a very well attended meeting in July, a warm welcome to long-standing Triumph owners Dave and Linda Porter and their Spitfire, Dave is also rumoured to harbour a TR7. Also hello to a kindred spirit - John Barnett and his lovely red Vitesse. I say kindred spirit as John's other passion is scooters, the motorised kind from Italy. When I were

GLOUCESTER . . . HANTS & BERKS HERTS & BEDS

a lad I had a Lambretta and then a couple of Vespas until I encountered a TR7, at speed - that put paid to my scootering escapades! Didn't get time to take scooters or Vespas really John so it'll have to wait until next time we meet. Yet another new face was a guy I 'bumped into' on the internet at the uk.rec.cars.classic news-group. Jeremy was looking for a Spitfire, MkIII preferably, that he can just get in and drive rather than one that needs work - if you know of one please shout. I did my recruiting thing and hopefully Jeremy will join the club and find a car. Good to see so many club cars in the car park but a shame that one was so sick - Mark Bland's Spit was having a little tantrum and blowing oil everywhere - it was good to see your nurse it back home Mark as you blasted past me in pursuit of Andy and his GT6 - I don't mind at all, the sound of a couple of Triumphs flying past is a wonderful thing. On the subject of Andy Cook, I confess I am concerned at what he will be wearing on Saturday night at Stafford - there's a wig involved and that's worrying enough! Following our successful 'bring your own raffle prizes' feature, the Area funds are looking more healthy these days so it's about time we spent some! I'm open to suggestions. So far we've talked about getting some Hants & Berks T-shirts made or subsidising the Christmas meal - ideas to me please, something that will benefit us all would be good! Special thanks to Mike for some classy retro telecom wear - nice furry jacket! We are down to the Mr Muscle Orange and some more spiced cooking wine now so bring in your 'interesting' prizes, no junk now, we have standards! The Hants & Berks Area web site at <http://www.tssc.org.uk/hantsandberks> needs a revamp and Craig has kindly sorted out a tool for me to do it so if you want your car featured please send me a photo - if you don't have a digital one I can scan a paper one for you. Don't forget to keep an eye out for events and Sunday lunches announced through the Yahoo Group at <http://autos.groups.yahoo.com/group/hantsandberks> That's all for now, I'm off to Stafford!

7

● HERTS & BEDS

Mark Morton has phoned me several times lately he is doing some welding on a MkIII Spitfire. He was talking to Matt at the meeting in June. Matt showed him the best way to do the sills on his Spit. Matt was also able to help Peter Chalk (topless) and Carl Tebb with his MkIII Vitesse. Carl had a problem with the rear end of his car, Matt took it for a test drive and we had never seen it go so fast. When he got back he started to shake the rear end and the look on Carl's face was priceless but he seemed to get to the cause of the problem. It was the first time Matt was able to turn up for a while and I think he rather enjoyed himself. Dick told me of few things he was having done to his car; it should look really nice once it is finished. I have not been to many shows recently due to work and family commitments but I did go the pre 30s Air Show and British Sports Car Show

at old Warden. I saw Carl and family there, although Lorraine and the children did not seem to be enjoying it as much as Carl (much like my own wife.) Now over to Ashley for a few words.

Just thought I would send you an update on the adventures that we have been getting up to and our preparation in readiness for the Round Britain Reliability Run. After our inaugural run in our newly acquired Triumph Acclaim to the Isle of Wight Camping weekend on what can only be described as a top event. We then went to the Leatherhead South of England event in our Triumph Herald and Triumph Acclaim for what I can only describe as £10 for less than a 2 hour show when rain stopped play. It then took me 4 hours Sunday evening to clean the mud out of the Triumph Herald. I also wish to make an apology to the guy with an Acclaim at Leatherhead that I met who advised me that my Acclaim was in better condition than his and asked me what agreed valuation I had on my car as his was valued at £1.5K. When I told him it owed me less than 25 he first assumed that I meant £2500 it was only when I told him that what the car owed me was less than the cost of the additional Agreed Valuation premium he twigged that it was only worth £25 and seemed to be taken back by my assumed value of my car. I am pleased to say that the car is now growing on me and although I do not think of it as a true classic, its novelty value, reliability and smile per mile is excellent. The only fault I can find about the vehicle is the boot space appears to be less than that of our Herald/Vitesse and people do not like you to overtake them in their BMW when the car costs less than their indicator lens.

I am pleased to see that the TSSC has now recognised the Acclaim and allocated an Acclaim Registrar. I would like to be one of the first to welcome Michael Hancock on board as the newly elected Acclaim Registrar. We have just returned from the Breen Beach Party which, as usual, the guys from Avon Area made everyone feel welcome, our Acclaim even won an award.

Northampton Area had a huge turnout and dressed up for the Beach BBQ - top marks for class and style. Thanks to everyone for making Breen a great event. This weekend 25th to 27th June we will be in Cornwall for the Golowan Festival calling in to the Cornwall Area camping weekend at Padstow. After this event it's Harry's and the TSSC event on the 3rd to 5th July at the Hop Farm and then Stafford on the 9th to 11th July and no we have not entered the Acclaim in the Concours. Now some information on our progress in preparation for the Round Britain Reliability Run.

As you all know we Purchased for less than £50 a Triumph Acclaim to take part in the Round Britain Run i.e. a disposable car that was safe, reliable and that you could drive, as if you stole it! We were in need of some spares and put a Wanted advert in the Club Triumph magazine requesting spares. We were inundated with requests to take away whole cars. We now have a very good supply of spares several donor vehicles and another complete car that is MOT'ed until the end of October that had a broken Cam Belt, this car is a CDX with electric everything and chrome bumpers. I

ISLE OF WIGHT . . . MID KENT

remembered the advice that Barry McGrath gave me regarding the Acclaim engine being a safe engine and found a cam belt in the boot with various other spares that its previous owner had purchased. Upon changing the cam belt the car started and all the fully loaded electrics works. So we now have a spare car that I am trying to persuade my wife to follow us on Round Britain Run as it pays to have a spare. This Triumph Acclaim thing is growing on me. The Acclaim that we bought for the Round Britain Reliability Run, is running well and has now covered over 3,000 miles as part of its shake and rattle test in preparation for its Round Britain Run Experience. We are of the opinion that the harder we drive it, the better it runs. No expense has been spared on the car as we have bought a new oil filter, air filter, oil and Spark Plugs. We have also invested in two stickers for the car, a rear window sticker that states "Drive It Like You Stole It". Well, for a less than £50 car you just have to have that sticker and for the dashboard "Warning Do Not Open The Windows At Speed In Excess of 120 MPH", well, we can dream. I am certain that all of this has more than doubled the value of what we purchased the car for. The third member of our team has at last told his family and I can now advise that the team consists of :- Peter Wenzel active TSSC member who's Triumph Spitfire recently featured in Triumph World Magazine, I am sure will hold our team together and ensure that we are well organised. Harry Abraham TSSC member and Area Organiser of the West Kent Area, who I am sure will take great joy pushing our Acclaim to the limit. Ashley Mills active TSSC and Club Triumph member up for anything. Sam and his family team (father and brother) has also entered his recently acquired 2.5PI Estate which is also running extremely well and is also looking forward to the event which is being held on the 1st to the 3rd October. We are currently raising money for the event's chosen charity "Children with Leukaemia" for the Round Britain Event and an article in the local press will shortly be published. If anyone knows of a company that would be willing to sponsor us on our Charity Raising Round Britain Reliability Run, as although we already have several pledges we still have space on both our vehicles to advertise our corporate sponsors, or if any individual would like to pledge some money for this worthy charity, please contact Les Read who will pass on your details. Next Meeting **Monday August 23rd** The Bull Inn Whitwell. Cheers

Les

● ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk
www.triumph-iw.co.uk

Hi everyone. Before I get too carried away this month I would like to mention all the sponsors who provided prizes to make our camping weekend a success, so here goes ... A big thank you for the fantastic raffle prizes and support to TSSC HQ, Triumph World, Chris Witor, Rimmer Brothers, Canley Classics, Carnoiseur,

Appuldurcombe Campsite and of course Adrian Charlton for designing the artwork used on our mugs. Also thanks to the ferry companies, Wightlink and Red Funnel for organising a discount. We hope to have another great camping weekend next year and hope that you will be able to support us again.

Getting back to the nitty gritty, sorry for the lack of area news last month which was due to our Pl saloon not wishing to go to Normandy for the 60th D Day celebrations - it put up a tremendous fight which we should have taken notice of!

After carrying out the usual checks various items were replaced which had been on a job list for a while including new oil seals on the diff, replacement rear wheel bearings and a UJ. Then the trouble started ... The noise we had been hearing was the diff which we then had to replace as it was close to detonation! We then developed a strong smell of fuel (which turned out to be the fuel cap) the tank had to be emptied, removed examined and refitted. We then discovered that the fuel had been contaminated by sludge in the drums which we used temporarily to store the fuel. Finally on the day of departure the pump started to fail and so was replaced along with the fuel. All seemed well at first but only a mile away from home on the way to the ferry we broke down.

The moral of this story is don't look a gift horse in the mouth - we ended up taking my modified "Sprinted" Dolomite which had only preliminary checks beforehand and it performed fantastically ... well almost but that is another story! Events Diary - more info on www.triumph-iw.co.uk

August

2nd - Morris & Triumphs Crazy Golf

6.15pm from Brading Downs

15th - IW Ford Club Classic Vehicle

Show at Calbourne Mill

16th Meeting night at Woodmans Arms, Wootton

18th TBC Pizza and Gambling from Brading Downs 7.00pm

September

5th - IW Morris Minor Rally and Autojumble at Havenstreet

19th IW Triumph 2000 Group Run to Calbourne Mill 12.15pm from Brading Downs

20th Meeting night at Woodmans Arms, Wootton

Hope to see you soon!

Angela

● MID KENT

Hi all and happy August. Hope you've been enjoying the events so far this year now that the event calendar has picked up a bit? Could someone tell me if we had summer or not - I may have nodded off momentarily and missed it!

First things first - HAPPY BIRTHDAY, BEESTIE!!!!

The first event to mention has to be undoubtedly, Joy and Phil's wedding back on 26th June at Sissinghurst. Phil eased his nerves by looking to the sky in true gardener-fashion, frowning at the impending rain. Joy just went and lay down in a field with the other love of her life!! Well,

what a handsome pair they made, too - Phil scrubbed up pretty darn well really and Joy looked absolutely stunning. The weather was inclement, but the sun did shine for them in all the right places. The Bridal car was Ian's Herald convertible, and Phil and Jon arrived in Jon's Vitesse. There was a splendid lunch at the Farmhouse; Jon's Best Man speech was top - not bad after spilling his wine over it seconds before!! Joy made their wedding cake, complete with hand-made Herald, busty Bride and Groom. The weather held off long enough for a photo session in the gardens, along with a swish Pimm's reception. The evening progressed into the Barn, with Fish and Chips and then some silly dancing, especially to the Monster Mash!! All in all, a splendid day and a good time had by all. Big, BIG congratulations to Phil and Joy!! They jetted off to Jersey to get away from it all and have a much-earned break.

Hope you both had a great time.

The July area meeting was reasonably quiet with the usual suspects in attendance, making final preparations for Stafford. The weather was appalling, following a day of power-cuts and extreme winds and rain - definitely not a night for being in the beer garden!!

Stafford.... Well, what can I say? A brilliant weekend, but we spent way too much money; not least in getting into the place - note to Stafford organisers - PLEASE stop putting up the price of entry, you're putting people off! The Mid Kent convoy left from Snodland on Friday morning and arrived at the show-ground about 3:30 after a really good trip up. Much needed beers opened and tent erecting began - Mark bringing the Chinese puzzle of all tents!! ASDA provided us with essentials - beer and chips - and we put our feet up. The Holly Bush Inn at Salt was our destination for pub grub later, and it was scrumptious. A well recommended place to eat... Saturday morning and Jon cooked us a great big fry-up, then Sam and Neil got started working, preparing and polishing their Spitfire in the concours hall, while Sarah and Ian got to work on the interior of their Herald. We hung out with them and provided cups of tea and moral support. The show seemed a bit thin on the ground on the Saturday, with fewer cars and less auto-jumble than previous years, but a good day nonetheless. We traded the usual Chilli night for a trip to the Fish and Chip shop Saturday night - yum! Our fancy dress of Doctors and Nurses was probably our best yet, with Jamie's Dr. O. Deeremee being the highlight of the night, complete with turban dodgy brown skin and accent!! Surgeons, naughty nurses and Consultants headed off to the party later, which had a faltering start - the band was a big disappointment, with way too





● MID KENT Cont

much cringing from the crowd - not half as good as the usual, so we prayed for them to finish and some good music to start. The party then picked up and the evening went with a swing. The naughty nurses seemed to go down very well for some reason too. When the party eventually kicked us out, our resident consultant, Dr. O Deermee, entertained the burger van crowd and we headed back to camp in the rain. Sunday saw a few sore heads, but a good portion of eggs and beans from JB sent us happily on our way. Thanks, Jon. The show picked up a bit and the display of Spitfires in the Main Hall was interesting, but the auto-jumble selection was still a bit disappointing.

