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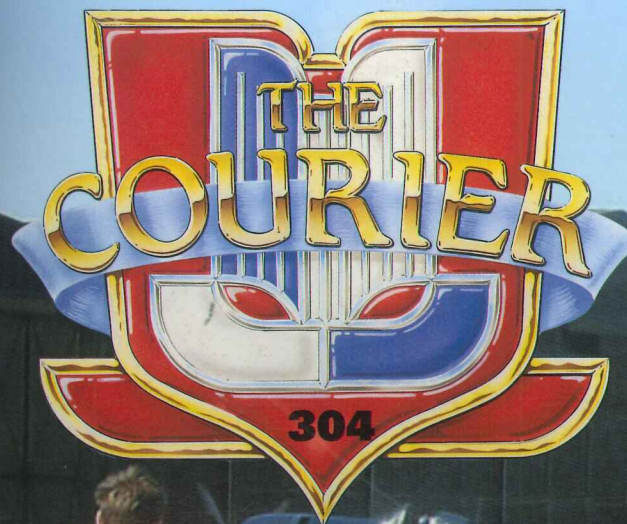
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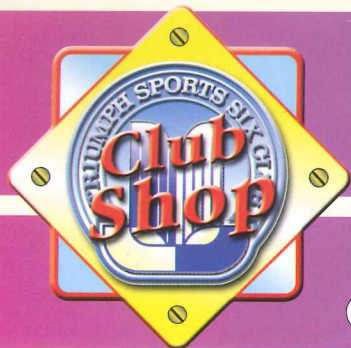
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CLUB HEADQUARTERS

Main Street, Lubenham,
Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424 H.Q. FAX: 01858 431936
H.Q. e-mail: membership@tssc.org.uk
http://www.tssc.org.uk

Headquarters open between
9am - 5pm Monday to Friday
Saturdays - check Courier P.7

PRESIDENT

Bill Sunderland

GENERAL SECRETARY

Peter Williams
5, Frosty Hollow, East Hunsbury,
Northampton. NN4 0SY.
TEL: 01604 705319.

OFFICE MANAGER

Trudi Prettyjohns e-mail: trudi@tssc.org.uk

MEMBERSHIP SECRETARY

Miss Charlie Smith e-mail: charlie@tssc.org.uk

CLUB SHOP MANAGER

Nigel Whale e-mail: nigel@tssc.org.uk

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Tel: (01858) 434424 Fax: (01858) 468228

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COURIER EDITOR

Bernard Robinson

COURIER SETTING

Jo Sunderland

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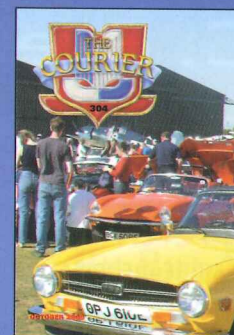
COUNCIL MEMBERS 2005

David Aspinall, Craig Gingell, Chris Gunby,
Derek Holman, Chris Mills,
Trudi Prettyjohns, Simon Roberts,
Tim Scrivens, Carl Swanson
Victor Thompson,
Peter Williams.

For a full list of TSSC officials see page 82.

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

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COVER PIC:
DUXFORD ALL TRIUMPH DAY
IS ON THIS MONTH
PIC
NIGEL WHALE

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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

October 2005

SUNDAY 2 OCTOBER 2005
DUXFORD ALL TRIUMPH SHOW
THE IMPERIAL WAR MUSEUM
DUXFORD CAMBS
CONTACT LES 01582 862176

TSSC ORG EVENTS

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October 2005

SATURDAY/SUNDAY 1/2 OCTOBER 2005
WORCESTER AREA CLUB STAND AT THE
MALVERN VINTAGE & CLASSIC SHOW

CLASSIC CAR SHOWS

(CLUB INVITED)

October 2005

SUNDAY 30 OCTOBER 2005
THE NATIONAL RESTORATION SHOW
& GRAND BRITISH AUTOJUMBLE
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November 2005

FRIDAY/SUNDAY 4/6 NOVEMBER 2005
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SHOW. NEC BIRMINGHAM.

HQ ATTENDED EVENTS 2006

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July 2006

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“Comment

BY BILL SUNDERLAND

What Summer?

As the darker evenings descend we can look back at somewhat of a mediocre summer in the UK, whereas some of parts Europe have seen a complete lack of water and record temperatures. Our friends in the USA have had terrible weather to contend with and we send our best wishes for a speedy recovery to those in the Southern States. Our gripes about the lack of a good English summer pale into insignificance when we compare our 'inclement' weather conditions with the catastrophic events happening around the world. We really have no excuses - you just have to go for it and whenever possible, get out and drive your Triumph! Only recently I thoroughly enjoyed a brief trip in a TR6; just the sound of the lazy, big six burbling and the looks every other car owner gave this stunning-looking Triumph, just wishing they could swap places with me in the driving seat, gave me a real kick. What struck me was that for a just few thousand pounds you can command the road in your desired Triumph - so much more relaxed than if you had the responsibility of driving a car worth mega money!

Classic cars and bikes give a great amount of pleasure not only to the owner but to so many other budding petrol heads. Many members will be working throughout the winter months restoring, repairing, up-dating or just tinkering with their Triumphs. One thing we have in common is that owning a Triumph today is a hobby for most, as I rarely see Triumphs or for that matter other Classic cars on the road nowadays in daily use. As time goes by and and 'our' cars are getting older, it is true that there will be less Triumphs on the roads as many will be lost for various reasons. It is up to us to ensure the survival rate levels out. Only by using our cars and keeping them in tip-top condition will the above apply as if you don't use it you will lose it. Spares supply depends on demand and we must break bits on our cars to ensure continued manufacture. So don't just leave your Triumph languishing in the garage for your eyes only, get out and have fun in it!

The Club has put on a variety of events this year and the local Areas complement this with the monthly meets and all the local

infrastructure of support you could ever want. Agreed this applies only to the UK as our overseas members are much more spread out but for us in the UK only by using the Triumph will you guarantee a future for your car. So take a look at your Triumph and see what you can do to give it a clean bill of health for 2006.

The old chestnut still needs to be hammered home: TSSC Agreed Value Insurance Certificate - Have you got an up-to-date Valuation Certificate? If not **YOU ARE INSURED ON MARKET VALUE WHICH IS VASTLY LESS THAN OUR AGREED VALUE SCHEME.** With all the losses insurance companies have taken, they will gladly pay you out on a market value basis. Think about this we **CANNOT** help you if you have not got a current certificate. I have to inform members of this bad news on a much too regular basis. Agreed value insurance keeps Triumphs on the road not in some breakers yard - nuff said.

See you at Duxford.

”



TSSC NEWS REVIEW

**YOUR MONTHLY ROUND UP
OF ALL NEWS OF A TRIUMPH NATURE**

Members Handbook Self Help Scheme 2006

Details of members currently in the Self Help Scheme are soon to be updated so, if you are already in the Scheme I'd be grateful if you would please check that your details (address and phone number) are correct and let me know if any need changing. If you are in the current Scheme we will assume that you would like to remain in for the next edition unless informed otherwise. As always, we would be happy to receive details of members not already in the Scheme who would like to be, so please send in your details also - all by the end of October please. A copy of the relevant form is to be found on page 31 of the 2005 Handbook.

Happy Motoring

Peter J Williams
General Secretary

Rimmer Bros to the rescue of MG Rover owners

The uncertainty surrounding the unfortunate demise of MG Rover has left many owners and the trade wondering where they will be able to buy original parts and accessories. Well, it is good news for owners and traders both in the UK and overseas.

Rimmer Bros have been appointed as official MG Rover Parts Distributors.

Over-The-Counter *** Mail Order *** Local Trade Delivery Service

Rimmer Bros have been supplying parts and accessories for classic Triumph and Rover SD1 for 25 years. More recently they have been supplying both genuine and aftermarket parts and accessories for Land Rovers, and are an Approved Land Rover Parts Supplier. The MG-Rover parts franchise compliments these perfectly. Using the latest in mail order technology and order processing they can despatch orders anywhere in the world from the vast stock of parts in our 55,000 sq ft warehouse complex.

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SATURDAY 22ND OCT - 9.00 AM TO 1.00 PM

NOVEMBER - OPEN AS USUAL

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SATURDAY 19TH NOV - 9.00 AM TO 1.00 PM

The Club Shop will be attending the forthcoming shows

Duxford All Triumph Show

SUNDAY 2ND October

The International Classic Motor Show

NEC 4th to 6th November

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Mike Crewes

COP SHOP

NEW OFFENCE OF INCORRECTLY REGISTERED VEHICLES

Section 150 Serious Organised Crime and Police Act 2005 amended the Vehicle Excise and Registration Act 1994 from 1st July 2005.

The Vehicle Excise and Registration Act 1994 provides for the Secretary of State (for Transport) to maintain a register of the vehicles in respect of which he issues a licence; this is done by the DVLA.

While it is already an offence not to provide certain information for the purposes of having one's own vehicle registered correctly, it was not an offence to use a vehicle that was incorrectly registered. Before 1st July 2005 a person using such a vehicle could easily escape penalty by saying that the vehicle was not his, so that any errors on the register were not his responsibility. Section 150 closes this loophole by creating a new offence of using an incorrectly registered vehicle.

Section 150 inserts a new section 43C into the Vehicle Excise and Registration Act 1994. The new offence it creates is one of using, on a public road or in a public place, a vehicle which is incorrectly registered. The user commits the offence if vehicle excise duty is chargeable on the vehicle, or if it is an exempt vehicle in respect of which regulations under the Act require a nil licence to be in force. The offence is only for using the vehicle, not with keeping or having any other connection with it. It will be important to distinguish between the

INCORRECTLY REGISTERED VEHICLES

keeper and the person using the vehicle at a particular time.

A vehicle is incorrectly registered if the name and address of the keeper are not recorded on the register provided by the Secretary of State. A vehicle is also incorrectly registered if any of the particulars on the register in respect of the vehicle itself are not correct.

A person charged with an offence has defences under subsections 43C(3) and 43C(4).

These are:

- i. if he can show that there was no reasonable opportunity for the name and address of the keeper to be supplied for registration or that there was no reasonable opportunity to correct incorrect particulars on the register,
- ii. if he can show that he had reasonable grounds for believing, or that it was reasonable for him to expect, that the recorded particulars were correct.

The intention is to cover situations where the details had been supplied but not entered or where, for instance, the driver was using a hired vehicle. Subsection 43C(4)(b) also allows further defences to be provided by regulations. This is a precautionary measure in case unforeseen circumstances arise: no such regulations are currently envisaged.

A person guilty of an offence under section 43C is liable on summary conviction to a fine not exceeding level 3 on the standard scale (currently £1000). By virtue of an amendment to Schedule 3 to the Road Traffic Offenders Act 1988, the offence is also a fixed penalty offence, at a current level of £30 (non-endorsable).

If you have a query, or topic on road traffic legislation, why not write to **Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF** (enclosing an SAE for reply), or email: copshop@tssc.org.uk



13/60 "NUTS"

Derek Giles HERALD 13/60 Register

FROM A WELSH
'DAILY RUNNER' TO
A 'NORWEGIAN
MISTRESS' ARE WE
ALL NUTS ABOUT
OUR 13/60s?

This is just what your 13/60 scribe likes, another easy month without having to use too many of the precious (well to me anyway) brain cells!

My thanks go to owners from Wales and Norway for their contributions this month!

The first is Claire Locke from Monmouthshire, whose husband Dave, enclosed with the IVR, a potted history on Claire's Valencia Blue convertible SKE 580G.

They have obviously

done some research and have also been fortunate to acquire certain paperwork with the car!

Purchased originally from Martin Walker Ltd of Folkestone Kent, a Mr Latham became the proud owner of SKE 580G on the 18th of June 1969!

The 'original' service schedules booklet shows regular servicing at the Kent dealers!

In 1972 the car moved with the Latham's to Lymington Hampshire and between 72 and 76 it was serviced and MOT'd at the local Triumph dealer, Moores Central Garage in Milford-on-Sea.

Around June 77 the car, now registered to Mrs Frances Latham, moved to the Raglan area of Wales, and during the period up to 1996 serving and MOT's were the domain of Watkins Central Garage in Raglan.

In 96 a Mr Leigh (believed to be a nephew of the Latham family) became the registered keeper of SKE 580G. He kept the car until June 1999 when it was sold to someone who knew something of its track record! During the period up to June this year SKE still visited Watkins Garage for regular maintenance. This then brings us to the start of Claire & Dave's ownership in June 2005!

Dave writes "We had seen the car in Monmouth and in fact, it had lived just down the road when we acquired it. It has some 89,500mls on the clock and is original in all respects apart from minor welding



to the rear outriggers, a sports steering wheel and a new hood (circa 2000)!"

Hence SKE has spent the last 28yrs in the Monmouth/Raglan area and hopefully, this 'daily runner', will do so for many years to come!

The Norwegian 'Z' car details came from Morten Larsen via e-mail!

Morten starts; "I have written a short story about my Herald 13/60 'Mickey Mouse' that you perhaps would like in the Courier!" I of course jumped at the chance of taking a back seat and letting someone else do the writing! So over to Morten.

HERALD 13/60-HOW IT BECAME A CAR I LIKE.

I have always been into old cars and bikes, not having many, but a few for a long time, really getting



to love them! Since I was closing on 40 the choice between a mistress and a sports car was easy; a sports car it had to be!

But being a BIG Norwegian I did not fit in any regular sports car I could think of, so what could I do? After doing some research I found out that a Herald would be ideal! A sort of sports car, but with a high body.

Surprisingly enough it did not take me long before I found a good car at a reasonable price! It was a standard 13/60 that had just had a body off restoration. An engine failing to start (defective fuel pump) got the price down further!

I ran it as was for one season, thinking of what to do with the car, getting it to my liking! It also got its

name 'Mickey Mouse' because of its Red body and Black hardtop. Here are some of the major changes I made to the car:

1500 Spitfire front anti-roll bar and rear swing spring to improve the suspension.

1500cc engine complete with twin HS4 carbs and 'D' type overdrive gearbox.

Electronic ignition; electric cooling fan; high-torque starter motor; alternator; aluminium radiator; oil cooler; external rocker oil feed; alloy rocker cover; electric fuel pump and sports coil!

Twin petrol tanks (the original Herald one + a Vitesse one) combined with a solenoid changeover switch!

4 X Marina wheels carrying 175 tyres at the front and 185 on the rear.

I have also added extra instruments, 12" Moto-Lita

steering wheel, battery guard and hazard lights!

I guess the most radical thing of all, may well be the conversion to open top motoring, yes I did it myself! Just a bang-bang here and a bang-bang there did the trick!

Next on the list amongst other things are a Coupé

hardtop, extractor manifold, alloy front hubs and rear drums plus high-back seats!

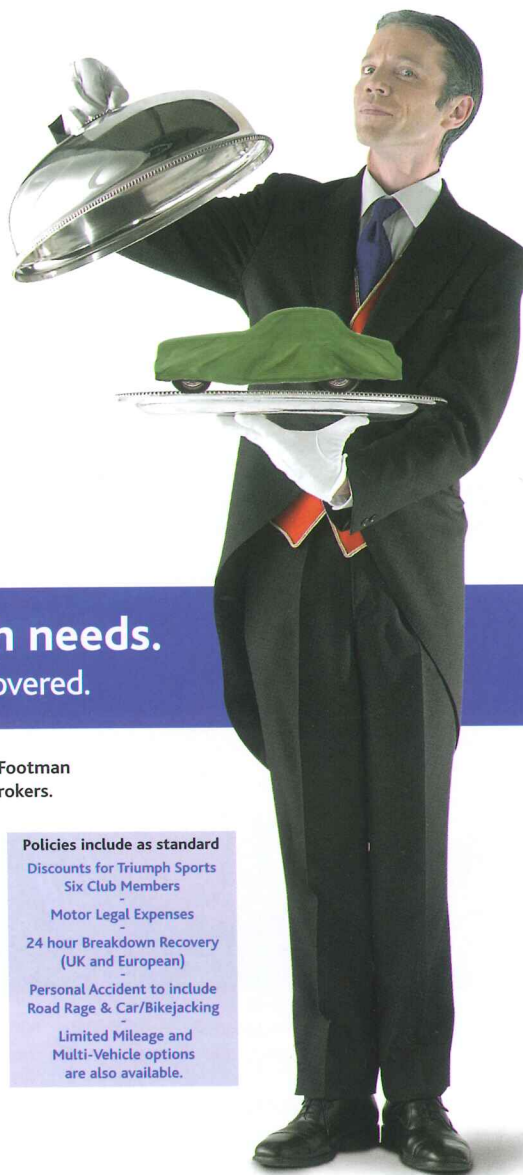
All parts hanging around the garage waiting for me to get some spare time!!" Morten concludes; "yes a lot of money to spend on a cheap car! BUT still CHEAPER than a mistress!"

(I had better not comment on his last statement just in case you get the wrong impression. Suffice to say I guess it depends on how COLD a Norwegian garage is in the middle of winter! - Derek)

My thanks to Claire, David and Morten for their input and I guess I can confirm what I asked at the beginning YES we are all NUTS about our 13/60's!!

Cheers for now,

DEREK



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Colin Lindsay

GT6 Mk I - II - III Register

HI ALL AND GREETINGS
AS USUAL FROM
NORTHERN IRELAND!

Firstly, apologies to anyone who telephoned or e-mailed me around August; I was in sunnier climes warming my nether regions on a beach in Greece, drinking ice-cold Mythos and wondering why hadn't I seen any Triumphs? Plenty of VW Beetles (and the world's biggest collection of dumped VW vans), early Ford Escorts, even one MG Midget ... but no Triumphs. I even got a blank look from a hopeful shop-assistant who had spotted me revolving the keyring and valve cap stand outside her window. MG, yes. BMW, yes. Ford, yes. Triumph? Who?

Sometimes it would

be nice to be as well-known as certain other marques, however just two weeks after my return to the land of eternal rain I spotted four men making their way down my drive at around seven o'clock Friday evening past, which is an unusual occurrence as I'm at the end of a lane and definitely not a thoroughfare. Once I had realised that a) my lane was now full of cars and b) the Ulster Rally was going through the next junction I sat back to enjoy, inspecting the steady stream of rally enthusiasts coming up to the gate to inspect the GT6 and the Herald Coupe parked in the rear yard. Most of them being farming folk contented themselves with leaning over the gate in deep discussion with the air of breeders admiring a sow however one or two bolder souls did knock the door to enquire, nod approvingly and then give the ultimate of Ulster approvals: "Not many of those about".

The next day being Kilbroney, THE Show of Ulster Classic Car Shows - I was glad to see a strong Triumph turnout not only on our TSSC stand but also the Triumph Owners Club and Triumph Club NI next door, giving us a long, unbroken frontage of Triumphs right down the field. This is a superb site for a show, right in the middle of the Mourne Mountains. The weather was sunny, if a tad breezy, over 1,200 cars turned up for display and our own Graham Robson compered



KILBRONEY SHOW 2005



Kilbroney MKII

for the second year running, keeping up an unbroken commentary the entire day. I wonder how he made sense of it all, some of the accents of the owners he interviewed were incomprehensible

was right. There aren't. And furthermore, I'm glad. You can keep your two-a-penny MGs, or your Jaguars, or your Morris Minors for the "My father had one of these" brigade. It's quality, not quantity that counts - you won't get a GT6 keyring in a tourist shop. Not many of them about, you see.

I'm currently searching for two cars for former owners, so if anyone

circles, it was a former show winner back in the 1990s and still looks a million dollars. It was brought over around 2000 but covered only 200 miles in four years and so was recently purchased by Colin Megaw in Bangor, Co. Down. This is a post facelift MkII with the black screen surround (and only one reversing light!!) and is as tidy a car as I've seen in many a day. There was a constant stream of admirers all day and as I watched the umpteenth visitor scratch his head and state "Not many of those about" I realised that he



Paul's MK II

even to me. I was glad to see a few GT6 dotted around like raisins in muesli, especially this beautiful MkII in signal red. EMH762J should be well-known in mainland Club

knows the current whereabouts of TLF 383M, a white MkIII or a maroon MkIII VWE***M, (or WWE***M maybe?) get in touch and let me know if they're still on the road. This (approximately) Valencia blue MkII belongs to Paul Gomm of Hamsey Green in Surrey and is inching nearer the road every day following an ongoing restoration begun way



though? Mmmmm
... nineteen-seventies
... anyway Paul says
he has no intention of
rushing the restora-
tion and it certainly
seems like it! As the
Aussies would say:
"good on yer, mate"...
or at least they would
do if they were still
speaking to us ... see
you next month,
Skippy? What's that?
XXXX?

COLIN

back in 1992, when it was
purchased for the princely
sum of £500 from the
previous owner who over the
previous ten years had got
round to dismantling it, but
not much further. There's
just not enough hours in the
day anymore. Paul calls it
essentially complete but
completely rotten", and if
the condition of the bulkhead
and battery box are anything
to go by he got an awful
lot of free tinworm for
his money. With rebuilt
2.5 litre engine, new diff,
added J-type overdrive
and Koni shocks the
body was repaired and
refitted - Paul reckons
the colour is too light to
be Valencia, but states
that another future
restoration will solve
this ... the current one is
now in the interior
trimming and electrical
wiring stage so
CWA539H may hit the
road in the not too
distant future. I'm not
sure about the matador
red seats with blue



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ADU 1B at Le Mans Classic 2004
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THE MARGINS

Trevor Collett SPECIALS Register

THE CONTENT FOR THIS
MONTH IS PROMPTED BY
SOME RECENT EMAILS
RECEIVED FROM MEMBERS.

I bring you pictures of what I think of as sort of marginal club kit cars. What makes them marginal is the fact that they do not make use in their construction of our beloved chassis frame but they do use, in various amounts, our beloved running gear and mechanics.

First the words of Dick Twitchen, who, I surmise from his Royal Yachting Association email address and his last paragraph, is a man of the sea as well as the road:

"The attached photo is of a Dutton Malaga/B-plus (Malaga front end with a B-plus back end) based on a Mk1 Spitfire. I rescued the car from Weston Super Mare several years ago in a pretty sorry state. A rolling programme of repair work eventually got it sorted and the photo was taken en route to the Goodwood Revival meeting in 2004. For the mechanically minded the Spitfire provided the engine, gearbox, all

the steering, suspension and instruments. The back axle was a Cortina Mk1 and the fuel tank taken from a Mini van.

the Marcos Engineering web site to introduce me to the latest Marcos model the TSO GT2, and he told me that the original Marcos used Herald parts.

Thanks for the thought Brian but I as a true blue English fan of sports



MARCOS ON THE LONDON TO BRIGHTON RUN

From the old paperwork it looks like the donor vehicle was a 1965 Spitfire, registration BHU836C in blue. That Spitfire had two owners before the transition into the Dutton, which was first registered in 1980. I have a copy of the logbook I kept.

The Dutton has very recently moved on to another owner, also in the Royal Navy. This has been not least because I must get on resurrecting the GT6 Mk1 that was probably only good for spares but will see the road under its own power again."

Thanks Dick; I have seen several Duttons over the years with Triumph bits, although many more used all Ford mechanics (more fool them then).

Brian Goodwin sent me a link to

cars I was already well aware of the current Marcos models and have played the videos from this site. I first saw one in the flesh at Earls Court last year - and what a lovely car it is too. I also know that the original "big" Marcos, officially the GT, used some Herald parts - the front suspension and steering certainly. These cars were mostly engined courtesy of Volvo or Ford but a few received the Triumph 2500 motor.

I took this photo of a very fine white Marcos at the end of the London to Brighton Classic Car Run in June this year. The owner caught me looking under the front of the car and seemed quite happy at my explanation that I was just searching out Triumph Herald front suspension parts.

There are many, many more car makers that have, since 1959, made use of various Herald bits - I've mentioned most of them over the years. I'll try and produce a comprehensive list sometime - let me know any that you know about.

I do appreciate all communications from you guys and girls, however brief. Keep them coming; the days are shortening now so get on your PC and jot down your kit car or special adventures from summer 2005, attach a photo or two and email them specials@tssc.org.uk - we're dying to hear them.



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Dave Rumens VITESSE Register

HOW WAS YOUR INTERNATIONAL?

Speaking personally I find each one seems different from the last and it is true things have changed over the years. Because of this I still find it an enjoyable event which I look forward to each year. Well this time we were back to a dry, hot weekend we normally get for our club's main event of the year. We were very lucky considering the changeable nature of the weather this year as I know of a number of other car related events that suffered badly due to the wet and cold conditions. But the fact that it was very hot did appear to have an effect as I saw lots of cars but very few people to talk too. Maybe I should have taken a look in the air conditioned bar or have I got it wrong, were people just recovering from the bar and

THE INTERNATIONAL 2005

quietly sleeping in their tents! Still the lack of people being around did not prevent me from taking pictures and unlike last year, using a camera that would work inside Bingley Hall.

Pictures 1, 2, & 3 show a line up of three MkII convertibles with



Picture 1.

Howard Jones and Steve Pedley's cars present. I believe all three are in Signal Red. As normal I did not limit my interest to the cars in the hall, like all mad dogs and English men I braved the heat to look around the site. Picture 4 & 5 are of Mk1 convertibles one in



Picture 2.

Wedgewood Blue and the other in Triumph White. Picture 6 is a Mk1 saloon in Wedgewood blue. Whilst walking around the site I was asked to take my Triumph into the Triumph World Show Ring and talk about it. It could be the main reason was not my



Picture 3.

alleged knowledge of all things Triumph, but more to do with the fact that when given a microphone I can waffle for England, as a result the compere, Steve



Picture 4

Redway, can then sit down and have a rest from



Picture 5

talking for as long as he likes!

As it was, my Vitesse was still in bits so this year I was at the International in my 13/60 Estate this meant the Vitesse Sec ended up giving a talk on the virtues of the Herald Estate, which in my view are many. Only hope I did not tread on any of my colleagues feet. After doing my turn and given Steve a rest I took the opportunity to talk to Stephen Clapcott the owner of a red 1600 Vitesse



Picture 6

saloon that had just entered the ring. I took a number of pictures, 7, 8 & 9 (Overpage) and asked Stephen if he could email his story, so over to Stephen:

Hi Dave, You are probably looking at those pictures from the Show Ring at Stafford, thinking 'he was going to write to me'. So here I am, and here are some thoughts. The classic question with any Triumph is 'Do I spend the money on it, or do I get someone else to do it first' (and pick up a 'bargain' when they get tired of it). I bought my 1964 Signal Red Vitesse 6

saloon on eBay - it looked good in digital photos! - and have used it for nearly 12 months already. My plan was to see if it was a good car, worth restoring - and the answer is that it is, it is a good everyday car, with a spirit of adventure. It is very 'original' - with just over 50,000 showing on the clock it has a nice tight feel. Some of the paint is still original, and the interior is excellent with mottled grey carpets and all original trim. Just the wood door tops need to be re-lacquered. But the cost of restoring it properly, to a high standard, is beyond what I am prepared to spend in time and money. I'd like to find a



Picture 7

roof with a sun roof already in, an overdrive box (how the 1600 engine with 4.11 diff cries out for that!), and maybe some nice alloy wheels and modern tyres, and a full repaint ...I can find a 2-litre saloon with overdrive and a sunshine roof, for less than the cost of doing this one up. So, that's the way I am going to go.



Picture 8



Picture 9

It might take a while, and the first thing to do is to sell the current one before looking too seriously at other tempting little beauties. Anyone want a bargain ?? Would this make a useful contribution to the Vitesse column ? I am planning to take the Vitesse to the Sunshine Rally in Leicester this weekend, and will probably advertise it on the Canley Classics website, and in The Courier in a month or two if unsold. I'd advertise it for the September issue but I am away every weekend in September, so there doesn't

seem much point in that ! Hope you are well, and keep running on all 6 !

Stephen Clapcott,
Membership number
95/52068.

Many thanks Stephen for your valued input to the Vitesse column, so if you are thinking of buying a Vitesse Saloon please email or phone me and I will pass on Steve's phone number. The number of Vitesse's at this year's International seemed to be up on last year, but that may have been a result of the better weather this year. Either way it was a great event and I had a good time with my local Newbury Area. Roll on next year.

Two weeks later I then attended the TR International at Malvern which largely has the same format as our own and is as good. As I am always on the lookout for the Vitesse at events I was pleased to find this superb Green MkII convertible shown in Picture 10 which was parked in the other Triumphs area on the Saturday.



Picture 10

Well that's me for this month, see you all in November.

Safe Driving & Keep Running On All Six

DAVID.



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Suzie Singleton

SPITFIRE Mk I - II - III Register

**I'M ALWAYS PLEASED WHEN I
GET A RESPONSE TO MY
PLEAS IN PRINT.**

After the August issue of the Courier came out I received an email from Des Edwards identifying the Spitfire snapped at the Ashby Folville show as this:
"The Spitfire spotted at the show is my pride and joy. The car is a 1967 Mk3 the best of the lot. Reg is KAF 223E. I was once the proud owner of a Mk2 spit that I bought in 1968 that rather dates me, still the reg was WNK 563E just in case anyone knows where it is. [Suzie note: Well, another challenge, can anyone help?] But I had to sell her to buy our first house, and said then I would have another which would be a Mk3. As luck would have it I got one the same colour (white). But it took 30 years. Still well worth the wait."

I'm looking forward now to an IVR for this car and some more photos for the Register.

I also had a very prompt response to last month's request for IVRs for the Spitfires I saw at Stafford – at least from one quarter – Thanks Colin! On adding Colin's Mk3 to the Register I thought I'd have a quick look to see how many other 'siblings' my own Baby Blue has, ie cars

which were Wedgewood Blue (26) with Black (11) trim. To my surprise, out of 267 Spitfires on the Register so far, (225 with valid colour codes or names) only 7 had this colour combination (5 from 1968 alone, 1 from 1967 and one from 1969), and I was rather sad to see that only three are still that colour combination. Of course in some cases where commission plates weren't available the owners were unable to send an actual colour code so there may be one or two other on my list which were actually these colours but it still seems a very small proportion to me.

It's a little more heartening to find that of 11 Wedgewood Blue (26) cars which originally had Midnight Blue (16) trim (dating from 1964 through to 1968) only 3 appear to have changed colour. It does seem to imply that cars with interiors other than black might have stood a better chance of retaining their original colour, though of course these are very small colour samples.

This thought led me to look at other colour combinations where the trim was a colour other than black and in general Royal Blue (56) cars with Midnight Blue (16) trim have also mostly retained their livery as have most of the cars with Shadow Blue (27) interiors, both Wedgewood Blue (26) and Royal Blue (56). Another combination which mostly seems to have stood the test of time is Valencia Blue (66) with Light Tan (13) trim.

Taking out the black interiors did remove a lot of paint combinations but did leave 8 cars originally built in White (19) with Matador Red interiors (12) – of which only three are still listed as this combination.

The above is all a completely unscientific brief survey of



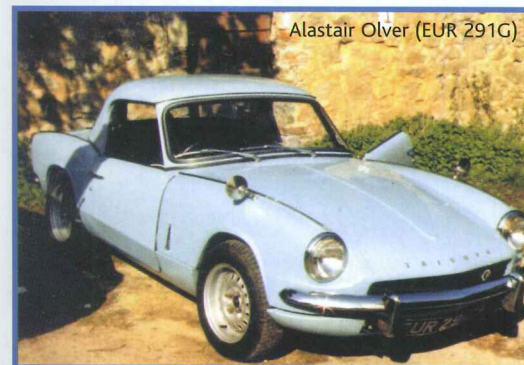
Baby Blue at Broadlands



Tarquin Adams' Mk2 (FAC 865C)



Mr J Baker (TPC 635F)



Alastair Oliver (EUR 291G)



Colin Wake (CTW 682G)

the Register as it currently stands and the more information (ie IVRs) I receive, the better the calibre of information I can provide, particularly when it comes to statistics. [Suzie note: Hint - more IVRs are always welcomed]

And, for no other reason than that I started these musings with Wedgewood I thought I'd include an assortment of these cars from my records for your perusal including Baby Blue at the Broadlands show on August Bank Holiday amid a great showing on the TSSC Stand, Tarquin Adams' Mk2 (FAC 865C) and Mk3s belonging to Mr J Baker (TPC 635F) Alastair Oliver (EUR 291G) and Colin Wake (CTW 682G)

Having been sent a little puzzle by John Curtis in France I'm going to cheat a little and sneak in a photo of a squaretail Spitfire in the hopes that someone may have an answer to John's question regarding the badge on the bonnet of the car, a 'Napier' one. He wondered if there was any reason beyond the owner's personal taste for the badge, ie, was there ever an official connection between Napier and Triumph. Does anyone have any information or thoughts on this?

John also sent me a copy of the BMiHT certificate he acquired for his Mk2 Spitfire just in time to



celebrate its actual 40th birthday in March this year, with the aid of some champagne. I have now been sent a few of these. These too will, in time and with more to work from, help to show trends and further information on our little cars so if you have one lurking in your car files, do please consider sending me a copy with your IVR, or as a follow up if that's already been done.

I haven't received many other new Spitfire photos or stories recently [Suzie note: just another gentle hint] so here's a painful one from James Carruthers – you really must stop doing that, James! I was glad to hear that the damage was not terminal and the car is being repaired.

And, now for something a little different – not a Spitfire, not even Wedgewood Blue – and not with 4 wheels. This is something which caught my eye at a very wet and rainy LL Club event at Horndean which I can't resist sharing with you.

You've heard of a 4x4 – now see the 3x3!!

