



**Bred at Le Mans**



to put you safely ahead!

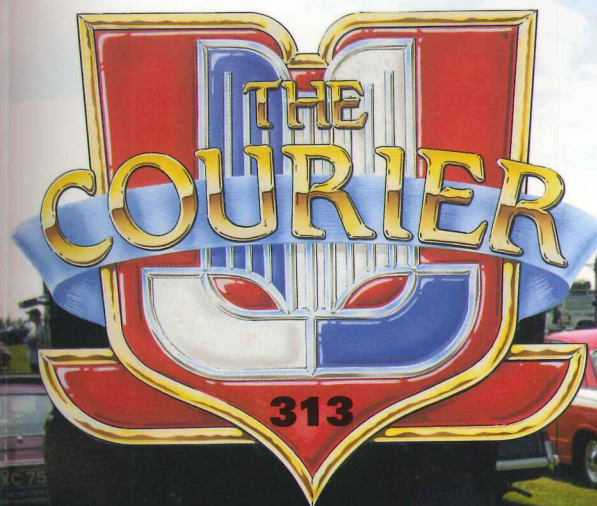
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8th & 9th July 2006 - Stafford County Showground



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BIG SHOW!  
STAFFORD 06**



**JULY 2006**

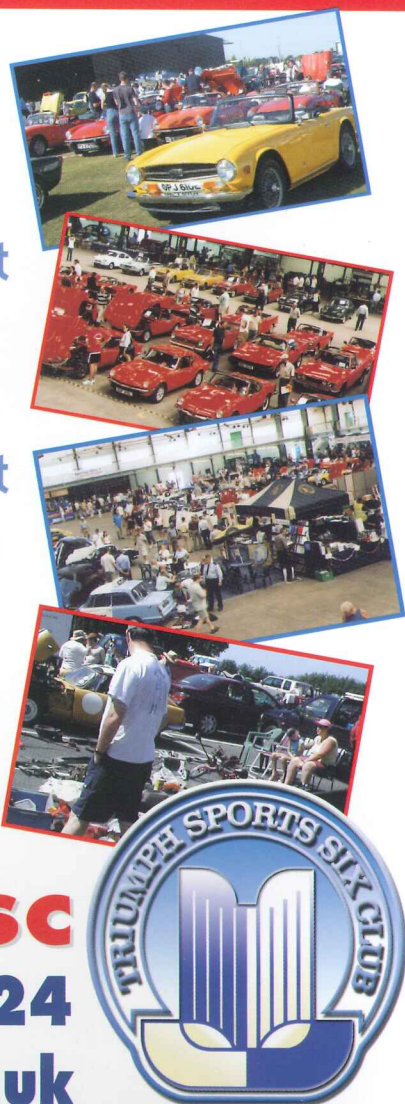


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## The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.313 Vol 27. JULY 2006  
Price £2.50 Free to Club Members.

### CLUB HEADQUARTERS

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**Saturdays - check Courier P.7**

### PRESIDENT

Bill Sunderland - email: [bill@tssc.org.uk](mailto:bill@tssc.org.uk)

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24 White Hill, Ecchinswell, Newbury. RG20 4UF  
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### OFFICE MANAGER

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### CLUB SHOP MANAGER

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### Courier Copy By 10th of Each Month

Articles/Area News Enquiries  
Tel: (01858) 434424 Fax: (01858) 468228

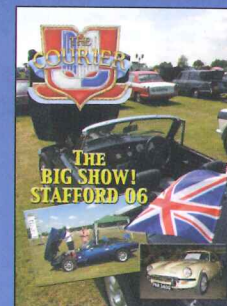
**Courier / Area News**  
e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
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### COUNCIL MEMBERS 2005

Mike Crewes, Craig Gingell, Chris Gunby,  
Nigel Gibbins, Derek Holman, Garth Jupp,  
Chris Mills, Trudi Prettyjohns, Simon Roberts,  
Carl Swanson, Victor Thompson,  
Vivien Thompson

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 PICS:  
STAFFORD 2005  
PICS KEVIN ROCHFORD

## Contents July 2006

Events Calendar .....	4
Comment .....	5
News Review .....	6
Cop Shop .....	8
GT6 Register .....	10
Herald 13/60 Register .....	14
Herald 948/1200/1250 Register ....	18
Race News .....	22
Specials Register .....	26
Stag Register .....	30
Toledo/Dolomite 1300/1500 Register ..	34
Bond Register .....	38
Vitesse Register .....	40
News from the Trade .....	43
Spitfire I, II, III Register .....	44
Stafford 2006 .....	50
The Shropshire Run 2006 .....	52
Readers Write .....	55
Talking Tuning .....	58
A Special Spitfire .....	62
Build a Smart Overdrive Switch ....	66
Downfall of the British Car Industry	69
Kids Club Logo Competition .....	72
Building the Beast .....	74
Le Mans TRS .....	77
Babbacombe or Bust! part 2 .....	78
IVR Services Page .....	81
TSSC Officers .....	82
Area News Review/ Classified Adverts. ....	83