Sam and Neil, Ian and Sarah got some much-earned time out from preparing cars and then we awaited the concours results, which were worth waiting for - Sam's Spitfire won Best Modified Spitfire, the icing on the cake to both Jon's (Timeless Classics) impressive restoration and Sam and Neil's hard work. The Herald won Best Interior sponsored by Newton Commercial, but hand-made perfectly by Sarah. And so we headed off home with our winning cars and cups. I believe a brilliant weekend was had by all.

Events still up and coming this year.... Jon B's birthday is **2nd August** - Happy Birthday JB!! I think his is a Guinness at the club meet on **Weds 4th August**. We are still planning a picnic at Sissinghurst Castle hosted by Phil and Joy, probably late August, possibly September, when the Indian summer hits us!! The Beer Festival at the Museum of Kent Life is on **Saturday 4th September**, to which we plan to be in attendance... Lorraine and Chris's wedding is set for **18th September**, which they still seem unnaturally relaxed about! Duxford is the day after on **Sunday 19th September**.

That's it for this month - see you at the area meet on **Weds 4th August**. Take care!!

Carol

● WEST KENT WestKent@tssc.org.uk

Apologies to all for the unusually short report this month. It has been an exceptionally busy month for shows and events, going back to the great Brea Beach Party. I'm sure Colin, Nev and Rob will be submitting a report so I'll leave it to them. Thanks for a terrific weekend guys. The Bromley Pageant saw many of our Area in attendance. I have spoken to Karen A.O. for the Surrey Area and we may hold a joint Club stand next year. The Hop Farm

MID KENT . . . WEST KENT LANCASHIRE . . . LEICESTER & RUTLAND

Club stand was hugely successful, despite the inclement weather. There were seven cars on the Saturday which is traditionally the quieter day. Kim and Sue did a great job with the charity fund raising. We took part in the arena display; many thanks to Del for taking the microphone. The evening/night party quite honestly was simply the best. Frank and I were on BBQ duty. Followed by a chorus of 'happy birthday' for my daughter Zara, who became a teenager. Then a controlled fire was lit in the bin barrel. This was soon glowing as we all sat around it putting the world to rights until about 4.00 am. Next morning, we had 25 Triumphs on the stand from the Norfolk, Herts & Beds, West Herts, Thames, Essex, Surrey, Gatwick, Canterbury and of course, ourselves. I'd like to say a very big thank you to everyone who came along and also to everyone who supported the raffle. We raised about £400 for the MS society. A full report will follow in the coming months. There was a lot of interest in the quiz, thanks very much to Keith and Maureen for organising it. Congratulations to Del and Wendy who are now the current champions. The next quiz will be in October and will be hosted by Sue and Julian. Sadly we will be saying our goodbyes to Keith and Maureen who are on the verge of a new life in France. I'm sure everyone will agree you will be dearly missed. On the other hand, an overseas Club outing beckons. Like probably many others, I am preparing the car for the International, where I have entered the Cruised & Used category. Cheers

Hanny

● LANCASHIRE

"Flaming June" no sign of it in Lancashire unfortunately! But that did not stop 14 Sports Cars turn up at Plough at Eaves on Tuesday evening. Quite a mixture of cars, Herolds, Spitfires, GT6s, a TR7, TR4 IRS, a couple of Stags, TVR and a "modern" Lotus Elan. A number of other members turned up in their day cars. Various excuses were used to explain this i.e. "my wipers are not working", "the wife wanted to come". Nevermind, maybe the sun will shine for the July meet.

The evening was mainly spent looking at each others' cars and general chat. Mark provided a demonstration of initial twin SU carb setting using my woefully out of balance MkII as the demo vehicle. It's running much better now, many thanks Mark. A competition was run in aid of club funds which was won by my friend Colin who was visiting from the USA. Hopefully, he will visit us again when he returns from the States and displays his E Type Coupe which is currently under professional restoration.

The evening finished with Pam going over the forthcoming events:

Woodvale Car Show **7/8th August** - Currently 17 Club Cars attending from Lancashire.

Tatton Park **21/22nd August**.
Pooley Bridge Camping Weekend **27/28/29th August** organised by John and Julie, please confirm attendance at the next meeting.

Pam ended the meeting by asking for help in running the section following the loss of LJ and Hairy hence me writing this! Pam also asked us to consider taking up the Area Organiser Role as Mark and herself will not be able to carry on after Christmas. Any offers?

Finally, don't forget the next meet is holding the annual timed "Autotest", Mark promises to spray the winner with Champagne! Bet its not Moet! All are welcome, last Tuesday in the month at the Plough at Eaves, telephone Pam/Mark for directions or ring the pub direct on 01772 690233.

That's all for now, happy motoring

Glenn

● LEICESTER & RUTLAND

Read this slowly as there is not much this month. Blame Stafford but what with getting the car ready, finding the camping gear (last time I used it I forgot the poles) and having to write this article, enough said ... Things are hotting-up in the Area, unlike the weather and the first item was the inaugural Picnic run. A good number of members, cars and assorted pets turned-up at the Brant car park on a fine Sunday morning. What they did not realise was that instead of following me to the picnic spot, I provided a map which showed where we had to get to but the map (thanks to my computer) had lost placenames and most of the roads. They set off at five minute intervals and the group who arrived at Rutland Water in the shortest distance had a bottle of wine with their picnic. Graham and Ade were seen reversing out of the carpark, Sarah and Jackie had the map upside down, Anne and Terry went off in search of petrol and several were not sure where Rutland Water was. I like a quiet picnic. By the time I arrived, an empty carpark but was soon joined by Anne and Terry. Eventually Graham appeared through the bushes to announce that everyone else was in the next carpark across the road. I expected him to reverse over to save miles but no. Whilst the picnic was in full swing, mileometers were checked and Anne and Terry came first on 27 miles, followed by Bernard and then Graham on 30 miles. Sarah and Jackie on 42 but they had enjoyed the scenery, some parts of it several times I gather. The weather stayed fine and we enjoyed the excellent facilities available at Rutland Water. A question mark was raised by some members about the accuracy of Anne's mileometer and although she admitted that it was dodgy, my decision was not changed. All-in-all a good day out and to be repeated.

Beaumanor car show should have a good turnout of Club cars but we have decided this year to abandon hopes of winning the best Club stand.

We realise we just cannot compete with the Burton Ford Capri club and their rusty caravan or the MG club and their flower display but we have the best cars.

Report next month. Stafford this weekend and it's freezing, great. Report next month if fingers thawed out. Finally, remember our own show at Stanford Hall on Sunday

MANCHESTER . . . NEWBURY NORFOLK

8th August. Planning is at an advanced stage and all we need is the weather and you to make it a good club day out. Our autojumble stall is filling up but if you wish to bring anything to sell on the day do contact me for details as we aim to deliver all to a central garage the week before. Mobile No: 07774276564. Must dash, just remembered where the poles are!

Dave

● MANCHESTER www.tssc.org.uk/manchester

Picture this? My Courier has just arrived, so I am sat in front of a roaring fire with a hot frothy cup of coffee. The rain is bouncing off the pavements and the wind is whistling through the trees while I settle down all cosy and snug. Get the picture? A fine winter scene you may be thinking ... wrong ... This is July's Courier I am trying to read. The football season is finished and the footballers are taking a well-earned summer break. Wimbledon has started the second week or it could go into the third, and my ducks Ally and Foes' beaks are chattering as they cuddle up in the duck hut. What has happened to the summer?

We have just got back from a great weekend on the Peak Run. I would like to say thank you to everybody who made us feel welcome. Friday the weather was glorious, perfect for erecting tents and camping. Saturday morning a different story it was pouring down. We had a mini run to Ilam Hall where we wandered around the beautiful gardens. There were some brilliant Triumphs on the concours and a good-looking TVR Cookie - it's a bit of a beast! A smart yellow GT6 took first prize looking immaculate. A red TR4 took second prize with its shiny wire wheels. A Tahiti Blue Spitfire 1500 came third. We all hit The Bear pub on Saturday evening where the entertainment was just too much; well you know you can have too much of a good thing! And Jenny and Graham and Cookie ended up slightly inebriated (no change there then). The kids are great although Laura and Sarah-Jane both stayed sober. Then they were so cold they ended up crawling into their sleeping bags fully clothed and wearing hats and scarves. Sunday morning was warm and dry and a 72-mile run was organised through the beautiful Peak district to Buxton. Frank and I came straight home as a fairly new alternator developed a fault and was boiling-up the battery. And Laraine's Spitty Pal decided he doesn't need a hand brake anymore. I think we can safely say we had a very interesting weekend.

The Tuesday meeting was boisterous and busy there were 26 members present. Welcome to our new member Graham with his Spitfire MkVI 1300. The Manchester Area welcomes all Triumph enthusiasts. You don't need to own a Triumph, it doesn't even have to be concours as long as you are a Triumph Nut and you want to be a member of a great club. It was great to see Dave and Paula again. Congrats on the new additions to your family - a Stag and a Mayflower - now that's unique. Les and Ler won the raffle. Denise, you will have to throw a party if

you ever win one of our great raffle prizes. The Xmas Doo will be held in January this year as everybody is willing to wait for Frank and me to get back from a forced-upon-us holiday. Don't forget to give Les any of your ideas as he has kindly offered to step in as A/O for three months. Thanks Les.

May I take this opportunity to say a big thank you to Jenny for all her hard work getting our polo shirts with the TSSC Manchester Area emblem. Anybody requiring one, we still have a few in stock. All details on Stafford will appear in the next issue of the Area News. I would like to say thank you to the Wirral for their comments on Tatton Park, it is much appreciated.

Now on a more serious note which is unusual for me. I was a little disturbed by the comments made by the Cheshire A/O. My complaint at the last Tatton Show had nothing to do with the MGs parking on our stand it was because Stuart Holmes has given the stand to the Triumph Sports Six Club. This includes Cheshire, Wirral, Lancashire, and Manchester Areas, and as we, the Manchester Area decorate (and are happy to do so) and have even won prizes for best stand, we also run an informal concours competition and spend all weekend promoting our Club, the TSSC. I feel it is unacceptable that other cars that are not Club members of the TSSC come onto the stand causing people with Triumphs to find alternative parking, we had several members from our and other Areas having to park their vehicles in nearby roads. The stand was so full that it became apparent that it is neither fair to the car owners due to scratches and dents or the paying public who cannot get around to view these great classics. I would also like to appeal to the Cheshire A/O to please contact me if he wishes to confirm any information regarding the Manchester Area.

We will be attending the 2nd Tatton show and we hope to see you there. Here are some future dates for your diary: The next Area meeting will be at 8 o'clock-ish on **Tuesday 3rd August** at the Rope & Anchor.

Woodvale **7th/8th August**
A6 run **8th August**
Tatton Park **21st/22nd August**
Area BBQ **Sat 21st August** at Les/Laraine
Happy motoring

Pip and Frank

● NEWBURY dave.rumens@btinternet.com

Some of us went to Suzie and Guy's Midsummer Madness at Cheriton and had a good time. The weather was a bit cool but we had sunny weather for the Saturday run to Queen Elizabeth Country Park although it's a bit difficult navigating and pub-spotting at the same time. Still our fellow Newburyites did give us the name of two pubs that we could see but not read the name of. What Mark didn't say was that he had seen another one which we missed! Well done to him and Ian for winning the prize - next year they lead!! We had the use of a large marquee



to shelter from the bit of rain we had at the pub but when it got a bit nippy we went back to the Travelodge and Mark went to put on ten layers of clothing before trying to sleep in his tent.

Thanks to Suzie for organising a superb event again. Ian and ourselves found a very nice pub to have lunch at on the way home on Sunday - one that we had passed the previous afternoon.

The TR Register BBQ in Savernake Forest was a bit wet to start with, which probably accounted for the slight reduction in numbers, but it turned out quite hot when the sun eventually shone. Malcolm and Josie joined us after Malcolm had finished playing tennis and so we had a pair of Damson GT6s there (the other was Ollie's) along with our Damson Vitesse - is this the new TSSC colour? There were some lovely TR examples including a pair of British racing Green TR250s (do all things Triumph come in pairs?) much to my envy. Thanks to all the TR group for making us so welcome.