And finally, I'd recently seen a story floating

around the internet and on several email lists but after being sent clippings from two completely separate publications, from John Henderson as seen in The Daily Telegraph on 29th July and then from Simon Rayner in Somerset who (somehow) found it in a Japanese newspaper, 'The Daily Yominri', I felt I really must pass it on to Bernie for inclusion in the Courier for those of you who may not yet have seen it. This is from the Japanese article:

SAN FRANCISCO (AFP-Jiji)-A software analyst who wrote of a woman's breasts inspiring visions of carburetors won an international contest for the lousiest opening line in a novel.

Microsoft Corp. software company employee Dan

McKay won top honors for bad writing at the 23rd annual Bulwer-Lytton Fiction Contest in San Jose, Calif., with the following prose:



"As he stared at her ample bosom, he daydreamed of the dual Stromberg carburetors in his vintage Triumph Spitfire, highly functional yet pleasingly formed,



perched prominently on top of the intake manifold, aching for experienced hands, the small knurled caps of the oil dampeners begging to be inspected and adjusted as described in chapter seven of the shop manual."

The contest was created in the memory of Edward George Earl Bulwer-Lytton, who opened his 1830 novel "Paul Clifford" with the words, "It was a dark and stormy night."

And before anyone contacts me to point out the obvious – I don't know what sort of Spitfire Dan MacKay was writing about but I think it must be rather a rare one, not only to be classed as Vintage, but also if it has twin Strombergs rather than twin SUs or indeed a single Stromberg!

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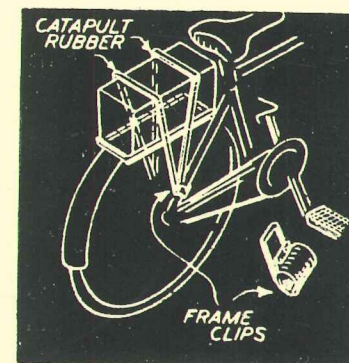
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Make the straps from lengths of $\frac{1}{4}$ in. square catapult rubber. Secure each end to metal clips fastened to the frame, as shown. The straps should be slightly stretched when in place over the bare carrier.



The Saw-Cut Method of Locking Nuts

TO remedy a worn bolt-thread or to lock a nut in position, "spread" the end of the bolt. Do this by first cutting a slot in the end of the bolt with a hack-saw. Then insert the bolt in its hole, fit and fully tighten the nut and firmly spread the bolt end with a hammer and chisel. This will not harm the thread, and the nut can be easily removed with a spanner when necessary.

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Caliper repair kit inc pistons type 16P/16PB	£27.50
Recon exchange caliper type 12	£45.00
Recon exchange caliper type 14	£40.00
Recon exchange caliper type 16P/PB	£55.00
Brake pads type 12	£12.00 set
Brake pads type 14	£9.50 set
Brake pads type 16P/16PB	£10.00 set
Recon steering racks RHD (exchange)	£42.00
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TR7

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STAG

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Rear wheel bearing kit	£18.00
Service exchange drive shaft 311914	£117.50
Recon rear hub assy (exchange)	£92.50
Caliper seal kit inc pistons	£27.50
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Recon Servo (exchange)	£145.00
Rear wheel cylinder GWC1211	£17.50
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Viscous fan coupling TKC101	£67.50
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TR6

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Late type rear centre bumper O.E.	£82.50
Rear quarter bumper O.E.	£57.50
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Recon steering rack (exchange)	£57.50
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Top ball joint GSJ131	£19.50
New Brake servo (exchange)	£110.00
Brake disc 209327	£19.50
Recon (exchange) caliper type 16P/16PB	£57.50
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
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Diff mounting lower 134236	£2.50
HT lead set	£8.00
Spare wheel cover 812236	£60.00

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Spitfire Mk III bonnet	£615.00
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Front inner wheel arch 706548/9	£35.00
Bonnet hinge tubes 811679/811680	£35.00 each
Side light mounting panel 907157/8	£48.00
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Battery box 806707	£15.50
Rear valance lamp panel 569900	£55.00
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Gearbox 3 Syncro (exchange)	£135.00
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Rear leaf spring 305894	£69.50
Recon exchange brake caliper type 12	£45.00
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Original head gasket GEG314	£8.00

Distributor cap	£4.00
Front valance support bracket 712567/8	£6.00

SPITFIRE MK IV & 1500

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Front wheel arch outer 909351/2	£35.00
Front wheel arch inner 909797/8	£34.00
Headlamp support panel assembly 818871/2	£25.00
Front quarter valance 815391/2	£55.00
Door skins	£39.50
Sills non O.E. 903097/8	£28.50
Sills O.E. 903097/8	£48.50
Sill reinforcement panel 806634/5	£6.50
Inner sill 806638/9	£17.50
Front sill end plate 706422/3	£6.50
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'A' post lower filler panel 706288/9	£14.50
Bonnet hinge pivot box RKC362/3	£40.00
Chassis front gusset 218526/7	£17.00
Bonnet hinge tube L/H-R/H 911107/8	£48.50
Rear wing non O.E.	£87.50
Rear wing front repair panel	£15.50
Rear wing rear repair panel	£19.50
Rear lamp panel 716182	£125.00
Rear valance 908970	£37.50
Boot floor	£82.50
Boot lid 911327	£265.00
Rear inner wheel arch 725563/4	£87.50
Rear outer wheel arch 909661/2	£55.00
Windscreen aperture drip channels	£12.00 pair
Stainless steel oversill kit	£75.00 kit
Hard top rear screen seal 911040	£36.50
H/ top seal roof/drop glass 716183/4	£8.00
Windscreen chrome insert kit	£32.00
Door hinges 607824	£16.00
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Window regulator glazing channel	£55.00
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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	£77.50
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Recon steering rack (exchange)	£42.00
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	£14.50
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	£4.00
Handbrake cable end fork 104749	£1.95
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Clutch kit GCK160 (original)	£77.50
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Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£4.00
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Recon w/wiper motor (exchange)	£40.00
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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	£50.00 pair
Inertia seat belts less sensor O.E.	£60.00 pair
Inertia seat belts less warning light wire Red	£45.00 pair

GT6

Bonnet assembly Mk II	£650.00
Bonnet assembly Mk III 913766	£685.00
Front wings Mk I 908113/4	£92.50
Front wings Mk I 907154/5	£69.50
R/H front overrider Mk I 710717	£35.00
Petrol tank cover board Mk VII 710703	£22.50
Boot floor carpet Mk III 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	£105.00
Steering lock 216449/UKC2719	£40.00
Seat belts	£50.00 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	£67.50
Front shock absorbers	£20.00
Track rod ends	£7.00
Rotoflex coupling 152273	£22.50
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	£9.00
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 I 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
Interior grab handle ZKC 701/711	£17.50
Drainage excluder grey 614628	£7.50
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)	£42.00
Gearbox (exchange)	£175.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£9.00
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

DOLOMITE RANGE

Dolomite h/lamp mount panel 724263/4	£27.50
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Rear lamp assembly 1300 F.W.D. 218174	£30.00
Dolomite Rear lamp assembly R/H TKC938	£50.00
Head lamp assembly 1300/1500 Dolo	£52.50
Headlamp bowl 1300/1500 Dolo	£22.50
Rear screen rubber 913937	£32.00
Boot floor carpet 1300 F.W.D. 617831	£15.00
Recon windscreen wiper motor (exchange)	£40.00
Dolomite 1300/1500 new exchange distributor	£52.50
Dolo 1300/1500 recon exch distributor	£47.50
Set of HT leads 1300/1500	£7.00
Set of Sprint H.T. leads	£37.50
Sprint Lucas distributor cap GDC134	£22.50



John Thomason

SPITFIRE Mk IV/1500 Register

This months photos are sent in by David Baker of Cannock, Staffs and features his 1979 Spitfire 1500 in very nice original condition.

THE WONDERFUL THING ABOUT TIGGERS...

After a hectic May with a race every weekend, in either the Silver Bullet in the TSSC Championship or Tigger in the HSSC, June brought 5 weeks of relative calm in which to consolidate before my next race in Tigger with only a race at Snetterton in the Silver Bullet to keep me alert.

New brake discs and pads were required, the pads had got so hot and worn so quickly at Croft, that streaks of pad material had 'welded' to the disc surface and proved impossible to remove. Wheel bearing grease had also got rather 'liquid' and had to be repacked.

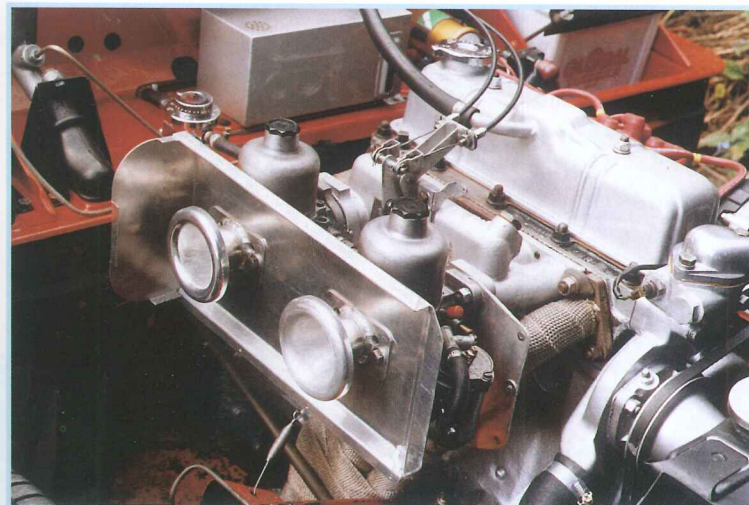
As a safety precaution I also changed both rear drive shafts. As I've reported before these are one of weakest links on a racing Spitfire and an area of concern on Tigger. I know that some racers get

THE WONDERFUL THING ABOUT TIGGERS....



away with doing many races without a breakage, but sooner or later they will break and without any warning or consideration as to what your doing on the circuit at the time ! Although my drive shafts had only done 4 races, they did have the added stress of a towing a trailer to the circuits. The stakes were high in such a close Championship where a DNF would put you out of the running, so despite the expense in time and money of changing them, I didn't want to take the gamble.

A remote air filter and air box was also made and fitted - something I had just not had time to do before the season started - eliminating another possible area of failure - I had been racing without any filters,



Airbox and SU Rampipes added during the 'Lull' between races. Note the twin accelerator cables - in case one breaks

removing the standard paper filters fitted to drive to and from the circuit, prior to the race.

Tigger's next race was at Cadwell

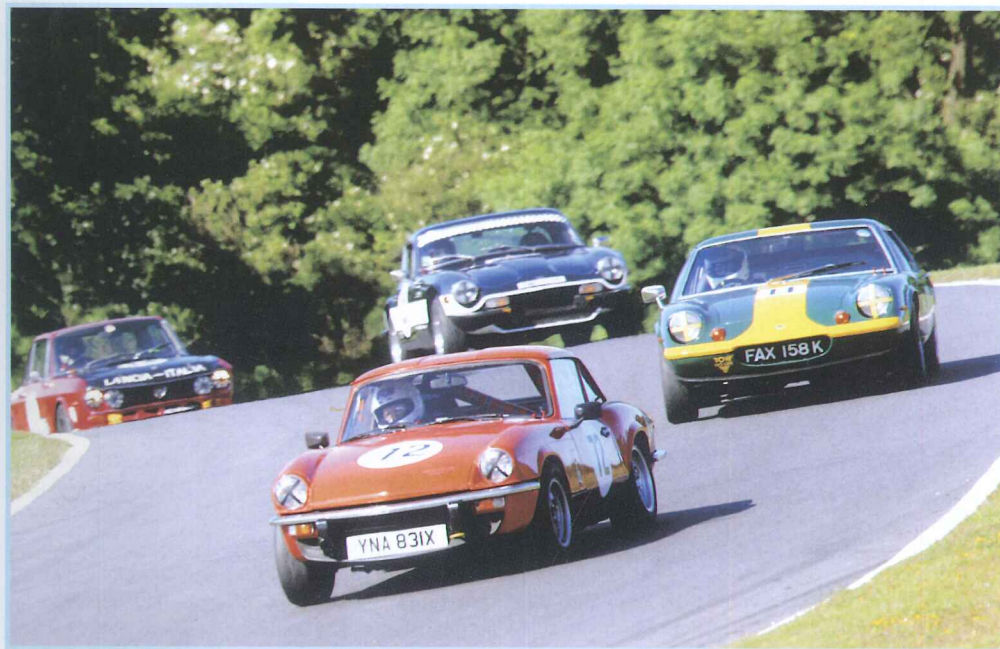
Park, a race I was looking forward to, as it's a circuit that suits the Spitfire, reducing the advantage of the more powerful cars in the HSSC Championship.

Unfortunately it clashed dates with the TSSC Championship race at Mallory, so I would have to drop points in that Championship.

Forming up in the assembly area for the practice, it was noted that this was going to be a battle of nations. On one side was my lonely

Spitfire, on the other side, the remainder of my class was made up of 5 Italian cars ! - 2 Lancia Fulvias, a Fiat X19 and 2 Alfas. Practice went without a hitch, but felt a little discouraged as it didn't feel particularly fast. Non the less it was sufficient to put me on class pole, but only 0.4 sec ahead of my class rival in the Lancia, with a TVR 3000M and Lotus Europa ahead on the grid.

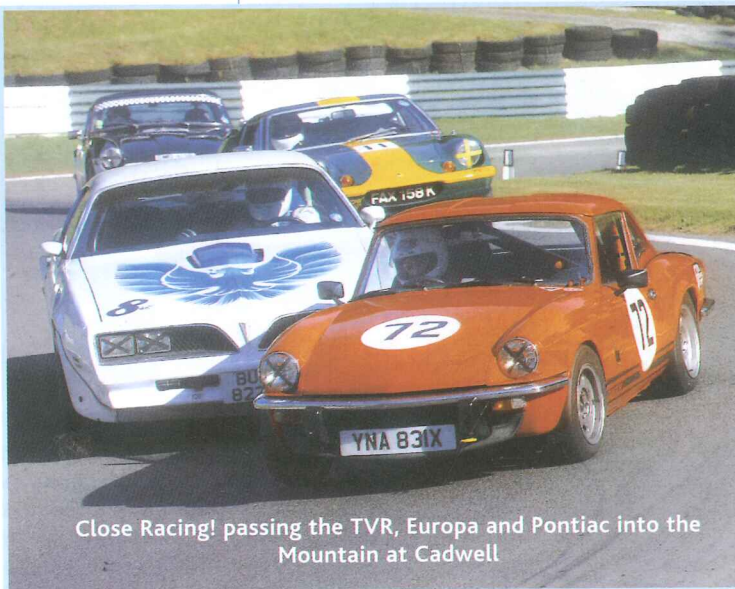
Everyone made a good start from the grid, with the Lancia filling my mirror, in the usual 1st lap procession. At the Mountain, everyone was



Cadwell - Out of 'Barn' with 2 cars between Tigger and class rival Lancia

queuing up for the right-hander. Keen to put cars between me and the Lancia, I dived up the inside, passing the Lotus, TVR and a Pontiac Firebird in front of them. A rather audacious move taking the Pontiac completely by surprise which he didn't like at all, keeping his foot down. Unfortunately the Pontiac needs the full width of the track to negotiate the mountain - and tapped my rear wheel arch, sending me into a 'tank slapper' up the mountain. I maintained my position, but at a price. From inside the car, the tap sounded like an almighty crash and I thought the back of the car was hanging off. More alarmingly a cloud of smoke was coming from the back of the car, which was the wheel arch rubbing against the tyre. For 2 laps the smoke was

Handers to keep the wheel arch off the tyre, I counted the laps down wondering how long the tyre would last, with the visions fresh in my mind of Hakinen's tyre exploding on the last lap of the GP the week



Close Racing! passing the TVR, Europa and Pontiac into the Mountain at Cadwell



Tigger sports her new 'Tigger Stripes' at Cadwell note the lock on the front wheels as Tigger snakes up the 'Mountain'

quite bad, in particular, down the main straight as the car squatted down under acceleration, which unfortunately was where the scrutineers were watching me very carefully. Trying to minimise roll around Left

inch return lip and this is what had been slowly cutting into the tyre. The dent was fairly easily bashed out for the drive home. The return lip on all the wheel arches have now been gently tapped back onto them-

before! I was never more happy to see the chequered flag to take the class win.

My immediate concern was the extent of the damage to the car and was amazed to see that only the wheel arch had been pushed in no more than an inch and hadn't even broken the paint. However because I was running standard steel wings, they have something like an



Tyre Shredding at cadwell - I was lucky it cut into the tread and not the sidewall!

selves, inside the wheel arch, eliminating any sharp edges in the wheel arch. It wasn't until after the race that I heard that the scrutineers were very close to black-flagging me because of the smoke.

Next up was a Double Header. On the Saturday the

HSSC was racing at Brands Hatch and then on the Sunday the TSSC was racing at Silverstone. A busy weekend to swop cars around, but at least I could contest both Championships this time.

The HSSC Superprix meeting at Brands Hatch was on the full Grand Prix Circuit and a very popular meeting - I had never seen the paddock so full - a good job I drove Tigger to the circuit - there wouldn't have been room for a trailer! The Grand Prix circuit is a regular for the HSSC, but would be my first time on the circuit. An early morning walk around the Grand Prix part of the track took over an hour as I tried to memorise the corners which looked wide and fast.

An over subscribed entry of 40 cars lined up for qualifying in the 70s Roadsports - 4 cars flying the Triumph flag - the TRY6 of Julian Gammage, the two GT6s of Luke

Bagnell and Steve Cook and myself. There was also some good support from the local TSSC area.

Qualifying went without a hitch, although again I felt it could have been better, being too cautious around the unfamiliar corners. None the less a good result for the Triumphs, Luke Bagnell taking the D2 (1600-2000cc) class pole and myself taking the D1 (1300-1600 cc) class



Turning onto the Grand prix Circuit at Brands Hatch. Leading the 2 litre cars after a good start

pole. However because the race was over subscribed and Luke was a reserve, it wasn't until minutes before the race that he was told he could race. Unfortunately they didn't re-grid and rather unfairly he was told he had to start from the back of the grid.

A good start gained me a number of places to lead the class D cars and all was going well, despite some determined pressure from two 2litre Alfas, until lap 2 when and MGB-V8 ran wide into the gravel at Paddock Hill and sent the safety car out. Unfortunately gravel on the track got showered over Tigger, peppering the windscreen like machine gun bullets - now you know why they insist on laminated windscreens. None the less a good anticipated restart let me pull out more of a lead

getting to know the circuit better and being forced to carry more speed into the corners ! Luke had had a good race, coming from the back of the field and having a good tussle with the other GT6 of Steve Cooke. The drive home was interesting with just 4th gear and a trailer in tow ! A quick change around and off to Silverstone.

A couple of weeks later, - with a welded up gearlever, and a new windscreen (its amazing how much clearer the new windscreen is, maybe the old laminate layer ages) - Tigger was out again- this time at Castle Combe for a 30 min race.

Another popular meeting and consequently very much oversubscribed.



over the Alfas until lap 4 when changing down into Coopers Bend, I ended up in neutral - the gearlever had broken off! Grabbing what was left, I snatched 4th - but both Alphas were past. I continued around in 4th not daring to change gear for fear of ending up with nothing. Gathering my thoughts, the gear knob and overdrive switch were still connected by the cable, so by resting the gear knob on my knee I could change between 4th and O/D 4th - quite a strange feeling going into a corner and changing down without touching the gearlever ! I was glad of the extra torque of the 1500cc engine, and actually put my fastest lap in like this to win the class - perhaps a combination of

"Remote Gear Change" broken gearlever at Brands Hatch - typical break point at the outlet hole for the overdrive cable

The result being that my class would race with the Historic (60s) Road Sports Race - so some different cars to race against such as Ginettas, Lotus Sevens, a TRY5 and TRY6 and of course more Alfas and Lancias. The down side was that the race was not until 5.30 - a long time to wait and keep the adrenalin on the boil after practice.

30 mins around Castle Coombe is a good run and it was going to be a race of attrition. However Tigger



Paddock Hill - Druids at Brands Hatch - it doesn't look that steep when you drive it!

ran faultlessly to take 6th overall and 6th Class win, despite the Italia keeping me honest throughout and the tyres going off a little towards the end. It's always nice to go home with the car in one piece.

Tigger was out again 3 weeks later, - with a race in the Silver Bullet in between - this time at Oulton Park. Unfortunately this clashed with the yet another TSSC Championship race at Mallory. Worse still, because of the cancelled Silverstone TSSC race, it was decided that there would be 2 races that day both counting towards the TSSC Championship. Not contending a further 22 points would seriously compromise my TSSC championship hopes.

The Gold Cup meeting at Oulton Park on the International circuit is a major meeting on the Historic/Classic car race calendar, held over the 3 days of the August Bank Holiday, with other invited race series and some huge crowds. As a consequence, and not unexpected, the race was oversubscribed, so much so that they decided to run two 70s Road Sports races - Classes A,B,C (over 2,000cc) -22 cars in one race, and Classes D1, D2 ,E (up to 2,000cc) -19 cars in a second race. We would practice on the Saturday and race on the Sunday.

With only 3 rounds of the Championship left, with Tigger in with a chance, tensions and nerves (well mine anyway) were running high, especially with

some unknown cars in my class, in particular a well prepared 1600 Lancia Zaggato Sport. The driver only lived 5 miles from the circuit, where he races regularly in other series, and apparently cleaned up at last years meeting. The gauntlet was down.

Determined to do well I was 3rd out in practice for a clear track, but after 2 laps he passed me into Druids. At least I now had a target to chase down - we were now racing. He knew the circuit like the back of his hand - I couldn't touch him down the straights, and into some corners, but had a slight edge in others. Then after 5 laps he pulled off. Apparently he was happy with his time, and drove the 5 miles home to wait for the race the next day - how's that for confidence !

When the times came out though I was amazed that I had taken outright pole by 0.42 sec from a Porsche 924 and 0.78 secs from the Zaggato. It did cause quite a stir and later that afternoon Tigger had to report to the eligibility scrutineers who descended on the car. After 40 mins Tigger emerged with a clean bill of health. She even had her engine sealed top and bottom - part of the rules, but a bit of a pain if you blow a head gasket etc. I heard afterwards that apparently there had been some 'concerns' in the paddock that an 8 port head was not standard on a Spitfire 1500!

I now had the rest of the day and most of Sunday - the race wasn't until 4.30 - to occupy. The brakes had been

cooked in practice, using my second set pads and shoes, - so that gave me something to do. Other than that Tigger was fine - but still invented things to check to kill time - just as well I did. The clevis pin that holds the clutch fulcrum in the bell housing had almost worked its way out! Some how it worked its way up - not down (I use a shouldered pin). Fortunately it could be tapped back into place without removing the gearbox.

It was prevented from coming up again by a dollop of body filler!

By 8.30, Sunday morning, Tigger was prepped, fuelled, polished and ready to go, so time was spent around the paddock. It was amazing that in our race, myself, Steve Cooke in his GT6, and a RS200 Escort were the only British made cars, and that apart from the Porsche, all the other cars were Italian - Alfas, Lancia, Fiat! Taking time to look at some of these cars you could understand their popularity - they were very well specked as standard - double overhead cam engines with twin Dellortos, disc brakes front and rear and in the case of the Italias, front wheel drive, giving excellent performance in the wet. In some cases Aluminium panels were fitted as standard!

An hour before the race, the nerves kicked in, reaching fever pitch as I led the cars around on the Green Flag lap. Weaving side to side to warm the tyres, I heard a clonk-clonk, - oh no! - what's that? - not now! Then as I pulled up onto the grid, almost confirming something was wrong, a marshal came over and looked under the car - and then went across and looked under the Porsche along side. All sorts were going through my

mind, but no time to dwell as the red lights came on. I got away first but couldn't match the power of the Porsche and he was first into the corner. I was on him in the corners, as the Zaggato was on me, but daren't risk an incident. Then into Lodge corner, I out braked him and was through into the lead. Unfortunately so was the Zaggato. There followed



the race of my life, as Tigger was thrashed to death to stay in front of the Zaggato which made repeated moves but couldn't make them stick. For the first couple of laps there was less than 0.35 sec between us. The Escort RS200 now joined the fray, forcing the Zaggato to go defensive and allowing me to pull out a small lead of about 1.4 secs. However the margin was so small, that a missed gear into Knickerbrook, put them both on me again and the gap never got above 1.5 secs throughout the race. I had never been so pleased to see a chequered flag. My first out right pole, outright race win and winners Garland - a time to savour and remember. What's more Steve Cooke had taken the D2 class win in his GT6 - 2 small Triumphs had taken the 2 class wins in the race - a good day for the Triumph name!

After the race congratulations were exchanged with the Zaggato driver on a close and exhilarating race. Spectators came over to look at the car with comments such as 'what an exciting race' 'I didn't think that Spitfires could go around corners' or 'I didn't think the Spitfire would stand a chance'. Oh yes, I discovered what the clonk - clonk was at the beginning of the race - I had left a pair of pliers on the floor under the passenger seat!

There now remains just 2 races for Tigger in the HSSC Championship and just one left for the Silver Bullet in the TSSC Championship.

By the time you read this, the result in one or both of them will be decided.

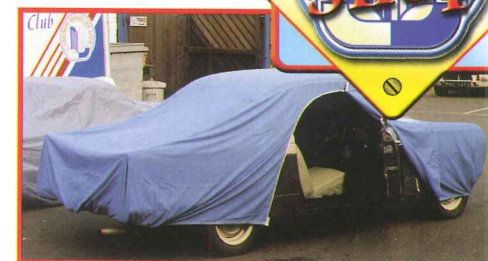
Is the Double still achievable?

Covers

www.tssc.org.uk - Tel. 01858 434424

Indoor Covers

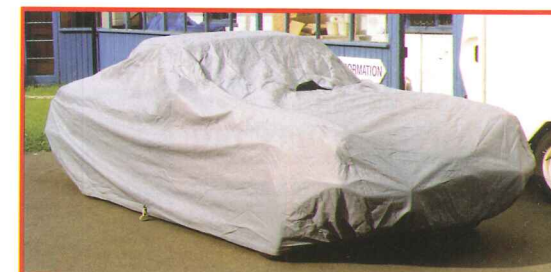
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READERS CARS

Michael Hancock Triumph Acclaim Register

TOTALLY EQUIPPED TO TRIUMPH

FIRST OFF IS YOURS TRULY

This is a one previous owner HLS with Triomatic semi auto gearbox which I have owned for 18 months. The only modifications from standard spec have been the sliding sunroof and rear seat belts.

Owner's comments:

I find that performance is lively, thanks to the 1335 cc 70 bhp engine, but the ride can be restless especially over the deteriorating road surfaces which are so commonplace nowadays.

The interior is sumptuous for a car built in the early 1980s.

Appeal to all Acclaimants - your cars are needed for this column. Please

let me have an up to date photo of your Acclaim and brief history and comments.

SUNROOF SPECIAL

The Triumph literature advises against fitting a sunroof, on the grounds that this would compromise the safety zone. However, the Avon-Triumph



Acclaim was fitted as standard with a forward mounted tilt and slide sunroof, and carried a BL full



warranty. Personally, I find that a sunroof is a must, and probably more desirable than air-con.

Here are some photos of the Webasto sunroof recently fitted by Clark and Partners, of Sheffield (usual disclaimer).



NEWS FROM THE SOUP KITCHEN

More about alphabet soup

Naturally, Acclaimants are status conscious - more so than the drivers of earlier Triumphs! For example, Vitesse drivers are described by their cars' engine size - 6, 2 litre or 2 litre Mark 2 but Acclaimants distinguish each other by more subtle means. In ascending order - although an ascent from a pinnacle, these are:

L = Less than HL, so therefore (low) line?

HL = High Line, A description shared with Austin Rover cousins such as Allegro and Ambassador.

HLS = High Line Super. A further step up.

CD = Corps Diplomatique!

This description was shared with other car makers of

the Eighties, such as Vauxhall.

Finally, la creme de la creme, the **Avon-Triumph Acclaim** which was made in small numbers by specialist coach builder, Avon Coachwork, of Warwick.

PARTS COUNTER AN UPDATE

Andy Ellis - 020 8662 1124
(Croydon)

Your first call for parts should be Andy, who has been able to supply me with service items by mail order. Andy is the Acclaim parts specialist and also runs the Highly Acclaimed website. Your local parts shop may be able to supply service items. There are no major Triumph parts suppliers holding stock for Acclaims, although Rimmer Bros have a diminishing stock of some parts including panels, wind-

screens and Triomatic boxes, which they have bought as a 'one-off'. Some engine parts may be obtained from Honda dealers. Also, the Rover 213 had a de-tuned (single carb) Acclaim 1335 cc engine, so parts may still be obtainable from this source. Rear seat belts - try Quickfit - e-mail sales@quickfit.demon.co.uk. Usual disclaimers apply to this paragraph.

TRIUMPH WORLD PICNIC

Thanks to Michael Hargreaves Mawson for the following information about the Triumph World Picnic:

"A Top Ten Prize was won by Eamonn Moran's Y reg metallic silver Avon, as one of the best cars at the show."

All three Acclaims present - Andy Ellis's A reg HL and Michael's B reg CD in addition to Eamonn's Avon were requested to enter the show ring and all three owners were interviewed at extraordinary length. Lots of nice things were said about Acclaims including this quote from an ex BL Sales Manager - "The Acclaim was the only car that a British Leyland salesman could sell with his head held high".

Thanks for the info, Michael, it looks to have been a great day.

Thanks to all Acclaimants who have sent me their car serial numbers - more about this next time.



FROM GREECE TO HOLLAND

Philip Willcocks

INTERNATIONAL LIAISON Secretary

**WELL IT SEEMS TO ME THAT THE YEAR
HAS FLOWN BY.**

Alison and I travelled to the TSSC Spain event in May and Le Mans In July - all quite eventful! Next year sees the return of Le Mans Classic and you will no doubt have read news of this in last months Courier. Now some details of an event in 2006 sent in by by Don Cook.

As many of you will know The Triumph Sports Club Greece are arranging an event for 2006. The dates are yet to be arranged and to help them make up their minds they have asked the TSSC and other Triumph Clubs across Europe for their suggestions. A number of factors have encouraged us to suggest April: Classic Le Mans in July and the RBRR in October. However, what clinched April was the opportunity to take part in the

Historic Acropolis Rally. Our Greek colleagues took part in the Regularity section and enjoyed it enormously. The Rally lasts for four days and for further information please look at www.historic.acropolisrally.gr click on the Union Jack. Entries for this event can be by individuals or teams of three cars. Dates for 2006 have not been announced yet but for a general idea have a look at the 2005 entry details.

We appreciate that this is a long way to travel but the Rally entry fee (for 2005) included top hotels and some meals, also included was an overnight ferry (return) between Ancona in Italy to Patras in Greece. An event like this will need two weeks to enjoy the run down to Italy in comfort and, of course, the



40 HISTORIC ACROPOLIS RALLY 2005
www.photorallypress.gr 210 866 886 0

return. We do not anticipate that the Rally entry regulations will present problems, and of course you don't have to enter if you don't want to, however, those taking part need to check with their insurance company.

As soon as we have more details they will be published in the Courier and of course on the website message-board. Given the nature of this event it will not be cheap but with the cost shared with your co-driver(s) it becomes more bearable. This could be the trip of a lifetime for you and your Triumph.

If you want to discuss this event please contact Don Cook on 01255 870832 or doncook@hotmail.co.uk

Thanks for that Don, and to bring us right up to date here is a report on The Dutch International Spitfire Weekend written by my father Peter Willcocks.

23RD INTERNATIONAL SPITFIRE WEEKEND 2005

BY PETER WILLCOCKS.

A few weeks ago, my son Philip was given an advance notice of the 2005 International Spitfire Weekend. It looked quite interesting so we looked into ferries and found that a car and passengers could travel from Ramsgate to Ostend and back for £53. We made a provisional booking for five (two sons, one girlfriend, myself and wife) for the show.

Nothing ever works out as one expects; one son and girlfriend could not get away due to lack of available leave. Although the show was officially Saturday and Sunday, to do it justice one had to travel at

least Friday and Monday.

So the three of us set out in two cars, one Spitfire 1500 in what could be described as an interesting shade of privet augmented with rust spots, and a TR6 in dark blue, immaculate after rebuilding from the



TR6 happy amongst Spitfires

stack of cardboard boxes in which it had hibernated for some twenty years or so.

We left at about ten o'clock on Thursday morning and drove to Ramsgate. It was an uneventful run as Graham had been down to Manston Airport not long before and in any case had a miracle gadget - a cross between Holly in Red Dwarf and an AtoZ of the whole of Western Europe which was based on GPS (global positioning system) and showed a map of where you were going and told you when and where to turn.

The sailing was at half past one and we arrived at Ostend at half past six - four hours, plus put the clock on an hour. The ferry was a little strange, rather like the Marie Celeste. It was clearly a freight service with just a few cars and a clutch of motorcycles (possibly en route for the motorcycle grand prix) so the shop was empty, no bureau de change, and a couple of yesterday's newspapers. What the lorry drivers had we couldn't see, but our dining room was self-service with as many staff as customers.

We had had a reasonable drive to Ramsgate but we had had enough for one day especially as it was about to get dark, so we drove inland about twenty miles and arrived at the railway station car park in Bruges. We decided to stop at a hotel outside the city centre, so we programmed Holly and prepared to move out. Amazingly, the screen showed the layout of the short stay car park and the instructions took us round it and out into the wide world.

The hotel was four-star and we settled in and had dinner, then two of us went out on the town for a beer. For 14 return plus a late fee of 2 because it was after 10 pm a taxi fetched us and dropped us in the market square. Several beers later we phoned the number (isn't it wonderful how mobile phones just work!), a taxi appeared where we had been dropped and so back to the hotel (another 2 - it was still after 10 pm.)

Next morning after breakfast we settled down to some serious driving. The road surface on some Belgian motorways was pretty poor, and it was noticeable when we crossed into Holland. No formalities of course - BeNeLux acts as one customs union. Holly guided us round

Antwerp and then around Eindhoven and told us to leave the motorway in the middle of nowhere. Soon the instructions were confirmed by bright yellow notices pointing to the 'Spitfire Weekend' and we were there. So far 270 miles on the clock.

The site for the show was a holiday campsite with a heated pool, lots of things for children, bar, supermarket, and an enormous meeting room/common room/bar with a bowling alley off one end. We had booked a chalet which would take six so there was plenty of room for three, and we booked in to the show at the showground entrance. As my bank wanted £36 for an international transfer the organisers had agreed to take cash so we handed over our money and got the chalet key.

However, the supermarket would not take plastic and the advertised cash machine would only take cards issued in Holland. Good job we had brought enough to be going on with.

Saturday when we finally awoke and looked out was fine and promising to be hot. The advertised activity was a drive through the countryside following a specified route and answering questions, so we paid our lunch-inclusive entrance fee and started off.

Three people, two cars, no maps. We managed the first four miles or so, getting it consistently wrong, so we decided to give up, open the envelope and go to the lunch rendezvous. While parked we heard someone crying, went to see and found a child who had been riding his bike over the skateboard ramps and fallen off. He didn't seem too damaged so we offered him a phone to call home which he declined and when he had got his breath back he went off on his bike.

Holly was given the place for lunch which was about twenty miles away (the whole day's run had been planned as 110 km) and took us there via a small town which had a cash machine so we replenished our coffers and felt much better; then on to the lunch town. The TR6 stopped in the centre of the historic town square and Holly said "you have reached your destination." It clearly was, because there were Spitfires everywhere. Lunch was in a restaurant that boasted of its pastries and we had to hurry because the town square was only available until two o'clock. We moved the cars to the public car park about 400 metres away which was by now full of Spitfires and walked back into the town of Thorn, past a large sculpture group personifying music.

There was an antique shop on the way with a completely different range of things from the familiar English ones. In the main street of the town (there wasn't much else as far as we could see) there were cafes with people crowded at the tables outside, and as we walked along back to the big square three antique tractors paraded down the main street.

Back at the showground there were only a few things out for sale as most of the people were out on the drive and the main sales day was to be Sunday, and we were pleased to see Mark of Jigsaw Racing there. He had brought his Le Mans Spitfire which had been

advertised as the show's main attraction and everybody was looking at this historic vehicle on Saturday and Sunday, when it was driven round the showground several times. In the evening there was a buffet dinner which was one of the best I have ever had. After dinner we sat and drank beer and talked, and so to bed, to quote an eminent diarist who visited my home town in the mid-seventeenth century (Samuel Pepys, Barnet).

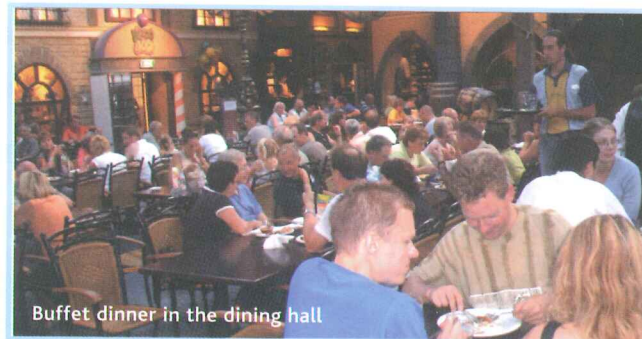
Sunday was the main show day, and we decided to enter the TR6 in the concours even though it clearly wouldn't win. I went to the trade stands which were still setting up and tried to get a cloth to polish with. No luck, but one lady stallholder raided her van and gave me a towel to use – many thanks indeed for the kind gesture.

I think Sunday was the epitome of happy car days. There were lots of Spitfires parked on the showground, at least a hundred, not to mention the ones left by their chalets and tents. The sun was

there were a few familiar faces and cars. My Spitfire failed to win the tattiest car prize and no luck in the raffle, though it was interesting to see how the organisers called the numbers in Dutch (of course) and then in English.

Another buffet dinner in the evening, even better than Saturday. We sat chatting with Mark and Jo well into the evening, sitting in an almost empty hall as most of the other people had gone home ready to go to back to work on Monday.

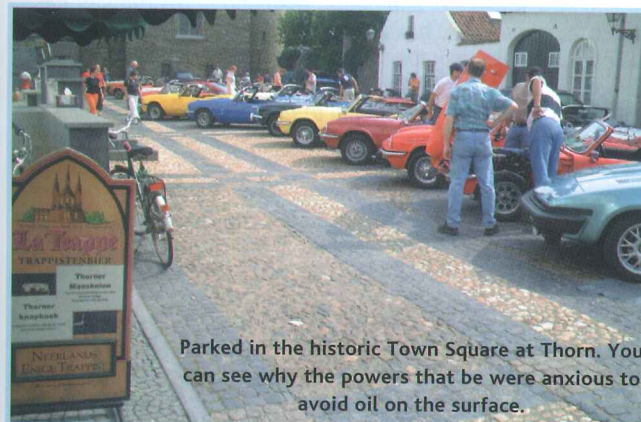
We had to get moving relatively early on Monday; not only did they want the chalet key back by ten o'clock, but also the ferry from Ostend departed at half-past one. We got under way and made pretty good time until, running around Antwerp, I let the TR6 get away from me. Later on I got a phone call – where are you? I told



Buffet dinner in the dining hall

him and he said I was on the wrong road. I assumed that as I was on the road to Ghent I would be able to turn right somewhere and get to Ostend, so I went on to the next garage and bought a map. Good thinking – I could stay on the road and fork right and get to Ostend. But how to meet up with Graham? No doubt the first at the port would phone the other, but time was getting short. The one-thirty sailing meant checking-in three-quarters of an hour before. Then wonder of wonders, Graham overtook me! It appears that Holly had sent him the pretty way and then returned him to the big motorway, and our various stops had cancelled out.

We didn't get there at the required time but they let us on, even though Graham's booking was for Tuesday. Once again it was like a ghost ship, but this time the restaurant had a waiter service. Having dined and had a quick nap, and failed to finish the Sudoku puzzle, we arrived at Ramsgate. Somewhere time had got screwed up because we arrived at half past six English time rather than Belgian time – an hour late. We got under way westwards from Ramsgate and onto the M2 and the A2 – straight into the setting sun. By the time we had got through the Dartford tunnel the sun had gone down but we were now going north. On round the M25 and it was getting dark, off at Potters Bar and home at ten past eight, having covered 560 miles.



Parked in the historic Town Square at Thorn. You can see why the powers that be were anxious to avoid oil on the surface.



Statue to music at Thorn



Parking in the public car park after lunch.

shining, the beer was flowing, everyone was friendly and

Engine Bay

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These new gas bonnet stays are a superb way of assisting with the lifting of the bonnet on your Spitfire or GT6. With the conventional bonnet stay in place it ideally takes two people to lift the bonnet, otherwise due to its weight and size, it can flex and distort resulting in fractures of the paint and ultimately rust. To prevent this happening two gas filled stays are secured to each inner wheel arch and then connected to the chassis which will then enable one person to lift the bonnet easily and safely. It will also make the bonnet more stable in its open position. The fitting kit comes complete with stainless steel fixings, and are very simple to fit utilising existing holes.

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Currently available for Spitfire MKIV/1500 & GT6 MKIII.

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A superbly finished rocker cover available in Polished Alloy or new Black Wrinkle finish supplied as a direct replacement for your rusty / dented original. Comes complete with highly polished spring-loaded cap, nuts and gasket.

As well as immediately improving the looks of your engine bay, these boxes can also significantly reduce tappet noise.

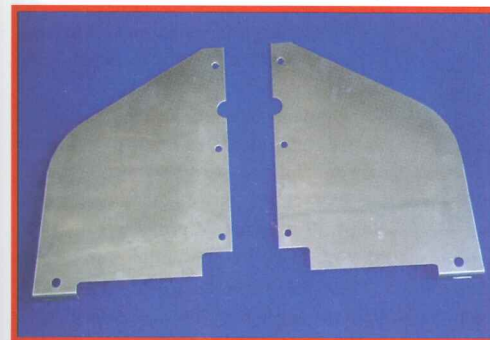


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POSTAGE AND PACKING £2.95



ARNIE SAVES THE DAY

Guy Singleton

BOND EQUIPE Register

DATE: SUNDAY 11TH SEPTEMBER

TIME: 6.30PM

**LOCATION: ON THE A422 FROM
MILTON KEYNES**

**ACTIVITY: DICTATING THIS BOND
ARTICLE TO SUZIE**

Where does one start? For a change this year, for reasons which will become apparent later on, I decided to take "Grace", my 4s, to the Basically Bonds Rally at "The Stables" in Milton Keynes.

We arrived at the rally field and just had time to quickly erect the tent before, a) the rain started and b) the convoy set off to Stondon Motor Museum which was about three-quarters of an hour away.

There was a Bond-tastic moment in Shefford when about 12 cars performed a U-turn after a wrong turn – as is often the case the minicars performed their manoeuvre a little more swiftly and elegantly than the 4 wheelers – and Ron and Josie found it a little more challenging in their Volvo stretch limo! They'd brought this car for two reasons, firstly because their 2 litre convertible is still being repaired after some kind soul tried to remove the front of their car for them; and secondly because this particular car had previously been

owned by Pete Marshall, long associated with "The Stables", and in fact having the auditorium named for him.

A little while later the convoy peeled off to the right at a junction while Suzie's map-reading led her to send me straight on. In fact we arrived at the museum about 10 minutes before the rest of the convoy – Guy eating humble pie for not completely trusting Suzie's navigation – and feeling rather thankful when hearing of the 2 or 3 extra U-turns made by the rest of the convoy!

We had an enjoyable couple of hours wandering round the eclectic mix of cars, bikes, fire engines, missile launcher (!) and automobilia in this private museum, housed in what was once a garden centre. I would say it's well worth a visit if you happen to be in the area. Interesting discussions ensued regarding which of the vehicles we'd like to take home: for Robin it was the E-type, for Derek the Jensen CV8, for Suzie the 1913 Lagonda and for Guy, the Citroen Decapotable. Strangely no-one owned up to wanting the life-size replica of Captain Cook's ship, H.M. Bark Endeavour, in their back garden – though



some of us were very taken by the idea of



the CaraCruiser and decided we'd love to see one towed by an Amphicar – both heading straight into the Thames!

At about 3 o'clock we led a small part of the convoy back to the campsite – and boy was it wet!! The heavens opened for the majority of the trip back. It makes one appreciate modern wipers and demisters!

Getting back to the campsite we were very pleased to have already pitched the tent and used the shelter of Dave and Amanda's gazebo to put ours up allowing several of us to huddle under them reasonably dry, with Amanda staunchly standing by the kettle producing hot cuppas.

We were worried that the planned entertainment might be called off due to the continuing heavy rain but Bob Buckby managed to work miracles with the aid of friends at work, and large easy-up gazebos advertising the Hyundai Rally team managed to cover the stage and a large part of Dame Cleo Laine and Johnny Dankworth's private back garden.

We all had an excellent evening with a bring-your-own-and-cook-your-own style barbecue followed by

an evening of live musical entertainment provided by Tri-Power, a young Milton Keynes group, Hoogenband, a great bunch of youngsters including Bob's multi-talented daughter Lisa, (song-writer, guitar, sax, oboe and keyboards – though not all at the same time!) and Ellie Hedger (Robin's daughter) playing a violin duet with her teacher Clare Cadman, a solo piece and then joining in with Hoogenband for their second set. Hmmm, I wonder what the relationship is between Bond-owning fathers and musical offspring – any ideas?

Unfortunately Johnny Dankworth and Cleo Laine were both unwell having picked up a bug

during their trip to San Francisco and were only just well enough to catch the flight home in time for our event so were both recuperating and unable to join us for the evening's entertainment though we did hear afterwards that they enjoyed what they could hear from the comfort of the house.

Afterwards we repaired to the bar in "The Stables" and it's now been proven that the 3 wheel crowd must be hardier than the 4 wheel bunch as they sat outside while we were inside, warmer and nearer to the Bar, with just a plate glass window between us. As by this time it was only about 9.30 we had an hour or so listening to the Thin Lizzy tribute band, Limehouse Lizzy, who were playing that night. The more musically inclined among us each managed to sneak in the back door of the auditorium for a few minutes at full decibel level with the rest of us enjoying a more muted version from the comfort of the foyer. Finally we all retired to tents and caravans, lilos and sleeping bags, some damper than others, about 11.30pm

Sunday morning dawned damp with a very fine drizzle which set the tone for the rest of the day weatherwise. More cars arrived steadily during the morning and we had a good line-up of Equipes with representatives of all models. Unusually there were more 4s than 2 litre



cars in attendance.

For me, the star of the show arrived on a trailer (not something I

would usually endorse but in this case more than welcomed), looking slightly dishevelled – ARN 176B, (otherwise known as "ARNie") which is owned by Claire Conway-Crapp. This is the 4th



4s off the production line and was used for many of the publicity photos and brochures, magazine road tests, at the 1964 Motor Show and for the grand opening of the M6 near Preston. (Unfortunately this happened on the day before Winston Churchill died, that event unsurprisingly taking the M6 – and the Bonds – off the front pages of the Dailies)

The car was initially rescued from a scrapyards where it had a supporting role for a Triumph 1300 (Literally!!) by Nick Wotherspoon. Claire then took it on when Nick lost his storage space and is planning to carry out a sympathetic restoration in due course. She really is a glutton for punishment as she also rescued 4s No:1 which also requires extensive restoration – a veritable home for waifs and strays of the Bond variety!

It was good to see "Arnle" with "Grace", my 4s, which came off

Show after Kate Tyler saw "Arnle" and his companion and was immediately smitten. She then kept Grace for the next 26 years, and even took her to Jersey when she moved there. I then bought her directly from Kate Grace bringing her back to England (a story for another article) in August 2000.

It was interesting to look at these two early cars together spotting various differences between two such closely built cars, particularly in the boot stay

arrangement, but more of this in a future article.

Claire's husband Chris commented that he thought that Numbers 1, 4 and 9 really belonged together. Claire enthusiastically agreed looking at "Grace" with a thoughtful gleam in her eye. At which point Chris became a little nervous, muttering that he was thinking more along the lines of 1 & 4 joining 9 in Wiltshire!!

And if you were wondering about the title of this article, there is of course a reason for it. Midway though the afternoon whilst the driving events were



the production line (or perhaps assembly line is more accurate) five cars later as No. 9. "Grace" was ordered at the 1964 Motor

underway there was a very unfortunate accident when a Bond Bug driver failed to

spot Bob's 2+2 parked directly behind it and reversed into the nearside rear corner of the car hard enough to damage the fibreglass and breaking two lenses.



After a quick chat with Claire, "Arnle" willingly lent Bob 2 lenses and bulbs in order to allow a fellow Bond in distress to be driven home legally – this being especially important as Jane, Bob's wife, is a police officer!

So, my first job after work tomorrow is to check out my goodie-boxes to see if I can find some more permanent replacements for the 2+2 so that "Arnle" can have his bits back.

In the afternoon John Dankworth was collected from the house, having recovered a little, by Ron in his stretch limo, a car Johnny was rather familiar with, Bob Buckby having previously collected their 2 litre coupe from it's nice dry garage and bringing it to join our gathering on the rather damp field. We gather that Cleo Laine was still very unwell so unable to join us so we very



much hope she will recover very soon.

Johnny walked around the cars chatting to owners and hearing many stories about the cars and signing several of the souvenir event programmes. He was then prevailed upon to present the prizes.



Bill Pound's 2+2 and Patrick Taylor's 4s

The best 4 cylinder Equipe was Patrick Taylor's 4s and the best



6 cylinder was Amanda Abbitt's 2 litre convertible.



Bill Pounds won the long distance award this year.

John Dankworth was thanked for providing the venue for the event and he very kindly extended an invitation for next year's event. He was also presented with a Bond Owners Club Clock as a reminder of the event as well as the award for the shortest distance travelled



for their 2 litre coupe, pictured here with Johnny and Bob Buckby – with the Club Mascot, Francesca getting in on the act



It was then time to pack up soggy tents and also for the new Bond Driving event- "How to Push a Motorhome Towing a Bond Minicar out Through a Very Muddy Gateway."

When everything was packed up our final job was to help ferry Bob's fleet of cars and vans used for the event the few miles home to Milton Keynes. Jane took their Motorhome first then



Suzie drove "Grace" with Bob leading us in his 2 litre convertible, me taking his (once again legal) 2+2, then Hilary and Neil following in their 2 litre coupe and Eurobox respectively, planning to bring Bob back to the field to collect the hired van. Whew – what a convoy. During the trip Suzie became a little concerned, especially as she was driving "Grace" for the first time, when Bob used all 6 of his cylinders and disappeared onto a roundabout just too far ahead to see which way he went. Luckily 'straight on' was the right choice and we did catch up with him and completed the trip safely.

I would like to extend all of our thanks to Bob Buckby for his sterling efforts organising and arranging the event. A great time was had by all – despite the ridiculous weather – and we're all looking forward to next year!

**Date: Sunday
11th September
Time: 10.30pm**

Location: Bondhenge, Cadley
Activity: Having got home, finished a Chinese meal picked up on the way home, and unpacked the car, watching Suzie finish typing up the article while sitting with a beer in hand and a cat on my lap – Ah Bliss!!

Bond goozling at Basically Bonds 2005

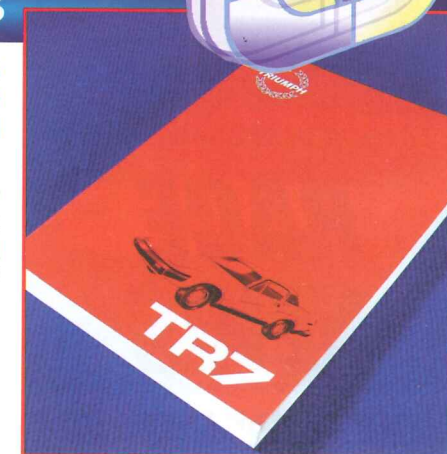
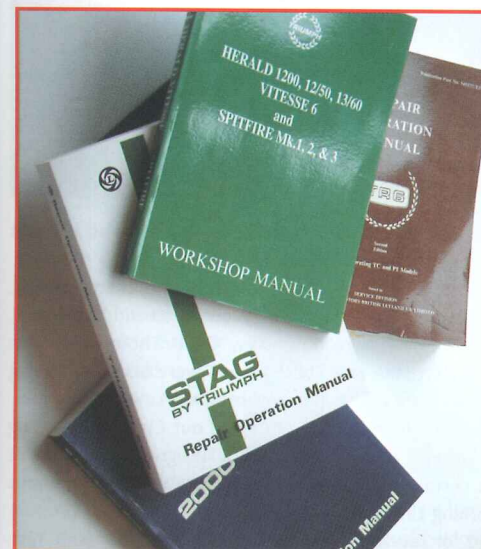
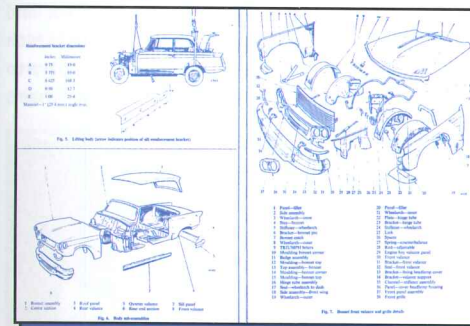
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Nigel Gibbins

RACE NEWS

AFTER THE RACE CANCELLATION AT SILVERSTONE, THE MGCC HAD OFFERED AN EXTRA (FREE) RACE FOR US AT MALLORY SO IT WAS GOING TO BE A BUSY DAY FOR OUR RACERS

Practice was at a civilised 12.00 (noon) and we were scheduled to be race 2 and race 6. The grid for the first race was to be made up in the usual way but the grid for the second race was to be decided on the second best lap time from practice.

As John Thomason had planned to race at a different meeting that weekend, this left the door wide open for his closest competitors to grab a handful of points with which to catch him up. John was a clear 18 points ahead of Kev Hadfield and Mark Hadfield only 21 points behind there was potential for each to gather enough to over take him. Kev for class lead and Mark for Championship lead.

Andy Vowell had an insurmountable points difference after a string on reliability issues with the car and was by now out of the

MALLORY DOUBLE HEADER 28TH AUG 2005

running for the championship.

However, the entry list showed only three competitors in Class A, cutting Mark's points potential to 18 so Kev was the only racer who could overhaul John during this meeting. Class C had seven cars on the entry list, so full points were up for grabs, however I had had to withdraw my entry at the last moment due to damaged pistons, which I could not replace in time, so already we were down to six cars.

Jon Low had managed to just complete his rear end repairs after a previous accident at Mallory earlier in the year and was ready to race but for one Yokohama A032R tyre (which you can't buy anymore). So he put out a plea for a spare to borrow for the race, many drivers came forward with wheels



Jon Low Completed Repairs

and tyres but in the end he took up my offer as I wasn't going to be using them myself anyway.

Although the points couldn't win him the championship, Andy Vowell was still the clear favourite to win both races, only if his car was reliable. Kev, Dave Thompson, Clive Gimson, Ralph Jane and Steve Adams were also contending for the lead points as well as returnee Jon Low.

John Yarnell and Mik Davies rounded out Class A and along with 14 other TRs, we had almost a full grid for this circuit and was certainly the largest grid for the day. Which seems to be coming the trend this year.

The grid for race one saw Andy on Class C pole (and 10th overall) nearly a second ahead of Clive and Kevan. Steve, Dave and Ralph were within 4 hundredths of a second of

each other and Jon Low was laying some demons to rest and experiencing a lack of power leaving him three seconds off the pace.

Class A was headed up by Mark Hadfield, from John Yarnell and Mik.

The grid for the second race was pretty much the same story with the only real changes being with Ralph, Dave and Steve who had shuffled a few places with each other just to make it interesting.

RACE 1

Everyone got away without a hitch and as the cars came into view for the first time (I was at the hairpin) Andy was being hassled by Kev with Clive, Steve, Dave, Ralph and Jon L all closely packed together (in that order). Mark had kept John Y behind him and Mik wasn't far off.

But by lap two Andy had opened a gap to the second placed Kev, which was never to be overcome by any of the class C cars.

At the very front there was an almighty tussle going on between Simon Knowles (TR6) and Graham Miller (TR7V8) which went on for all 17 laps of the race. Only on the last few laps did Graham manage to break Simon's assault with the help of some back markers, with Graham eventually taking the flag with four seconds to spare.

Meanwhile the race to watch (for me) was for second honours in class C, lap after lap Kev, Steve, Dave, Clive and Ralph came by in such a close order that they could have been swapping

paint - nearly every time with a different leader! The racing between these guys was so close I managed to wear myself out shouting and screaming as I watched them go by lap after lap. It was some of the best and closest racing I have ever seen and true entertainment.

At times one of them would have bad lap and relegate themselves to the back of the group. But it was never very long before they were



Close Racing

back in the thick of it again; until lap 10 when Kev was removed from the race with a halfshaft failure on the exit of Gerrards corner. This is the fastest and longest corner on the circuit and Kev was lucky that the loose wheel jammed itself into the wheel arch without breaking free. That was until he hit the grass and it folded up underneath the car. Thankfully, this brought him to a safe and (relatively) damage free stop. This also broke up the midfield group but by lap 13 they were back together and at it again.



Kev loses a halfshaft

But on lap 14, Clive took a very slow lap and dropped someway off the group leaving Dave, Steve and Ralph to battle on for the place. And it was Dave that won out in the end.

Mark managed to keep John Y behind him for the whole race, as John



Andy races to victory

was forced to deal with a TR2, which allowed Mark some breathing space. John was much quicker into and around the corners but the TR2 had the speed on the straight and is always a tricky customer for the Class A guys.

This race was certainly the best race of the day and has been declared so by some MG drivers and Autosport Magazine as it had good driving and excellent battles throughout the field without exception. It was only after it had all finished that I realised I could have been a part of it - but for my engine damage. Well, at least one of my wheels was (on Jon Low's car).

RACE 2

When Kevan's Herald was recovered to the paddock, it was quickly descended upon by a group of eager drivers and helpers, with-in the hour a new halfshaft was fitted and the car was submitted to the scrutineers again. Unfortunately it failed as the rear tyre was beyond it's wear limit. However, a number of driver's offered a spare to him and after a quick game of which wheels studs fit which wheels he was ready to go again for race two.

Only for the car to stop on the warm up lap with an electrical problem and a broken valve spring and headgasket failure (from the previous race). How unlucky can you get?

Again the start was clean,

but his time Clive got the better of Andy in the first corner, but by the end of the lap Andy was a second clear and heading off into the distance again.

Clive was followed closely by Steve, Ralph and Dave.

On lap two though, Steve removed himself from the race by being a bit too fast in the Esses, losing control and ending up firmly against the tyre wall after travelling across the gravel trap. This allowed Ralph to get ahead of Clive and begin opening a gap. Dave was also

close behind and for a moment we thought we were going to get a repeat of the earlier race.

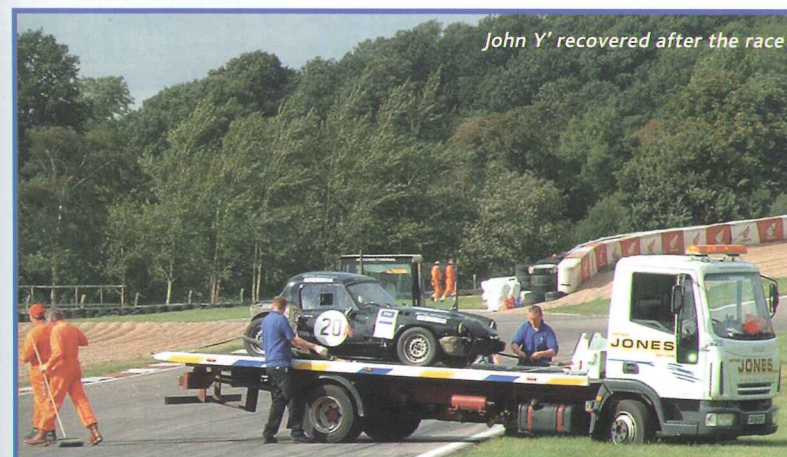
However by lap five Andy started lapping much slower than we would normally expect and after a few more laps we realised that Ralph was catching him - was Andy in trouble? Well, yes he was! With a failing clutch Andy was fighting the gearbox for the rest of the race and this was costing him about a second (or so) a lap.

Slowly, lap after lap Ralph reeled him in until on lap 13 he managed to sneak past on the start straight. By this time the class C field had spread itself out a little and Clive had a clear (if small) lead from Dave.

In class A, Mark got clear of the TR2 of Edwin Driver but John Y had more trouble shaking him off after catching him up on lap six. Again John struggled to throw off the challenge from the TR until lap 14 when they got just a little too close on the Devils Elbow just before the Start straight and they touched. This corner is pretty much flat out and not normally much trouble, but the little touch was enough to put both cars off course. Edwin did well to control the car with two wheels on the grass at the exit, but John was not so lucky, striking the barriers and



Ralph Lets some air in



John Y' recovered after the race

spinning back onto the circuit.

Unfortunately the barrier that John hit, broke free from it's fixings (more of a crash pad than a barrier) and flew onto the circuit, right in front of the TR7 sprint of Steve Small. This forced Steve off the circuit and onto the grass, heading for the armco barriers which he struck. It's a horrible feeling skidding across the grass and heading for a solid barrier. I've done it myself, you can't steer and you can't brake you just have to wait for the inevitable and brace yourself. Steve struck the barrier at a shallow angle but it catapulted him back onto the circuit and straight into the recovering TR2 of Edwin!

With barriers and debris all over the track the race was stopped and as there was only about a lap to go it was declared a result.

This was most fortunate for Ralph as this was the very lap he managed to pass Andy just before the finish line and so Ralph was declared the winner by just over a tenth of a second.

Mark obviously took the class A win and John Y was declared second on count back. All three cars were heavily damaged, but

looks very much like John Thomason is unassailable for the Class C Championship. It is possible for Mark Hadfield to overtake his points tally for the overall championship if John has a really bad day (that's not really likely).

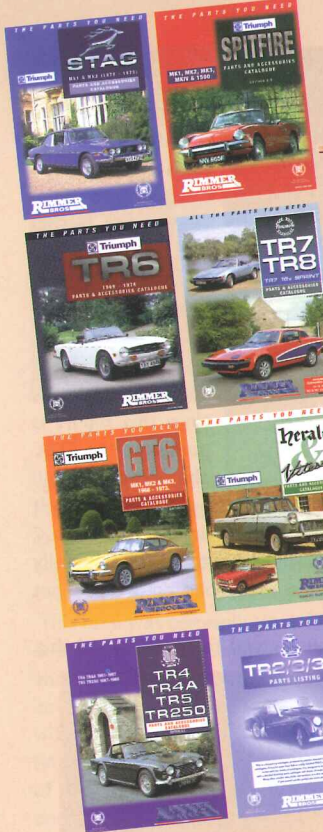
I thought I'd take this opportunity (because I can) to show you all this.



There's been a few messages on the club messageboard recently regarding timing and whether being too advanced (pink) is really a big problem or not, and even the case of - What's the worst that can happen?

Well, I thought I'd show you this picture. This piston came out of an engine that had only 4 degrees too much advance and was running at 5000 rpm at the time. You can obviously see the hole, but also notice the lands (bits that hold the piston rings in) have completely broken up and fallen out. Hopefully you can all learn from my mistake here as I timed the engine for my 1300 screamer (rev to 8000) rather than the 1500 I was actually using (revs to 6500).

Check your timing and get it right... Cadwell report next month... find out who won the championship. John Thomason is five points clear of Mark Hadfield who is the only contender now.



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TR8	£52.88	£18.74	£20.52	£35.19	£56.34	£182.13	£180.33	£25.26	£123.38	£143.94	£114.97	£22.91	£26.44	£22.91	£26.44
Spit/Herald	£21.73	£15.28	£19.98	£25.26	£123.38	£161.56	£114.37	£23.44	£113.39	£139.83	£108.69	£22.91	£28.79	£90.77	N/A
GT6/Vitesse	£24.15	£15.67	£24.15	£25.26	£123.38	£161.56	£114.37	£23.44	£113.39	£139.83	£108.69	£24.62	£29.32	£90.77	N/A
Dolomite	£34.66	£15.86	£19.31	£27.24	£135.13	N/A	£117.99	£23.44	£126.31	N/A	£114.37	£25.26	£30.49	£25.79	£30.49
2000/2500	£61.66	£18.74	£20.52	£40.54	£56.34	£182.07	£90.17	£25.26	£123.38	£143.94	£114.97	£28.79	N/A	£26.97	N/A
SD1	£42.30	£18.74	£28.05	£40.54	£188.00	£176.19	£184.57	£27.78	£146.88	£187.94	£139.18	£28.79	N/A	£27.61	£35.19
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Bill Davies

HERALD
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Register

BRABHAM HERALD REPLICA -
53 RPE

BY ADAM EGELAND-JENSEN

CONTINUED FROM COURIER NUMBER 303:

METAMORPHOSIS

It was also during this period that I lifted the body shell and arranged to have it shot blasted from underneath. By the careful use of well made plywood screens there was no concurrent damage to the pristine paintwork! With her original chassis away for a considerable period ACA 238 B spent several months resting on an old scrapped Bond 21 chassis! In essence the car could be considered as a logical progression from the original Brabham cars, of the very few cars converted by Jack Brabham no two were completely alike, although none went further than a twin SU FWE engine. Interestingly there are no records of the number of cars modified, from contacts that I have made we think it was somewhere near eight. I know the whereabouts of two complete original cars and one wrecked car, the latter of which I have now been

BRABHAM HERALD REPLICA 53 RPE

able to obtain the engine from, (I am still working on tracking the identity of the car!). They are scarce, so if anyone does have any more information or knows of people that owned converted cars I would be very keen to hear from you.

SPECIFICATION

My final concept was to build a Coventry Climax FWB engined Herald modified to Stage 3. With the Lotus L1 profile cam the optimum choice of carburation was a pair of Weber 40 DCOE. A handcrafted 4-2-1 exhaust system was also constructed, although space limited the actual primary and pipe lengths that could be used. Power Output should be of the order of 125 bhp in a much lighter car than standard, potentially achieving 150 bhp per ton.

One of the reasons that the specification of the Brabham converted cars varied was due to the frail nature of the rather ordinary Herald gearbox, (Originally from the Standard 8). As with the Lotus Elite, MGA



Toyota/Daihatsu gearbox

gearboxes were tried but the best option was the Elite's ZF box. One convertible that was converted at Jack Brabham's Chessington workshop received a gearbox transplant; this required some careful cutting of the main chassis rails with the car supported on an array of axle stands. The latter were under constant adjustment

to try and keep the temporarily floppy car in true alignment! Scarcity and cost of ZF gearboxes led me to choose a modern compact box that would fit the Herald chassis with no modification. In recent years the Toyota T50 box has been used in a number of MG Midget and Austin Healey Sprite conversions, it was an ideal choice with the obvious advantage of an overdriven 5th gear.

On the original conversions using



Clutch Release

the Triumph gearbox Brabham had to make use of a bespoke Swiss Hausserman clutch unit. Now most Climax engined cars make use of a Hillman Husky clutch. The link here is that the Hillman Imp/Husky engine is based on the smaller 700cc Coventry Climax micro pump. Being constructed to take more load than in the Imp installation the Husky unit is actually very strong and is a standard choice for modified Climax engines. One problem encountered by using the Toyota bell housing was that longitudinal space is limited and I wanted to do away with the bulky lever operated release bearing assembly. The solution was to use the compact annular clutch operating mechanism from a Saab 900. This is a favourite conversion of mine as it also resides in both of

my Vitesses.