By the time you read this the International will have come and gone - did Ollie go or did the lure of the real ale festival (50 different types) on his doorstep win the day!!!!

We have heard that the show at Swallowfield near Reading is on again this year on **Sunday 5th September**, please let us know if you are interested and we'll give you details. This is the weekend before the Triumph World Picnic at Pangbourne.

Next meetings: **Wednesday 11th August** (main meet) and **Wednesday 25th August** at the Spotted Dog, Cold Ash starting about 7.30 pm.

Events:

8th August Newbury Classic Car Show at the Racecourse
5th September Swallowfield Classic Car Show
12th September Triumph World Picnic at Beale Park

See you all at the next meeting. Keep 'em flying.

Mary and Dave R.

● NORFOLK

Our July meeting was another good turnout, which incorporated the Club's mini concours. There was a good selection of cars in A1 condition and of which the owners could be very proud. Congratulations to the winners, in ascending order: 3rd: Steve Whittle, Spitfire 1500, RPW 70R; 2nd: Bill Galloway, GT6, CRT 345H; 1st: Graham Stoldy, TR6, OGG 410M. We also welcomed to the meeting Peter and Pat Pierce who own a TR3a. They were giving us the once-over so we hope we lived up to their expectations and



● NORFOLK Cont

that we see them again in the future. We also welcomed Romilly Horner who, at 6 months, must have set an all time record for the youngest attendee at a Norfolk meeting. I wonder how long it will be before Dominic has her behind the wheel of a Triumph! The Ken Leek Memorial Trophy was awarded to Dominic Horner. He epitomises all that Ken represented during his time with the Club. Congratulations Dominic, long may your classics continue to be used.

Steve Whittle appealed to Norfolk members for assistance with running the MOT this year. Not only do we need people to help with the marshalling and manning stalls on the day, but also any donations for the bottle and tombola stalls would be greatly appreciated.

Four of us drove to the West Kent Area to take part in the classic car show at Hop Farm. This was a large show with plenty to do and see and it was announced that there were over 1,000 cars on display. Everyone, particularly Harry Abraham and Ashley Mills, made us very welcome; it was nice to reciprocate your visits to the MOT and great to see you and your families again. It is a pity that the weather was not better but that is always the luck of the draw and it did not spoil a great weekend. Other club members reported on their visits to the Mid Norfolk Railway, the East Carlton Show and the Bungay Dance.

All appeared to be enjoyed by those who attended.

Can I remind you all of our quiz night at the **August** meeting (**2nd August**) when we play host to the Triumph Motorcycle Club. Let us have a good attendance and make them feel as welcome as they did to us earlier this year.

Future Events:

- 1st August** Worstead Festival - Worstead
 - 1st August** BMC/BL Annual Rally - Peterborough
 - 7th August** Wells Carnival - Wells-next-the-Sea
 - 8th August** Bungay Classic Car Rally - Ditchingham Meadows
 - 29th August** 'Bungay Barbie' - Football field, Bungay
- Happy motoring

Joe and Sue

● NORTH EAST

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Hi all. Last meeting was quite well attended considering the awful weather that we have been having and the Euro 2004 final (quiet roads tho). 18 people turned out and there were 5 club cars outside the pub, Herald saloon and convertible, GT6, Spit

NORFOLK . . . NORTH EAST NORTHANTS

and 2000 saloon and possibly Andy's Vitesse but I don't remember seeing it.

We had quite a laugh in the pub, I'd like to thank Martin and Michael for their efforts at lightening the tone. To those of you who don't know, Barb and myself had our second daughter on the 16th June, Rebecca (and everyone else) is doing fine, especially as she seems to like sleeping for 7 hours a night (fingers crossed not to jinx it). She has had her first ride in a Triumph (the 2000) and seemed to enjoy it.

Our new face at the meeting is not yet a club member. Ben Henderson from Peterborough (though now living in Chester) is on the lookout for a Spitfire to aid in his plans for world domination. As he appeared with Steve O that might make them the new Pinky and the Brain (Cartoon lab mice from Saturday morning TV). Paul and Margaret left some forms for a July event at the meeting before leaving, hope anyone who attended had fun.

There was also a note to say that the Dolly was going for its MOT on Tuesday (6th) so it looks like they have been working hard on the car and it should be at the next meeting. Well done.

Other car news, Chris Fish brought his Herald Saloon along, looking very good with new stripe. My 2000 alternator is going out to lunch slowly but should be repaired/replaced/uprated soon, thanks to Geoff and Ashley for that. My Spit will have a new rear spring, brake master cylinder and hopefully some exhaust wrap on it soon. The spring and brakes were described rather unflatteringly after Tim at Willow Triumph test drove it having replaced discs and pads for MOT. I hadn't realised just how bad they were compared to what they could be, but that's because I don't drive many other Spits to compare them with, also new headlight stalk and switch to hopefully stop the headlights going out on their own, very scary! Watch for an update. Whilst I was sorting the time for that out Tim offered me a lift in his V8 Spit with new diff and rear shocks. Still needing tweaking and only down the road behind his workshop the car is AWE-SOME!! Apparently max revs in fifth = 160mph!!

The only thing that I've been in that is similar was Jonathons Cobra replica (also Rover V8) and a friend's BMW M3. Tim recently did a load of work on Dave Snailham's metallic green Spit, Dave was really impressed but had a bit of misfortune on the way home. Severe rain left some dodgy conditions, Dave span the car before hitting a sign drivers side on. Hit just rear of the door hinges and pushed in at least 6 inches. Luckily Dave was absolutely unmarked but a bit shaken. At the moment the car is awaiting a decision regarding repair but it looks positive. The sign top (severe bend) fell off and landed on the new GT6 bonnet!!

On our events from the BVVR is **15th August**, Stag camping at Beamish **10 - 12th Sept**, Kite flying **19th Sept** and we have decided to have our Christmas meal at Travellers Rest on meeting night **December 5th**. Next meetings **Aug 1st** and **Sept 5th**. All the best

Mark

p.s. Chassis number cut-off for tax exempt Spitfires is 52541

● NORTHANTS

Having just returned from a gruelling weekend at Stafford, I find myself in two minds about the feasibility of this event or future years. General Interest from the Northants area was vastly reduced over past years, and the consensus among other A.O.'s was much the same. First indications are that the gate receipts were much the same as last year, but considering there was a rise in the entry fee of £2.50, that by definition would put the number of people coming through the gate down by more than 15%. There certainly didn't seem to be as many people in the hall, nor at the party on the Saturday Night! So what is wrong? Has Stafford seen it's day? Do the TSSC need to do something different? What are your views and why? I would be very interested to hear the views of the area's members on this matter, so please e-mail or write with your comments.

Our website has been updated with lots of new events, and some new pictures etc. You can access the site by logging on to the TSSC site and clicking the link in the area details. Adam has written a report on our recent trip to Brean which follows:

First of all I have a confession. Yes it was me who brought the water pistols to the Brean Beach Party, and yes it was me who filled them up and gave them to the kids. So to every body who got a good soaking I am very sorry. The trip to Brean was a fantastic success and we enjoyed excellent weather if not for the wind which gave us lots of fun putting up the tents.

Saturday morning we woke to brilliant sunshine. We set up base camp with the gazebo and the beer cooler (a paddling pool full of ice cold water), flags, banners and bunting. Before long it was time to rev up the cars and set of for Cheddar Gorge. At the gorge we had a slap-up lunch in The Riverside Pub. The rest of the afternoon was spent exploring the caves, tasting cheeses and in and out of all the shops. For most people that would be a full days entertainment but not us, it was onto the road train and of to the fun fair. Go-karts, a ghost train and a ride that turned Jonathon very green. At this point I confess to being exhausted so we headed back to the tent. But in the club house the fun went on into the early hours.

Sunday morning and the sun was even hotter but the camp site was quite subdued. The morning was spent sun bathing. After a prize giving where Mary & Ian won best Stag it was time to hit the beach. We decided it would be fun if we donned evening wear for a candle lit Bar-be-Que., much to the amusement of onlookers.

As ever a very big thank you to the organisers of the Brean Beach Party and we very much hope to see you next year! Back home in Northamptonshire Alex & Christian invited everybody to there house for a BBQ. We was treated to good food, drink and a warm welcome. It was good to see everybody enjoying an excellent evening. Special thanks to Alex & Christian for your hospitality.

Our web site has had the calendar of events updated with lots of trips and events so take a look and join us for great

NORTHERN IRELAND . . . PETERBOROUGH SCOT CENT WEST . . . SCOT NORTH EAST

day out everybody's welcome.

Adam

So there you have it for this month, let's hope the weather picks up a bit soon as the season is rapidly passing. Next meeting is **August 11th**, Usual place Usual time.

Graham

● NORTHERN IRELAND

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I am sitting down to write this after trial packing my wife Jackie's 1200 herald estate. In the morning we will be setting out on the pilgrimage to the TSSC international in Stafford. We combine this with the family holiday so the plan is to take the Belfast Liverpool ferry and then head down to Whitemead Leisure Park in the Forest of Dean for nearly a week. Then it is back up to Stafford and the international. We have done this before but always in either a Herald or Vitesse convertible. It is quite a struggle to get tents, cookers, sleeping bags etc for a family of four into a convertible and we assumed an estate would be easier. Wrong - short of piling stuff up above the height of the seats you can get more into a convertible, mainly by putting things in the hood well!

One disadvantage of leaving on holiday so early is that I miss our monthly area meeting. A small but very friendly gathering where events are planned, parts swapped and the woes of the (triumph) world put to right. Mark volunteered to look after the meeting for me.

Our next event is the Totally Triumph Classic Car Show on the **28th of August**. Apply now if you have not already. The Kilbroney Old Vehicle Rally at which we have a club stand will follow this exactly one week later. Make sure you say you are in the TSSC when you apply as the size of the club stand depends on the number of club members entered. See you soon.

Paul

● PETERBOROUGH

Well not exactly the weather we expect for July but thankfully the rains of the previous week held off for our monthly meet and a decent turnout was able to enjoy an outdoors evening.

I have to say how nice it was to meet Sheila and Stan from the Leicester area. They turned up last month to thank me personally for a technical tip I had given them, and it was a meeting I couldn't make. So thanks to you both for coming over on-spec once again and I'm delighted that the battery conditioner is doing its job and that you are pleased with it. As an aside, the technical tip appeared in one of my Area News reports so its also most encouraging to know that my scribbles are actually read by members from outside the Peterborough area!!

I should also mention Sheila and Stan's fantastic 1500 Spitfire. Owned by them for 25 years from new, its as original as they come and looks as good as the day it was bought. With only 45000 miles on the clock I reckon it'll be looking just as good in 25 years from now!!

It was also great to see Andy's Mk1 Vitesse saloon make its first public appearance

after many months (years even) of restoration. Cactus and Conifer green is one of my favourite colour schemes for the Vitesse/Herald series and I think the car looks and sits superb on its set of 'Minilite' wheels. I know Andy is still tormented by the odd little niggles here and there, but I think that's a case of getting too close and personal to the project. To me it looked fantastic and just reward for all the long hours of hard work put in. Well done Andy.

With the summer season of shows now well underway there has been much talk of our participation at various events. I was able to distribute my still 'work in progress' events calendar to everyone at the meeting and if anyone else would like a copy please get in touch. If anyone has any further events that they think we might enjoy then do also get in touch and I will gladly add them to the schedule. By the time we next meet on **August 9th**, we will have hopefully enjoyed the superb weather - that is surely just around the corner - at the Sporting Bears Charity Classic at Kimbolton Castle and the Leicester Area Splash at Stanford Hall. Every year I promise myself a trip to Stanford Hall and every year I am on holiday. Same again this year I'm afraid but hopefully some of the Peterborough Area members will be in attendance.

Now those that have been part of the Peterborough Area meetings for some time will be aware that **August** is traditionally our 'Barbeque' night. However for some little while now, for the sake of practicality, this has become a 'pub grub' night, or our 'Meet for an Eat' night as Doug has christened it. So you are all most cordially invited to join us for a very informal bite to eat on **Monday 9th August**. Please bring your other halves as well so we can make it a truly sociable evening. The venue as always will be The Bertie Arms, Uffington, near Stamford and the time is from around 8pm. I'm afraid it clashes with my holiday but if you need any further information you can call me up to **August 7th**, or give Doug a call. Our numbers are given at the beginning of this Area News.