As mentioned earlier the real difference in specification was the decision to build a Double wishbone suspension set-up for the rear. This is centred on a Ford Sierra Differential and shortened half shafts but uses Vitesse Mk 2 rear vertical links adapted for a disc brake set up. From the last lateral chassis outriggers the chassis is completely modified, the main rails run straight aft from the outrigger roots, thus gaining enough space to have a relatively long lower wishbone which is also mounted over a wide base. The stability thus achieved allows for a relatively simple top wishbone that mounts within the standard body shell spring tunnel. The relatively light weight of the car can be easily managed by modern compact coil over dampers.

This layout is similar to that used on many Lotus cars of the 1970s, it results in a well controlled locus for the roll centre at the rear of the car and also results in a fairly level plane between front and rear roll centres. The car weighs in at 765kg without driver, with me as driver the weight distribution is 52% front 48% rear, the result is a very responsive vehicle with superb handling.

WE HAVE LIFT OFF

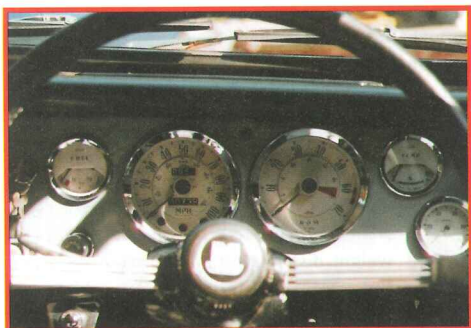
The engine is truly wonderful but does take some looking after - the cylinder head should be re-torqued to the amazingly low 20 lb ft every 6000 miles, and Lotus used to advertise the fact that, due to the relatively loose 'race spec' build, the Elite would use a quart of oil every 1000 miles. The

Lotus L1 cam timing is 47-79/71-55, in other words symmetrical valve timing of 51-75 set for max lift @ 106 atdc. Despite a duration of 306 degrees and overlap of 51 degrees, being fairly light, the car is perfectly capable of pottering around at 20 mph, press the throttle the sound of ripping calico is accompanied by rapid progress. The differential ratio is approximately 3.6 : 1 which results in speeds of 18 mph / 1000 rpm in 4th gear and 22 mph / 1000 rpm in the overdriven 5th gear. Full potential is as yet untested but the car only has to pull 5500 rpm in top in order to achieve a top speed of 121 mph, in addition, with a power to weight ratio of 150 bhp / ton it should be capable of 0 - 60 mph in about 7 seconds. Not bad for something that started out with 38 bhp! The car was re-registered 53 RPE. This decision was not taken lightly; I observed this plate for sale for six years before finally taking the plunge. This was the closest I could get to the registration of Jack Brabham's 1960-1961 demonstrator 55 RPE.

MORE TO COME?

My FWB race engine build probably represents £5000 in parts, the gearbox conversion, much of it hand fabricated, a further £500 (although the box was procured from a scrap Daihatsu Charmant for the net cost of £10!). The rear suspension took a lot of effort, but could probably be reproduced from a scrap yard Ford Sierra and some fabricated steel in two weeks. I intend to refine my final drawings by comparison with the as built condition but will also be fine-tuning sus-

pension settings over the next year or so. Obviously you would have to be a devoted fanatic like me, willing to pursue the obscure. However, in case anyone is really interested in having a Brabham Herald I believe there are still four original Brabham sumps tucked away. It would also be possible, with some good aluminium welding, to convert a fire pump sump to suit. My project revealed that certain modern pistons and oil pumps can be

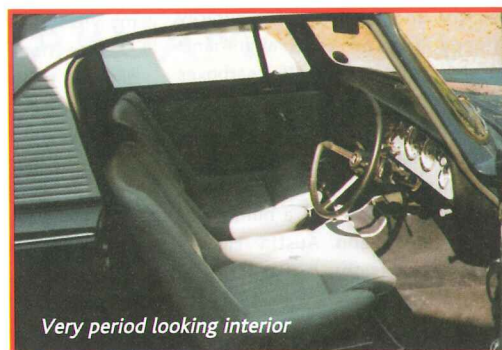


Leather covered dashboard



Nearly finished – just a few finishing touches

adapted for use and, of course, I now have a wealth of experience and information. If someone were to want a simple engine conversion without a change of gearbox and rear suspension, it is now possible to build a road going FWP based 1220cc engine. This would cost in the region of £3500 for engine parts with perhaps another £1000 required for items such as a larger radiator, engine mounting arrangement and fabricated items such as the rear water elbow and exhaust. Whilst it took me 10 years, if I was working constantly on the project I could probably turn a good Herald into something approaching a Brabham specification in 3 weeks. Whilst I used the Toyota gearbox there are a few more options on this front now including some of



Very period looking interior

the special boxes produced for Caterham race cars and the readily available Ford Type 9 gearbox.

As I have indicated, the Brabham cars are scarce. It is my intention to continue to seek information and to hold an archive. I would like to consider myself the TSSC's expert on these cars – effectively I already have a register of owners of the three known road going Climax Heralds, (Two real and my replica), and also hope soon to have the car to go with the engine that I have procured. Are there any more out there?

HERALD EXPORT ESTATE!

Bill Goodwin of Maryland, USA has been in touch with me regularly over the past year.

Bill already had one Herald 1200 Convertible under restoration, when impatience got the better of him and he bought another, this time a car which had already been restored, so he could use it immediately!

I'm sure that many of you will already know that the Herald Estate was never officially imported to the US, though one or two found their way out there as personal exports. When Bill decided that he wanted to find a Herald Estate, I did my very best to locate one for him in the UK. I checked out a number of not so



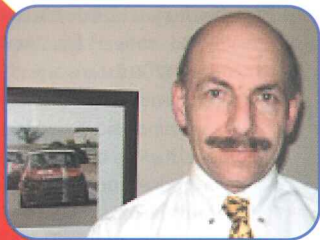
On August 23rd, Bill was able to collect his "new" Herald 1200 Estate after it's trip around the world. I can understand how exciting this is having collected my own Indian manufactured Herald from Felixstowe nearly 3 years ago. The difference is that Bill's car was back on the road the day after collection.....



good examples, and one or two which might have been acceptable in the UK, but which I felt needed too much work to justify sending half way around the world.

Bill and his wife Carol were able to attend this year's TSSC International Weekend, where they met up with Chris Allen, whose rather lovely 1200 Estate I featured in the Courier last year. I guess it was inevitable, once Bill was able to compare the condition of Chris' Estate to the other available Heralds, it was only a matter of time before a deal was struck. I'm sure that Chris initially had no intention of selling his Estate, but knowing his unnerving ability to find beautiful original Triumphs, it won't be long before something interesting fills the space in his garage.





OIL DISTRIBUTION AT HIGH RPM

Tony Lindsey-Dean

I HAVE BEEN BUILDING AND TUNING TRIUMPH ENGINES FOR MANY YEARS UP TO FULL RACE SPEC. SETTING STANDARDS THAT MANY OTHERS WERE AND ARE STILL - UNABLE TO MATCH.

Despite this I am still learning new aspects about these engines. I have for quite a few months been exchanging information and ideas with Kas Kastner, the man in sixties America who started the ball rolling developing the Triumph range of engines for competition use. I had to confess that despite Tuning for over twenty years I had not, until last September, ever read one of his tuning Manuals. So my approach was from a new perspective in many ways.

One problem that was well known about in Kas's day, but seems to have been lost or overlooked is the oil distribution problems of the 6 cylinder engine. I mention it now as it has reared its head with one of my own fast road engines and has also been a past problem with competition engines. The fact is that tests carried out nearly 40 years ago revealed that when

rpm's of over 5000 were employed severe oil distribution problems developed in the 6 cylinder engine. Oil pressure would still show a healthy 60-70 psi on the oil gauge, measured near the returning oil from the filter, but at the front main bearing pressure could be down to around 5 psi.

This main also feeds the front camshaft bearing housing, where the greatest load is on the camshaft as the chain wheel attaches here. With such low figures premature wear would be inevitable especially if rpm's of 6000-7500 were employed. When I last raced regularly, upper rpm's were used sparingly as we knew

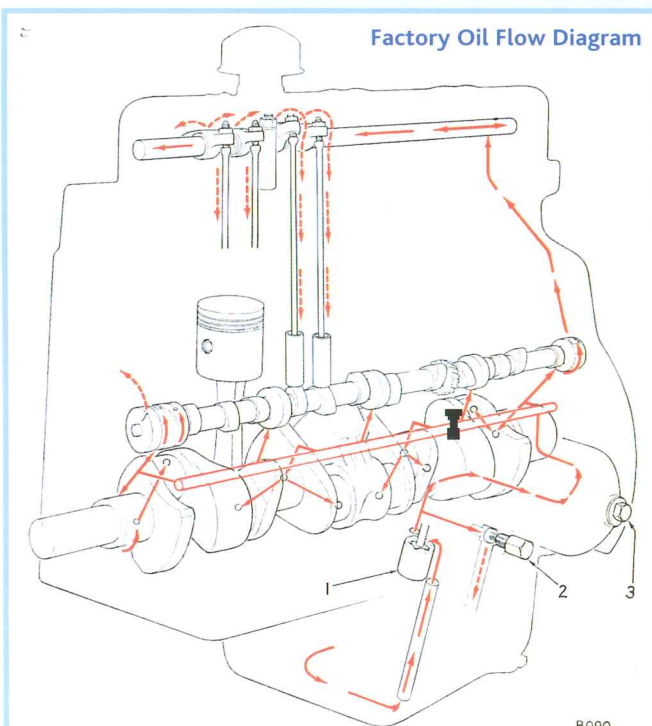


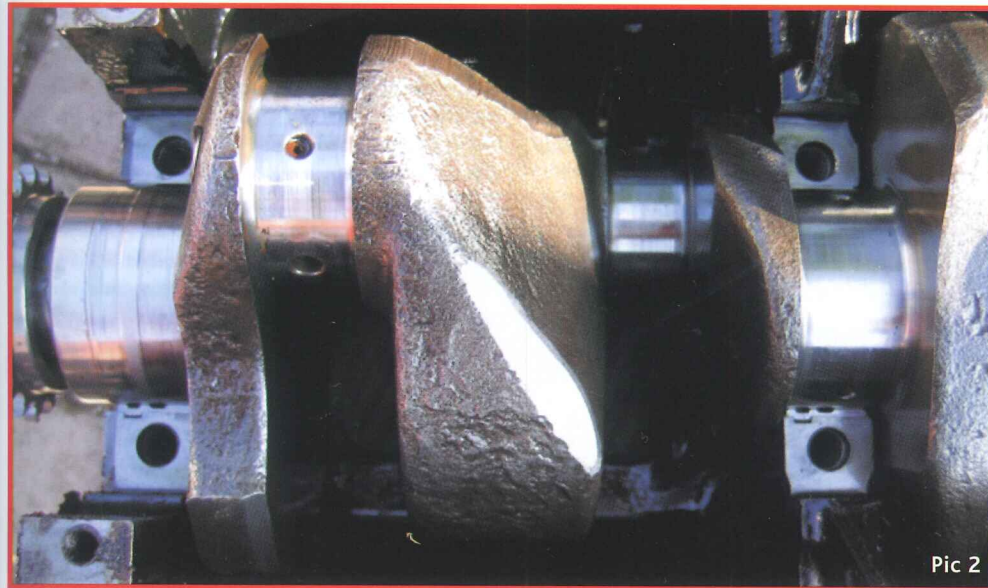
Fig. 6. Vitesse engine oil circulation

B090

that engines would not last if high rpm was used for sustained periods.

Having read Kas's Tuning manual I immediately picked up on the short chapter referring to this problem. It explained away many past problems, which I had just accepted as a shortfall of the engine. I turned my attention to understanding how or why this could happen. To try and visualise what was actually happening I examined a block closely. It soon became clear to me what may in fact be the cause. (see factory diagram)

The oil pump no.1 sucks the oil up and pumps it past the pressure regulator no.2. and out of the block into the outside of the oil filter canister no.3. The oil then passes through the filter into the centre and returns to the block and up into the main oil gallery. This is the long tube like casting running the length of the block. There are a number of drillings from this gallery to the main bearings (horizontal) and the cam journals (upward) all capped off with allen key grub screws. (see factory diagram) All would be fine but this oil gallery has a major



Pic 2

obstruction, namely the oil pump/distributor drive sleeve (over layed in black). This sleeve supports the pump rotor shaft which connects to the distributor drive. This sleeve sits bang in the middle of the oil gallery. It is thinner at this point to allow the oil to feed around it and continue to the far end of the gallery. From what I understand about fluids under pressure I believe that at moderate rpm everything

works well, but as the rpm builds up the flow rate increases. When the greater flow hits the obstacle of the pump shaft sleeve it causes a great deal of turbulence and the oil never fully recovers its flow characteristics to the front of the gallery. This would tend to cause premature wear at the front main bearing and front camshaft journal which if left unchecked would cause wear at the other mains and may also cause the no.1 big end to fail.

This wear characteristic I have found in my own fast road TR6. This car is what I refer to as my Gentleman's sports touring car producing a high torque 220bhp and is featured in the back of Kas Kastner's new book and the July issue of Classics Monthly. I had used the car for track days at Zandvort in Holland and long motorway runs, often at 6000 rpm for quite long periods. When hot the engine would tick over at 35 psi but I had noticed that this had dropped to 25psi in recent months. The running pressure was still good but as I am considering selling this car I felt obliged to check it out. Upon closer inspection the shortage of oil to the front main became apparent.

There is visible signs of wear on the front crank journal that is not to be seen on the other mains. (pic 2)

It means a total engine rebuild. But having found a problem I have also been working on a cure.

The method used by the US racers of the sixties was too complicated for my liking. **Keep it simple** is a favoured motto.

So I have devised simple modifications using the Spin

on oil filter adaptor and the old style oil cooler sandwich plate. The idea being that from oil returning from the oil filter there is an excess trying to get into the engine, so I have tapped off oil here to go directly to the front main for road cars and to

(Pic 3 below)

This is the conversion on the early oil cooler take off sandwich plate.

This competition engine has feeds to both the front two main bearings and the rocker feed on the top side.

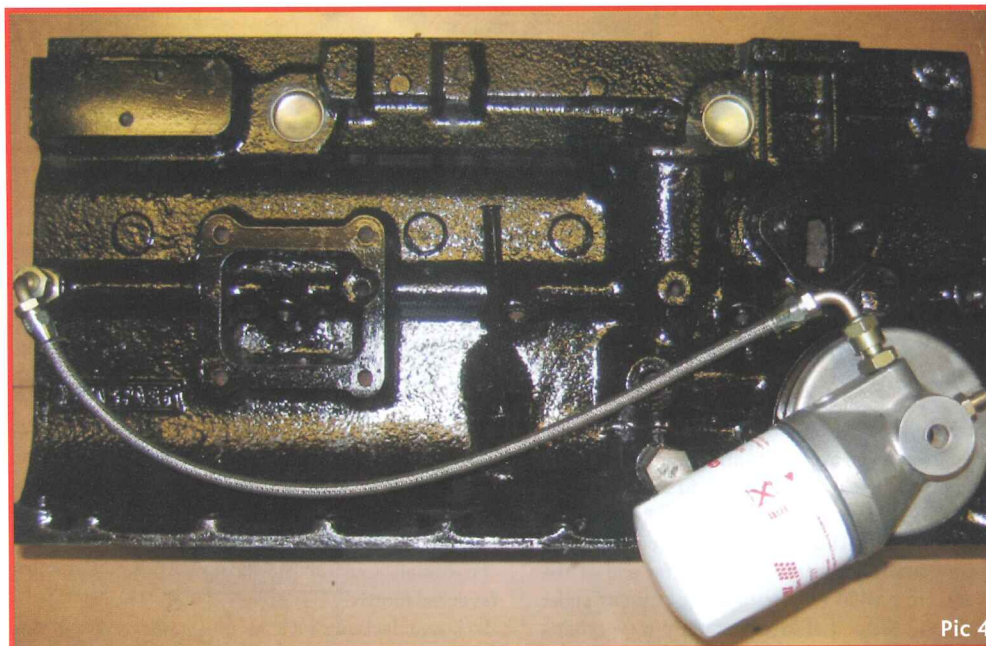


Pic 3

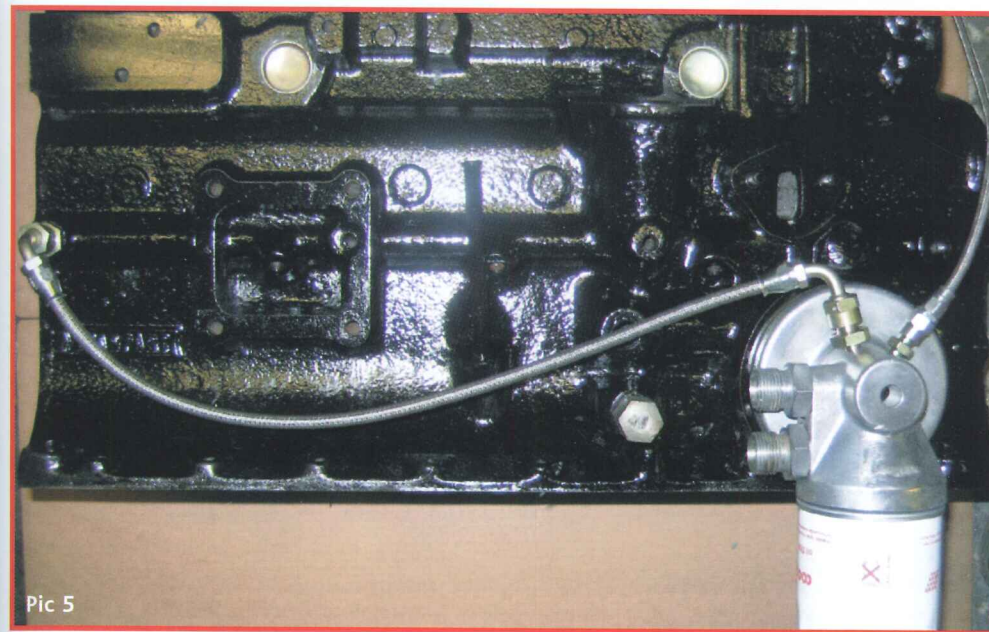
the front and second main in competition engines. This will effectively balance and equalise the pressure through out the gallery. I think this is also an ideal place to supply the extra feed to the rocker gear as well.

(Pic 4 below)

Shows the spin on oil filter housing without oil cooler and with oil feed to the front main only plus rocker feed for a fast road engine GT6/Vitesse with angled spin on oil filter housing.



Pic 4



Pic 5

(pic 5 above) shows the TR5/6 and saloon version with oil cooler take off.

As Kas states once they had balanced oil flow they could sustain 8500 rpm on their racing 2000cc GT6's. I intend to sell these oil distribution kits with all tuned fast road and competition engines and will be offering

these kits to convert the Spin on adaptors with or without oil cooler take off.

For those members intending to make the long run to Le Mans next year this could be the just the ideal modification to save your engine

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DEVELOPMENT OF THE SC ENGINE Pt.1

by Paul Richardson ©

THE POST WAR SUCCESS OF THE SMALL SALOONS PRODUCED BY THE STANDARD MOTOR COMPANY IN THE FIFTIES WAS UNDOUBTEDLY DUE TO THE STEALTH OF THE 'SC' (SMALL CAR) ENGINE THAT POWERED THE NEW 803CC STANDARD EIGHT FROM 1953.

Like its big brother, the 2 litre TR sports car engine, the SC engine underwent extensive power development throughout its production

which was only possible because of sound basic design.

The Standard Eight engine, with a bore of 58mm and a stroke of 76mm, developed 26 bhp at 4500rpm with a compression ratio of 7 to 1. In tandem with the 803cc unit a 948cc version, with an increased bore of 63mm, was also produced for the more luxurious Standard Ten which appeared later. Unlike the Eight engine, which had water circulating right round the bores, the Ten engine had its bores siamesed in pairs. In this two part article it is interest-



VICTORIOUS 'TEN' TEAM 1955 RAC RALLY

L TO R: JIMMY RAY. B. HARROCKS. BOBBY DIXON. KEN RICHARDSON. KIT HEATHCOTE.

ing to trace how the SC engine



COMPETITION MANAGER KEN RICHARDSON (CENTRE) TALKING TO MEMBERS OF THE 'ARMY TEAM' WHO REGULARLY ENTERED INTERNATIONAL RALLIES WITH 'WORKS' SUPPORT. PADDY HOPKIRK ON THE LEFT.

was developed to produce from 26 to 110bhp in competition form.

David Eley, the designer of this remarkably successful engine said of its initial concept, "If you design

an engine with generous sized main and big end bearings you get a nice bearing overlap on the crank webs which produces a very stiff unit. I was determined to do that because we were a small company and I felt that the engine would have to be in production for a very long time."



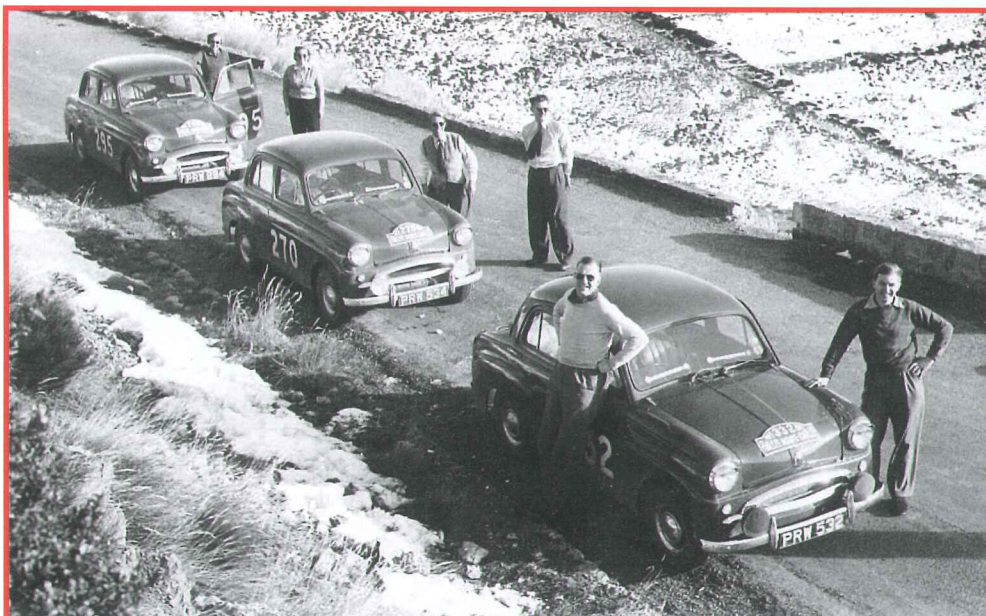
THE WORKS SUPPORTED STANDARD TEN OWNED BY LES BROOKE (PASSENGER SEAT) AT START OF 1956 MONTE CARLO RALLY. WHATEVER NINIAN SANDERSON HAS JUST SAID FROM THE DRIVERS SEAT - LES LOOKS PETRIFIED!



KEN RICHARDSON ON A DRIVING TEST
1955 RAC RALLY

The Standard Eight saloon was very basic in body design to meet the post war requirement of very cheap transport. This unfortunately hampered sales of the Standard Eight because it proved far too basic - even to the

extent of having no boot lid - access to boot area being gained by folding down the



1955 MONTE TEAM ON THEIR WAY DOWN TO THE START

L TO R: BETTY HAIR, MARY WALKER, KEN RICHARDSON, KIT HEATHCOTE, JOHN GOTT, RAY BROOKES.

backrests of the rear seats. The Eight was soon up-rated to the "Super Eight".

In 1955 the Standard Eight was joined by the more luxurious Standard Ten with the more powerful 948cc engine which developed 32 bhp, and this is where the company's small car range began development through competition. In late summer of 1954 John Warren (sales director) and Lyndon Mills (sales manager) approached my father Ken to see if a Standard Ten could do well in

Richardson and Kit Heathcote finished third overall. With the Standard Ten of Bobby Dixon and I Robertson, the three car team also won the manufacturers team prize.

This was the start of many competition successes for the SC engine including the 1956 Tulip rally where regulations suited the smaller 803cc engine. Standard Eights finished 2nd, 3rd, 4th and 5th overall and won the inevitable manufacturers team prize. This particular result stunned the organisers so much that the Eight engines were stripped to check they met regulations. A similar result was achieved with the Pennant (restyled Standard Ten) in 1958 when three Pennants finished 2nd, 3rd and 5th overall in the RAC rally and collected yet another manufacturers team prize. By this time the competition version of the engine was producing some 47/50bhp with an 8.4 to 1 compression ratio, twin SUs, a peaky camshaft and fully balanced engine. The production Pennant engine at the time was producing 38bhp with a Solex carb.

In 1959 the Triumph Herald superseded the 8,10 and Pennant range. Using a coupé version, the redoubtable Tiny Lewis won the class in the 1960 Tulip



THE VICTORIOUS STANDARD EIGHT TULIP RALLY TEAM OF 1956

an International rally to boost sales. He decided that the only way Standard Tens could challenge the opposition was to enter them in special category with highly modified engines. The 1955 RAC rally marked the first major success. The Standard Ten of Jimmy Ray and Brian Harrocks won the rally outright and Ken

rally. Private entrant Geoff Mabbs won the Tulip outright in 1961 when Lewis retired from the event to give Mabbs the advantage of the handicap system. The next step in SC engine development was a capacity increase to 1147cc by increasing the bore size from 63mm to 69.3mm which was not just a case of simple boring alone. To ensure there was enough structure between the bores for cylinder head gasket sealing the cylinder centres between numbers 1 and 2, and 3 and 4 cylinders had to be increased by 5/16ths. Also, the cylinder centre line had to be moved 5/32nds towards the camshaft side of the engine to avoid the increased bore size and spacings impeding the cylinder head studs.

By 1961 Standard Triumph was, unfortunately, in a grave financial situation

and was rescued from certain bankruptcy by a Leyland Motors takeover. Leyland closed the highly successful competition department which only two months earlier had won the manufacturers team prize at Le Mans with three TRS twin cam prototypes. Ken Richardson and other company managers were made redundant - as was almost all the Triumph Board of Directors, including Alick Dick the Chairman and Managing Director.



PADDY HOPKIRK SMILING FROM HIS WORKS STANDARD PENNANT IN RAC RALLY 1958

At the time of the Leyland takeover Triumph had produced the prototype of a new small sports car - the Spitfire. However, due to the grave financial situation the company was in before the takeover, the Spitfire project had been shelved and the prototype languished in a corner of the experimental department under a dust sheet.

The Spitfire was to be powered by the 1147cc engine, and this was the start of a new era for the SC engine where it was to make its debut as a 'racing engine' due to the ingenuity of a recently appointed member of the experimental department.

Dennis Barbet, who had recently joined Standard Triumph from Alford and Alder (a Standard Triumph subsidiary), was an intuitive engineer with a flair for new design. Whilst at Alford and Alder, he designed the new concept 'diaphragm' constant vacuum carburettor that eventually became known as the Stromberg. Dennis began work on engine development and his first job was to brake test and report on the TRS twin cam Le Mans engines after their team prize victory. After this, very little was happening in the experimental department pending new Leyland policies. The new TR4 was due to go into production in September, and the main concern of most people in the experimental department was trying to look busy.

Dennis said of this period. *"To save getting bored I began power develop-*

ment work on the 1147cc engine, which was developing 42bhp at the time. This was done very much on the quiet because there was no official programme for the work.

Graham Sykes, who also worked in experimental, had just come back from the Commonwealth games having won another gold medal for swimming. He hadn't got much to do either, so we talked a lot about engines and gas flow etc."

Whilst pondering design aspects of the 1147cc engine, Dennis came up with an inspired idea centering on combustion chamber and gas flow improvements. He related, *"Whilst looking round experimental for a few ideas, I came across two eight port cylinder heads that your father Ken had been develop-*

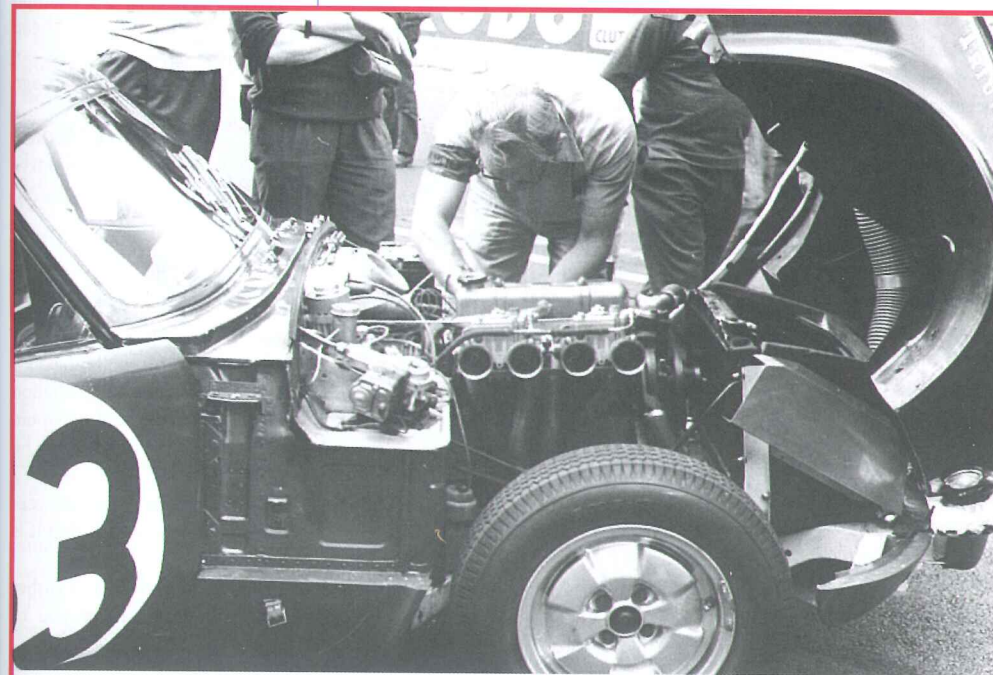
ing for the 948 cc engine. An eight port head made sense so, although the bore centres were different on the 948 cc head, I decided to fettle out the combustion chambers on one of the heads and mate it to an 1147 cc block. Probably the most important change I made was to move the plug positions. I blocked out the original 14-mm spark plug holes and re-cut them to take a 10-mm plugs so positioned that the spark plug electrodes faced the exhaust valve head. This made a very considerable improvement and allowed us to use a much higher compression ratio, and with one and a half inch SU carbs and other

design, a tuned exhaust system and with constant gas flow and camshaft work the power just kept rising."

"As time went by Leyland began more projects and decided to produce the Spitfire with the 1147cc engine. A competition department was also started again, with the workshop being very ably run by my old friend Ray Henderson. I also became heavily involved with developing the "Weber" TR4 engine and the new six cylinder engines, so my work on what was to become the racing Spitfire engine spanned some two years because of other experimental commitments."

I asked Dennis when the 1147cc 'racing engine' became a reality.

"Well interest in the engine's potential as a racing unit for the Spitfire must have started at the end of 1962. Our experimental shop Manager, John Lloyd, eventually got to know about the power increases I was achieving with the 'eight port' engine and told higher management about it. The next thing I knew the company began talking about entering a Spitfire in the 1963 Sebring 12-hour race. I managed to stop this because I knew there was more power to be had with further development, and developing reliability with the extra power was obviously a major concern. My initial efforts did produce enough enthusiasm to start the ball rolling, however, and special new cylinder heads and components were made to order so that I could develop further."



DENNIS BARBET (CENTRE) WORKING ON A LE MANS ENGINE DURING THE 1965 24 HEURES

ments the power went up to 75bhp. Later, I found a pair of Solex twin choke carbs and with a manifold to my own

Constant development of the 1147cc engine led inevitably to the entry of a team of Spitfires in the 1964 Le Mans race, as well as a rally programme, which accelerated development. **The "Le Mans Spitfires" will be the subject of part 2 in the next issue.**



CLASSICS IN THE COUNTRY

Having the opinion that one should should put back what one takes out of events, I decided to plan a one day classic car tour consisting of various models, with Triumph a preference, we being TSSC members. We planned the route through the country, obtained £350.00 of sponsorship, £350.00 of prizes, and within the entry fee would also gain access to a museum and everyone would get refreshments for the day. The prizes included a £65.00 Autoglym valet pack, socket sets and much more. A £125.00 Waterford crystal piece being raffled. There were plaques for Best car and Best Triumph, one standing 14" high to awarded annually. Advertising not only with The Courier, but by posting application forms out to numerous prospective drivers, handing out forms when attending shows and entering rally's. It was a sad day, when we had to return the few entry forms and fees we had received due to lack of interest. We could not possibly have run the event with only eight cars. Not deterred we still intend running a local TSSC event, this year, and awarding prizes for the day, but not on the grand scale we anticipated. Maybe next year we will try again for a national event as previously intended, and hopefully attract more entrants than this year.

Regards
Mike Charlton

HOT CARS

Firstly, can I send my thanks and congratulations for the production of all those splendid Courier mags over all that time.

Readers Write . . .

Next, way back in issue No.224 Feb 1999 there was a super article on a Mk3 Spitfire belonging to Steve and Maria Leys of Essex which showed studio photos of the car taken for a forthcoming book on 'Hot Cars'.

A few weeks ago whilst browsing in the local bookshop in Brixham, I spotted two volumes, yes you guessed it. 'Hot Cars of the 60s' & 'Hot Cars of the 70s'.

The Leys Spitfire is featured in the 60s book together with a TR4, TR5/TR250 and a Vitesse. The 70s book shows a TR6, GT6 Mk111, a Stag and a Dolomite Sprint. The quality is superb.

The marked price was £20 when first published in 2004 by Grange Books, and edited by Craig Cheetham, but they now sell for just less than half price, worth it in my opinion just for the Triumph content. So if any one is interested, scout your local cheap bookshop and try and pick up a bargain!

Regards to you all, I cannot believe that it was nearly 10 years ago that I called in at 'HQ'

Mike Hadley
Spitfire MkIV
(XCV22 J)

NIGERIAN FRAUD

Just wanted to let you know, in case they have tried it with any other members:

I had a roll bar advertised on your website, for which I had a couple of enquiries, including one from Wyne Jones, using a Yahoo email address. He wanted to buy the roll bar, and said he would send a cheque, and for me to pay the courier, out of the extra he would send.

I got a cheque yesterday for £2,500 (rather more than the reasonable asking price). I contacted the police, who advise that it is a Nigerian fraud.

I am not sure whether you can put a warning anywhere - I gather this is more usually done with cars, but just wanted you to be aware.

Thanks

Michelle

CANADIAN CLASSIC SPECIALISTS

While I was in Calgary, Canada recently, I came across two sports car workshops, restoration outfits that specialise in British cars,



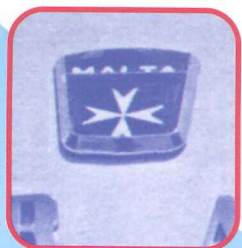
and Triumphs in particular, which I thought might be of interest to you and other club members.

The first 2 photographs show some of the TR's waiting for workshop time and one that was virtually finished (the yellow TR6) at Jay Chapman's impressive British Auto Specialists. Contact www.britishauto.ca. In addition to the Triumph's, he had a convertible E-type Jaguar he was completely restoring for a client, and a Humber Super Snipe 5 waiting its turn.

Literally 75 yards away, Mick Burke has his workshop, trading as British Cars International; Tel: (403)230 3921 Calgary, Canada, a much smaller enterprise, but with a good range of spares in stock. Mick also has an English mechanic working with him, a TR6 and Land Rover in the workshop, the green Spitfire (opposite) and an MG parked out front.

Joe Grundy
70710



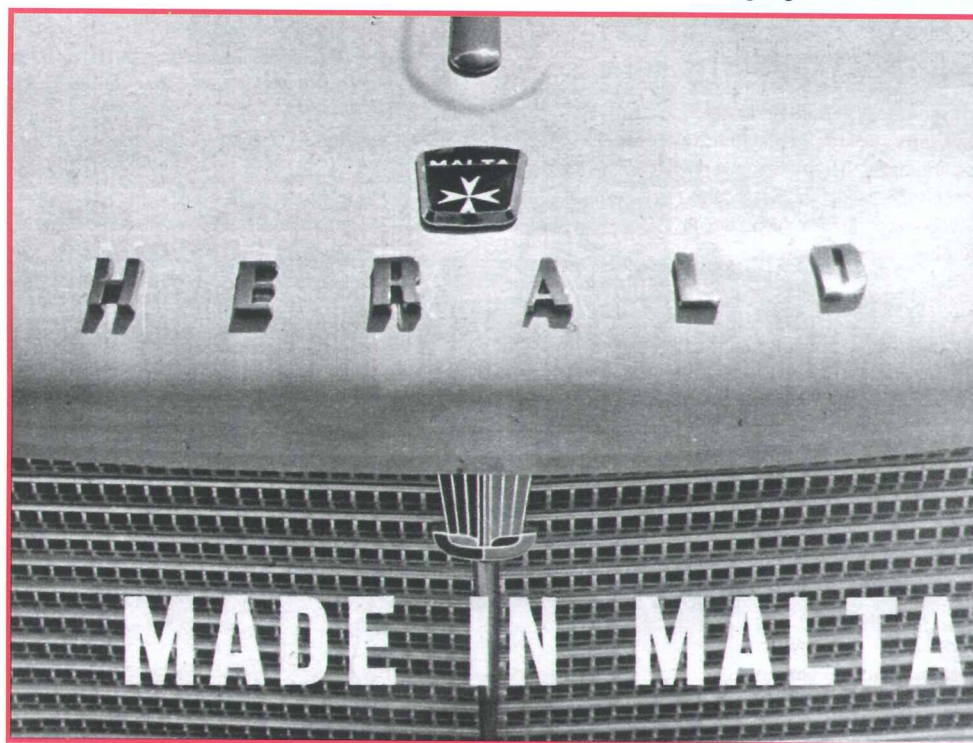


THE MALTESE TRIUMPHS

by Bill Duxbury

Courtesy of AUTOCAR, 21 August 1964
article supplied by Member Robin Bye

**A SMALL BUT SKILFUL ASSEMBLER
OF BRITISH CARS CREATES A SMALL
BUT IMPORTANT CORNER IN THE
OVERSEAS MARKET**



Products of this tiny island are embellished with a neat badge.
On the Spitfire It appears on the sides above the bonnet catches.

Of the desirable properties in a motor car, one of the most difficult to achieve by mass-production methods is a high standard of finish. Bread - and - butter cars throughout the world have been subjected to criticisms on this score for many years now and it is a point the major motor manufacturers constantly bear in mind when designing new models and

production lines. Indeed, several specialist coach work companies derive a goodly portion of their income from stripping-down such mass produced cars and giving them the "de luxe" treatment. But the overseas assembler of c.k-d. (Completely knocked down.) units is not normally handling anywhere near the same volume of vehicles as the original manufacturer.

Usually the demand for his cars is relatively small, so his production lines are seldom as automated and he is able to introduce much more individual craftsmanship into them. His products have to be at least the equal of those coming from the original factory or he would get few customers. Typical of the smaller overseas "sub-contractor" is Car Assembly in Malta.

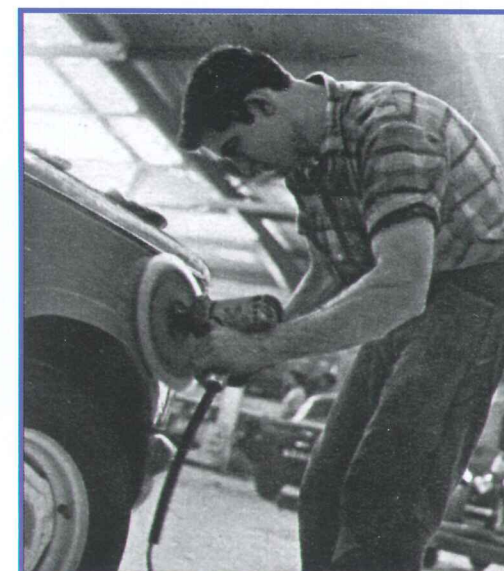
For over two years now this company has been producing Triumph Heralds (and their variants), Vitesse and Spitfires. Output has been small, at about 25 units per month, but the models have been so successful that a

modified production line has been put into operation and the immediate target is 50 units, building up to a maximum of 850 a year. Furthermore, negotiations are nearing completion with B.M.C. for the production of 500 Morris and M.G. 1100s per annum, which should further strengthen the company's foothold there, where they have already, in 1963, captured 65 per cent of the British two-door car market and 25 per cent of the total British market. But Malta is not the sole market for Car Assembly's products. Already agreements have been reached with Standard-Triumph, and Herald exports to Greece, for instance, are shipped exclusively from this tiny island.

Being positioned centrally in the Mediterranean, the company is constantly trying to secure footholds in the surrounding countries, a none too easy task as there is a certain amount of resistance to British products in some Arab countries.

The standards of assembly and finish on these cars is remarkably high. I drove one which had been battered on the Maltese roads for two years and it had stood up to the pounding well. There were very few body rattles, and the paintwork (which has to withstand intense heat during the day when it can be far too hot to touch, and considerable condensation at night, plus heavy rain and salt-spray in the winter), was still in good order and had retained its shine. In fact, engineers from B.M.C. made complete and thorough checks on some of these cars that had seen two years of wear, before finally agreeing that the standards of workmanship and finish were sufficiently high to permit the assembly of their vehicles.

I drove a Herald direct from the assembly line on a test route. The gearbox was stiff and an electrical fault had switched the stop lamps on permanently, but otherwise the car was perfect with nothing to be adjusted. There were teething troubles in initial production runs,



Local labour provides a higher proportion of individual workmanship than is normal on a mass-produced car. Here the finishing touches are being applied

naturally, but so far they have all been remedied.

and for an extra £25 the

engine and interior trim are incorporated. (These are features of the Herald 1200E, the guise this model takes in export markets.) With these standard fittings, the Herald saloon sells in Malta for £580, some £100 less than if it had been imported from Coventry. A representative from I.C.I., who supply all the paints for the models, was visiting the factory at the same time as myself. His comments on the paintwork were that the finish was almost too good and that perhaps too much labour was used to obtain such results. But the management were adamant that having thus attained these standards, they were determined to keep them. The assembly of cars in Malta has been tried before, quite recently, and it failed; so the local workers who consti-

tute the labour force, under the critical Scottish eye of production manager, P. G. McKerron, are aware of the pit-falls to be avoided and the fate that awaits them if their vehicles fall below standard in any way.

Car production in Malta can only be regarded as a flea-bite compared with output from factories in Britain, but the quality is extremely high, and when one remembers that all the capital equipment and all consumable materials used in production are British, one can appreciate that Britain's reputation for quality products in overseas markets can only be enhanced by

these 'Maltese Triumphs'.



A Spitfire being put through its paces. Each car is checked thoroughly on the road before delivery to a customer

Herald 12/50 grille, engine and interior trim are standard features, but not the sunshine roof. The factory is rented from the Government as part of their scheme to encourage local industries



The assembly line with the spray booth and drying ovens in the background.

From the customer's point of view, he is virtually in a position to walk into the factory and select whatever paintwork he wishes (22 colours to choose from including several beautiful Metallichrome finishes), his own preference for interior trim, disc brakes, a sunshine roof (or a convertible, of course),

Spitfire 4 engine can be specified. In fact, as near as it is possible, the car is built to customers' orders. The "standard" Herald differs slightly from the U.K. product in that Herald 12/50 grille,




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Models have different IVR priorities, letter-content etc, so check yours on this page, a-Model-a-month (from Nov 2004):

Jan: Bond	Feb: GT6	Mar: 948/1200	Apr: Spit IV/1500
May: Specials	Jun: Toledo/Dolomite	Jul: 13/60	Aug: 2000/2.5
Sep: Acclaim	Oct: Stag	Nov: Vitesses	Dec: Spit I/II/III

TRIUMPH STAG INTERNATIONAL VEHICLE REGISTER

Thanks to all of you who have sent IVR forms to me. Any Extra information along with your IVR I would also be happy to receive and sometimes I feature your cars in my Register Reports so a couple Photos would be welcome along with a brief history and of course any technical tips or requests you may want to see in the Courier

(IDEAS FOR REGISTER ARTICLES ALWAYS WELCOME)

I prefer to receive original IVR forms (on the back of your address label or from HQ) by post and it won't even cost you the price a stamp if you send it to the Freepost Club address.

The Register is steadily growing and I need your help for it to continue to do so.

The more information held the more I'll be able to see trends and be able to feed back information to other Stag owners within the Courier. My Contact Details are on Page 82 under Stag Register.



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TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 468228
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TRUDI PRETTYJOHNS
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

SHOW CAR REGISTER e-mail: showcar@tssc.org.uk

NIGEL WHALE
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Tel: 01858 434424 Fax: 01858 431936

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

TECHNICAL SECRETARIES

Richard Stubbs, 10 Beehive Way, Woodhatch, Surrey. RH2 8BY
Tel: 07802 229465 and Clint Grimmer Tel: 07899 914970
e-mail: technical@tssc.org.uk

HERALD 948/1200

Bill Davies, 28 The Pippin, Calne, Wiltshire. SN11 8JF.
Tel: 01249 815342. e-mail: herald@tssc.org.uk

HERALD 1360

Derek Giles 7 Homefield Close, Winscombe, Somerset. BS25 1JE.
Tel: 01934 842841 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: spitfires.tssc@virgin.net

SPITFIRE Mk IV/1500

John Thomason, 154, Coleford Bridge Road, Mytchett,
Camberley, Surrey. GU16 6DS.

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
Northern Ireland. BT62 2DU.
Tel: 028 38 849063 e-mail: gt6@tssc.org.uk

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: bond.equipe@virgin.net

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 01372 452292 e-mail: specials@tssc.org.uk

2000/2500/2.5PI

John Macartney, 32 Avon Street, Evesham
Worcestershire. WR11 4LQ
Tel: 01386 424401 e-mail: bigsixtriumphs@tssc.org.uk

STAG

Nick Vass, Glenmist, Mount Pleasant, Stoford, Salisbury, Wilts. SP2 0PP
Tel: 01722 790173 e-mail: stag@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.
Tel: 0116 267 1688 (Eves/Weekends)
e-mail: TriumphToledo@aol.com

TR 2 to 8

Tony Lindsey-Dean
Tel: 01359 269777 e-mail: tr@tssc.org.uk

TRIUMPH ACCLAIM

Michael Hancock, Beech Croft Cottage, School Lane, Baslow,
Bakewell. DE45 1RZ. Tel: 01246 583261 (6pm to 8pm)
e-mail: hank@ukonline.co.uk

AMPHICAR

David Chapman, e-mail: amphicar@tssc.org.uk
Tel: 01684 592985

TSSC MODIFIED

David Royle, The Knoll, Draycot Serne, Nr Chippenham, Wilts.
SN15 5LH. Tel: 012949 720793 e-mail: modified@tssc.org.uk

INTERNATIONAL LIAISON SECRETARY

Philip Willcocks, 25 Tovey Close, London Colney, St Albans, Hertfordshire. AL2 1LF.
Tel: +44 (0) 7973 333303 e-mail: overseas@tssc.org.uk

EQUIPMENT STORES - LIAISON OFFICER

Stuart Newbould, 55 Milner bank., Otley,
West Yorkshire. LS21 3NE. Tel: 01943 465457

TRIUMPH ARCHIVE

Dick Plumridge, 30 Canons Lane, Tadworth, Surrey. KT20 6DP.
Tel: 01737 358337 e-mail: dick.plumridge@btinternet.com

INTERNATIONAL WEEKEND EVENT MANAGER

Chris Mills, 12 Henry Ryder Close, Abbeymead, Gloucs. GL4 5GA.
Tel: 01452 627335 e-mail: international@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISER

Angela McGowan, 4 Oak Vale, Grampound, Truro, Cornwall. TR2 4QY.
Tel: 01726 883884 e-mail: amcgowan@beeb.net

PUBLIC RELATIONS OFFICER

Vivien Thompson, Ivy Cottage, 5 Rectory Mews, Sprotborough,
Doncaster, South Yorkshire. DN5 7LG. Tel: 01302 850740
e-mail: publicrelations@tssc.org.uk

AREA LIAISON OFFICERS

Vivien and Victor Thompson,
Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster,
South Yorkshire. DN5 7LG. Tel: 01302 850740
e-mail: arealliaison@tssc.org.uk

COMPETITION SECRETARY

Nigel Gibbins 10 Dean Road, Hampton,
Middlesex. TW12 3JL. Tel: 0208 2551842
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OCTOBER 2005

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

IF YOU LIVE IN AN AREA WHERE THERE IS NO MEETING WITHIN REASONABLE DISTANCE AND WOULD LIKE TO SET UP A NEW AREA PLEASE PHONE OR EMAIL VIVIAN & VICTOR THOMPSON

DIRECTORY CHANGES TO AREA LIAISON OFFICERS VIVIAN & VICTOR THOMPSON TEL: 01302 850740 E-MAIL: vthompson@ivycottage17.freeserve.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST NORTH EAST	Jim Smellie: 07771 956653 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW Norwood Hall - CULTS Pub Run See area News for details The Fairmile Inn - EDINBURGH	1st Wed. Eves. Last Thurs. Eves. 2nd Thursday 1st Wed Eves.
LOTHIAN	Ian Robertson: 0131 5391402		

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Bob Westgarth: 01697 351654	Stoneybeck Inn - PENRITH	1st Sun. See News
MANCHESTER	Frank Spencer: 01524 791607 Pippa Flegel: 01524 791607	Rope & Anchor - DUNHAM MASSEY	1st Tues. Eves.
NORTH EAST	Mark Astley: 0771 840 8159	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd The Hoghton Arms - WITHNELL Cottage Loaf - THURSTASTON The White Swan - DEIGHTON The Coach & Horses, Barnbrough - DONCASTER	1st Sun. Eves. 8.30pm. 1st Tuesday. 8pm. 1st Tues. Eves. 1st Wed. Eves. 1st Tues. Eves.
LANCASHIRE	Chris Manville: 01282 693637		
WIRRAL	Andy Todd: 0151 339 4150		
NORTH YORKS	Mike Hardwick: 01723 500385		
SOUTH YORKS	Victor Thompson: 01302 850740 Vivien Thompson: 07792 567053		
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180 Nigel Clark: 01788 891 153	The Bull & Butcher - CORLEY MOOR The Old Smithy - CHURCH LAWFORD Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. Eves. 3rd Sun Lunch 1st Tues. Eves.
DERWENT VALLEY	Colin Wright: 01773 531580	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LEICESTER & RUTLAND	David Smith: 01664 850253	The Woodcocks - BURTON MARINA, SAXILBY	Last Tuesday 8pm.
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Griffins Head - PAPPLEWICK	Last Wed. 7pm.
NOTTINGHAM	Claire & Nigel Hill: 01773 775481 or 07976 163006		
NORTHANTS	Adam Easton: 01933 229 992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsden: 01780 470358	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	John Taylor: 01283 763479	The Drakes Drum, Old Oscott Rd - BIRMINGHAM	1st Tues. Eves.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

MID WALES	Jeff Jones: 01970 880222	The Druid Inn - GOGINAN	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pand-y - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDDULAI CONSERVATIVE CLUB	1st Tues. 8pm
		Tredegar Arms, Bassalegg - NEWPORT	3rd Sunday Run Last Mon. 7.30pm

EASTERN AREAS

ESSEX	Russell Timms: 01708 400082	The Eagle - KELVIDON HATCH A128 Onger Rd	3rd Sun. Lunch
NORFOLK	David Aspinall: 01986 895633	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	Nortel Athletic & Social Club - WHITEABBEY	1st Wed. 8pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Derek Skates: 07932 179459	The Duke of Cumberland - BARHAM	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	Gardeners Arms - ARDINGLY	1st Wed. 8pm.
		The Wise Old Owl - KINGSFOLD	3rd Wed. 8pm.
		Crooked Bar - HOOK	1st Tues. Eves.
HANTS & BERKS	Jason Chinn: 07715 770689	Potters Bill - MYCHETT	2nd Mon. Eves.
HANTS & SURREY	Mark Bland: 01252 687988	The Bull Inn - WHITWELL	4th Mon. 8pm
HERTS & BEDS	Les Read: 01582 862176	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
WEST HERTS	Patrick Kierce: 01442 831 539	Woodmans Arms - WOOTTON	3rd Mon. Eves.
ISLE OF WIGHT	Angela Cotton: 01983 281427	The White Hart - SEVENOAKS	1st Tues. Eves.
WEST KENT	Harry Abraham: 01892 834954	Contact only. No meeting Venue	
S.E. LONDON	John Macrow: 01689 829231	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NORTH LONDON	Philip Willcocks: 07973 333303	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640		
SOUTHERN	Suzie Singleton: 01672 514241	The Thomas Lord - WEST MEON	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 Tues. Eves.
THAMES	Mickey Hazell: 0777 362 3807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. Eves.

SOUTH WESTERN AREAS

ANDOVER	Bob McDay: 01256 330287	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
AVON	Colin Murrell: 01179 691322	The Cross Hands - Nr OLD SODBURY	1st Mon.
CORNWALL	TBC.	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVETON	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.
SALISBURY	Neil Cooper: 01722 742970	The Greyhound Inn - Wilton SALISBURY	3rd Tues. Eves.
SWINDON	Karen Davies: 01249 815342	The Black Horse - WANBOROUGH	1st Thurs. Eves.
WESSEX	Trevor Carlyle: 01425 475376	Bournemouth Flying Club	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 07810 135279	Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
		Greyhound Inn - LITTLEDEAN - Odd Months	3rd Thurs. Eves.

OVERSEAS AREAS

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	Luikersteenweg166 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
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubepines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Antonio Cabral Afonso: 00 351 1 9433002	Urb. Portela Lote180-52-D12268 5- SACAVEM.
SPAIN	Wayne Matthews: 00 34 977 430494	Carrer de l'Arc 5, 43786 Batea, Tarragona - SPAIN.
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TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Courtlacey, Olympia - WASHINGTON 98503.



AREA LIAISON OFFICERS REPORT

Just a quick reminder to all AOs that we still intend to hold a third AO's Seminar in November at our Club HQ. This was agreed at this years AGM Seminar, we need you therefore to confirm attendance so we can sort our catering and make sure the venue is suitable.

Last year you may remember we had to cancel the planned third meeting, partly I have to say because of short notice which was down to us (oops!) secondly however it seemed as if there were so few attending. It was only after we cancelled that people started telephoning and e-mailing to say they had planned on coming, so come on let's make it work this time let us know you're coming and let us have your items for the agenda. You can telephone or e-mail us on 01302 850740 or e-mail: vthompson@ivycottage17.freemove.co.uk

The lucky Area this month is **South West Wales**, please contact Club HQ for regalia vouchers.

Victor & Vivien

ANDOVER

e-mail: guy.singleton@virgin.net

Suzie and I were a little late getting to the meet having decided to take a detour into Andover on an unsuccessful hunt for a cash machine, arriving to find two Bobs in the car Park - yes, our illustrious leader Bob who managed to put in a quick appearance before having to go to work, bringing the vouchers Andover won in the Area draw.

As we were standing outside chatting Ed Treadwell arrived in his MkIV Spitfire, shortly followed by Paul Frasier in his much-modified racing replica Spitfire. We'd just like to pass on Sybil's thanks to Paul for her new door handles.

Bob McDay has said that he will have to stand down this year as Area Organiser as his current shift patterns only allow him to attend about 4 meetings a year. So, unless someone would like to step forward into the breach I think it might have to be a case of putting all the names into the hat and pulling out one as his successor!

Don't forget the next meeting at the Clatford Arms, Goodworth Clatford, south of Andover on **13th October**

Guy

IMPORTANT NOTE

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

ALO REPORT . . . ANDOVER . . . AVON EAST BERKS . . . SOUTH BUCKS

AVON

Thank you to Jude and Mick for a fab weekend up at Hay-on-Wye! Friday they really came up trumps! A great campsite was sorted, followed by a great place to eat, washed down by a proper drinkers' pub! The weekend company was great too, including special guests Anthony and Sally-Ann, who brought a TR6 up from Cornwall; Ian from Chippenham (MkIII Spit - or was it a MkII?), and Bev from Worcs in a 13/60 complete with Ansford caravan! Looks like Avon Area may be gaining a couple of Ansford/Portafolds again? Waving the Avon flag also were Mark 'n Mary, Chris, Angie, Jamie and Bradley. Saturday was enjoyed, once we all recovered from Bev's hospitality the night before - copious amounts of cheese and red wine, despite the dampness. The evening started off with a BBQ, followed by a Masterchef session - Jamie and Bradley doing us chocolate bananas on the BBQ (move over G. Ramsey!). This was followed by the Vintage Rally beer tent, with noises, smells and warmth that only steamers outside a beer tent can provide! Then back to the tents for more cheese 'n red wine! Yes Anthony, I am still baffled as to where the blonde, Canadian disappeared to and still looking for her brown campervan for the party! I know it was 2.30 am but I know I wasn't dreaming it!

Moving on to Sunday which came round a little too early for my liking! Vintage Rally day. W were joined by a Marina based Marlin and Mrs Thomas's lovely 1200 Herald. Good to see Chris and Pam, Mr Waters's MkI Convertible Vitesse and lastly but by no means least, Mary really enjoying her organic burger to the max!! That'll be another clean T-shirt then!! For me this was probably the best Triumph weekend of this year! No organisational work involved for me, unlike Brea and more chilled-out than Stafford! Same again for 2006 then, hopefully for even longer than this year and, according to Bev and Anthony, more from both Worcs and Cornwall areas. By the time you are reading this I will, have hopefully gone back for another chillout and some more organic Lamb Balti!! (Sorry Bernie, this is starting to look like an old proper long TSSC Avon report, of days gone by!). Yes, I went back - the Blonde Canadian? No, I still didn't find her!!!

The Hay-on-Wye weekend ended with a very welcome newsflash answerphone message from Northants Johnny Fart Pants: Congratulations to Elaine and John on the birth of their daughter. I'm told that girls grow out of the 'party pants' by 18 months - so, hopefully from then on she'll take more after Elaine!!!

Members' meet: Auction raised some much needed club funds in lieu of the raffles not had for months. Thanks June and Les for running that. I hope you didn't damage the table Les! Great to see Bruce's Giffrie trimmed out and Chris's lovely 1500 Spitty, totally restored at home and all since May (this year!). Events coming up (a few suggestions for you):

October 1st and 2nd Malvern.

November 13th Restoration Show at Shepton Mallet - club stand cars needed - don't be shy and get in free!

Xmas time - Nev informs me it's Cinderella, starring Jimmy Cricket (it's a cracker) and the Head from Grange Hill.
2006: 7/8/9th July Classic Le Mans - my passport is raring to go!
2006 August - A long, long chilled-out weekend at Hay-on-Wye, incorporating the Vintage Rally on the Sunday (13/8) - go on, you owe yourself a good chilled-out weekend!
Party-on People! Why's it getting so dark?

Col
P.S. T.O.T.M. - when holidaying in Cornwall it's cheaper to pay for the carpark than it is to release a wheel clamp - so I'm relying on you!

EAST BERKS

Summer is back again as I write this the temperatures are very pleasant. However, with the nights drawing in we should make the most of it!

Duncan and I took our latest acquisition to the Princes Risborough & Chinnor Railway Classic Car Meeting on Bank Holiday Saturday. Well, to stop you guessing it's a 1961 Warwick (TR3 running gear). We were made very welcome by the local car group. Duncan went on a tour of the train sheds while I kept answering the same question of "what is it!!?" We were then treated to a free ride on the Diesel engine through the Buckinghamshire countryside. David (Herald 13/60) and his family enjoyed the meeting on Monday. I will put details of this event onto next year's events calendar.

Last Sunday I went to the Triumph World Picnic at Beale Park. Unfortunately, I felt the numbers were slightly down on last year and the weather being very damp and rainy didn't help. There was a definite lack of traders too. Mickey (Thames AO) kindly drove me in his 1300. We parked with the Newbury TSSC Group. Next year there will be a change of venue for this event, which I hope may help to inject enthusiasm back.

Next Saturday we have the first Windsor Great Park Classic Car Show. I have my tickets at the ready and will tell you all next month!

Hope to see you soon - maybe at our next group meeting on the **Tuesday 11th October!**

Helen

SOUTH BUCKS

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

The Squirrel was open again this month, although under new ownership; New ownership who felt obliged to ask me for ID before they would serve me (I would not have minded so much, but I was driving the Stag!). Otherwise it was a very pleasant evening, with the good weather bringing a nice selection of cars. I wonder how many more months we will be able to sit outside? The Ace was very busy last month, I went down with my younger

CANTERBURY . . . CORNWALL

brother and my twin, he's never been before but appreciated the 60s mood of the place, and some of the more flashy cars.

I think it only fair to warn everyone, at time of writing, Carl's Acclaim is still for sale. If no one buys it soon he'll be taking it to the next open track day, and this time the tyres will be properly scrubbed in. You have been warned!

Up-coming events include a visit to the greyhound racing track in Oxford (approx. £10 each, including food/drinks and two bets) currently scheduled for **October 25th** and the annual South Bucks vs. all comers bowling match, on **November 23rd**. The monthly meeting will be on **October 19th** from 8pm at the Squirrel pub. Regards

Daniel

CANTERBURY

tim@canterbury-triumphs.com

Firstly, while they are fresh in my mind, thank you. Thanks to all those that came to Detling, a really good turn out considering the weather on the Friday. Thanks to Charles and Steph for supplying the food and cooking it in Dave's absence, I have never seen a barbecue lit using an airbed inflator before but Maurice does have real rhythm (you had to be there). Thanks to Angie and Jo for making the tea for all the trolls that emerge at day break and doing the washing-up. Thanks to Cliff for supplying the vast quantities of wine and beer, guilt is a terrible thing! And a personal thanks to Phil's son, Ben, who kept an eye on Darren, Michael and Bradley. Beyond the call of duty I think.

The three wise men? Set off on Friday afternoon with the threat of dire weather ahead. By the time we arrived at Detling the heavens had opened, the roads were awash and it didn't look too rosy. To cap it all some jobs worth had decided that we couldn't camp in our usual spot and rather argue in the rain we was allocated another area. We partially assembled my tent (the largest) in an outbuilding and once up Ed and Tony assembled theirs inside mine and dashed outside to peg them out. Camping in the rain, don't you love it? Julie turned up later with hot food in the Dolomite muttering about the mental health act. Mike turned up during a lull in the rain and put up his gazebo which we put to good use as we tested Cliff's wine for him. Saturday brought dry weather and a good turnout of cars, so much so that we had to encroach on the Ford Zodiac Club's space. Charles and everyone else set up their accommodation in what space we had left, it looked a bit like Glastonbury. The traditional go on the Dogdams at nightfall was a real hoot, a chance for us to brush up on our driving skills. Tip: Digital cameras and Bumper cars don't mix. Mashed, I think is the description I definitely get Muppet of the week, for that one. Sunday saw even more space pinched from the Zodiacs and it was nice to see Harry Ian and Tony from West Kent. Tony was selling his very nice GT6 and big Tony was starting to chomp at the bit, but fate took a hand and he had to decline so saving money and an ear bash-

ing. Eddie was given a load of spares from an old friend who had sold their 13/60, so he has joined the 'Now I've got it where shall I put it?' club with Graham, Cliff and Charles.

Talking of collecting, there seems to be a case of head ruling heart, breaking out lately. As I said Tony walked away from the GT6 at Detling, Phil decided against a Vitesse 1600 Convertible he had seen due to uncertainties about the engine and Charles passed on a 2000 TC due to lack of room. It must stop. Luckily I have not suffered from this debilitating disease and as some might know have been looking for another Dolomite or a 2000, enter Charles, exit Julie's chance of new conservatory furniture, anyway orange boxes make a good seat. So now I have John McCartney's HBH up the drive and the Dolly half hanging out of the gateposts. Luckily I live in an unmade road, no pavement to block.

It was decided at Detling that I should take over as AO with help from Charles and others. Charles is AO for the 2000 register and I will be looking to him and others for guidance. So if you have any ideas about future events let's have them! Also there have been mutterings about our present venue and so it was decided that we should seek another. Charles, bless him, volunteered to seek out an alternative. Seph's last words were try to remember where you've been and what it was like. So thanks to his efforts our **new meeting place on October 4th** will be the **Duke of Cumberland** pub at Barham at 8 o'clock. See you there.

The Christmas meal has been mentioned and the search for a venue is on. Charles has an idea, but if you know of a good place please tell. Also those interested make themselves known and we can get an idea of numbers.

Lastly, Duxford. If we all still have petrol and can afford to buy it the place to meet if you want to go en masse is the Moto services on the M2, ex-Farthing corner at 8.30. Bring the sunshine with you. Cheers

Dell

CORNWALL

As a club we have had a really good summer this year and we have certainly made the most of it.

In June we had our annual camping weekend and this year we stayed just outside St Ives. On the Saturday we wandered into the town and explored the side streets and walked along the front, stopping for refreshment at a very old pub called The Sloop. That evening we had a barbecue at the campsite and I counted about twenty-four people - some of them friends who had come down from up country. It was excellent to see them all again.

July saw us heading up to Devon for the Crash Box and Classic Car Show at Powderham Castle where we met up with members from the Devon area. They made us very welcome. The men in our group were very impressed by the barrel of real ale that they had brought along!! This weekend was Brian and Wendy's first

show with their newly restored TR7 and the first time that they had been camping. As we have seen them since, I am glad to say that the lack of facilities didn't put them off!

At the end of July we went up to Branscombe, Devon, for the Classic Car and Air Day. We again met up with members from the Devon area. On the Saturday we had arranged to meet the Devon members for a meal but we feel that they sent us on a wild goose chase as the restaurant was very difficult to find and over thirty miles from the campsite where we were staying. Despite that we had a great time in their company.

August saw us at Dan's for a barbecue. Thank you to Dan for inviting us again this year. Although the weather was not very good we all had a great time. It turned out that Brian has an unusual place for storing his tools. He couldn't understand what the knocking noise was in the engine and when he got to Dan's he found his hammer in the engine bay!

Another event we went to during August was a show at Hay on Wye. The camping was organised by the Avon area and they all made us really welcome. Thank you to Judith and Mike: we will certainly visit the area again.

On August Bank Holiday Monday we had a family day out to St Agnes Steam Rally. It was the twenty fifth anniversary and there were over 100 full size steam engines. Our grandson loves steam engines and tractors, so he was really excited and we all had a great day.

At the beginning of September there was a mass exodus of Cornwall members up to Gloucester for Jane's hog roast. This is an annual event that our members love to go to. This year was no exception: the weather was superb, the food was delicious and the Gloucester Area made us really welcome. I know it's a long way to go for a hog roast, but it really is worth it. Thank you to Jane for allowing us to take over your home once again!