All the best

Paul

● SCOT CENT WEST

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The annual run in June was a bit of a disappointment with only four cars actually taking part in the run and another meeting us at the destination - weren't all superstitious about coming out on the 13th were you? However, I think I can safely say that all of us who went had a good run and an enjoyable ride on the steam railway at Bo'ness, plus we found a car museum just along the road. It's a bit of an odd mix of a pub and a museum and a bit pricey to get into but there is a load of original James Bond stuff among other cars. The find (for me anyway) was what seemed to be a Tristan Herald Convertible. It had the hood up but peering in (you can get right up to most of the exhibits) you could see a Stag style cross bar. The car seemed to be in nice nick but I wouldn't be surprised if it had only been a cosmetic restoration. The July meeting went well - no less than thirteen including two new comers whose



names I've forgotten in my usual style. Sorry guys but welcome anyway and I hope you'll make it back soon. Both had 1360 Convertibles by the way.

The Culzean show will probably have come and gone by the time you get this (**1st August**) which leaves Callander at the Bank Holiday Weekend and Selkirk on **September 19th** as the remaining big shows this year. I doubt there will be a TSSC stand at Callander this year as I am not in a position to organise it and as far as I know no one from Lothian is either, lan having resigned after a long stint at the end of last year's show.

Think that's it for now - remember **Thursday 5th August**, at the Lochinch Sports Club, Pollock Park, Glasgow. Yours aye

Jim

● SCOT NORTH EAST

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The Triumph Day this year was held at Skene House, a fantastic old place with a great history, which is owned by one of the TR members. There was a good turnout of Triumphs with 22 cars on display, TSSC members had with them 6 cars as follows, Vitesse Mkl 1600 Saloon, belonging to Ken Clarke this car I believe is the earliest remaining saloon. Spitfire mk3, belonging to Jim Masson which again deservedly ran away with the TSSC shield. GT6 MkII, belonging to Stuart Walker this is a rare Club car in this area and is in fine condition. Spitfire 1500, belonging to Brian Slade who will soon have replaced or reconditioned most of the car. TR7 fhc, belonging to myself and driven by Graeme Robertson, this is also a rare car in this Area with most of the survivors being dhc's. Spitfire MkII belonging to myself. The best TR was a TR4, belonging to Phil Baxter who also is a TSSC member, this car is in a beautiful condition with everything just perfect. The other TR club cars were as follows: one TR3, four TR4s, two TR5s, four TR6s and two Swallow Doretts. The best Stag was again won by Alan Smith, he has a really well kept MkII model. There were also a further five Stags in the line-up. There was also a Piper belonging to one of the TR owners, this car uses GT6 suspension so I suppose it's ok to give it a mention. Classic events being held in our Area this month are :-

- 1st August** Garioch Rally at Oldmeldrum, there is usually a good turnout of Triumphs.
- 1st August** Glenisla Rally.
- 7th-8th August** Historic Wheels at Brodie Castle. This is a good event.
- 8th August** Victoria week Rally at Ballater one of the TR members is in on



● SCOT NORTH EAST Cont

the organising of this event.
21st-22nd August Deeside Steam and Vintage Rally at Milton of Crathes.

28th-29th
August Callender Classic Rally.
The Local area meetings and pub runs this month:

12th August Creel Inn Catterline.
26th August Big Shed visit, to Karls place at Whitecains for a barbecue.
Well that is all I have for you this month. Keep driving your Triumphs

Danny

● SOMERSET

As I am writing this letter (8th July) it is very cold, wet, windy and blowing a gale!!!! Have we had our summer I ask myself? With quite a few Car Rallies coming up I do hope not. All we can do is keep our fingers crossed and anything else if need be that we have good weather for Powderham etc. When you read this, of course we would have done the Rallies. In June Barb and I went to Cornwall for a week being taken there by the trusty Club Car "Olive". Only problem was on the Friday the day before we were coming home the speedo gave up the ghost. One phone call on the Monday to good old Rimmers and a new clock was supplied by return post. I reckon it was possibly quicker than the service for a modern car and a lot, lot cheaper. It still pays to keep the old ones going.

As we are getting to the latter part of the year, I am letting members know early that in **December** I will be finishing being your Area Organiser. I have done it for four years and feel it could do with new blood. I would help out if needed to start them off. The position is to be renewed in **January** and if no one comes forward then it will mean the end of the Somerset Area TSSC which would be a shame. Barb will be arranging our Xmas meal at Brent House soon, know it seems early but they get booked-up quite quickly. It will be on **Saturday 4th December**. Well, on that note I will close now see you at the next meeting. Cheers,

Peter

● SOUTHERN

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What a strange summer for weather! Suzie and Guy are away on a booze cruise in a narrowboat on the Warwick canals so cannot write this month's report.

SCOT NORTH EAST . . . SOMERSET . . . SOUTHERN STAFFORDSHIRE

Our Midsummer Madness weekend at The Flowerpots pub in Cheriton was well supported again, with many arriving on the Friday evening for the brewery tour. We had about 20 cars for the weekend, with a number of other Areas represented. The Saturday run out of about 30 miles each way was a real pleasure - wonderful countryside in the sunshine. Picnic lunch at the Queen Elizabeth Park, where the raffle was drawn, was very pleasant. Then on Saturday evening the big BBQ was fired-up, just outside the marquee, where communal cooking took place, and the prizes were awarded: Furthest travelled - Keith Smith, 1500 Spitfire - from Sweden. (oil filter & Spitfire pint glass). Furthest travelled on the day - Dave Hearnden and Maria in 2L Bond Equipe Convertible. (Bond front carpets). Also won 'Mucky Pup award' - for repairs on a sloping field (Swarfage) and Major and Bess won 'Good Sports' award (cricket set). Photo Quiz - tie between Alan and Wendy and Mark Steinson (Autoglym polish). Hidden Hampshire Run - Mark Robbins and Ian Newman (Wine). Closest speedo reading for first part of trip - Alan and Wendy (Triumph cab). Special mention - longest drive for first part of route - Paul and Pauline Kneene (MG model). Thanks to Barry for arranging the route - who was also winner of 'Navigational Trophy' for 'introducing some interesting twists to the day'.

On the Sunday we conveyed to Basingstoke to visit the Milestones museum, making a nice line-up on the grass. Only mishap was a top hose going on Guy's Bond, which was fixed on the roadside in minutes. Many thanks to Suzie for organising the whole weekend!

On Sunday 4th July Southern Area attended the annual Sussex Show (formerly at Stansted House) and a small group of us went along. The weather was a bit drizzly and the public were a bit thin on the ground, but it was warm.

The first Tuesday of the month evening meet on 6 July at The Bakers Arms, Droxford was well attended by newcomers, but few regulars appeared due to other commitments. We saw a new white Stag with Steve and Hayley, and 4 GT6s - Kevin and Dawn, Sue and Tim, John and Carol, and Andy (who has not been for a while). It was one of the sunniest evenings this summer, and we sat around outside occasionally lifting a bonnet or two.

Mark (Vitesse) and Steve and James (GT6) went to the Cornwall Camping weekend and had a good time. Their thanks to the area for the hospitality.

Next events:

- 3rd August** - Regular meet at The Baker's Arms, Droxford
- 7th August** - BBQ at Guy & Suzie's, Cadley, Wiltshire
- 8th August** - Classic Car Show at Newbury Racecourse, 12.5-5pm
- 14th - 15th August** - Festival of Transport at Yeovil
- 20th August** - Roaming meet at The Bat and Ball, Hambledon
- 21st - 22nd August** - Northchapel Steam Rally, near Petworth, West Sussex
- 28th - 29th August** - Shoreham Airshow at Shoreham Airfield
- 28th - 29th August** - Aero/Autojumble Fly/Drive at Popham Airfield
- 28th - 29th August** - Callender Classics (Scotland)
- 29th August** - Gosport Vehicle Rally at

Stokes Bay, Gosport, Hants
29th - 30th August - Breamore House Classic Car Show at Fordingbridge, Hants
30th August - Hampshire Pageantry of Motoring at Broadlands, Romsey
If you need info about these events please contact Suzie
Happy motoring

Alan

● STAFFORDSHIRE

Despite last months literary masterpiece and an undertaking from the dynamic duo to write the next article nothing has materialised. So yet again it's down to me (us). Almost immediately after our Devon Jolly it was the Peak Run and what a fantastic weekend it was - Well done Derwent area. After a slight delay we set off Dandy's in tow and headed for Matlock, everything was fine until we got to Ambergate (literally a couple of miles from the camp site) only to find the Police blocking our way. 'You can't go up there mister, follow the signs for Bullbridge through Crich and you will be near your destination'. An hour and half later and after several steep hills, Bob over heating, the Moss and Dandy unable to reverse, we finally found the camp site (Bew really needs map reading lessons). Good food at the pub with lots of booze and stuff. Damp start Saturday, good tunes in the evening, I won in the beer raffle (not that I drink much!). Julia and Mace put in an appearance. Julia was busy on the mobile texting her mate trying to fix up the AO for a blind date (Cilla eat your heart out!). Don't know why but her mate said YES! Julia told a lie and said that AO was very shy so friend took pity and told her to give him her mobile number. More on this later (Will love TRIUMPH?). So we all went back to the camp for more booze and stuff. Up early Sunday morning for bacon butties at The Bear and we were off for a screech around The Peaks before ending up at Buxton. Staffs did well in the raffle (sorry to all you other guys). Back to camp and we stopped an extra night in the Dandy's (best weather was Monday - typical for the Peak's). All too soon it was over and we were towing our Dandy's back to base and another similarly tortuous journey, there is something really exciting about sitting on a really steep hill behind a slow moving wagon whilst your Spitty is overheating but Bob came through for me in the end.

Needless to say I kept the friends phone number and plucked up the courage to text her. One thing led to another (BT's profits have suddenly risen along with one or two other things!) and before we knew it, it was Saturday night and Blind Date time. At this point I feel that we need to restrict the exact details of what happened next, needless to say Patch and Ade are very happy to announce that Jackie has joined their family (Julia and Mace are now gloating following their Cilla stint). Enough said, but more information available on request! This set up is very nicely for the International and the usual high turnout from the Staffs as you would expect (with the addition of Jackie and Monty, the new member of Julia and Mace's pack). The camp was secured at 08.30 under the usual Military precision by the Staffs AO and just as well given that people are turning up

SUFFOLK . . . SURREY SUSSEX

earlier each year to camp on the lively site. Great weekend had by all, met up with some old friends, Tim and Zoe, Dawn and Lou, Ian and Kathy and Rach and Laura. Sangria up to usual high standard although surprisingly the Marshall's were taking it easy (something to do with a christening Sunday morning - that's families for you). As usual Staffs entered the fancy dress theme and all turned up in towels for bath time (Stuart's was smaller than everyone else's). I was going to say that Roy kept his shorts on this year but of course Stuart put paid to that by whipping them off him on the dance floor and secreting them under the towel of our newest member. If we don't get on the front page of The Courier this year there is no justice in the world.

On to forthcoming events; we will be doing Trentham on **Sunday 1st August**, Club Night is **Wednesday 4th August**, Eccleshall is the weekend **20th to 22nd August**, then we are off to the New Forest on **4th September** and then sadly the season is over until next **March**. Signing off for now, see you at the next meet.

Ade, Jackie and Patch.

● SUFFOLK

Suffolk@tssc.org.uk

Although the weather had not been that good around the beginning of July, the day of our Suffolk meeting was a fine, warm day. So for the second year running we had managed to arrange good weather and ensure a bumper turnout of Triumphs that really did fill the Maggie's car park. Colin never did admit what ritual sacrifices he had carried out. Will we be able to make it a hat-rick next year?

A wide range of Triumphs turned up on Tuesday as follows: MkIII, MkIV and 1500 Spitfires; Vitesse 6 and MkIIs; 1200, 12/50 and 13/60 Heralds; GT6 MkII; TR4As and TR6s; Dolomite Sprint and a venerable Vitesse-based special.

Colin went round trying to meet all the new faces and make them welcome. People he managed to catch were: Tim Spooner from (01508) district in a Herald 1200; P Hammond and N Harper both in TR6s in very nice conditions and both from (01394) district; Chris Gray and a David, not sure of the cars but one had the white Convertible with the dog for a passenger; somebody with an A-reg GT6 (sorry haven't got your name, it was so busy that we didn't get everyone to sign in the meetings book); Andy Cooper with a TRA4 who first went to a meet at Dunston Hall arranged by TR Register (?) where there were lots and lots of cars; Andy Derritt who was mentioned last month in the Area news as having a Herald for sale, his wife has now insisted he keeps it, good for her! He came in his really smart Spitfire; Matt C, Andy Cox's friend, brought along his 1200 Convertible for the first time and there were also return visits from Reg Hannan and Bill Cotton as well. Apologies to anyone missed as it was a bit hectic at times - you really are welcome and we hope to see you again. Can't promise the weather though!

Those going to Le Mans were doing lots of preparation and repairs that they have meant to do for some time. Will all the cars be ready to go? One is still in the paint

shop for a body respray after a rebuild? I foresee lots of late nights! Colin, who is one of the Le Mans organisers, was sporting his French clothes, a TSSC Le Mans T shirt and a pair of striped shorts, pity about the legs.

A number of people were also going to Stafford so we will hear more about both these events at the next meeting.

Seems a number of people will be going to the Lavenham Rare Breeds Motor Show on Bank Holiday Monday, **August 30th**. David is organising this and you can enter your car or go along as a visitor.

The next meeting dates are:

Tuesday 3rd August Tuesday 7th September Tuesday 5th October

See you at the Maggie, 8.00 p.m. on **Tuesday 3rd August**

Peter

● SURREY

Hi All. We have just returned from a very enjoyable International at Stafford, despite the showers. However, on Thursday night, Adam and I weren't sure whether we were going to make it. I was planning on taking my Mk1 2000 Estate as it needed a revaluation. After a longer than normal journey home form work the engine was making a nasty noise (like very loud pinking) and there was very little power. Adam investigated and found the compression on numbers 1 and 2 cylinders was non-existent. The most likely explanation was a blown head gasket. He looked at his watch and as it was only 7.30pm he proceeded to take the head off.

Adam's diagnosis was correct and he has the head gasket changed and the engine running again by 11pm. So we left for Stafford the next morning, all be it with me driving a car with a very tappety engine!

Adam and I were the token Surrey Area members in the quiet area as Paul & Jane, Vince & Maria and Dominic & Christy were camped up in the lively area. They managed to camp next to Tom and Gareth (a Surrey area member from a while ago). It was good to catch up. On the Sunday while looking around all the cars at the show we spotted a very nice Triumph Acclaim owned by Graham Lomas from the Manchester Area. I know what you may think, but they are becoming rare and are classics. This was a very low mileage car with only 2 previous owners and it was a pity that there is not a concours at the International that caters for such late cars. As an original un-restored car I think it would have had a good chance of a prize.

The week before I had been down to a Classic Car Show at the Hop Farm at Paddock Wood. The stand was organised by Harry, the AO from the West Kent Area. He did a really good job and there were about 20 cars on the stand even though the weather was not good. The day out was good for children though, with all the hop farm to look at and the fair ground rides to go on. The event is a 2 day event and many people had camped there overnight. Harry had managed to get a lot of different areas involved in the stand which is something I think we should do more of, combined area stands at big shows. It can be such hard work organising, setting up and dismantling stands at shows that every little bit of help is appreciated. It was good to

hear that HQ are thinking of giving areas (or groups of areas) more stand realia. When you look around a big show like that at the hop farm, at other stands, so many have good size marquees with the club logo on, flags and boarding with club info on it for the public to read.

Harry and I had a long chat about all the other shows that we could either organise joint stands for, or invite members from neighbouring areas to put their cars on the stands we had organised. In fact if anyone from any area would like to come to the Classic Car Show and Country Fair at Cranleigh Lions show ground on **Sunday 15th August** please let me know. It is a very informal show which starts at 12 noon. You can just turn up, but if you have an advanced ticket you will get in for free. Since this show falls on the **3rd Sunday** of the month we will not be holding the meeting at the Parrot this month. However if you were thinking of coming to the meeting why don't you come to the show instead as it is only a few miles down the road. If you are interested please ring me on 0208 873 3022 or mobile 07768 793946.

Meeting this month: **Sunday 15th Cranleigh Classic Car Show Wednesday 25th** at the Well House Inn, Kingswood

Karen

● SUSSEX

The early evening family format for the July meeting met with some success despite the weather preventing us from being outside. Jean came along with Jill, Jill with Pete, Clive brought along Jill, Lucy and Molly, Mel brought Ryan and I came along with Kerry and Sam and Kerry's sister Katie. We all enjoyed good meals and I think everyone enjoyed seeing those that don't regularly get together. Martin and Mark joined us later and we are pleased to welcome Alistair Oliver (I apologise if the spelling is incorrect) and wish him luck in his search for the perfect, cheap MkIII Spitfire. Pete was trying to convince him that his MkI would be a better buy but he couldn't be swayed from his first choice of a MkIII.

Vic's Spitfire is all finished, looking fine and back on the road, gaining a £7000 valuation at Stafford. Vic has had the car on a rolling road and had a few improvements made to the set-up. The results were 148bhp and 151 lb-ft of torque.

The Stafford weekend has just passed and went very well. We had four Spitfires, two Heralds, a Citroen Xantia and a Peugeot 306 meet at Pease Pottage Friday morning for the drive up. The Peugeot was my fault but I have a good excuse in my Spitfire's blown engine. I'm not sure that Clive can be let off so easily... The drive up was uneventful with the only drama being one dynamo developing some unpleasant



SUSSEX . . . SWINDON THAMES

SUSSEX Contd

noises for Mark which was replaced over the weekend thanks to the autojumble. The weather over the weekend wasn't too unkind and the famous Stafford breakfasts were plentiful with a 3 chef, six burner effort feeding 17 on Sunday morning.

The autojumble wasn't great but I think everyone looking managed to find something to buy. The Saturday night party was interesting with the general consensus being that the band was so bad they were funny. A special commendation has to go to Jill S who, in a moment of crisis when Molly made a concerted effort to spill blood around the Stafford County Showground, maintained the presence of mind to hand over the bottle opener before going off to tend to her daughters wounds. Jill, our thanks are with you.

Our meetings at the Green Man in Ringmer are now clashing with the pubs new Wednesday night quiz. The quizzing disturbs our discussions and I am sure vice versa. The pub itself is well located, has a decent amount of car parking and serves good beer and food so I would propose a change of evening. Possibly to the first Tuesday of the month. We'll have to discuss this at the next meeting so everyone can have a say.

The Shoreham airshow is coming up on the 28th and 29th August which is the bank holiday weekend and it looks like a number of us will be attending. Perhaps I should use that as a target for having my engine rebuilt and back in the car. I am trying to find someone to do the machining work at the moment so if anyone can make a recommendation I'd appreciate it.

The International Spitfire Weekend in Holland is the first weekend of September (3rd, 4th and 5th). I'll bring details to the August meeting.

The next meeting will be Wednesday 4th August at the Green Man in Ringmer, as usual for now.

Neil

SWINDON

Hello everyone, first of all, apologies for no area news last month. I can only plead exam and coursework deadlines – it was a mad panic to finish on time. That's all over now, so my only excuse to Bernie for this one being late is my Stafford hangerover....

The June meeting was a long time ago, although I do remember that Karl could do things to Sue from quite an impressive distance – it was all to do with adding to the list of place names that she thinks are dodgy. "It makes my — go funny" was the quote (clue = it rhymes!).

July's meet was supposed to be the annual Swindon concours, however no-one remembered so we'll try again in August. Prizes will be awarded by democratic vot-

ing in all classes (restored, unrestored and best project) with a casting vote from Tom in case of a tie.

Back to this year's Stafford. As usual we were busy in the autojumble most of the weekend, although George did take me to Bingley Hall on Sunday afternoon! There are many possible quotes from the weekend; my favourite was from Shawn "was that Colin Lindsay?" – after he'd spent about two hours talking to him! That said, it was more like a two hour comedy routine from Colin and it was about 2 am.

We missed out on the fancy dress this year, although next year is already being planned.... Swindon did sport some very Pink Ladies in Sue, Yvonne and Kathy. Respect goes to the bathing beauties, was one of them the very naked Chef from last year (I'm sure I recognised something about him!).

Keeping warm was an issue all weekend – apparently Asda sold out of hot water bottles – thanks to Brian for a warm bonnet to park on (nice rev limiter...) and a loud system to play music on. The Saturday night party lasted long into the night, I was disappointed to find out on Sunday morning that I'd missed the streakers at 4 am.

We met Jackie and her husband on Sunday afternoon. She called me in June from Cheshire, about a Spitfire for sale in the Swindon area. As it turned out it was Phil Morrell's Mk3, so we were able to vouch for it. We have known Phil for many years, though we'd not seen him for some time; it was a reluctant sale due to his emigration to Australia. Jackie is over the moon about her new purchase and we're glad that a car which was so loved has obviously found a very good new home. First prize for getting to Stafford in style must go to the Portuguese, an entire car transporter lorry full of Triumphs!

Their Herald Estate won best Herald in the Concours.

Congratulations to Karl, who got second place in "Cruised and Used". He had to be persuaded to enter on Saturday morning so I think the second will ensure that he'll be back for the cup next year. There's more, but I don't think I can report it here – you'll have to come to the club meetings to get the really juicy gossip.

Just the dates for your diary.

Thursday 5th August – Club meet and Concours at the Black Horse at Wanborough

Thursday 2nd September – Club meet at the Black Horse at Wanborough

Hope to see you there,

Karen

THAMES

Hi everyone

It's been a very busy but enjoyable time. 18th -20th June George and I went to Southern's Mid-summers Madness and had a whale of a time. I did not get there until late Friday evening, got my tent up before a downpour of rain. George had been there the best part of the day and had a prime site sorted out. I missed the tour of the brewery, although I had seen it the year before. After unpacking we made a quick trip to the bar to start the weekends extensive beer tasting (bliss!). We join the other campers outside under a large marquee watching the rest turn up and pitch-

ing their tents and their caravans, saying hello to new and old friends, a very nice and relaxing start to the meeting. Saturday morning I was woken by the dawn chorus (bloody birds), at a more reasonable time I got up and started breakfast, sat out side in the glorious sunshine, what a start to the day. The morning run was very well sorted out with route instructions, mileage counter and fun quiz naming the pubs you passed on the way. As there were more cars than drivers and Naves I joined Mike in a smart GT6 (we were not going to get cold!) George had Kieth as a nav in his Vitesse. Kieth had joined from Sweden and has been going to lots of meetings while in the UK. The morning run took us to QE park just off the A3 where we had lunch, a quick photo quiz, rest and stretch about, with lots of photo opportunities for our cars. The afternoon run took us back to all the narrow twisting roads looking for more pub names, spotting the minor mistakes in the routes we had to follow to end up back at the Flowerpots pub where we were camping. Most of us got back by 4-5 o'clock. That evening we had a BBQ, complete with a quick burst of rain just after it was lit, although the temperature dropped quickly the BBQ was very popular and enjoyed by all. Sunday morning was overcast and it had rained a little earlier but we were rewarded with a pleasant morning to have breakfast, breaking camp and stowing all our kit in the cars and some trailers. Then we headed to Basingstoke to the milestones Museum. Stopping to change a blown top hose on Guy's Bond, after 10 minutes we were on our way again. After wandering around the museum we made our own way back home. Many thanks to Guy and Suzie, Barry and the others that worked on this weekend it was well worth it, and very welcoming. See Southern's Area report for more details.

24th June. The meeting at the Swan was the same night that England crashed out of the footy, so the pub was packed and most of you stayed at home (very wise), die-hards like Mike W, George and myself stuck it out, sitting in a chilly beer garden, until it got to cold, so we joined the rest of the pub watching the match. Mike had removed the dash out of his Herald to be re-lacquered.

25th-27th June. The next day Mike C and myself popped down to the Cornwall weekend at Padstow, we had a lovely drive down in the sunshine, got our tents up in a nice campsite, looking around in the distance you could see wind generators (a wind farm). Later that night after eating and chatting to the other campers we walked into Padstow to check out the Cornish Ales (very nice too). On returning to the campsite and saying hello to newcomers, we had more beer (my memory starts to get fuzzy). So morning comes, the sound of rain on canvas and the bird song of sun up, I am watching from the inside of my tent, from the warm comfort of a sleeping bag. The front of the tent is hell bent on meeting the back. Nice! So that's why they got wind farms around here then. So that morning Kieth and I took off to the cafe for breakfast, cooking in the wind and rain is not fun! Later that morning we all went into Padstow to look around as you do. After lunch the weather brightened up enough to go for a drive in the countryside. We made our way taking the coastal route to Boscastle via a couple of dead-ends

and narrow country lanes. I enjoyed it but as a passenger of Kieth's Spitfire I was taking it easy. At Boscastle we stopped for cream teas, before heading back to Padstow on the A39 when the heavens opened up (do we stop and put the roof up or make a run for it?). We choose the later it's only water after all. After drying out that evening we have the BBQ, bring your own food so I had a feast of steak and salad washed down with bottled beer and good company, life don't get much better. Sunday morning brought the sun out again drying off the tents before we break camp and loading up. We all line up the cars for the customary photo shots then have a farewell lunch at a pub before saying goodbye and shooting off home. Which was a long, sunny trip on the motorways, to be welcomed home again by the rain. I had a great time in Cornwall it is well worth a visit.