Our last big event of the year will be our annual Christmas Dinner Dance on **Saturday 3 December**. This year we will be at The Chy An Albany Hotel in St Ives. It is a small, friendly hotel overlooking the sea. We plan to arrive in the morning and will wander into the town for lunch. In the afternoon we might go for a swim in the new leisure centre. Then in the evening we will all meet in the hotel's bar ready to 'party on'! It really is a great weekend and if you would like details please ring us and we will send you them.

Should you need any details of our events please ring Sally-Ann or Anthony on 01872 530686.

Sally-Ann & Anthony



COVENTRY

tssc_coventry@hotmail.com
or: nclark1955@aol.com

CORLEY MOOR GROUP.

As I drove into the field signposted as CAR PARK, at the Bull and Butcher, I heard comments from the few Triumph owners referring to my Stag running on a steam engine! The miss-firing and excessive vapour emissions seem to indicate the inevitable! A blown head gasket ... Not a quick and easy fix on this Triumph beast and just what you do not need at any time of the year. Nigel, Steve and Graham were only folk present at 8.00 as the daylight gradually faded away but shortly afterwards, the purring sound of Triumph engines was followed by at least 8 cars including Heralds, Viteses and Spitfires as our West Midlands TSSC neighbours joined and swelled our ranks. Many thanks to John Taylor and his motley crew for taking the effort to travel the 20 miles or so to join us. It turned out to be an interesting evening as we made the most of what must be the 'Last of the summer wine', British summer time. Paul and Joan Cheshire joined us in the twilight - in the Mondeo! Last month Paul turned up in a VW Campervan, claiming it was his son's! When are we going to see the 13/60 fully restored to its former glory Paul?

We also had a new member/family join us - Welcome to Tim and his student son in the Herald.

I hope you have enjoyed the summer season; it's been a good summer for classics and soft-tops, so make the most of the remainder of this Autumn. Hope you can make it along to our next meeting at The Bull and Butcher at Corley Moor, **Tuesday 4th October** evening at 7.30 onwards. This pub has proved to be warm and welcoming for all seasons, with open fires, good home prepared meals and fine ales in a friendly atmosphere. Thanks for your continued support. Please try and support either/both local meetings as detailed in this Courier magazine.

Regards,

Kevin

DERWENT VALLEY

e-mail: derwentvalley@tssc.org.uk

As I arrived at the Smalley Common Ex-servicemen's Club for our monthly meet I was gob smacked! The car park was full with Triumphs and several first-time visitors at that. I was so elated that when a member of my staff stopped off to tell me that he had put petrol into his diesel company car I just smiled and said never mind Kev we all make mistakes.

COVENTRY . . . DERWENT VALLEY DEVON

After several minutes spent outside we all ventured in and took up residence in our usual corner where we seemed to take up a lot more space than usual.

That was because we had a fantastic turnout of over 30 people including several new faces (too many to list) but I hope you all enjoyed the evening and that we will see you again soon.

Glennis had prepared a quiz for the evening's entertainment but unfortunately due to work commitments was unable to present it so Stuart did the honours.

The atmosphere was so serious anyone would think there was more at stake than a bar of chocolate. It was a brilliant all-round quiz the sort that you knew the answer but you just could not think of it at the time, which lead to great frustration when the answer was read out and you were kicking yourself.

Top scorers were Steve, Rich and Mike with 18 out of 25. Well done guys.

The wooden spoon and an after school detention went to Julie and Roger for their feeble 11.

For the **October meet (4th)** we are holding the first inter-area challenge for the 'Derwent Valley Bowl'. A night of skill with a twist - well what else do you expect from Derwent Valley - if you think you are in for a boring quiz then you're in for a surprise. So far there are teams coming from Notts, Staffs and South Yorks. The more the merrier and we start at 8.00 pm. Which TSSC area will walk away with the 'Bowl' which they will hold for one year?

On the **16th October** we are embarking on the Peak Run re-run. Starting at the Bear at 10.00 am we will follow the route of the run having a picnic en-route. A nominal charge of £2 per car will be made. Bring your own picnic.

November 1st is our AGM and annual 'Triumph Drive'. You should know what that is by now, but if you don't it's fun, it's fast, frustrating and can be played by children of all ages. Come on and have a go. Thanks it for now

Colin

DEVON

www.tssc.org.uk/devon
e-mail: devon2005@tssc.org.uk

The first (annual?) Devon TSSC Scalextric Grand Prix took place in Ian and Gail's garden in Chudleigh at the beginning of August. Preceded by a good lunch round the corner at the Coaching House, competitors, crews and spectators arrived to find the track set up in the giant gazebo by Course Director Bob, assisted by Ian. No grand prix cars were allowed, and there was an eclectic selection including minis, TVRs, Subarus, TR7s and the star was Rob's faithful copy of his Herald Estate, finished the previous night. It has to be said that the TR7s lived up to their reputation for lack of roadholding and the race marshals were kept busy putting cars back on the track.

The performance stars all afternoon proved to be the Subarus and in a hard fought contest the ultimate winners of the silver trophy (thanks Gail and Ian) and the champagne sponsored by Bob were John and Lesley, fittingly as they provided many

of the cars! A great day - wonderful weather, cream teas in the garden and Alice Northcott's introduction to TSSC at the age of three weeks.

August Wednesday at the Star at Liverton saw a good turnout of seven Triumphs in the car park - can we better that next month? We were joined by Stan and Rosemary from Okehampton, Richard from Axminster who showed us his newly acquired very smart GT6 Mark 3 and Adrian and Hermione taking a break from moving house. Frank brought his Vitesse along, and Mark is progressing well with his (V8) Spitfire! Stan brought a very interesting copy of a New Zealand classic car mag featuring a Herald which was passed around the company.

Our September Sunday outing was our very own version of a "World" picnic - most of us meeting up at South Brent for a run across Dartmoor - wonderful weather for Triumphs - in a thunderstorm - to the old airfield at Yelverton north of Plymouth. Luckily the weather relented, and we had a terrific total of 12 Triumphs (plus some moderns and Rob came all the way from Princetown on his unicycle) and a huge attendance of members and families.

We were joined by Mike and Hazel, first timers from Gunnislake and, with our fame obviously having spread (!), by the Sinclairs visiting from Scotland Central West.

Despite the weather, we had a great time and this is definitely one to repeat next year. Stan's gazebo kept the rain away until we took it down!

Splitting up for the journey home, we wrongly followed a diversion sign into a housing estate - very funny looks at 6 Triumphs and a Mazda and John's excuse was that he was only following the two cars in front! Lisa was pleased to have a bit of help when Ruby stopped charging on the way home - Jim's Vitesse was successful in getting her going when we failed to jump start her off the Mazda.

Iain too reported that Edith made it home safely if a little noisily.

Sunday October 2nd will see us at the California Cross Country Inn, near Modbury - they do a Sunday roast for £6.95 (it was very good last year) and if anyone needs a veggie option, please ring us on 01548 821348 asap. Meet there for lunch 12 - 12.30 and we will aim for a run out to the coast afterwards.

Wednesday 19th is our usual Club night at the Star at Liverton - good food chat and company. Looking ahead to **October** - our **Sunday lunch** will be at the Kings Arms at Otterton - please note that Karen and Jim will be organising this one (change from the published calendar) Ring 01395 268575 if you are coming - more details next month..

We would hate to be the first to mention the dreaded **CHRISTMAS**. However, time is ticking, and we are planning to hold our Christmas Meal at the Star on **Wednesday 14th December** (not the usual third Wednesday) - Mark at the pub will be preparing his menu shortly - expect it will be around the £15 mark. If you would like to join in, please let us know soon so we can have an idea of numbers.

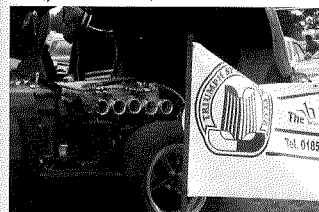
Sue and John

DORSET . . . ESSEX GLOUCESTER . . . HERTS & BEDS

DORSET

e-mail: dorset@tssc.org.uk

I finally managed to get a club stand together for the Yeovil Festival this year: On the Saturday, Dave Lonsdale and myself were the only two cars on the stand - I think the weather forecast of heavy rain put a lot of punters/exhibitors off attending that day but in the end, we got off quite lightly with only about 3 hours of rain but enough to determine that my Gortex walking boots are only 50% waterproof (the left one isn't!) and my waterproof jacket isn't either! Sunday was a whole lot better - Dave and I were joined by Gareth and Seb, so our stand now contained three 1500 Spits and a Spitfire 4. We were also joined, by George Ralph who having just completed a 15 year re-build of a GT6 Le Mans rep, brought it along for a shakedown run. With the bonnet up and nicely detailed engine bay, sporting triple Weber carbs, George's car attracted a whole lot of attention (picture below).



Nice to meet Suzie (Singleton) who was attending on the Sunday, but I missed Guy who was wandering around the auto jumble. Thanks to Charlie at HQ for getting the club banner and bunting to me at short notice.

I unfortunately had to miss the run down to Poole for the final Quay for My Car event in August due to having to work, but I did get along to the Thornfalcon classic car meet the first week in September. An excellent turnout of Triumphs from a variety of clubs and individuals, spoilt only by having to share a field the MGs! This event gets bigger and better each year. I think last year's 700 cars will be at least matched this year, if not beaten. They now seem to have the parking better organised, with the overflow field of previous years being used from the outset. Assuming that the majority of these cars are local (since it's a one day event, and even then only from 11-2.30), I wonder where all these cars live and why you never see them on the road? Cheers

Steve

ESSEX

Hello all hope you all had a good summer. Hope we are still in for some Autumn sun as well. The August meeting went well I think with another new face and car turning up. Steven Mimms with his very nice green GT6 Mk 3. most of the other face's we know.

As I'm writing this I'm hoping that the Battlesbridge show will be a success as it

is on the same day as the mile of Triumphs.

Only seems to be two things on this month, the car show at Canvey Transport museum, which I will be attending on the **2nd of Oct.** Need I say what the next one is, Duxford, one of the best shows and last of the year. I will be there as will some of the others I've Chatted with. If you have not been before you don't know what you are missing out on. Classic cars and lots of planes.

It's a good day for all the family. Hope to see you there. If you are looking for my car it has lost it's white spot so it looks almost like the rest now. Sorry it's only a short one this month but it has been a quiet one. All the best

Russell

GLOUCESTER

www.tssc.org.uk/glooucester

The area meeting was once again an all outdoors event, and probably the last this year unless we're blessed with an exceptional Indian summer.

David Turner came along in his very recently acquired TR7 drop top and took a little ribbing for his trouble. All joking apart it's a very nice car and we hope you enjoy it as much as you did the Spitfire.

Now I confess that as usual I was busy talking and didn't hear whose car won our rear of the year competition - I think it was Ian Manderson but if I've got it wrong please be gentle with me.

We must also welcome Roger Morris to the meeting. Roger contacted me a week earlier to see if we could sell his car and he came along to enable it to be seen. Any luck yet Roger? We hope you enjoyed our company and as always would like to see you more regularly.

Almost forgot, it was a very nice MkIV with lots of club goodies and history. If it hasn't sold and you are looking for one contact Jane for details.

The Greyhound Inn at Eldersfield was host to a classic car rally and Dave, Karen, Don, Bj and Jane all went along for the show. They also met a chap from the Worcester area in an R reg blue Spitfire (sorry no name). Jane says it would be nice to see him at either the Worcester or Gloucester area meetings so if your reading this come along and say hello we would be glad to welcome you.

A good picnic was enjoyed and there were some really interesting cars on display. Jane however seemed more enthused in her description of the cake stall than the cars, very nice too. I wish I'd gone now I like a bit of cake.

The Gloucester area hog roast was a fantastic evening. The numbers of local members was somewhat on the lean side but as usual the Cornish contingent swelled the attendance, as did a good turnout from the local mini club. A big thanks goes to Jane for once again allowing us all to ravage her home and of course for the supply of the event equipment (I won't mention the chairs). Thanks also to Karen and Dave who spent a great deal of time and effort in the organising and preparation for the day and thanks to



the other contributors for the salads and sweets etc. It all added to making the evening what it was. The evening cruised on until the wee small hours until finally even the hardest of party people threw in the towel, about 2.00 am I'm told. There were about twenty left in the morning and Ali and Mark stepped up to cater a first class breakfast for all. Well done guys, same time next year.

Paul and I took a visit to the Worcester area meeting and enjoyed another very pleasant evening outdoors. Surely the seasons will send us indoors soon, until then we'll keep on enjoying as much as we can.

Last but not least I was chauffeured to the Beaulieu international autojumble. It was my first visit and all I can say is Wow. We walked our socks off and only just managed to get round it all. The weather was just right being warm and dry and there was a fantastic variety of things to marvel at. We spent some cash both on goodies and food and drove home with aching legs, a fantastic day out.

One last thing before the events: Local member Chris Wilcox is selling his 13/60 Convertible. £700 ono. For details call him on 07884445641.

Another local member selling is Richard Johnson; he's selling a very nice 1976 1500 Spitfire for £2600 you can contact Richard on 01242 705534 or 07979854579.

That's all keep your eye on the events for something to do soon.

Andy

Events:

Saturday & Sunday 1st & 2nd October The Malvern motor show at the Three counties showground, Malvern.

Sunday 15th October Don and Bj's Leukaemia research fund Christmas card and gift sale 10.00 am-4.00 pm. Please come along and lend your support.

Monday 17th October area meeting and quiz night at the Kings Head, Norton.

HERTS & BEDS

August meeting weather was terrible - I suppose that added to the lack of cars in the car park. John turned up in his GT6, first time I have seen. It was really handy that he turned up as we had a new member there who was looking for a GT6. At least with the car being there we were able to give him a few pointers on what to look for when he eventually buys one. Virm was there telling us the improvement on his 2.5 Spitfire.

Lots of people have phoned about Duxford, spoken to Duxford and we might be able to have some traders there. Sam and his brother are on the 10 countries as I am writing this. Kevin was there taking photographs he has put them on the club website. Next meeting **24th October**



HERTS & BEDS . . . WEST KENT LANCASHIRE . . . LEICESTER & RUTLAND

HERTS & BEDS Cont

(fourth Monday of the month) The Bull Inn Whitwell. Cheers

Les

WEST KENT WestKent@tssc.org.uk

Tony, Ian M. and my daughter Katie and I had a wonderful day at the Detling Steam rally courtesy of Del and the gang from Canterbury. Ann had her Hurricane on the Kit car stand. Having worked the previous night, I felt quite tired and fell asleep in my deck chair while soaking up the sun and chatting with Ian. Sorry Ian you wasn't really boring me, I was seriously tired and the hospitality beer alc. 8% finished me off. Del took Katie to the funfair while I sat comatosed.

Tony was getting plenty of interest in his immaculate MkIII GT6 that was up for sale.

Mike found the cause of my irritating tapet noise, it appears the first rocker has a slight side ways movement which has subsequently bent a push rod - cheers Mike.

Frank has supplied me with a replacement rocker shaft and push rod that should solve the problem.

We had a new member at the last meeting, Colin, a man with good taste as he is the proud owner of a 1979 Inca 1500 Spit.

Unusually and I expect quite innocently, the ladies and gents split into two groups, none the less the meeting went very well. Ian reflected on the good year he has had at the many shows and was full of praise for the neighbouring areas who proved to be excellent hosts.

With the exception of Autorama, I think the weather has been very kind.

Frank and Irene were readying themselves for the Beaulieu weekend.

Sue and Janice will be marshalling at the Brands Hatch A1GP and I will be taking part in a 10 mile race in Sittingbourne followed one week later by the Cardiff Marathon.

I understand many of the supermarkets are starting to introduce their Christmas stock, so that time will soon be upon us again. Have you any thoughts on the venue for the festive dinner - do we go for a New Year dinner instead?

Take Care

Harry

LANCASHIRE

Hi All. Another very good turnout for the meet on Tuesday, with around 14 club cars turning up. A few things happening to talk about. Firstly, we have been asked if we would like to meet up with the West

Yorkshire area in **October**, for a general chit chat and possible a short run/walk/bite to eat. The date looks like it will be **Sunday 23rd**, so if anyone wants to come along, please let me or Geordie know at the next meet.

We had a run to Bolton Abbey last Sunday, which seemed to be enjoyed by all that came along. There were nine club cars, and we managed to stay in an unbroken line for much of the drive, which looked good. We were very lucky with the weather and all met at the Hoghton Arms for the run to the Abbey. We arrived at about lunchtime and after the picnic headed off for a short walk. The path leads down to a fairly wide river which can be crossed either by bridge or a series of stepping stones. It seems the stepping stones were the preferred method to navigate the crossing, although one member of our party decided to take a different approach half-way across. Zoë you are a star. Thanks for providing the days entertainment and for being a great sport.

By the time this comes to print, we would have had a couple of other trips under our belts. An evening run to The Black Bull at Rimington which hopefully will be successful with around 20 of us having a bite to eat and a look round the transport memorabilia. This is an idea it seems that Glenn and I had simultaneously, with me bringing a flyer to the meet and Glenn having been and picked up a leaflet and menu. We'll let you know how it went next meet.

Hello to Mick and Stephanie who are new to the Hoghton Arms meet. And hello to our friends Adam and Sharon who borrowed our spit for the day to Bolton Abbey. Adam is a bit of a petrol head, and is now pretty hooked on the idea of a Spitfire, so is busily trawling e-bay for a bargain. Between us we are building a bit of a monster. Sorry Dave but the Estate has been turned into a 4x4 monster truck. I know the purists amongst you will hate it but it looks great. We hope to have it ready for spring.

The Triumph 1300 we bought last month has now been re-commissioned and will be pressed into service as Annette's daily driver as we have sold the Terrano. It went for its MOT and failed on sticky brakes and a number plate light. Not bad for a car that hadn't seen day light since 1989. Hopefully I should be in it for the next meet.

Chris

LEICESTER & RUTLAND

Well the month of August has just 'zipped' by, perhaps because as an area we have been so busy enjoying the good weather. As reported last issue, we had an excellent 'Sunshine Rally' on Sunday 7 August at Stanford Hall and it was great to read in the following Courier that those local areas that supported us by coming along, enjoyed the show and its location. Despite what Graham says we will be doing a show next year, hopefully much bigger and better so look out for our adverts in the Spring.

Launde Abbey Open Days which we as an area attended from the Friday evening until Monday late afternoon was a great success. We put on a permanent display of at least seven Triumph cars, with

descriptions of them for the public, outside the stable block. It was amazing how many people had had Triumphs back in the 60s and 70s and related their fondness of them to us. The numbers attending the event were higher this year we were told. Partly due to the excellent weather and perhaps our evening entertainment. Stuff the jazz band and Songs of Praise in the marquee, we had Roy (Reginald Dixon) on his organ, on the hill overlooking the abbey. Strains of a Vera Lynn song drifting across the glorious English countryside, towards the Abbey beat Hymn 136 anytime.

On the Saturday, Capt'n Roy offered to take us boy racers out on his Formula 1 Racing Yacht based at nearby Rutland Water. The wind was blowing a gale so Graham declined but Bernard, myself, Andrew and Dave Jones went along to assist as crew. What an excellent skipper Roy is, (his coffee mug says so) but we landlubbers were all scared, soaked and wished we had stayed back at Launde Abbey. And that was before we had untied from the mooring buoy. Still with Andrew up at the pointy end, keeping all the nasty waves away from us, we had some excellent turns up and down the water, even though at times one side of the boat was under the water and us on the other side leaning over as far as we could. We returned to Launde Abbey damp (or in the case of Andrew, soaked) but like conquering olympic sailors. The organisers of the Open Days were well pleased with us and hope to see us again, blimey! However, Dave and Sarah have messed it up for us attending next year as they have chosen to get married that weekend but we could always turn up for the wedding in our camping outfits!

The next weekend was the Lincolnshire camping weekend and yet again the weather was glorious. I and Liz had to go to a wedding in Hinckley on the Saturday and was gutted to miss the event, so over to my stand-in reporter, Graham. "wjdien, fghr, Ooops, me and compumteers. Thanks Dave, we were sorry to miss you, but it did not stop us having a great weekend. Our thanks to Garth, family and friends for a nice time, even if they sent us all to the workshop on the Saturday afternoon. The campsite was busy when we arrived on the Friday afternoon, but it does have excellent facilities and large fishing lakes. Once the tents were up, we sat around and enjoyed the weather, with a little light refreshment. After a few toasts to absent friends (Dave and Liz) we all retired to the restaurant for mixed grills and the odd glass of red wine. Back to the Gazebo, out with the organ (Roys) and the music and wine flowed for the rest of the evening. Time for bed and out of my 'shocks and soos'. Saturday started bright and we were soon off on our convoy to the workshop at Southwell. The speed at which we travelled cleared my hangover and blew the core plugs on the TR6 in the convoy. I, driving my Dolomite Sprint, for once was able to enjoy the countryside as it passed us slowly by! The workshop was most interesting and very well presented by the National Trust. Only glad they passed into history many years ago. You were not sent there to enjoy life, or even the food, but at least it was shel-

ter. In the evening we all went to the organisers barbecue and then it was out with the organ, on with the spotlights and a peaceful evening by the lakes watching the sun go down, giving toasts to absent friends (again). That was the plan but, however, Roy has now acquired a choir, few in numbers but they make up for it with enthusiasm. I think that's what they call it. Still, next morning the neighbours were still talking to us and several of them complemented us as an area for the evenings entertainment. Chris and Kit came over from nearby Ingoldsby and camped with us for the evening.

Sunday and it was the raffle, quiz prize and 'the car you would like to take home' competition. A lovely TR4A came first but my Dolomite Sprint and Roy's lovely Vitesse came joint second from about 21 cars. Roy has a shelf full of cups and trophies but once I get new carpets and sort out the marks on the bonnet, who knows. Many of us stayed late into Sunday afternoon as the weather was so hot and warm. Thanks, Graham. See that Liz and I were sorely missed. As we approach the Autumn I will organise the usual slot car evening at Loughborough and a ten-pin bowling evening at the Meridian.

Xmas Dinner is booked for **Friday 2nd December** at Quorn Grange and as we have a larger room all to ourselves, numbers are not so limited, so if interested please contact without delay.

Coming up is the Mile of Triumphs and I think some of the area will be going, and then its Duxford "without traders". If the rumours are right about why no traders are allowed this year, its a shame, and I hope the organisers have a great event. Area members seemed to be finding other things to do on that day!!

Dave

LINCOLNSHIRE www.lincolntssc.co.uk e-mail: garth@lincolntssc.co.uk

Well the main highlight of the month was our 3rd Camping Weekend at Woodland Waters. As usual the preparation was left to the last minute, and at one stage I was beginning to get a little worried as only eight people had pre-booked! I took the Friday off work to go and get the caravan to set it up, I arrived at the site to be greeted by a cheerful, "Hello, your area is all roped off and you are on pitch 14" I drove to the rally field. Sure enough there was a roped area of sorts, but since when does a single bit of rope define an area! I could not find pitch 14, I could find the electric hook up, but no flagstone to put the jockey wheel on. So I connected the site lead and stretched it out as far as possible and put the caravan at the end of it. To the other side of the tape were Caterhamers for a sprint gathering, so I assumed I was in the right place. I switched on the electrics and left the van to go back home to collect all the food, clothes and bits and bobs, when we got back, another person and Mike Mayfield had arrived, gradually people started to turn up, Phil and Will being one of the first; he pitched their tent and before long there were cars and tents all around, we were slightly annoyed as the area was

not really big enough, then an old guy came along in his camper and started ranting we were on his pitch, we had not noticed that Phil had pitched his tent very close to the slab for pitch 18.

The site manager was duly called and a heated discussion followed, suffice to say Phil did not move his tent. As it got dark more people arrived and were pitching tents by headlights while we were busy boiling the kettle to supply hot drinks, as it was a very clear night it was getting a bit nippy. Jonathan, Elaine and their 3 week old baby Gracie arrived and Jonathan set to pitching their new Conway trailer tent. All I can say is well done for camping with a new baby so soon, I assume she will have her own car and tent at the 20th Lincs camping weekend? Talking of babies, a little later a slightly tired looking Trevor turned up with some feeble excuse for not camping along the lines of "I've just come back from the hospital, Jackie has just had a little boy" - seriously, congratulations to you both, we all hope everything goes well for both of you.

Saturday started a little misty but soon the mist cleared and the smell of bacon wafted over the site. After breakfast, we eventually got the cars lined up on a free bit of grass to start the convoy.

For the observant among you you might have realised that some of the route was the same as last year, but in reverse! sorry for that but there are two major obstacles to cross in the area and only a few crossing points on minor roads, the A1 and the river Trent.

The convoy was in most part without incident apart from David and Dawn in their TR6 as a core plug started leaking. We got to Southwell Work House, and I realised two problems, the quiz that Alan had so carefully produced was back at the site and that I did not realise that dogs were not allowed in, and we had a larger contingent of canine campers than I had expected, however neither presented an insurmountable problem, it just meant that people had to pay more attention to the tour.

Ellie and I went back to the site via Sainsburys to get the food for the BBQ and had a little rest before getting the BBQ ready. As the cars began to straggle back to the campsite I started to get the BBQ ready and started to cook. Many burgers, burnt sausages and assorted bits of meat were produced. Many thanks to Alan for helping and gave me the opportunity to eat something myself. Much eating, drinking and musical accompaniment care of the Leicester & Rutland contingent ensued late in to the night, I hit the sack at about 11 but apparently some people carried on into the early hours.

Sunday brought another gorgeous day, the smell of bacon and eggs again and the packing of tents, we lined the cars up for the peoples' choice. The results of this along with the raffle and quiz results were read out. Congratulations to Roger and his very nice TR4A as this was the car that most people wanted to take home. Yet again Phil and Will won the quiz, are you sure you were not a teacher in another life? The raffle took a little longer than expected as some people kept winning

and the draw had to be made again. Alan won an appropriate prize of some polish, I am sure he will be able to use it soon. Seriously Alan the important part is that you came along and enjoyed yourself, that is more important than how shiny your car is.

We said goodbyes and a few of us headed to the Hare and Hounds for lunch and a drink before heading off home. I would like to say a big thank you to all the Lincs area members who helped out, and Ellie for her help and support. I would also like to thank all the people that turned up and made it a success and I look forward to seeing you all again next year. As a foot note, we have had words with the site owners and have been assured that we will have our own area next year properly roped off and set aside. The thing that is important is that if anyone wants an electric hook up they MUST book and let us know by **June** at the latest. 'Til next month,

Garth

MANCHESTER www.tssc.org.uk/manchester

We seem to be getting busier and busier and August has been no exception. We arrived Friday afternoon to set up camp at the Woodvale Rally in Southport. The weather was dry, but boy was it breezy, and trying to erect a new folding camper for virtually the first time is definitely not for the faint hearted, just ask Paul ... just make sure you are nowhere near him when you ask!

Anyway a few stiff drinks later and you wonder what all the fuss was about, even agreeing to take part in unusual events next year, or someone has convinced you that you agreed (not a chance).

Saturday morning one or two arose with a thick head and an ever so small hangover, and decorated the stand in all our Mr Man finery spending the day selling Tombola tickets. That Dave could sell cherries to a calendar girl. Thanks Dave you did brilliantly and only scared a few kids waving your lollipops around.

Cooky came for the day with Carol and their two ankle-biters ... they certainly had their hands full and it was good to see Carol again, but the real fun began when it was time to go home. The TVR's starter conked out, and the men had to push-start him off the field and onto the runway, much to the detriment of the men and to the delight of the Porsche owner's club.

Sunday after a very busy two days we decided to chill-out for the day and take in the show and catch a few rays, one or two of us managed to get a little sun burnt. We got a nice surprise as the prizes were hand-



MANCHESTER

MANCHESTER cont

ed out at the end of the day as Manchester Area managed to pick up 3rd prize for Best Stand. Congratulations and thanks to everyone for your help and enthusiasm. Woodvale put on a brilliant show which really pulled in the crowds - a fantastic model air show complete with an explosive Battle of Britain finale; classic cars galore; stunt bikes and cars; a fairground; kite flying; lots of stalls and plenty for everyone. A big thank you goes to the organisers Mary Arrowsmith and Mike Cockayne. But this is not quite the end of our report on Woodvale, Oh No!!

Not all areas are blessed with having a pair of members with luck like Pat and Colin. Camping for the weekend in their posh caravan. Catastrophe 1: Colin lights the gas to warm up said van, Pat places a kitchen roll on top of said gas, paper catches fire, Pat heroically tosses kitchen roll through the door slightly burning hand and thankfully avoiding everyone else. Catastrophe 2: Colin does not fit cartridge into portaloos properly. Next morning just a wee leak Ahem!!! Small flood in van. Catastrophe 3: Colin parks said posh van on runway Sunday morning for easy take off. (Get it?) Not when thousands of cars decide to park all around it. We say get rid and go back to a tent...!

Tatton Park was the final camping weekend of the season and what a great weekend it was. Warm and dry with plenty of sunshine with loads of members camping or just spending the day Les 'n Ler, Jenny, Gary, Darryl and Emma, Hugh and Pauline, Pete and Janet, Steve, Martin and Michele, Chris, Ian, Harry, Pip and Frank, Derek and Brenda, Paul and Kes, Peter, Ian, John and Richard in his 1957 Land Rover (based on a Triumph chassis of course). There was also a welcome selection again of 8 or 9 cars from the Lancashire, Cheshire and the Wirral areas too! It was good to see you! Friday afternoon Frank and I pitched up our camper and after spending an exhausting time grappling with the awning we put the kettle on for a well deserved cup of coffee the gas had run out before the kettle had boiled so we spent several hours driving around looking for camping Gas to no avail so thank you Les for coming to our rescue. Friday night was the usual 'drink 'til Saturday' and Frank duly obliged. Sipping whiskey purely to keep him warm you understand and me to keep him company. Frank soon slipped into oblivion pulling his hoodie over his head and falling asleep, so a Star Wars theme was born Paul reckons he looked like Obi Wan, so he was duly christened. At least he isn't an ugly green looking Troll like Yoda but that is apparently my new identity. Frank and I staggered off to

bed with Gary in hot pursuit peeling the bottom half off Frank of the floor of the awning and his face from the floor of the camper. There are no injuries to report just lots of embarrassment.

Saturday was warm and dry and there were plenty of cars on the stand and a good turnout from neighbouring areas, including a Spit with Le Mans bonnet, A Mk1 Midget, a series 2 Land Rover, and the only TR7 Coupe at Tatton. Andy from the Wirral in his smart looking GT6 has had his seats reupholstered and they look brilliant well done Andy. But the icing on the cake Jenny picked up 1st prize for Triumph Spitfire Sybil winning Best Triumph Sports Car. Saturday night was absolutely Tootastic we were all invited around to Derek and Brenda's for a slap up Curry 'n Can night. 25 of us managed to get there by mini bus direct from Tatton Park others under their own steam, Brenda must have been really busy as there were a vast amount of different starters, curries, rice and sweets, all tasting scrumptious washed down with the obligatory wine and can.

They even provided the entertainment a car-based quiz. Which left some of us Durr!!!! And some that got a few.

Janet and Pete won the quiz however congrats you two. The night ended with Pete and Janet trying out the observation games on everybody but either we are not very observant or we had started to empty too many cans.

Anyway thanks Derek and Brenda.

Sunday was packed in the park so we relaxed wandering around the auto jumble and various stands and just generally soaking up the atmosphere. Well some of us got really into it, Harry took a GT6 out on a test run and bought it, it's a beauty too, well done Harry.

Return of the Ode by Kerry Cottrell

When our Club convened at Tatton Park

The beer started flowing before it went dark

A problem with drinking, this Club has methinks

But there's only a problem if there's not enough drinks.

Funky Frank felt the cold so a hoodie did don

Duly earning him the nickname of Obi Wan

The 'Pipster' was Yoda and Ler was R2 Mr Men are redundant for a theme we have new.

We had to laugh, when Frank he was p...d

Went ass over tit as the step he had missed

Did land in a heap with his arm up his back

Nearly killing himself trying to get in the sack.

This is too flippin early' is all I could yawn. The camp was awake at the crack of dawn

You all disappeared with your cars to the stand

Anyone sober enough was to go lend a hand.

By Saturday night we were off in a hurry To Derek and Brenda's for a can and a curry.

The fare was divine, a real taste of India By Sunday morning the camp seemed much windier.

Man City did the business and

won a goal up

Jen celebrates in style and drinks wine from a cup

But Kes had committed the cardinal sin Bringing lemon and tonic, but forgetting the gin.

Paul's had enough and the

fleet has to go

All his Triumphs are broke, there's none at the show

It's too much trouble owning a classic car

So he's searching Ebay to buy the Death Star.

Don't join our Club if you're easily offended

As tact and decorum be

permanently suspended So I'm signing off as Jar Jar Binks

'Up ass you are Les' says Yoda methinks.

This month's area meeting was very busy and at times felt like organised chaos, but we had several events and dates to organise so I hope it wasn't too daunting for the new members. So I would like to say welcome to our new comers to the meeting this month. Trudy (Vitesse) and Barrie (TR6) the meetings are usually a lot more light hearted so I hope we see you again. It is the Manchester Area's Motto to make all new members older or younger with or without Triumphs always feel welcome.

The Meadowcroft hotel has been booked at Ings (South Lakes) next year for the South Lakes April 21/22nd 2006 we have booked the whole hotel with any extras stopping at the pub next door.

7/8/9th July 2006 Le Mans Most of us will be doing Le Mans next year so bookings are now being taken.

More details will be appearing through out our meetings.

January Xmas Doo A feast at the Mongolian Barbecue followed by stand up comedy at Jongleurs at the Comedy Store dates in January to be arranged.