2nd-4th July. After work on Friday I loaded up my camping gear, back into the trusty 1300 FWD and launched myself onto the M25 heading for Kent's Hop Farm to meet up with Harry's group (West Kent) camping there that weekend. The traffic was the usual Friday evening nightmare, stopping and starting. But the 1300 took all this in its stride. Finding Hop Farm was very easy as it was well sign posted, finding Harry was a different matter. Asking at the gate got me to where the stand was going to be but no sight of anyone so I drove around the camp site, all the different cars, lorries, vans, steam engines and loads of other types of stuff but no sign of a group of Triumphs! So I started to set up my tent in the middle of the campsite, when I spot a yellow Spitfire driving through the site "HARRY" I shout. "What you doing camping 'here' he said, we are all over there", pointing to a large group of tents over by the stream!! So I bundle the tent back into the car and join them all. After settling in to my new home for the weekend I shoot off for some supplies (beer, chicken and chips) and start to unwind in the company of their campsite, helping the late comers put up their tents in the dark. Saturday morning and after breakfast, we set up the Area's stand making the few cars there take up as much space as possible, and smiling as other members turn up in their cars. Kim and her helpers were selling off raffle tickets for the MS society in the Area's gazebo. The raffle was a sellout. The show itself was very impressive with lots to see, including the farms museum, a small fair, two arenas, traders stalls and the like. That evening we had a large BBQ, lots of drinks and a very enjoyable time. Come Sunday, we started it all over again setting up the gazebo, but today there was over double the amount of TSSC cars. Later that day the raffle was drawn, see West Kent's report for details. Thanks to Harry and Sue, Ash and Janet, and all the rest for a wonderful time.

Hope to see you all at Stafford and at The Swan Inn every other Thursday. Call me on 07773623807

Mickey

IMPORTANT NOTE

Reports can be e mailed before the 10th to: courier@tssc.org.uk

NORTH WALES . . . WEST MIDLANDS WIRRAL . . . WORCESTER

NORTH WALES

www.triumphwales.co.uk

Our Area visit to Tatton on 6th was well attended and the show was busy with lots of vehicles, especially around the TSSC stand, as Manchester Area had to put up with several other Areas including us. Let's hope the show in August will allow us more space(?) The Chester Festival of Transport on the 13th was once again a success and resulted in a member ringing me to say how pleased she was with the help and advice she had received at the show from our members in helping her to find a GT6! Jackie has now attended our last Area meeting on 6th July and yes, she is still after that GT6, so ring me if you are selling!

The photograph in the Club News for our Area, July issue, should also have said "Both top of the range sports cars, both V8s but which is which". You should all know the answer.

We have several members heading for the Club International on 10th/11th and I hope to be there on 11th - report next month. Looking ahead we have Tatton on 21st August and may have some spare tickets, so give me a ring as soon as possible. Derek is not going to have his extra special Spitfire ready for the show - maybe next year. Meanwhile, he is on the warpath against a local so-called Triumph Specialist over the mess they made of refitting a gearbox into his Spitfire 1500... the story may continue next month.

Keep using your classic!

Michael

WEST MIDLANDS

There was an excellent turn out this month at Moxhall Hall, with the TR register and their guests there were around 30 Triumphs in the car park, the weather held and everyone had something to look at whatever their favourite Triumph might be. We were pleased to see four members we had not seen before, I hope that Colin, Ian, Paul and Steve enjoyed the evening and that we will see you all again next month. Special mention must go to Ian's Daughter who saw 2 of our Vitesse's pass their house and reminded her Dad of the meeting! I will be running a Treasure Hunt again this year on the first Sunday in October (3rd). Please put it in your diary and remember to let me know so that I can get enough food in. I will be able to offer a spectacular Triumph related prize this year but if you're not in it you can't win it.... I plan on going to the Triumph races at Castle Donnington at the end of this month, see all of you that fancy it there. Hope all who went to the International had a good time and got some bargains. See you next month.

John

WIRRAL

Hi everyone, not a huge amount to report this month. Ray covered Tatton Park in the write-up for July, and not much has happened since then. We were meant to be putting on a display of cars at the Merseyside Police fun day, but this event was cancelled. We also attended the

Chester Festival of Transport, we had a good turnout of cars but this event seems to be getting smaller each year. The club meeting was well attended last night with a good selection of Triumphs in the car park. There were two new members in attendance last night, Ian and Lesley, who have a Herald Convertible. I hope you enjoyed the evening and that we will see you again at meetings and club events.

As I write this Stafford is only two days away, and I know there is a last minute rush to get cars ready, most people are only washing and polishing but Pete Dunne is still hopeful that he can get his GT6 reassembled in time. Events for August are as follows, Tatton Park, I should have the tickets by the next meeting. Woodvale, which I have a couple of spare tickets for, and a new one for us, the North West Historic Car Rally in Southport. We shall report on this event later in the year, it looks like it could be a good one.

That's about it for this month, and I have to get outside to give my GT6 a good clean. Take care.

Andy

WORCESTER

www.tssc.org.uk/worcester

The BBQ and Smorgasbord was well attended and enjoyed (I think it was more Smorgasbord than BBQ), rumour has it that it rained but with the areas new marquee having it's first outing, it hardly mattered. Thanks again to Mike & Gill Redmond for allowing us to use their barn and field and for being such good hosts. We were pleased to see Shirley and Bob could make it after the accident in France that wrote off their Herald Coupe, Shirley looking particularly fragile, we hope you will soon feel better.

The July meeting had 35 people in 18 club cars and was held entirely outside in the sunshine, an ideal meeting. We had several new faces: Claire & Mark from Malvern in a Mk1 Vitesse convertible, Heather & Chris from Droitwich in a 1500 Spitfire (which they have owned for 20 years), Ian from Bredon in a 2000 Mk2, Bill from Bredon in a Burlington and Jim from Evesham who wants an Ica yellow, over-drive 1500 Spitfire. A warm welcome to you all, we do hope you will come again.

For your diary, two events in August, the Evesham Steam Rally and the Tewkesbury Summer Spectacular, see below. If you need any more info, come to the next meeting or contact Mike Carter.

The entry list for this year's WAC is now closed, if you missed out, or did not want to (or couldn't) take your Triumph then you are very welcome to come as a spectator this year but we would like to see you next year. If you are still rebuilding your car, use it as a target to complete the job, it comes late in the season to give all summer to get



WORCESTER . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

● WORCESTER Cont

the work done.

And finally a reminder to Mike to do the write up as I will be on holiday next month. And finally finally, don't forget the website.

2nd August. Monthly meeting. 7:30pm at the Berkeley Arms, Spetchley (at the junction of the A4538 and the B4048 (now A44) between Worcester and Evesham).

14th & 15th August. Evesham Steam Rally. Just off the Evesham bypass on the Badsey road.

28th & 29th August. Tewkesbury Summer Spectacular at Gupshall Manor.

6th September. Monthly meeting.

18th & 19th September. WAC at the Hanbury Steam Rally.

This will be at Stoke Prior

4th October. Monthly meeting.

1st November. Monthly meeting.

6th December. Monthly meeting.

Vivian

● NORTH YORKS

Pirates in Yorkshire would you believe it! Well neither would I but I felt like one after I'd told everyone at the meeting that I'd put the prices up for Pudding Park by 50p. (Sorry everyone it is Rudding, just got food on the brain again.) I thought I was going to have to walk the plank! It's a good job I'd Jamie and Pat with me

Only two club cars in the car park last night and mine wasn't one of them, but more of that later. It was good to see Lyn and Gary back after their holidays. Lyn enjoyed it so much she's still living in Crete time. It's true honestly; she hasn't altered her watch since they came back 3 weeks ago. They've had a mixed bag of fortune over the past few days whilst they've been back. On the plus side Gary's GT6 is finally on the road. The bad news is that their new Alfa Romeo has gone sick after only 1700 miles with a gearbox problem. Still it gives you plenty of excuse to use the GT6, especially if the courtesy car is only a 'M' reg Fiat Panda!

Mike was the only other club car in the car park, if you don't include Paul's 'White Van' club car. I'm not sure what Scott and Jude came in, but it wasn't 'Precious' and I don't remember seeing Scott's 'White Van' club car either. It must have been the torrential rain that was forecast that put people off from coming in their club cars. No Tim, Zoë and Keith this month. When I rang they were on their way back from touring round the MG factory.

Mike's picnic run to Dalby Forest was a resounding success. Unfortunately, I missed it as I was digging the foundations for our conservatory. (Pat thought I was

trying to escape to Oz again with the depth I was digging). Hopefully, Mike will put a report together at some time, but here are some snippets. Zoë's tantric puppy handling in the woods went down well - I thought you could get arrested for that. (Mike/Zoë explain yourselves. Where was Linda and Tim while this was going on?) I'm also told that Jude's chocolate fruits were well received by all present. Nothing else from Mike about the run apart from the sunshine was absolutely wonderful and he couldn't remember ever having a better ride in years! Okay Mike rub it in!

Paul has said he's not taking Lynne to Rudding Park. The past few years he's been complaining that the mummy sleeping bag that zips right up to the neck that Lynne insists in taking is spoiling all his fun. Well at the last meeting Lynne went one better - she brought her mother along! (Nice to meet you Mrs. Lynne). Even I had to ask permission before I rummaged through her daughters handbag this month. As you'd expect she had everything in it - except for a tissue, which is what she needed. As quick as a flash Paul nipped out to his trusty steed (white van) and came back with the largest toilet paper roll I've ever seen! I know they eat a lot of curries in West Yorkshire, but this had to be seen to be believed! I wonder how big the loos are in Leeds?

Finally I received a complaint from Lynne that I have to bring up at Stafford regarding the font size of the Area Reports. Lynne complained that after 3 cherries and a glass of iced water she couldn't read the reports properly. It was so bad that we each had to read a paragraph out from the report - well those of us that could either read or didn't need glasses. Finally, finally, I've spent the last two days preparing the car to show at Stafford and for it's insurance valuation, including re-painting the front valance and it's going to bloody rain again! Typical. See you all next month!

Nigel

● SOUTH YORKS

Well the weather was kind to us for our July meeting BBQ. Although not the warmest of July evenings at least it didn't pour down. Those who came seemed to enjoy the evening, despite this being our first attempt at providing the food and BBQ (this was taken care of by the landlord and landlady at our previous venue).

Thanks to Chris Cairns for the quiz which was won by? well done. We had five raffle prizes as Chris had provided a quiz prize. All in all it was a good night.

We had a better than usual turn out from South Yorkshire Area at the International weekend. The weather wasn't so kind for this but never the less everyone we spoke to said they enjoyed it. Let's hope more of you go for the weekend next year, especially that we now have a flag to camp round (thanks Mike).

In August you will have someone different at the helm for the meeting. Vivien, Annis, Peter and I are on holiday (not together) for the meeting, so Dave and Richard Briscoe have volunteered to take care of you.

Vivian

● WEST YORKS

Takings from the Dales Run for the Yorks Air Ambulance were £317. Thanks to all who contributed by attending the run and buying raffle tickets and teddy bears. Thanks also to HQ for their financial assistance and club vouchers for the concours prizes. A cheque was presented at the July clubnight to their representative Joyce Watson who explained that they hope to buy a second helicopter. This will enable one to be located further north than the present base of Leeds-Bradford with the other at Sheffield. In the four years since the YAA was founded they have carried out over 4000 missions.

Harewood attracted 10 cars from our area plus 4 from N Yorks. It was a better day than expected as the forecast rain held off until mid afternoon. The autojumble was generally thought to be poor but there were loads of well restored cars to look at and we had our moment of glory driving round the arena - made memorable by a certain Green Spitfire breaking down without warning just as the commentator was saying how reliable Triumphs were! It provided an opportunity to show how one Spitfire can tow another and the fault was quickly rectified on site (condenser failure).

Three cars (Mik Davies, Andrew Shaw & co plus yours truly) did the Peak Run which took us about 80 miles through some spectacular scenery, ending up in Buxton. As always, the convoy of 70 or so cars soon split up into small groups and the pace was characteristically fast - not to everyone's taste but I found it good fun.

Stafford was decidedly autumnal, in contrast to last year when it was cracking flags. As a result our numbers were down but we still had six pitches filled. A few others attended for just one day.

On Friday night Richard Briscoe had to ring father Dave to ask him to bring some extra tools to fix a bent camber-compensator which had lost an argument with the ground. Dave was somewhat taken aback to be asked for 'a few' sledgehammers - in the end it needed the 14 pounder to do the job. Rather Richard than me wielding this under a GT6 propped on 2 jacks and some bricks!