2nd October 2005 The Nuts & Bolts Run a 30 mile run by Pete, Janet and Gary taking in the Last Drop Village and West Pennines Meet Reebok Stadium (car park A) for 11.00 am Start

Anybody wishing to get involved in any of the above events please give me a call 01524 791607 or mobile 07886478212 New E-Mail pip.flegel@homecall.co.uk October 4th 8ish Next Meeting Rope & Anchor

See you there

Dip and Frank

IMPORTANT NOTE

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

NEWBURY . . . NORFOLK NORTH EAST

NEWBURY

dave.rumens@btinternet.com
mary.rumens@btinternet.com

The meeting at the end of August was well attended though there were not too many Triumphs in the car park due to poor weather. Ollie is desperate to improve the level of his financial income and so Mark, Nigel and Mary gave him a few suggestions - the trouble being that all required capital outlay and Mary was not willing to share her lottery winnings!

Several of us went to the Broadlands Pageant of Motoring over the Bank Holiday weekend. The weather was very good - dry and hot. Lots of nice cars to see and a good selection on Suzie's club stand including several from our area - hopefully more next year. There were many more stalls than last time and we have topped up nicely on raffle prizes! Please note that Nigel was not the last to arrive at the rendezvous - we were!!

The Mystery pub lunch is on **Sunday 16th October**. Main course is £8/9 and I should have had your main course choice by now. We will meet at Waitrose car park in Thatcham at 11.30 to leave very soon after that. So a nice long lay in for those who want it.

Our skittles at Aldermaston went well and we have definitely improved, so much so that Dennis scored a 9. Ian N was the highest scorer so things look good when we challenge the TR Register next spring. We reckon one more practice in **November** time should do it. Thanks to all you ticket-buyers and prize-donors who helped the raffle make a healthy profit. Mother Christmas will be able to choose some good presents again this year.

Hope you are all thinking about the TV theme for Christmas: Malcolm tells me that he and Josie have got their costumes sorted. I'm still at the 'What shall I come as?' stage. Some of the desserts on the menu at the Spotted Dog recently are things Lisa is trying out for possible inclusion in the Christmas menu so do partake and pass an opinion.

No one seems to have heard anything about a Triumph show at Sandown Park this autumn and we haven't seen any publicity. We therefore assume that it is not going to happen this year.

There is Malvern autojumble on **1st and 2nd October** (if you get your Courier by then). Although not specifically Triumph it is a good source of general bits and pieces.

Next meetings: **Wednesday 12th October** and **Wednesday 26th October** at the Spotted Dog, Cold Ash starting about 7.30 pm.

Events: **Sunday 16th October** Mystery Pub lunch - pre-booked only and it's too late now! See you all at the next meeting. Keep 'em flying.

Mary and Dave R.

NORFOLK

What a blinder of a month!!!!!! The weather has taken a turn for the better and the cars are out in their droves!!!! mmm, Ok,

so where do we start this month??? One of our most spectacular events was the photo shoot with a Spitfire Aeroplane at very short notice.

Andrea and Dale who have taken over the Auto Pilots Bar (now known as Happy Landings) have a part ownership in a Spitfire of the winged variety. They arranged for it to be flown into Norwich Airport and managed to get security clearance for us to drive our cars right up to the Spitfire Aeroplane for a photo shoot. It was totally awesome, especially when we were told that this aeroplane had been bought many years before as a box of bits and rebuilt and restored (and we thought we had a task with rebuilding our cars!!!!). After being restored and flown for some time it then had a crash but was rebuilt again and still flies taking people for trips out. We had a fantastic line-up of eight Spitfires in front of the big Spitfire. What a sight!! One that will remain with us for a very, very long time! We had less than 24 hours to contact all club members that owned Spitfires to organise this and even then it could have been cancelled at the last minute! Our thanks go out to Andrea and Dale who organised the Spitfire and Airport security for us, we know it was a real headache for you!!! After the photo shoot I was given the opportunity to meet the Squadron Leader and thank him. I was so in awe that I could hardly say anything (a rarity for me!!). It was then brilliant to walk into the club meet to see that Happy Landings had a fantastic picture already displayed on the wall. For those that could not get to this event, I have been told that it may happen again sometime in the future. We know a few of you gave your bosses/clients some very wayward excuses to get there!!!

Ok, new members in September included Stuart with his Spitfire, Delilah who joined us for the photo shoot. John and Brenda Jarman with their gorgeous yellow 1500 Spitfire who we coaxed into becoming members at the photo shoot. Trevor who we signed up at the police Gala Day, has just bought a MkIII GT6 and drove it home from Bristol. Also Paul, who used to be a member a long time ago, is going to rejoin, as soon as he has found a GT6 or Spitfire to buy.

The main event that we attended this month was the Police Gala Day. The weather was fantastic as was the show. Our club stand was very well represented with an amazing eighteen cars!!!

Well done everyone for making this a brilliant event!!!! Dominic and Kate brought Romilly and Harrison, their new baby son for us to meet. I'm glad to see that they are bringing them up with Classic cars from the start.

Our monthly meeting was also our postponed Mini Concours night. It was judged as a members choice.

These are the results:

1st Bill Galloways Red MkII GT6 2nd John and Brenda Jarmans Yellow Spitfire 1500 3rd David Aspinalls Red TR4A now been sold to our fellow club member John Smith.

Well done to all who brought their club cars to the meet, it was good to see a great selection in the car park.

Forthcoming events:



3rd October Next Meeting
4-6th November Classic Motor Show NEC

20th November Classic Car Auction Norwich

10th December Xmas meal & Disco (names & deposits please!!!!)

All in all one brilliant month!!!!

Julie and David

NORTH EAST

e-mail: northeast@tssc.org.uk

Hi all. We are having nice turnouts for the meetings lately, thank you all for your efforts, nice to see you. Quite a few things happened since the last meet, four TSSC meet regulars did the BVVR round Northumberland on a beautiful Sunday in August.

Three were at the NECPWA Belsay show, another couple at the Beamish Stag event on the same day and yet more down at the North Yorks camping weekend all on the same weekend. By the time you read this we'll have been kite flying at Hoy Island again and also to the NECPWA Beamish show as well.

We welcomed two new members at the September meet as well, firstly I'll introduce Rob and Jane Goddard who live in Allendale and brought along their red Spit 1500 which they have owned for a year, currently discovering the joys and troubles of Triumphant driving. Engine emissions were a trouble for the last MOT though Rob now has some things to look for.

From the same area Rune and Dawn Dyebedal called in after being at the Stag event in a very impressive 1500 Spit (red), I didn't get the chance to really talk to Rune and Dawn though Paul Self did and got a good look at the very impressive car. I did see the central locking working and apparently the underbonnet wiring with fusebox and relays is a must see. Rune, originally from Norway, did all the work himself.

Simon Timperly attended again but in a modern car, he has a white MkIII Spit with 2ltr engine. Simon need space in his garage and has a large stash on MkIII and also Vitesse MkII conv spare to get rid off, ring him on 0191 4820600 for full details.

I found a split in my rad top hose when putting it away last week but will be sorted as soon as I find a spare moment. John and Viv have their free Spitfire running and driving up and down the lane but they were concerned about the feel of the brakes, having sat in a few others now I don't think they are quite as worried. Andrew Plews got his 1500 (red) MOT'd and back on the road, for an hour! He has a bad rear bearing hopefully sorted soon. Brother Matthew still has his 1500 (to be red) in for it's paint, hopefully it'll see tarmac properly this year.

Ian Longmire made the N Yorks camping



NORTH EAST . . . NORTHANTS NORTHERN IRELAND . . . NOTTINGHAM

● NORTH EAST CONT

in his reddish Spit Sprint but didn't manage to get very far on the way home, some funny noise leaving the site led to a trip on a recovery lorry and a very suspect diff. Having shown up a Pug 206 the other day on his SU's he is progressing with the fitting of two Weber 40DCOE carbs with trumpets, though it will apparently require a bit more bonnet modification to finally go together.

Alex Bell is having to sell his motorbike before getting a Spit, if you want a Honda CB500 ring him on 01914888476. Be careful when buying Vitesse Mk II fanbelts, two of the biggest suppliers got the wrong length, however Partco got it right from their parts information and were cheaper than our specialist suppliers!

We should be having our Christmas meal in the Travellers on **Sunday 4th** before the meeting. If you would like to attend we will need a £10 deposit each at the next meet. Total cost for four courses is £17.95 each. Steve and Lisa are also going to organise another supper run soon, most likely a **Friday** night. Details next meet which is the **2nd October**, then the **6th November**.

That's all for now, happy motoring. Yours

Mark

● NORTHANTS

The season is now drawing to a close with just a few events left in our diaries. Our thoughts turn to all those winter jobs that have to be done before our cars are put away for the harsh winter months. John has written an excellent account of the Lincolnshire camping weekend, so over to John.

ANCASTER 2005

Well, didn't Ancaster come around quickly this year. An easy run up the A1 of 55 miles for us, arrived 7.20 and it's getting dark! Unpacked and erected tent in record time. Jonathan, Elaine and yes, Grace, our newest member at 3 weeks. They had brought their Conway trailer tent on its first outing, very impressive it is. Dawn and David, TR6, with their new tent! It's all change on the camping scene! The ladies fussing like mother hens over Grace! They were soon established and tea on the brew.

Norman, Gaye, Ian and Mary were a bit late arriving (mild panics as they took a couple of wrong turns) Norman was towing his caravan on its first trip out so turning in the road was out of the question. Soon sorted and settled in. Chairs out and

a small snack, some went to the pub on site and bought beefburgers etc. (no Chinese meals etc., anymore). The morning was fine but dull, it seemed like hundreds of geese flew over, all of them cackling, if that's what they do, very early. Breakfasts all over camp site, drying cars off for the run to The Workhouse at Southwell. Norman's awning was erected, eventually, onto the caravan! A genuine 1971 caravan awning, complete with proper printed book on assembly ... six of us spent 45 minutes puzzling on this one but eventually it was up! Forth Bridge re-assembly, NO PROBLEM!

Adam, Karon and Ruth arrived to join us for the day. Adam still not completely fit from his illness but keen to join in, hope you are soon better Adam. We set off at 11.30 for the 40 mile trip and got split up in Southwell, a nice motorist let all the Triumphs out of a junction 'til he saw me in Lucy II, my Passat, and drove on, convoy split! Never mind, we got there. Very imposing workhouse, Victorian obviously. A conducted tour with headphones etc, just like Yanks love. The rooms were all very similar, white painted and stark, the cellars and the some top floor rooms were untouched from the 1960s when they were still being used to accommodate homeless persons. All in all I found it a very interesting glimpse into the past. Back to the site by various routes where the Lincoln Area were grilling, burning and cooking free beefburgers, hotdogs etc. Very, very nice as well, thanks to all of you. Barbicues popped up all over and bottles were opened. Glynnis and Fern had arrived to join us for the evening with a supply of goodies and marshmallows to cook on the BBQ! Gaye had brought their Gazebos, a large one which accommodated all of us and the BBQ for warmth. The stars were as clear as they could be and several of us used JFs binoculars to spot passing satellites and star clusters.

Sunday was concourse day and also a relaxed, not rush off anywhere day, lovely. Winners, were happy, losers were happy (I hope) and then the raffle was drawn with many useful prizes, I won two but Pat insisted on 'draw again' 'cause it was me! Spoilsport! It was a very hot, late morning so rather than go to the pub for a meal etc., we took a walk around the lake, stopped at the local pub on site for a pint or two and then had a late dinner of all the 'left overs' from the two days, really nice. Everyone left was slowly packing up and by about 4 o'clock we did the same. I think that next year, Lincoln have the site again, brilliant. See you there.

John Fairney.

Next up: **Sunday 2nd October** Duxford all Triumph Show. A well established show and well worth a visit.

Our next area meeting is **Wednesday 12th October** at the Elwes Arms, Great Billing 8.30 pm. Hope to see you there.

Adam

● NORTHERN IRELAND northernireland@tssc.org.uk

Hi. We are certainly keeping busy in Northern Ireland. The 27th of August saw

the sixth Totally Triumph Classic Car Show. This is the island of Ireland's only classic car show solely for Triumph cars. In recent years we have seen numbers declining but this year there was a slight increase in the number of cars and, very importantly, a big increase in the number of spectators. I think the change in the layout of the show also improved the atmosphere and not only did everybody enjoy themselves but we managed to make a small profit on the day.

Big thanks to all who helped including our three concourse judges. I am also grateful to Chic Doig and Rimmer bros for their continued support. We are now starting to plan the next show - this time it will be in June rather than August and Lisburn City Council have offered us a choice of possible venues.

The week after Totally Triumph we had a stand at the Kilbroney 200 Old Vehicle show in Restovore. The weather was good, our stand was packed with Triumphs and Eric Williams and Colin McNally managed to persuade Graham Robson to give our Triumph at Dundrod event a plug over the PA system - well done!

Triumph at Dundrod - what can I say. The response to date has been amazing. We have two former Triumph works drivers definitely attending plus other drivers who raced at Dundrod in the 1950s. Lisburn City Council has given us permission to use the entire pits area plus are providing a marquee, tables, chairs and a PA system. If the weather is any way decent we should have an excellent event.

We have also secured a new venue for area meetings- **Nortel Athletic & Social Club, Monkstown Avenue, Whiteabbey**. We are also no longer meeting on a Sunday- in future meetings will be held at 8.00 pm on the **first Wednesday each month**. Our next meeting will be on **Wednesday 5th of October**. Come along and let's make our first meeting in our new venue one to remember.

Paul

● NOTTINGHAM www.notts-tssc.org.uk

First of all, many apologies for the lack of area news last month. We were in Cornwall on holiday (thanks again Ash and Jannet for putting us up - or putting up with us whichever the case may be!) It was nice to meet the crew from Cornwall too who invited us to their BBQ - unfortunately the weather made it difficult for us to meet many of you properly. We are at present knee deep in preparations for our first camping weekend, by the time you read this it will all be over.

Our heartfelt thanks to Sue and Ron, Andy and Ruth and Steve for all their hard work and ideas. Well, the weather didn't let us down at the August meeting - it rained yet again (three months in a row now) but we still had a fantastic turnout yet again. With over 40 people present (including visitors from Sth Yorks and Derwent Valley) and representatives from a local film company who wanted to use some of our vehicles. If anybody took

them up on their offer you will have to let us know how you got on. We have been invited to attend Derwent Valley's October meeting to compete in an Inter Area Challenge. This will involve things like snooker darts etc "but with a twist" and you can't get more twisted than a Derwent Valley mind (only joking, Colin!!!). If you want to help us thrash the pants off them and you have missed the September meeting when I will be recruiting please let us know asap.

Also we have organised our Christmas 'do'. We wanted to find somewhere we could dance off the excesses after the meal and we have decided to try a CHRISTMAS CRUISE. This involves a four hour river cruise, 3 course festive carvery with disco to follow, for £27.50 per head. We need to collect deposits of £5 per head so again if you missed the September meeting and want to go please ring or e-mail us as soon as possible.

Talking of emails, please can as many of you as possible go to our website and register as members on it (www.notts-tssc.org.uk) only takes a short time to do so but will mean we can contact you much easier.

Don't forget Duxford on the **2nd** and Stoneleigh on the **30th**. See you soon

Nigel and Claire

● PETERBOROUGH

Apologies galore for non-attendees at this month's meeting and my fellow subscriber Paul is on business in Chicago again. Nevertheless, six of us with four club cars on parade had a very good evening.

The Maxey Classic Car Show was spoilt this year by heavy precipitation but nevertheless it was enjoyed by all those who attended. We will have to a bit more firm next year with the ever growing numbers of Ferraris who wanted to push us right into the corner.

The Stamford Classic Car Show on the Bank Holiday Sunday had four club cars. Steve Abbott posted a photo on the TSSC website. This is technology coming to the Peterborough Area, boys and girls.

Had to take a detour to TRGB during a working week to get a fuel pump for the GT6. The pump failed on the way back from Kimbolton. What ignomy, had to get the last three miles back home on the end of a rope behind a Citroen. The other trouble is getting it all fitted together and having the time to be able to use it, with clearing parents houses out, etc.

With the nights pulling in already, we should ensure all our lights are working properly for when we come home from the meetings.

There is quite a lot of interest in Colins 'Coast to Coast' 'Scarborough to Morecambe' Run. He is now trying to get it organised for the **Spring of 2006**. If you are interested please call Colin Saunders on 01832 226237. Colin is getting quite a bit of press coverage in The Courier, but now he is an experienced Rockingham Driver. Apparently he has just had a very Big Birthday, and his family gave him the Lotus Elise Experience at Rockingham.

PETERBOROUGH . . . SALISBURY SCOT CENT WEST



Sounds great fun. A very Happy Birthday Colin, from all our readers.

He's also looking for an original boot lid for the Spitfire 1500 and this would be perfect in Triumph White.

Bill brought his new acquisition, a tax exempt Spitfire 1V, and is currently looking for a new hood to keep the rain out. He was the winner of the first prize in the raffle, I hope it's what you have always wanted Bill. It should be quite unique on e-bay! Rick's Spitfire is currently having a thorough check-over and rebuild and will return to the fold and its daily use at around Christmas, sporting its change of colour from Yellow to Wedgewood Blue.

Saw this in a trade journal the other day - 'Dieting is the Triumph of mind over platter'!! Must remember this at Christmas.

We will be meeting in the lay-by on the A15 between Yaxley and Norman Cross around 9.15 am on **Sunday the 2nd of October** for the run to Duxford. Please call for more details.

Our next meeting is on the **2nd Monday** of the month the **10th of October**. We look forward to seeing you at the Bertie Arms at Uffington, PE9 4SZ at around 8.00 pm. Instead of our normal meeting area around the fireplace and generally blocking Pete's bar area up in the Lounge, we have now moved into the little room in the bar where we normally have our Christmas Meals and we won't disturb others. It gives us a room and somewhere to eat the refreshments and have the raffle.

Doug

● SALISBURY

Hi. I have just spent the whole weekend fitting a replacement differential unit to my money pit .. Err.. I mean ... my Spitfire. My old unit expired dramatically by first screaming very loudly then dumping it's oil content onto the road. I was worried that I'd have to pay something in the region of £250 - £360 for a recon replacement but I was saved by the power of my Salisbury area group emails and Gareth Watson (who drives about 40 miles from Poole to our meets at Wilton) sold me a good Herald 13/60 unit for £30 ...

RESULT!! But this did just mean that the only thing I saw all weekend was the underside of my car. I have never had to change a diff to a Spitfire before and was an absolute pig to fit. I am in pain as the unit dropped off my jack and used my arm to break it's fall ... Ow !!

I have some good news this month though as the August meet was a great success with 8 cars (6 Spitfires, 1 GT6 and 1 Vitesse Convertible) and about 16 people. We had organised a little run from Wilton down through some country lanes to a pub called the Royal Oak Inn in Great Wishford.

I must say hello to Adam's wife Michelle who came along on Tuesday and Nicks neighbour Richard (who owns a Marcos); also Steve Ray and his family who turned up in their Vitesse. I knew I had seen Steve before!! Turns out he worked for GEC Marconi back in Rochester, Kent where I used to work as a Software Engineer about 10 years ago. He must have taught me

flight principle at the flying school back in the mid 90s ... it's a small world !!

It was really nice to see all our cars together in convoy driving down to Great Wishford. I bet it was a bit of a sight for the locals in Wilton to see all these cars driving out of the market square and into West Street. I hope that the number of people and cars attending grows into a bit of a spectacle outside the Greyhound pub every month.

On August 28th, Gurston Down in Broad Chalke (www.gurston-down.org/) was holding a speed event for the 2005 British Hillclimb and Leaders Championships. I organised a little trip down to the event but unfortunately nobody turned up to drive down there and to make matters worse I ran over something very hard in the middle of the road that smashed my near-side anti-roll bar, mounting plates, u-bolt and chassis. The Chassis has buckled under the force - so even I didn't make it to the hillclimb in the end. I had to go home and phone my insurance company and arrange for Southern Triumph Services to take a look at the mess. I don't have much luck with my Spitfire ... I'm sure it is cursed.

The next meetings are on the **18th October** and **15th November**. On each one we will all meet between 7.30 and 8.30 pm at the Greyhound as usual then go on a run in convoy to another pub/place of choice. So on the **20th** we are likely to be taking a trip down to the Woodford Valley and take on the infamous snakey hill!!! Until next month!!!

Neil

● SCOT CENT WEST centralandwestscotland@tssc.org.uk

The September meeting at the Lochinch was on the 7th but unfortunately that day I had to retire hurt from work once more and was unable to make the meeting. The company nominated Mark Smith to compile a short report as follows:

"Six people turned up - the usual suspects, plus an old member from quite a few years ago Gregor Steele. Maybe the football kept people away! (Scotland were playing). Gregor is looking to buy a Herald Saloon. Preferably one on the road with an MOT but he will look at cars needing some work as a rolling project.

He can be contacted on 01555 750668 or gregor@steele3.freemove.co.uk

Chattelherault park classic car show sound like a good show with free goodie bags and coffee for exhibitors. One to add to next year's calendar?"

Thanks for that Mark, I appreciate it. Some other news: Peter Sherrard reports that at the car show he organised for the recent Strathaven Balloon festival, the prize for best car went to Marina Varini who joined TSSC recently. Her immacu-



SCOT CENTRAL WEST . . . SCOT NORTH EAST SOUTHERN . . . SUFFOLK

SCOT CENT WEST CONT

late 1970 Herald 13/60 beat a 1948 Riley by a couple of points. Well done there!

A neighbour of mine has acquired a very nice MkIII Spitfire albeit from way down south. A very nice original car, it is one of these stories you sometimes think are only myth.

One lady owner from new, low mileage, always run with a hard top etc. etc.! So welcome to the club Ron! (He was the buyer I mentioned last month by the way). Ian Walker is selling his rather nice damson Vitesse MkII Convertible to buy a TR - still a club car remember Ian so no excuses for not turning up at the Lochinch! If you are interested in details of the Vitesse, Ian can be contacted on 0141 632 7452.

See you all (hopefully!) at the Lochinch Sports Club, Pollock Park, Glasgow on **Wednesday October 5th**. That's it for now. Yours aye,

Jim

SCOT NORTH EAST

e-mail: northeastscotland@tssc.org.uk
www.tssc.org.uk/northeastscotland.asp

Hi. The classic car season is now coming to an end, the only event left for this year in our area is the Angus Classic Rally, due to be held on **6th-7th November**.

This is a really good event with stages at various locations. I hope some year to enter if my work patterns allows. The Alford stage is at the Motor museum and as usual the Triumph Clubs will be helping out with the marshalling. If any one can help please let Alan Gibb or myself know. The club nights throughout the winter will continue to meet on the **last Thursday** of the month at the Norwood Hall, Inchgarth Rd, Culter, this month's meeting is scheduled for the **27th** at 8.00 pm. That is all the news I have for now, hopefully there will be a few fine days to come when we can get some open top motoring done.

Danny

SOUTHERN

e-mail: spitfires.tssc@virgin.net
<http://triumphsouth.20m.com>

Guy and I started the month with a day out at the Yeovil show meeting Bob McDay who'd camped there over the weekend. Apparently the low point of Saturday being the downpour, but highs being The Real Thing and Rose Royce as the evening entertainment and the beer!

At the Bat & Ball we decided to make the most of the weather sitting outside looking over the fields tractor-spotting. It was also a good place to catch sight and sound of Triumphs coming down the hill though we were a little confused by the GT6 sitting in the car park thinking we had a new member somewhere in the pub - till we realised that Mark had liberated Steve's keys and car from him!

August Bank holiday weekend turned out to be quite eventful. We arrived at Broadlands on the Saturday afternoon and set up the Campavan on the field, soon to be joined by Alan and Wendy in their Portafold. Alan and Becky and Mark and Jackie, however, had to pitch their tents on the neighbouring field. The camping field itself turned out to be less successful than the main one due to the lack of Thunderboxes being as there was one solitary one amidst all the tents. Let's hope that the organisers take note and improve that situation for next year.

We set up a communal barbie-fest on the stand though Mark was able to feed Jackie her curry before the rest of us got our dinners cooked. The evening did get rather chilly but judicious applications of dead trees to the bbq coals brought us a modicum of heat - and the security men, a little concerned about the 3 foot high flames. Alan 'Woodman' Manser did us proud though and the following morning there was barely a mark on the grass to show where our makeshift brazier had been the evening before.

Sunday morning dawned misty with a heavy dew but this cleared well and before long it turned into a scorcher of a day. We were joined by most of the Newbury contingent apart from a couple who'd been mistakenly steered to the other side of the field.

Considering the ban on fires on the field ours was positively minuscule in comparison to the flames used by the stunt bikes and then the jet engine which was fired up twice throwing massive clouds of smoke over the entire field and unburnt gas and grass cuttings over all our cars and vans.

Anyway, thanks to all who turned out and helped make such a great show on the TSSC stand at the show and we hope you'll all join us again next year.

Unfortunately, as it was a 2 day show, most of us had to leave on the Sunday evening. (Guy and I because we had an early start the following morning - 3.30 am for an unexpected trip to Aberdeen!), but we hope that next year we can put on a full stand for both days.

It still seems strange to see so many other customers at the Thomas Lord after almost having the Bakers to ourselves. This meet was very well attended with 16 of us but we did manage to find enough seats for everyone. Welcome to Dick who manage to escape the Navy long enough to join us briefly and we hope he'll be able to join us again in the future without going awol. As often happens during our meets a certain amount of bartering and exchange of goods was done in the car park (Thanks, Wendy) and an even greater quantity of bartering and exchange of stories in the pub itself.

2nd October - Southern Classics
Autumn Show - Ricardo's, Shoreham

2nd October - All Triumph Day at the Imperial War Museum, Duxford
4th October - Regular meet at 'The Thomas Lord', West Meon

20th October - Roaming meet at 'The Barleycorn', Bishop's Waltham

30th October - Restoration Show - Stoneleigh

1st November - Regular meet at 'The Thomas Lord', West Meon

Suzie

SUFFOLK

Suffolk@tssc.org.uk

Just as soon as the children go back to school the weather turns much better and it has been a glorious start to September so it was no surprise to see a good few Triumphs out on the 6th for our September meeting. (Yes, it was the September meeting; Colin had not declared it some other month or even another July).

Welcome to Barry Underwood who came along with his superb Fiaumph. This looks like a Herald but it's a wolf in sheep's clothing for under the bonnet lay a 2 litre, twin-cam, Fiat engine coupled to a 5 speed box. The rest of it is pure Triumph. This was one of its first longer outings so we hope to see it again soon, weather allowing. Incidentally, Barry comes from Felixstowe so that's five of us now making the trip to the Maggie.

Mike has had his bulkhead blasted at last and it's now been zinc coated and epoxy coated on the underside; real progress.

Those of us that went on Colin's treasure hunt had a perfect day for it with tops down all the time (only the convertibles of course). It was a superb event down some extremely narrow roads with the hedgerows brushing the elbows of both driver and passenger. The BBQ that followed was held in Colin's garden and our thanks go to Colin and Michelle for the splendid food (maybe the thanks should just go to Michelle for that). Llyall, who came last in the treasure hunt and got the wooden spoon in the form of a bottle of wine, has a theory about the treasure hunt. He came last but arrived back first and reckons that the points scored was inverse to the order of arrival back at Colin's; i.e. the slower one went the more clues one got right! I came in immediately after Llyall and came second from bottom so he may be right.

Now you all know that Colin has a few cars but I reckon he is missing a trick here. He has a simply massive garden so could easily put up a barn and store at least 50 cars. Hope Michelle doesn't read this.

Word on the grapevine is that details for Le Mans will be out soon (early October?). Places will be limited so if you want to go you will probably need to be quick.

The next meeting dates are:
Tuesday 4th October Tuesday 1st November Tuesday 6th December
See you at the Maggie, 8.00 pm on **Tuesday 4th October**.

Peter

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

SURREY . . . SUSSEX THAMES

SURREY

Sorry for not writing a report for last month. The Surrey Area has actually been very busy over the summer months with several shows very well attended. Thanks to all those who came to the Lingfield Steam Rally in August. I think we had the best show of cars for any club and from such a variety of different areas. However there didn't seem to be a great number of clubs putting on displays this year. I do apologise to anyone if I was a little brusque with regarding the positioning of the cars (it was early in the morning) but the stand did end up looking rather good.

2 weeks later we were at another show, this time in Cranleigh. The weather turned out fabulous and we gathered together a number of cars from different areas, especially Gatwick and Surrey. I counted the cars at about 10am to find we had 5 Vitesse convertibles and 1 saloon, 1 Herald 1200 convertible, 3 GT6s, 6 Spitfires of various marks, 2 2000s and 1 TR6. We had several late arrivals who tagged their cars on the back of the stand so that we must have ended up with at least 25 cars by lunch time. We were parked next to the TR register Thames Area group and when the organisers of the show asked for a display of Triumph for the arena we got together with the TR Register and managed to give a display of almost all the different types of car Triumph manufactured from the early 60s to the late 70s. I think we were only missing Dolomites and Toledos. All the drivers were asked to talk about their car and it gave a good history of Triumphs over those years.

I hope the owner of the black Spitfire managed to get home OK as when he arrived the engine did not sound well. However once Adam and Con had balanced the carburetors the engine sounded a lot better but the diaphragm had perforated on the vacuum advance on the distributor so it may not have run so well at high revs. As usual if anyone wants any advice on mechanical problems they may have with their cars please come to a meeting as we have quite a few members who have a depth of knowledge of most Triumphs. Thanks to Liz and Con for holding the fort for the meeting at the end of August as we were away. Our next meeting will be **Wednesday 26th October** at the Well House Inn, Chipstead Lane, Lower Kingswood.

Karen

SUSSEX

Well, it seems a long time since I have put pen to paper, but as Neil is away here is my chance! The meeting was a mixed bunch this month with a few of the regulars missing, but we did have a good number of club cars. John with his GT6, John and Roy both with 1500 Spits, John visiting the area from Thames in his Mk4 Spit, Anthony brought along his TR6, my Vitesse, Pete's MkIII Spit and Mark's Special (sorry if I missed anybody!).

Martin was in a eurobox because of a mishap involving the delivery of a new vertical link/trunnion etc. for his giffire. Top tip, put nuts on the end of bolts (tightening seems to be optional). However, Martin

has also borrowed a spare 6 cylinder head so he can play about with his new Triple SU carb set-up, manufacture linkages etc. before taking his car off the road (again but this time it will be voluntarily). On the same note, it is worth pointing out that my new Herald does not like being filled up with diesel, and the bloke in the car behind likes it even less.

Talking of the new Herald (thanks Dad!) the previous owner spent a total of £5000!!! in the past 5 years, mainly to little 'friendly' garages doing poor work and often incompetent! We bought the car as a MoT failure requiring "at least £300 worth of welding" which took me many hours! If you want advice on your car the best place is the club meeting, with or without your club car.

Martyn A, Pete 'n Gill and myself have just returned from the International Spitfire Weekend in Holland, a fantastic time was had with superb weather to boot. Highly recommended, and the site was so good I am booking to take the family next June.

I guess the **October** meeting will be the decider for the Christmas bonfire. Please come with suitable suggestions (ie that will let me in!) so we can hopefully get a decision on the night. If you want to go but cannot be at the meeting it may well be worth contacting Neil ASAP after!

Also at the **October** meet I will bring along my birthday pressie that Gill gave me. It is a little box that you stick to the windscreen and it will calculate 0-60 times and standing mile. It can even calculate your BHP if you know how much your car weighs! If you want a go, pop along! Anyway, I've run out of ideas, so that's it! TTFN

Clive

THAMES

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

Hi Everyone! It's that time yet again. I have been busy fitting a shiny stainless steel exhaust to the Vitesse, only to find the old carburetors were struggling to feed the engine. So next step was to refurbish the Vitesse over for its MOT. With all this attention spent on the Vitesse the 1300 fwd took to leaking water and oil all over the drive, so after adjusting the valve rocker clearances and replacing the rocker box gasket (it looked that old and had been patched up with 2 lots of silicon sealant!! Maybe it was the 1966 original) hopefully that sorted out the oil leak. The water pump was also a lot of fun, after removing it, it seemed like an internal seal was loose and as it was a serviceable type I took to dismantling it, fooled again, the bearings were all fine but the rubber seal inside had broken up over time, so a new sealed water pump was fitted. Ah well enough of my woes.

18th August a lovely summer evening at the Fox & Castle, as the Vitesse carburetors are in bits, the 1300 fwd is in the car park tonight, along with Dick and Dawns' Spitfire, with stories of modern cars letting them down. Tony H, in a modern car, with tales of replacement Spitfire engines let-



ting him down (you just can't win sometimes). George B Vitesse with no problems. Alan H, was in his MX5 and off to Goodwood on Friday for one of their rallies. Congratulations to George and Rose N on their 40th Wedding Anniversary in October. We also welcomed Adrian A, in his 1500 Spitfire (from Yorkshire Area) who has been checking out the local meetings in the area. Talk was of the Lingfield show and up and coming Cranleigh Lions Show, Triumph World Picnic, Windsor Show, Mile of Triumphs, Duxford (most been and gone by now). So there are still a lot of shows to enjoy out there. We are also sorting out a bowling team for November against S.Bucks and E Berks annual match.

21st August George took his MkI Vitesse Convertible to Cranleigh Lions show, there he joined up with Surrey Area's stand and met up with friends from Hants & Surrey Area. They had a very enjoyable and sunny day. He reports that the beer was very nice too.

1st Sept. A warm but cloudy evening at the Fox & Castle. As the evenings are drawing in we stayed inside the pub. Dick and Dawn turned up with their latest buy, a very nice and shiny MX5, Andy K was in his 1500 Spitfire, George B was in his MkI Vitesse Convertible, John L was in his Mk4 Spitfire, and myself in my MkII Vitesse Convertible. It was a very enjoyable meeting with great company.