A number of us were selling surplus parts with varying success - punters were a bit thin on the ground (especially when it rained hard). Mik was showing his racing Spit in the main hall and kindly allowed me to shoehorn myself into the cockpit. The safety features of special interest to me as many will apply to the Escort rally car project. George's weekend was unfortunately ruined when he found out that the chap camped next to us had bought a re-skinned door for just 17quid - the one that got away!

The grill badges have now arrived and are available from Bob Waddington for £5.30 assuming you have paid your deposit or £10.30 if not. We have spare ones for anyone who did not put their name down.

Dave Ward has added another name to the list of recommended repair/restoration garages. See the club noticeboard at meetings or give me a call if you need to consult this (or add to it of course).

Club night saw a good turnout including new member Karl from Leeds who has just



Yorks Air Ambulance Cheque Presentation to Joyce Watson

acquired a Bond in running order and also has a couple of Rover P4's. We also had a contingent from Lancs who invited us to their camping weekend on 9th Sept near Pickering. They are planning two simultaneous trips from the campsite - one to Eden Camp (well worth a visit if you've not seen it) and the other to Goathland by train. If anyone fancies a run to watch Mik Davies racing his Spit at Cadwell on Sept 12th let me know. Call me if you want info on any of the events below.

**7/8th Aug
8th Aug
3-5th September**

RAF Woodvale. (near Southport)
Brigg Border Car Run
N Yorks weekend Rudding Park

Bob

LINCS & NOTTS CAMPING WEEKEND

FRIDAY SEPTEMBER 3RD ~ SUNDAY SEPTEMBER 5TH

LOCATION :-WOODLAND WATERS ANCASTER

LINCOLNSHIRE (JUST A FEW MILES FROM THE A1)

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CLASSIC CAR AND MOTORCYCLE SHOW

Incorporating
The 7th MILE OF TRIUMPHS

Supporting

East Anglia's Children's Hospices



24th - 26th September 2004 at Broad Farm Caravan Park, Fleggburgh - on A1064 Acle to Great Yarmouth Road

Friday 24th - Meet in the Club House for an informal get-together and disco

Saturday 25th - Classic Car and Motorcycle Show from 10 a.m.

Vote for your favourite car and motorcycle. Sideshows. Lots of trophies to be won. Display ring with Martial Arts and Dog training displays etc.

Evening - Disco, Restaurant & Bar, Teddy Bear Auction, Grand Raffle, Fancy Dress is encouraged (prizes to be won)

Sunday 26th - THE MILE OF TRIUMPHS

Police escorted convoy to Great Yarmouth to measure the MILE. Followed by a convoy through scenic countryside (arrive at Broad Farm by 9.00 am.)

Followed by Auto Funkhana - at 1.30 p.m. approx

Caravans and Camping available

Participants: pre booked - £4 per person per day or weekend (up to 2 per car) on the gate - £5 per person per day or weekend (up to 2 per car)

Additional passengers and spectators - £1.50 per person Under 16's free



For Further Details - Call Joe on 01493 728764
email: joe@norfolk-tssc.co.uk
website: www.norfolk-tssc.co.uk

W.A.C. WORCESTER AREA CONCOURS is B.A.C. AT HANBURY STEAM RALLY READ OF THE NAVIGATION INN HANBURY ROAD - B409T STOKE PRIOR - WORES 18 & 19 Sept 2004

The organisers of Hanbury Steam Rally (Shakespeare's Rally Promotions) reserve the right to refuse any application. Please note that the Road Traffic Act will apply to the site at all times, therefore all vehicles must be covered by the relevant class of insurance and road licence.

Any exhibitor acting in an irresponsible manner will be asked to leave, the organisers decision is final. PLEASE COMPLETE AND RETURN THE FORM WITH A LARGE STAMPED ADDRESSED ENVELOPE BY 30th JUNE. ENTRY IS BY PRE BOOKED TICKET ONLY.

SAT 18th Road Run 12 noon followed by ring parade on return. SUN 19th Concours Judging, Prize Giving and Ring Parade, Fun Fair, Side Shows, Craft Stalls, Market Stalls, Working Exhibits, Free Auto Jumble, Beer Tent (with entertainment on sat evening), Parade Ring Displays, Traders, Stationary Engines, Classic Motorbikes & Commercial Vehicles etc, etc

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Name: _____ Car: _____

Reg: _____ Address: _____

Delete as required. Tel: _____

Camping Yes / No Classic / Modern App Size _____

I will be attending Sat / Sun / Both Days. I will be taking part in Road Run Yes / No.

I will require Auto Jumble space Yes / No. (clear your garage)

I have read the above terms of booking which I accept as printed.

SIGNED: _____

North Yorkshire TSSC At Rudding Park

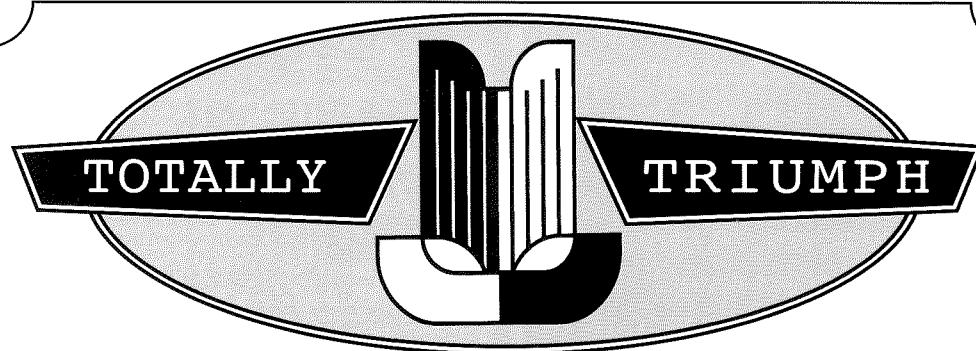
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CLASSIFIED

Cars for Sale
Cars Wanted
Parts for Sale
Parts Wanted

HERALD

Cars for Sale
Cars for Sale
Cars for Sale

13/60 CONVERTIBLE. Red. In need of attention. Unleaded Head. Complete History. Reluctant but necessary sale. £500. Garrett (Norfolk) 01953 881264

13/60 1970. Good runner. Tatty Tristan Convertible. Sound Chassis. £450 ONO. Alun (Bristol) 0117 9553663 - 70/435

13/60 CONVERTIBLE 1971. Light blue, cream interior, 108,000, new clutch, complete rebuild 1994. tax exempt. Roll bar, rear seat belts. £2250. Mark (Worthing) 01903 213208.

12/50 ROYAL BLUE. Webasto. 60,971 miles. No MOT. 2 owners. Off road since 2000. Body needs little attention. Offers. S Johnson

(Hollywell) 01352 712973.

13/60 CONVERTIBLE 1968. Reg SYD 747G. No hood but full tonneau cover. Dark Blue. Mechanically sound. Bodywork needs some attention. Rear seat belts. Fun family run around. £850. Mark (Middlesbrough) 077100 45745 - 96/54401.

12/50 1963. White with black sun roof. 12 months MOT. Tax exempt. Good condition. Garaged. Last owner 15 years. 73,000 miles. £1,500. Alan (Bristol) 0117 9572915 - 93/43756.

13/60. Immaculate. 75,000 miles genuine. 2 owners. Complete history. New MOT. TSSC

valuation £3,250. Need garage space. Any inspection. Perfect runner. £2,250 o.n.o. P. Casey (Warwick) 01926 775180 - 99/61319.

1200 1966 Red Convertible. Recon 1500 Spitfire Engine. Fully Restored, MOT, Serviced regularly, Garaged. Excellent condition, must be seen. Reluctant Sale. Can email Photos £2700 ONO. Meads (Hampshire) 07778 355665.

13/60 CONVERTIBLE 1969. Red, Black interior. Two lady owners. Garaged. MOT's. 57,760 genuine mileage. Good condition £2300 ONO. Bosworth (Worcs) 01527 872990.

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

MKIV unfinished restoration project. New engine required, old one seized. Lots of money spent. Many spares. Must sell by mid-August. £950 o.n.o. Mr D Foster (Nr. Glasgow) 01357 522738.

MKIV. Saffron. H/S. Reconditioned gearbox and MKII unleaded engine fitted 09/02. Tax exempt. MOT. History. TSSC valuation £4,000. V.g.c. £3,000. Rex (SW London) 020 73811177 - 99/62105.

MKIV 1500cc. V.g.c. Fully rebuilt during 8 years ownership, reconditioned Stage 3 unleaded engine, c/r gearbox, J-type overdrive, upgraded suspension and brakes, full history, garaged. £4,950 o.n.o. Mike Harvey (Southampton) 02380 485068 - 96/54070.

MKIV 1970. Tax exempt New floor, sills, hood, carbs, s/manifold. MOT. 100% reliable. Baby for sale. Original war numberplate. 94/Begins. Paul (Brighton) 01273 692848 - 94/48539.

MKIV. Sapphire Blue. 1972 (K). 1,200 miles since complete chassis-up rebuild. Photos and receipts. TSSC valuation. A1+. £4,300. Superb. Sensible offers. Jonathan (Hampshire/London) 07900 167431 - 69925.

1500 1981 (X). Vermillion (Flame Red). MOT April. V.g.c. Valued £4,000. History from 1992. 59,000 miles. Soft top, tonneau, hardtop. Beautiful and reliable. £2,800. Mike (York) 01904 671218 - 97/56119.

MK4 1973. White. Tax exempt. Overdrive. MOT. Agreed Value £5,000. 6,000 miles since rebuild. Tonneau, new hood. Dry use only. £3,750. Chris (Hants) 01264 365573 -

MKIII. Competition prepared, road legal, correctly set-up, and tuned, history, receipts, superior performance for this class of car. Track day or fast road. £3,250 o.n.o. Lee (Newport, S. Wales) 01633 822221 eves - 68969.

MKIII 1970. Red. Alloys. Unleaded head. Rebuilt gearbox and diff. Immobiliser. Cover. K&Ns. Polybush suspension. New chrome. Electronic ignition. Sports exhaust. Newly restored. A1 condition. Photos on TSSC website. Valuation £4,750, will accept £4,000 o.n.o. Richard (Cambridge) 01799 599044.

1500 1977. Signal Red. 30,000 miles. Soft top. Biscuit interior. Excellent condition. MOT. Tax Oct '04. Full history. £2,300. Brian (London) 0208 5368501 (day) or 0208 2795100 - 94/48683.

1500 1979. Recent MOT. White. 30,000 on Goldseal engine. Overdrive. Newish Gearbox. Good condition. No garage anymore, needs good home. Dominic (Taunton) 07050 204998.

1500 1979. Sienna. A1+/Concours. Excellent Condition. 33,000 Genuine miles. Includes Hardtop. £6000 TSSC Valuation. Offers around £5800. Val (Cornwall) 01209 861579 - 01/65371

MKIV 1973. Soft Top. Maroon. S/S Exhaust. Roll Bar. Many extras. Club value £4500 Bargain at £2000. Daplyn (Lincoln) 01522 595958 - 90/29275.

MKIV 1972. White. Good condition. Softtop. Unleaded. MOT May '05. Tax exempt. Club valuation £3,200. Some history. Some spares. £2500 o.n.o. Chris (Wilts) 01225 754722.

MKII 1966. Overdrive. Old English White. Many years of TLC. Including Full rebuild. TSSC Valuation £4500. Stunning headturner £3400. Adrian (Dorset) 01300 341510 - 85/12602.

1500 1981. French Blue with Overdrive. New MOT. Taxed to end Oct 2004. Recent refurbishment, good paintwork, interior and Hood. £2300 ONO. Paul (Cheltenham) 01242 576041.

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MKIII 1.3. Royal Blue. Stored in Garage. Little used. MOT to Sept. Tax exempt. £2750 Registration Plate Valuation. £1500 BRO 6F. Derek (Biggleswade) 01767 316818 - 96/54566.

MKIII 1967 Blue. Original Factory Hardtop plus Soft top. Twin Exhaust. Spoke Wheels. Very good condition £3200 OVNO. Louie (London E14) 07956 500925.

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MK4. Last Mk4 made, Heritage certificate, gold seal reconditioned unleaded engine, reconditioned gearbox. Many new parts. Service history. Long MOT. £1,475. Amanda (Bungay) 01986 893970 - 96/53883.

MKIII 1300cc 1969. Red with Black upholstery. 12 months MOT. Hardtop, new Soft top. SS exhaust. Excellent all round condition. Bargain at just £2950 ONO. Peter (Lancs) 01254 822725.