11th Sept. Sunday and I am off in the 1300 fwd to Triumph World's picnic at Beale Park. On the way I am joined by Nina in her MkII Spitfire, before picking up Helen J (E.Berks AO). We have a pleasant drive to the park to find signs pointing us past the normal spot and into a field about a mile down the road. We pulled into the field and found a lot of Triumphs there. The show's in full swing and we find the Newbury stand and park up. Nina's MkII gets a lot of attention right from the start and she finds out there are other MkIIs still around, which makes her very happy. This year being the 40th Anniversary of the 1300s I was surprised that there were no others at the show (shame as I was out to look at some bits and gain some info). I did meet up with some friends there from past shows and had a good time. The weather was poor but the rain held off, the field was a minefield of cow pats and there was not the support of traders and very little in the way of auto jumble. But still a very good show and very friendly crowd of people.

Our next meetings at the FOX & CASTLE are **October 13th & 27th**, then in November 10th & 24th. Call me for further details on 07773 623807.

Upcoming events:
2nd Oct Duxford All Triumph Day
23rd Nov S. Bucks, E. Berks, Thames Bowling Competition. Best Wishes

Mickey



NORTH WALES

www.triumphwales.co.uk

Busy month with three events over the weekend 6/7/8 August. Several members attended the local event at Bersham on the Sunday and on the Saturday we had two very big shows at Woodvale, nr. Stockport and the other at Oswestry. I could not attend any of these myself due to work but understand all were excellent. On the 13th we had a good turnout to the village show at Llanamar-Yu-Lal, however we all nearly got washed away as soon after we arrived came a torrential downpour lasting for nearly two hours! We all stayed in our cars 'til nearly 3.00 pm when the rain ceased and we could enjoy the show and dry out! Roger, with his TR4a, won third prize in Best Car awards and was very pleased to take away a nice cup.

Let's hope for better weather next year as it was a very friendly event.

Moving on we had Tatton Park Classic Show over the weekend of 20/21st. Once again, a very good show with hot sunshine and we had members attending on both days. Derek had his super, silver Spitfire on the Sunday but failed to win an award for Best Triumph. He did however draw lots of interest from the public. We filled our allotted area but did notice several clubs with only a handful of cars present - perhaps the good weather kept them away?

Looking ahead to September we have Cholmondeley and the Coventry Run on 4th plus the Walled Town Trial on the 25th - reports to follow next month. Derek is now very pleased having recently sold one of his Spitfires to an attractive lady who came to the show on the 13th and we hope we shall see her at future meetings. Meanwhile Derek only has two Spitfires and a nearly rebuilt Vitesse to use!

See you all at our next meeting on **6th** and safe driving.

Michael

SOUTH WALES

Well start this month with the news that the Fords are expecting a new prototype, congratulations to Sarah and Derek, any more and Derek will need to extend the Vitesse into a limo! Howard and I attended the Balloon festival at Ystrad - I wasn't a bad day out, until we got caught by the missus eating chips, not quite sure what's worse, putting on weight or the ear bashing we got ... I've never seen Howard looking so guilty!

A very good turnout at the Tredegar Arms but only two club cars! Last week saw the first of our extra curricular activities with a Fish and Chip, yes more calories!, trip to Portcawh, the weather was very kind, not emptying down until we headed home.

NORTH WALES . . . SOUTH WALES SOUTH WEST WALES . . . WEST MIDS . . . WIRRAL

We are just starting to think about the Christmas Party. Yes summer is over, Autumn marked by the advent of Tredegar Houde show! so let us know if you are planning to attend, so we have an idea of numbers. The venue is yet to be decided. Congratulations again to Derek and Sarah, see you all 7.30pm at the Tredegar Arms Basseleg.

Neil

STH WEST WALES

southwestwales@tssc.org.uk

Skewen's Motor Club show at Gnoll Country Park, Neath was attended by five club cars, this was the first time we had managed to attend as it usually clashes with the area barbecue. The site was very well arranged with plenty of auto jumble and general stalls present. The weather was fine and sunny which ensured everybody had a very pleasant day.

Sunday 21st August was the annual area barbecue and this was hosted by Bryan and Barbara, son David and grand daughter Molly and attended by Mark and Alison, Joy, Keith and Keith's sister Doreen, Huw and Adrienne, Maryl and Ken, Huw, Dave and Vera, Steve and Christine. We were pleased to welcome four extra guests these being Claire and Chris from Aylesbury together with Derek and Sheila from Radstock all being classic enthusiasts. The cook this year was Huw assisted by Mark, the ladies provided between them the salads and the desserts. We were fortunate with the weather yet again and subsequently all had a very enjoyable afternoon.

Dave and Vera have offered to host next years barbecue and this was gratefully accepted. Thanks were given to Barbara and Bryan for hosting this year's event.

The September club night at the Pontardulais Conservative Club brought Alison and Mark, Maryl and Ken, Joy and Keith, Jeff, Bryan, Telfion and Gaynor with apologies from Steve and Christine, Dave and Vera who are all on holiday.

It was agreed that we meet at Penllergaer M4 Services at 10 am on Saturday 17th September for the weekend trip to the Tredegar Show.

A reminder was given for the change of the October Sunday run to the 9th instead of the 16th this being the Castles in the Air Run being organised by Jeff and Celia. If you wish to join us please contact Ken 01269 594578 in order that Sunday lunch can be ordered and details of the run given.

Ken asked all those present if they would put their thinking caps on for events for 2006 so that we can draw up an Events Calendar for 2006.

Following last months discussion regarding the Christmas Dinner Alison advised that she had enquired at the Miramar in Llanelli but felt the price asked is excessive. Ken advised that he had made a provisional booking at the Black Horse in Pontardulais which is a very central venue and the estimated cost will be £13.50. This to be confirmed. This to be held on Saturday 17th December. If you wish to join us please contact Ken 01269 594578.

EVENTS DIARY 2005

OCTOBER

Tues 4th Club Night - The Conservative

Club, Pontardulais at 8.00 pm
Sun 9th Castles in the Air Run - contact Ken 01269 594578

NOVEMBER

Tues 1st Club Night - The Conservative Club, Pontardulais at 8 pm

Sun 20th Sunday meet - details to be confirmed

DECEMBER

Tues 6th Club Night - The Conservative Club, Pontardulais at 8pm

Sat 17th Christmas Dinner

That's all for this month, see you next month

Ken
For further information and details telephone 01269 594578

WEST MIDLANDS

Firstly apologies for missing the report for last month, I was on holiday straight after our last meeting and things got a bit chaotic I'm afraid. I understand that the mid month meeting at the car show in Wythall went well, I've seen Steve and Liz's photos and apart from one interloper it was an excellent display of Triumphs! I'll try to get along this month myself.

This month's meeting was with the Coventry group, and it was great to see so many of you there.

We were able to make use of the field at the back of their pub and this time we didn't have to dodge the horses!

Next month's meeting is back at the Drakes Drum, I just hope that we get some more decent weather before we are driven inside for the winter.

See you there,

John

WIRRAL

Hi Everyone. The first thing I need to do is to apologise to Anthony & Pamela for getting Pamela's name wrong. I found my notes from the August meeting and realised I'd passed on the wrong name to Ray for last months area news.

We have all been quite busy during August and early September. August saw the Tatton Park weekend which was attended by Sam on the Saturday, on the Sunday I went along as did Anthony and Pamela in their TR7. This was the first show they had attended I think and seemed to thoroughly enjoy it.

As is usual for this weekend we were sharing the Club Stand with the Manchester & Cheshire areas, so many thanks to both area's who as usual did a fine job of decorating the pitch.

The first weekend in September was the usual clash of events with a group of cars heading to Cholmondeley Castle on Sunday 4th, I'm sure Ray will tell us more in the next area news. The other event that weekend was the North Yorkshire camping weekend, this was attended by Pete & Carole, Myself & Alison, and Pete. This as usual was an excellent weekend with a good run out on the Saturday. The weather was a bit overcast on the Saturday but at least it stayed dry. On the Sunday there was the usual Informal Concours. Well done to Pete who won Best GT6 and Car Of Show, and Carole who won Best Saloon with their Rover Vitesse. On behalf of the

WORCESTER . . . WYEDEAN NORTH YORKS

Wirral Area I would like to thank the North Yorkshire Area for a very enjoyable weekend, and we will be back for your 25th Anniversary Weekend next year.

Onto to forthcoming events, there is a Sunday run on **16th October**, leaving the Tudor Rose at 11am, and I know that Carole has started to organise the Christmas meal so I will pass on more details when I have them. That's it for this month, Take Care.

Andy

WORCESTER

www.tssc.org.uk/worcester

I must start off with an apology to anyone who thought I might not have been very attentive at our last meeting. The next day at 8.00 am I was having a routine operation in hospital, and for those who know me, anything medical and me don't mix. Anyway three days on from the op and I feel fine, although I have a few more weeks of work. So I will be resting and reading my Courier from front to back again.

Our meeting was very well attended, I know Mike and I joke sometimes on how to slightly stretch the truth, but really, honestly and truly a staggering 17 club cars and an overwhelming 38 members collected in the car park. Mike apologised for Mel who could not attend due to him taking up a new position at work, good luck Mel (let's hope you still get time to polish up your tailpipes). Mike also informed us that Peter Williams was not feeling very well, as you know Peter makes an excellent job of organising our annual dinner and can always be relied on for help and advice during our meetings and anytime throughout the year. I have known Peter a long time and he is always an eager and enthusiastic member so wish you good luck and a speedy recovery. Speaking of nice blokes Richard and Di (no not you Di) were back and looking great. I spoke with Richard and as usual, was up-beat and optimistic and further up the road to recovery. Dave Saunders from Worcester Triumph cycled last month from Drakes Broughton in Worcester to Bristol City Football Club and successfully raised £1,288 for Drakes Broughton Football Club. Two events have passed in August; the first being the Evesham Steam Rally, our good friends Brian and Phil attended the show and reported a good turnout.

Similarly John Bentley reported a great success at Webb's Garden Centre with over 275 cars in attendance; alas John was our only representative on this occasion. But he appeared to have enjoyed himself as he was invited to take tea and scones with a fellow exhibitor and his wife, which he enjoyed thoroughly.

Onto our web site: As you know my son Peter sometime ago constructed a web site for us www.tssc.org.uk/worcester for which there was great excitement. Due to work and other commitments (new girlfriend) he hasn't been up-dating the site and it's remained static for a while. So, to my delight and relief, Steph and Sylves' son Thomas has built another more up to date site that can be up-dated more easily. And should be fully functioning over the next couple of weeks.

You can have a sneak preview at www.tssc-worcester.org.uk and will be

linked to our web site address www.tssc.org.uk/worcester. I have had a look and it's looking great, thanks to Steph, Sylv and Thomas.

Two other up-coming events were mentioned: **21st October** a Skittles night at Droitwich organised by the Stag Owners Club. The other is a quiz night at the Berkeley Arms on the **24th November**. If last year's is anything to go by it will be another fun filled, exciting evening. Finally Mike told us last month he would not be standing for office at this years AGM, I think everybody would agree it will be a sad loss, and he will be greatly missed. I have known Mike for 4 years now and admire his ability to encourage and motivate both older and newer members to become involved in the club. A hard act to follow. But I'm sure everyone will agree with me when I say whoever takes over the position we will all be there to support and help him or her in whatever way. So if any of you out there are interested, you won't be alone, we will all be behind you. Anyway I am about to climb into my sick bed and rest, thank you

Eddie

Diary Dates

Oct 1st / 2nd

Malvern Motoring Event

Oct 3rd Monthly meeting

Berkeley Arms 7.30

Oct 15th Mystery Run ??

Oct 30th Restoration Show

Stoneleigh

Nov 7th Monthly meeting

Berkeley Arms 7.30

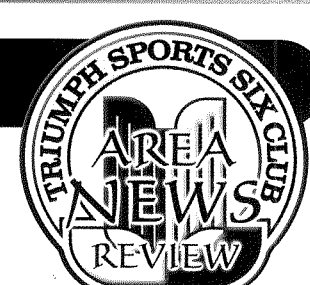
Nov 24th Quiz Night

Berkeley Arms

WYEDEAN

A busy month again with members exhibiting at three different shows on the same weekend. Pretty good going however you look at it. In addition to showing, Wydean TSSC have been travelling further afield for excitement. A group of us spent a reasonably dry weekend at 'Farmer Phil's Festival' in Shropshire. This is a great weekend, family oriented, 18 bands, mostly rhythm and blues (R&B as those older than 30 understand it that is) real ale, loots that work and all for £25 each for upto 5 nights camping. Great fun. Unexpected entertainment was provided by those of a front wheel drive and low profile persuasion trying to leave the site on a greasy slope on the Sunday morning. After watching them all being towed out, we loaded up the caravan nose heavy, hitched up to Karina's MkII 2000 saloon and then with smug mode on drove straight by 'em. Rear wheel drive rocks! The turn on to the lane was a different matter however, involving a 90 degree turn, a hill start, wet tarmac and lots of tyre smoke. Oh yes and on the way back the gearbox started to scream at us in 3rd gear! Karma you see.

A second hand J-type box was purchased and although silent in operation and with a very good overdrive, jumps out of 4th on over-run, 1st when used for engine braking on a steep slope and 3rd vibrates the gear stick like a live thing! Perhaps I can get one out of the two? who knows, I certainly don't.



The Lincolnshire camping weekend saw a Wydean contingent in attendance and I'd like to thank Garth and Ellie for all their hard work and making us all feel so welcome. Great convoy run with a wonderful mix of cars covering every Triumph model range. Met some lovely people and Saturday night drank rather more red wine than was strictly necessary, Alan and Liz it's all your fault! John, how can one man eat so many do-nuts and burgers is a mystery to me. I'm reliably informed that another new member has been lured to the dark side and Spitfire ownership at the age of 22. Catch 'em young and they stay caught!! Welcome aboard and look forward to seeing you at the Treasure Hunt. Any way on to the calendar:

Thursday October 20th Combined meeting with the local TR Register at the 3 Horseshoes at Allensmoor. I have asked them to join us for a talk by John Macartney former Triumph employee at the Berkely Square showroom and Big Triumph Secretary for the TSSC. 8.00pm prompt. The 3 Horseshoes is the TRs venue and has a meeting room big enough to accommodate all of us.

It is most important that you let me know you are coming as space could be limited and we need to organise catering/buffet etc The 3 Horseshoes is found just off the A465 Hereford/Abergavenny road past Lock's Garage.

Thursday 17th November: Club Night at the Greyhound, Popes Hill from 8:00pm onwards. It's the pub with the dinosaur in the garden all welcome.

Thursday 22nd December: Club Night at the Yew Tree Inn Preston-on-Wye from 8:00pm onwards. Come and kick some tyres, drink beer and meet fellow members. And no we don't just talk cars although the subject may crop up from time to time. All welcome.

As always, if you wish to attend any thing or just have a chat, please let me know on 01531 650035 evenings or 07810 135279 during the day.

Clive

NORTH YORKS

We had a good turn out for our weekend at the vale of Pickering Caravan Park. The weather on the Saturday was a little cloudy all day but still warm, whilst Sunday was a cracking day with some really good sunshine. (I should know, I had a red face at work on Monday)

Just before our run out on Saturday Lynne and I went to get some steak for the BBQ and some very tasty 'Glaves the Butchers' pork pies for lunch - well you have to plan these things ahead. We just managed to get back in time as Mike, eager as ever, was ready for setting off.

Mike arranged the convoy ride out to Hemsley via some very scenic and beautiful countryside. We only had one little problem on the way with one of the



NORTH YORKS SOUTH YORKS . . . WEST YORKS

the threatened invasion of Spitty owners from West Yorks failed to materialise, so everyone went home to an early bed.

And finally, many thanks to Mike, Linda, Jude, Scott, Paul, Lynne, Tim and anyone else who helped or just came along to the weekend, and also thanks Grace and Christine for standing in at the meeting. See you all next time,

Nigel

● NORTH YORKS contd

Spitfires deciding to give his owner a bit of a thrill and present him with no clutch, just as he tried to cross the busy A170! Fortunately no damage was done and once the clutch master cylinder was topped up he was back on his way.

Once everyone was back at the campsite we started the evening BBQ, followed by much drinking and talking. Then when everyone was nice and relaxed Jude and Scott started the music quiz, the human feely bag competition and ding bat questions. The second installment of the best handbag competition followed, which provided some much needed relief after the brain work required to answer those quiz questions. Despite some cleverly thought up ideas last years winners Dawn and Richard managed another handbag win with their latest idea, a 'toilet bag.' Dawn was doubly pleased as earlier on, whilst visiting a local farm for some carrots, the farmer was so impressed with her lilac car he gave her a free turnip!

After the quizzes and feeling competitions we had the usual Techno banter regarding bikes, cars and washing machines. Quote of the weekend by the way goes to Lynne who explained the working of a two-way valve, by explaining how it lets air in, and also lets it out again. (Yes, you and I know it as a hole!!)

That nicely moves me onto Paul and Lynne. You had to see it to believe it, it was incredible, I mean how much gear they managed to pack and carry on two Harley Davidsons. Mind you, they did forget the tent pegs and bring the wrong tent.

Paul also had quite a few problems with his bike alarm and unfortunately had to get the AA to take it home as the alarm wouldn't disarm.

It as good to see Rodger Harvey and his mum again though only briefly - see you at our 25th North Yorkshire Weekend next year.

Unfortunately due to work commitments I and a number of our regular contingent couldn't make the club meeting following our weekend, but very kindly Grace and Christine went along to meet any new comers. Not surprisingly Grace reports it was a quiet meeting, with two South Yorkshire regular couples turning up with their Vitesses. Also turning up were a new couple from Earswick (York) with their recently purchased Spitfire 1500.

Grace and Christine completed the line up in their GT6, (complete with twin 40DCOE's) which they bought a few years ago from a local club member at the time.

Apparently they all had a good chat about life the universe and everything - so long as it involved Triumphs! They also concluded that Sports Car Supplies was the assembled masses preferred trader, as our new potential members wanted to know where to go. Finally Grace reported that

● SOUTH YORKS www.southyorks-tssc.org.uk

September's meeting once again saw top down weather and a very respectable attendance by South Yorkshire members. We would all like to give Mike Charlton a very big thank you for his efforts in pulling together a rather impromptu Run into the Country, rally in September. This turned out to be a very enjoyable day, glorious weather, very respectable numbers attending and a drive through some wonderful countryside, which only serves to confirm you often don't appreciate the beauty of what's on your own doorstep. Most people commented that it would be nice to do something similar next year, so there's definitely a solid basis to build on there Mike.

As Vivien and I seem to be getting a bit of a reputation for shall we say challenging music quizzes, and we were down to do the entertainment, we thought we'd really put you to the test. The quiz consisted of clips of music with a (tenuous) link to some form of transport, hotly contested and I'm still amazed some of you got Russ Conway's Side Saddle, it was a three-way tie on 16 points. A tie-break, naming the year of the track of Gracie Fields, Little Donkey sorted that out though and the winner was Richard Oakes. According to Mike we're next due to do a quiz in Oct 2008 (it worked!!).

Thanks to everyone who's supported our carting event, we've now got a healthy number attending our planned event in October, we'll confirm the date and time at October's meeting, if for some reason you're unable to get to the meeting we'll post the details on our web site (www.southyorks-tssc.org.uk).

Although things are starting to wind down for this year people are already turning their thoughts to 2006 and getting ideas for events. I've suggested it would be a good idea to have an end of year Organising Committee meeting, just to review how things went, how we can improve things and start to develop ideas for next year.

Anyone who wants to get involved is very welcome to come along. Once again we thought we'd have lunch at The Crown in Barnburgh at 12.30 pm on the **9 October 2005**, following which if it's very busy we'll decant into our usual watering hole, The Coach and Horses, for our meeting (please let me know if you're coming then I can reserve a table for our lunch).

Not a great deal more to say other than plans are well underway with our Christmas do, we've got a few possible options at the moment which we need to get your agreement about so we need to make a decision at **October's** meeting. We've checked the availability of the Wyre Lady, the boat trip from Sprotbrough and there are a couple of dates available in **December** but we need a minimum of 30

to make it viable therefore we need to act reasonably quickly so let us know what you think.

Victor

● WEST YORKS www.tssc.org.uk/westyorks

The Batley News ran an article on 1st September on our fund-raising for the Forget-me-not Trust with a photo showing the convoy regrouping near Dent Station. They didn't use the picture of the cheque presentation, perhaps because the cars were obscured by all the people.

Hopefully it may pull in a new member or two as well as giving the Trust some much-needed publicity.

A small group made the scenic run to Hawby Post Office in August to see ex-AO Sonia and Darren and their two lads, Connor and Frazer. As just about all interested parties were like myself retired persons of leisure, we went mid-week so it wouldn't clash with any other events. I had also hoped that the traffic would be light but the A64 lived up to it's reputation with an accident-induced jam and after a rendezvous of 3 Vits, a Herald and Giffire at York Tesco we all crawled round the ring road. Still it was worth it as the weather was dry and sunny and our old friends were in good form, despite Darren writing off his Peugeot earlier in the week when meeting a Jag in a narrow country lane. We had a good look at the photos of the flash flood but did not get a chance to view their drowned Estate as Darren went off with the garage keys. If you fancy a run out and a meal in their garden or tea room, they are open every day and always glad to see club members. If you like fords, there's a good one on the road to Sutton Bank but watch the big bumps in these lanes where I gave my silencers a nasty scrape (again).

The N. Yorks run at Pickering was attended by Dawn and Richard, George and Brenda, Jeff Ferriby and yours truly with my Dad as co-driver. I didn't count the total number of runners but guess it was about 20. Paul and Lynne were both there with their Harley's - no shortage of decibels there! Despite a fantastic forecast, the weather was cool and overcast but it was still a good run, finishing at Helmsley. Dawn and Richard were making a weekend of it, complete with an enormous but very well behaved dog which they had only collected a day earlier. On Sunday Dawn scooped top prize with the Lilac Herald and Richard and Alan took 1st and 3rd respectively in the unisex Handbag competition. I was out early on my Bonneville, getting rained on during the Castleford Run but in Batley it was cracking flags so the attendees at Wilton Park had a nice time. Dawn also won a pot at another event recently but I neglected to write down where. At this rate she will need a trophy room.

My Stag now has most of its front and rear suspension on so with luck I can get some wheels fitted and start rubbing down the hitherto inaccessible rear-end so I can get some more paint on. For anyone considering a major rebuild I must stress the advantages of taking pictures of everything before you strip it. It's surprising how many things aren't shown clearly enough in the Works Manual and my photography

WEST YORKS

and sketches this time were not as thorough as they should have been.

Attempts to sell the old shell on e-bay have been unsuccessful so far but I'll try again (the Head Gardener has decreed it has to go). The Giffire has also benefited from some TLC and it now sports a home-designed wind deflector. It's not had a speed trial yet so it remains to be seen if it was worth the effort.

At least two members, Richard Boyle and Mick Davies plan to go to Ripon Racecourse on **Sunday October 2nd**. Dawn and Richard may join them.

Following Stuart Taylor's suggestion, I have been in touch with Lincs AO Chris Manville about a meeting. There seems to be reasonable interest, so we plan to meet up at 12 "ish" on **Sunday 23rd October** at the Old Stone Trough PH about 11 mile south of Kelbrook on the A56 (the Skipton-

Colne road) - O.S. sheet 103 MR 898442. Booking for lunch isn't essential but to be sure you may want to ring them on 01282 844844. Given sufficient interest we could set off in a group from the Black Bull and I can ring them with the number of lunches wanted. You can of course make your own way there directly if Birstall involves a detour. I've also been in touch with Club Triumph's organiser, Martin Randall and we may also get some of their cars along.

The date for the Xmas dinner is now fixed for **Weds 7th December** at the Black Bull. Cost will be approx £8 pp for a 4 course meal. At the **October** meeting I'll take deposits and will need you to make your choices for each course. At least 30 people indicated there are coming. This dinner is additional to the normal club meet the following week.

I expect the monthly motor club quizzes



to restart soon but have not yet heard from Dave Caswell on the date or venue.

The lapel badges are on sale from Bob Waddington at £3.20 each and we are down to just 7 grille badges at £10.30.

Bob

Events to consider
2nd Oct Ripon Racecourse Rally
2nd Oct Bolton Abbey Rally
23rd Oct Lunchtime meeting @ Kelbrook

HQ OPENING TIMES OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 8TH OCT - 9.00 AM TO 1.00 PM

SATURDAY 22ND OCT - 9.00 AM TO 1.00 PM

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 19TH NOV - 9.00 AM TO 1.00 PM

The Club Shop will be attending the forthcoming shows

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SUNDAY 2nd October**

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CLASSIFIED

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HERALD

12/50 SALOON. 1963 Red. Good condition throughout. Very reliable. MOT Aug 2006. TSSC valuation £2000. Some bodywork now needed hence. £1150. Sound First Classic. Bruce (East Lancashire) 0161 624 3297 - 00/62626.

13/60 CONVERTIBLE 1971 Pale blue, black hood. Tax/MOT, new clutch, Condition A2. Full service history. Should be seen, no time wasters. GOOD EXAMPLE OF THE MARQUE. £2200. Jonjo (London) 07793 199824

1959 SMOOTH ROOF COUPÉ. Ex Club Museum. In need of total restoration. Very rare. Irish Built. Totally complete including original registration. Call for more details £500 O.N.O. Chris (Grantham) 01476 585228.

13/60 SALOON. Valencia Blue. 1969. Good condition throughout. In daily use. Tax exempt. MOT August 2006. Good, useable classic. £950 o.n.o. Rod (Somerset) 01935 822305.

Cars for Sale
Cars for Sale
Cars for Sale

12/50. 1965. MOT April 06, tax exempt, two owners from new. Powder blue, very original, runs well. £1,000 ono. Steve (N London) 0208 245 7916 - 97/57086.

13/60 ESTATE 1969. Red. Excellent load bearer commuter. Reconditioned engine, clutch, gearbox, diff, new propshaft, shocks, trunnions. Bodywork good, minor rust, undersealed. Garaged. MOT Dec 2005. Agreed value £2,800, asking £1,800. Brian (Bristol) 0117 9683717

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

1500 1976 Green. Hard/Soft tops. Wood/leather steering wheels. Good condition. 9 months MOT. Serviced yearly. P.N.P. £3250 O.R.O. Cobbett (Woking) 01483 761796.

MKIV 1981. One owner since new. 36,000 miles. Pageant Blue. Always garaged. A1 condition. Hard/Soft tops. New and original parts. Redundancy forces sale. £4000. Peter (London) 0779 3636989.

1500 1979. Blue. Beautifully restored. Spare G/box. O/d. MOT. Tax. Rebuilt engine/Gearbox. Many new parts. Waxoyled. Undersealed. £3850 O.V.N.O. Richard (Essex) 07885 825774.

MKIV 1973. Red, s/h tops, tonneau, tax exempt, s/s exhaust, K&N Filters, electronic ignition. Owned since 1984, garaged. £2000. Mick (W/London) 07887 635281

1500 1976. 77k. Fully restored, A1+. Overdrive, SS twin exhaust, new interior, bumpers and tyres. Ziebart from new, no rust, garaged last 15 years. £3750 for quick sale. Richard (Surrey) 0208 2247873.

1500 Excellent condition throughout. 96,000 miles. New Alternator, Hoses and Bonnet Locks. Original soft top and cover. Excellent Overdrive and Gearbox. House Move forces sale. Dave Picton (Herts) 07951 758344. Email: dave.picton@bookmeacruise.com

1500 1977 In Yellow. Recently restored, unleaded conversion. Soft, hard tops (h/top needs rear window). MOT to April 2006. V Good condition £2000 ono. Ian (Herts) 01438 355359

1500 1978. Overdrive. 39,000 miles, Red, complete rebuild/restoration to original

specification, gorgeous condition. New interior/respray, receipts for £9500. Valuation £8000. Sell for £5750. Doug (Formby, Lancs) 01704 879569.

MKIII 1970. Red. Overdrive. Restored new leather seats, hood, carpets, tyres, twin Stainless exhaust and manifold, K&N's. Beautiful condition. £3800. John (Enfield) 020 8366 1680. - 92/40298.

MKIII Racing green, recon engine/gearbox, sports exhaust, minilites, GT6 Bonnet, 12 month MOT, tax exempt. Great car, reluctant sale. £3200 Roger (Sussex) 01403 730279

MKIII. BRG, new seats, veneers, clocks, immobiliser, 10 cd player, quarter bumpers, overriders. 2 hardtops, loads of spares, 4mths mot. £4000 ono. Paul (Widnes) 0151 423 4658

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MKIII RACE CAR. Ex Championship Winner. Ready to go complete outfit including Wets, trailer, large quantity of spares. £4250. For more details: Moseley (Redditch) 01527 545620.

MKIV 1972. 100 miles since full restoration. Photo's and receipts. MOT May 2006. Unleaded. TR4 purchase forces reluctant sale. A1. £3000 O.N.O. Bernard (Cardiff)

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1500 1978. Vermillion Red. Beige interior. Spax shocks. Overdrive. Minilite wheels. Hardtop. Long MOT. Tax. Rust-free. Lovely condition Spitfire. £3,500 o.n.o. Martin (West Wales) 01437 766988 - 92/41038.

1500. 1978, S reg, 80'000 miles. Recent clutch, brakes plus rear spring. Alloy wheels, leather interior. Russet brown with brand new cream hood. Excellent condition. Paul (Solihull) 0121 777 3927

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GT6

Cars for Sale
Cars for Sale
Cars for Sale

MK1. Needs rear and boot floors. Sills excellent. Bonnet. Overdrive gearbox. 666 Plate. Prefer to sell complete. Buyer removes. £1000? Jonathan (Devon) 01626 859081 or 07801 550778

MKIII 1973 Red. W/W, Leather, Oil cooler, MOT, Taxed. Total Renovation late 90's. Bills for £11,000. Club Valuation £7500, accept £5000. John (Worcester) 01562 636502.

MKII 1970. Signal Red. 49,000 miles. A1. Servo brakes, stainless exhaust, polybush, new differential. Lots of history. Daily use. Agreed value £4500. MoT November 2005. £3800. Brian. (Milton Keynes). 01908 318729

MKIII Full rebuild completed 5 years ago. Needs some attention to interior. Resprayed green. Overdrive s.s. exhaust. Driven daily.

Tax Exempt. £3000 o.n.o Chris (Lancs) 01253 699558

MKIII. 1971, BRG. Reconditioned engine, balanced lightened 36,000 miles. Dellorto carbs, overdrive. Tax exempt. Mechanically sound, body work good, floor needs some attention. Lots history. £1800 O.N.O. Kevin (SE London) 02086505061

MK III 1973. Tax exempt. O/D. S/S Sports Exhaust. Webasto Sunroof. Rotoflex. K & N filters. Great engine. Service history for last 7 years. VGC. £3650. Neil 07967 564836

MKII 1969. Signal Red. MOT July 2006. Mine since 1983. New Overdrive gearbox. Many extras. Garaged. Expanding family means reluctant sale. £3750. Jon (Surrey) 01293 775670. - 83/5624

MK1 1967. 84,000 miles. Powder Blue. Midnight Blue interior. Overdrive. Upgraded engine and suspension. A2 condition. Previous show winner. £4500 O.N.O. Nick (Essex) 01245 460840 - 89/26796.

MKIII 1972, with overdrive. A clean tidy car, MOT Aug 06, Tax Dec 05. Excellent runner, bodywork needs a little attention. £2100 O.N.O. Ideal for enthusiast. Mark (Middlesex) 020 8979 6307

MKII Laurel green. 12 month's MOT and tax. Rotoflex. O/d. Minilites, sports exhaust, kenlowe engine preheater and other extras. 30k miles since '95 restoration. £3500. Howard (Derby's) 01246 568894

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MKII SALOON 2 Litre 1969. Overdrive. Sunroof. Wood steering wheel. Valencia Blue. MOT March 06. Recent £1000 Chassis overhaul. Engine very good. Body OK. Agreed Value £2700. Accept £2250 O.N.O. Tim (Exeter) 01392 411854.

MK II. Club car, owned 14 years. Body and mechanics vgc. Valued at £5,500 email for details and pictures to: holliesx2@aol.com. £4,950 ono. John (Wimbledon) 07702 278728

1967 MK 1 CONVERTIBLE. TSSC valuation £5,000. White with black soft top. Full rebuild in 2000. 91,000 miles, overdrive, s/s exhaust, reduced from £3,900 to £3,200. Rod (SW London) 07967 001 471

MK II CONVERTIBLE. 1971 2 Litre New MOT, Tax Exempt, Overdrive, Wire Wheels, S/S Exhaust, New battery, Carpets, Mohair Hood. £2,850 O.M.O. Graham (Stafford) 01785 224496

2 LITRE. 1967 with Spartan body. Mechanical/chassis rebuild pictures receipts available. Used dry weather only. MOT March 2006. Blue/Silver. Must go need space. £750. Allan (Oxon) 07802 150 223.

MKII CONVERTIBLE 1971. (one of the last). Less than 1,000 miles since complete rebuild. Mohair Hood. Minilite wheels. Lots of original spares and many extras. £3000 O.N.O. Shaw (Twickenham) 07973 549178.

MKII 2 LITRE SALOON. RPM 661G is solid and reliable in good condition. Over £3000 spent, plenty of history, full MOT, no overdrive, signal red £1150 O.N.O. Norman (Derbyshire) 01457 867651

2.0 LTR CONVERTIBLE. J Reg 1970 Blue, mechanically, and chassis good, reliable runner. Recently fitted new water pump, drive couplings included in £700 of work. Lucky plate 777. Offers. Peter (Magor) 07778 321691

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