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GT6

Cars for Sale
Cars for Sale
Cars for Sale

MKIII 1974. Documented 51,500 miles. V. good original condition. S/S exhaust. Agreed Insurance Value. £7,200. MOT, Tax. Courier featured 1988. Mimosa yellow. Offers. Loxton (Somerset) 01460 242435 - 68937.

MKIII 1972. French Blue. Tax exempt. MOT until Nov '04. Reliable as used regularly. A2 condition. Paintwork requires little TLC. £2,600 o.n.o. Wendy Lane (Berks) 01635 49002 - 71379.

MKIII 1971. A1 condition. Mallard Green. Prize winner, featured in Classic & Sportscar. Unleaded head. S/S exhaust. TSSC valuation £8,500. Lots of history. Photos. Accept £7,500 - no offers. David Vines (Market Harborough) 01858 465218 - 95/50541.

MKIII 2500cc. Overdrive. Webasto roof. S/S Exhaust. Electric Fan. Electronic ignition. Unleaded. Owned, Garaged since 1990. MOT 06/05. Best over £2000. Jim (Midlands) 01827 714838 - 90 30483.

VITESSE

Cars for Sale
Cars for Sale
Cars for Sale

COURIER VITESSE 2-LITRE. O/D. Lichfield Green. Professionally built. Tax-free. MOT. Kenlowe. Up rated suspension. Excellent driver. Stainless exhaust. K&Ns. £4,450 - p/ex. W.H.Y. M Keenoy (London) 0208 9923174.

MKII CONVERTIBLE. A1 condition. New MOT and Tax exempt. Rostyle wheels. 300 miles in last 3 years. New mohair hood. Excellent condition. £5,200 o.n.o. Lots of history. K Lansdowne (S. Derbys) 01283 222918 - 70642.

MKII SALOON 1970. 74K miles. Nice car. Part time use. Much work done. Spares.

Reluctant sale. All bills. Laurel Green. £2,870. Malcolm Harrower (Kettering) 01536 484824/07710 627534 - 96/52391.

1600. Blue. 1965. Good condition. MOT June '05. Stainless exhaust. Many new parts. Present owner 12 years. £2,100. Barry (Kings Lynn, Norfolk) 01553 631424.

MKII O/D 1971. Saffron. Overall good condition. Body needs some TLC. Long MOT. Kenlowe fan. Electronic ignition. £2250. R Rigby (Herts) 01462 637874.

1600 1964 SALOON. Overdrive. 57000 miles. Unleaded conversion. White with

Black stripe. Generally excellent condition £1800. myweb.tiscali.co.uk/handi Carruthers (Poole) 01202 732 589.

MK1 1966 CONVERTIBLE. New gearbox overdrive. New Hood and Carpet. Present owner 17 years. Reluctant to sell. Insurance Valuation £2500. Offers? F.Arliss (Sussex) 01403 254978 - 89/29214.

MKII 1971 CONVERTIBLE. White with white hood. Overdrive. V.g.c. New MOT. Only 44,000 miles. Full history. TSSC valuation £4,000. Offers. John (Plymouth) 01822 852527 - 91/35822.

complete the project as I am moving to Spain (well, someone has to!!). Please contact for further details by phone or e-mail. £150 or haggle. Gordon Teece (Peterborough) 01733 208694, mobile 07752819184 e-mail jill.teece@btinternet.com

PARTS WANTED

GT6 II/III inlet manifold any condition, even with broken banjo bolt, Vitesse Mk1 2LT + MkII ignition distributor any condition. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopen-world.com

Wanted Fibreglass Bonnet for Triumph Herald 1200. Warren Kennedy 01234 765588.

CARS WANTED

URGENTLY REQUIRED. Vitesse Estate in faultless condition. Serious money paid for the right car. Clive (Oxon) 01869 338434.

STAG

STAG Mk1 Tax free. Rebuilt body including new original front wings/top panel light valance and sills, rear wings repaired, shell ready for paint preparation; original MkII type engine, stripped for inspection (good heads); a type O/D gearbox; car 95% complete £1,850 or may break if enough interest. Mike Papworth (Coventry) 02476 644499 or mobile 07768 775170 mike.papworth1@btopenworld.com

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ABANDONED PROJECT - Burlington Arrow Kit Car: Herald-based kit car. Good sound lengthened chassis. Body made up of 1" square steel tubing. Plywood applied on top. Aluminium and superior quality leatherette to finish. Fitted with MG windscreen and hardtop, so wider than standard Arrow. Genuine Burlington nose cone. Most mechanical parts to finish, including Spitfire fuel tank, two engines, two gearboxes, two axles, four propshafts. Plus garage full of Herald parts, some new. Burlington plan book. Herald manual. Two sets of wheels including alloys. Buyer will need to design wiring loom and complete build. Will need a trailer and Transit to take away parts. Please

2.5 PI Est.

2.5 P.I. Mk1 ESTATE. High Spec engine, Full MOT, solid body, nice black Trim PVC (Leather available with car) Good chrome, TR6 wheels/Trims, Polybushed, Goodrich Hoses, Roller BRG drive shafts, Quaif LSD. Would benefit paint work. £3000 OVNO (could be cheaper less LSD and roller BRG shafts) Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

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Cars for Sale
Cars for Sale
Cars for Sale

TR7

TR7 SPRINT LHD. Ex-Californian + 2 spare engines. Offers. TR7 V8 Special, body by Park Ward. £1,800 spent on engine top end rebuild. Holly carb. New cam + followers, 3 angle valves. New valve guides. Up for offers. William (Litchfield) 01543 417279 or mobile 07971 599086.

TR7 FHD 1982. Maroon. 2-litre. 12 months MOT. Taxed. New carpets plus door panels included. Has had money spent. Offers over £1,500. R Mason (Kettering) 07766915760.

ROADSTER

ROADSTER 1948. Full restoration 1.8. 2000 miles since rebuild. Immaculate car. Platinum Colour £11,500. Trevor (Norfolk) 01366 500636.

PARTS

SUMMER AGAIN!! Get those jobs done that you forgot. MOTs, servicing, suspension work, electrical, clutches, gearboxes, diffs., most things mechanical and welding. Ring John for a quote and a chat 01933 388434 before 8pm please or 0777 0944106 e-mail: mythos650@hotmail.com

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SPITFIRE MKIII dismantled for abandoned restoration (56k). Most parts except bodyshell. Garaged last 10 years. Excellent chassis. £375 or may split. Graham (Salisbury) 01722 412053.

SPIT VII new door shell L/H £130; S/H R/H door £40. Full width rad v.g.c. £45; wheels x 4 £30. Steering Wheel £10. Spit III: Bare eng £125. Diff £55. G/Box £40. Spit III bonnet £75 Front Suspension Corners New Discs £80 pair. Some small bits. Mike (Coventry) 0247 6644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

MKII SPITFIRE BREAKING: doors, shell, over-drive, trim, new carpets, hoods very good tub, bonnet, boot lid, lights, seats, diff, suspension excellent, parts. Richard Woolley (Derby) 01332 510130 - 71635.

VITESSE 2L: O/D/g/box and prop mount etc. etc. works perfect £400. Car set alloy bumper trim £75 Some odd pieces. Pair seats blue £30; Pr rear lights mint £25; front hubs/brakes £120; drive-shafts MkI £60 pr. Rear Roto drive shafts rebuilt £350 pair; 3.89 diff good £125. bootlid mint £25. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

GT6 MKI manifold with carbs £50; tailgate £35; petrol filler cap £15; head £20, chassis £80, bonnet locks £12. Many other spares. Mick (Surrey) 01293 785182 - 84/09262.

SPIT/GT6 5 steel wheels 5.5 x 13, complete with silver centres and Triumph badges, plus chrome nuts. V.g. condition. Only £150 the lot. Pair racing mirrors (new) £25 pair. Chris Hardy. (C. Scotland) 01259 217101 - 98/59675.

HERALD 13/60 garage clearout. Box of spares: fibreglass tunnel, manifold, front sidelights, speedo and cable, clutch and release bearings, petrol pump, heater valve and various other parts. £25 the lot. Richard (Chichester) 01243 530138 (eves).

SPITFIRE 1500: O/D gearbox kit all parts S/H, perfect working £400; Seats for recovering £55 pr; 4x5" J. Wheels £80; 1.5 engine bare £100; Engine parts, head, crank, cam etc., etc. carbs/manifold £50. Diff v.g.c. £140; rear drive-shafts £30 each; petrol tank £30; anti roll bar £25; hood frame £45. Lots of bits. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

VITESSE ENGINE 1600cc £150; radiator; diff; rotolux suspension £50; gearboxes; brakes; suspension; alternator; spin-on filter; trim; steel wheels. Lots more. Mike (Herts) 01438 716728 - 85/09869.

GT6 O/D gearbox kit complete £400. Diff Mint S/H 3.89 £150. MkII tailgate mint £35. Front brake assy. complete £120 pr. Rear Roto drive shafts Mk2/3 fully rebuilt £350 pr. Mk2 petrol tank £30; Radiator £50; MkII hub caps £40 set. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

GT6 MKII stainless steel exhaust manifold and centre section polished finish, TSSC supplied. 3,000 miles use only. Erol (Watford) 01923 260264.

GT6 MKIII 5.5J x 5 £150 o.n.o. Spitfire Mk4 back board £10 o.n.o. Grille £5. Passenger seat frame £5. 13" wheel trims £20. Map light £5. Hammond (Bury St Edmunds) 07789493717 - 70979.

WHEELS 4 x 5" Spit 1500 type £85 set; Vit/GT6 4 x std rims £60; 4 X Spitfire 1/948 Her £40. 4 X Sprint Alloys £55. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

GT6 MKIII Roof, original Panel £350 ONO. Doors X 3 Secondhand £60 each. Can e-mail photos Andy (Loughton, Essex) 020 7591 4800 (Day).

HERALD/VITESSE New Stanparts! Outer N/S/F wheel arch £50. Rear overriders £60 pair. Sills £10. Also good O/S and N/S door shells £10 Each. Spare Wheel Well £15. Estate Fuel Tank £10. New N/S Door skin £40. Rotolux suspension £80 for 4 corners, some good Doughnuts! 1. Matthew (Norwich) 01603 462829 - 93/31443.

VIT/HER CONVERTIBLE KIT, Upper rear body/Hood Frame/Glass and all catches/seats, all parts £275; also Bulkhead £125; Her 1200 Engine complete £70; Windscreens £35; Full width Radiator £25. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

GT6 MKIII 1972 Rotolux Rolling Chassis and V5. Offers or will break. 13/60 chassis VGC. Vitesse MKII Bulkhead, bootlid, engine, gearbox and diff. Eddie (Bexhill) 01424 224 505 - 87/18117.

Spitfire 1500 Tonneau cover (original RHD with Headrests) VGC £50. Also pair LHD Headlights (not sealed beam) £20. John (Northwood, Middx) 01923 820929 - 89/26496.

SPITFIRE 1500. 90% restored Chassis £125. Pair excellent doors £100. Bodytub Plus logbook £20. Hardtop £25 Overdrive Gearbox, propshaft, solenoid £200. Many other Spares. Stuart (Shropshire) 01952 630339.

VITESSE Hood frame £130 Pair rotolux rear £120 Spit MKIII Steel bonnet £145 1500 Hardtop £120 GT6 MKII Bodytub, needs Floor pan, Sills. Mark (Eltham) 020 88573938 - 89/26532.

RADIO. Anybody interested in a 1972 period Motorola 828T Radio? £20 Dave (Sussex) 01232 896140 eve. or Mob 07952 702381 - 86/4608.

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Parts For Sale Parts For Sale Parts For Sale

diff (guaranteed) £130. Halfshaft and hub assembly complete (short) £25. Rotolux suspension parts - ask. Brake/clutch master or slave cylinder £20. GT6 tailgate choice 3 £30. Window winder handle and knob £4. Chrome bonnet catch £5. Spitfire and Herald wheels £15. Hubcap £4. Dials from £10. We are continually breaking all Triumphs: Dashboards, Lamps, Switchgear, Badges, Heaters, big stocks of everything - we will try to find the part you need. Also full range of new parts and workshop facilities. All credit cards taken for overnight delivery. See special offers on: www.quillertriumph.co.uk. 0208 8544777 Greenwich.

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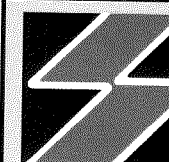
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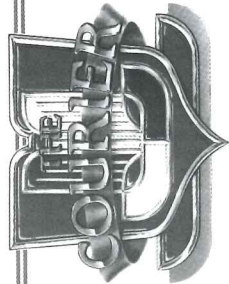
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