# T.S.S.C. Events Calendar

[www.tssc.org.uk/events](http://www.tssc.org.uk/events)

**PLEASE SEND ALL EVENT INFORMATION TO TRUDI PRETTYJOHNS AT THE CLUB H.Q.**

**HQ ATTENDED EVENTS 2006**  
CONTACT TSSC HQ FOR MORE INFORMATION

**July 2006**

**SATURDAY/SUNDAY 8/9 JULY 2006**  
TSSC INTERNATIONAL WEEKEND  
STAFFORD COUNTY SHOWGROUND

**TSSC REGIONAL EVENTS**  
CONTACT LOCAL AREA FOR INFORMATION

**July 2006**

**SATURDAY/SUNDAY 1/2 JULY 2006**  
LINGS AREA CLUB STAND AT THE WADDINGTON AIR SHOW LINCOLN  
FREE CAR + 1 PASSENGER IF PRE-BOOKED BY END OF APRIL  
CONTACT GARTH 01529 307302

**SATURDAY/SUNDAY 1/2 JULY 2006**  
4TH WEST KENT AREA CLUB STAND AND CAMPING WEEKEND AT THE HOP FARM Paddock WOOD BETWEEN MAIDSTONE & TUNBRIDGE WELLS CONTACT HARRY 01892 834954

**FRIDAY/SUNDAY 7/8/9 JULY 2006**  
LE MANS CLASSIC  
AUTOMOBILE CLUB DE L'OUEST  
CIRCUIT DES 24 HEURES  
72019 LE MANS CEDEX FRANCE  
CONTACT PHILIP + 44 (0) 7973 333303 (EVES & WEEKENDS)

**SATURDAY 29 JULY 2006**  
NORTHERN IRELAND AREA - ROUND LOUGH NEAGH RUN INCLUDING BBQ COOKSTOWN, CO. TYRONE  
CONTACT PAUL 028 90529300

**August 2006**

**FRIDAY/SUNDAY 4/5/6 AUGUST 2006**  
2ND ROBIN HOOD RUN & CAMPING WEEKEND  
CONTACT CLAIRE 07971 017012

**SUNDAY 6 AUGUST 2006**  
NEWBURY AREA STAND AT THE WROUGHTON CLASSIC CAR & BIKE SHOW CONTACT DAVE OR MARY 01635 868640

**FRIDAY/SUNDAY 11/12/13 AUGUST 2006**  
2ND NORTHANTS AREA CAMPING WEEKEND. BILLING AQUADROME NORTHAMPTON  
CONTACT JONATHAN 01604 820231

**SUNDAY 13 AUGUST 2006**  
LEICESTER AREA SUNSHINE RALLY BROOKSBY HALL NR MELTON MOWBRAY LEICS  
CONTACT DAVE 01664 850253

**SUNDAY 13 AUGUST 2006**  
NEWBURY AREA CLUB STAND AT THE NEWBURY CLASSIC CAR SHOW  
CONTACT DAVE & MARY RUMENS 01635 868640

**FRIDAY/MONDAY 25/28 AUGUST 2006**  
LINCOLNSHIRE CAMPING WEEKEND  
CONTACT GARTH 01529 307302

**FRIDAY/MONDAY 25/28 AUGUST 2006**  
LAKE DISTRICT CAMPING WEEKEND SOUTH YORKSHIRES 2ND BIG WEEKEND  
CONTACT MIKE 01302 537290  
[www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk)

**SUNDAY/MONDAY 27/28 AUGUST 2006**  
SOUTHERN AREA STAND AT THE HAMPSHIRE PAGEANT OF MOTORING BROADLANDS, ROMSEY  
CONTACT SUZIE 01672 514241

**September 2006**

**FRIDAY/SUNDAY 1/3 SEPTEMBER 2006**  
NORTH YORKSHIRE AREA 25TH ANNIVERSARY CAMPING WEEKEND AKEBAR NR LEYBURN  
SEND LARGE SAE TO JUDY TEESDALE 30 MAPLE GROVE, YORK. YO10 4EH.

**SATURDAY/SUNDAY 16/17 SEPTEMBER 2006**  
WORCESTER AREA CLASSICS (WAC) HANBURY STEAM RALLY  
CONTACT MIKE 01386 751058

**SUNDAY 17 SEPTEMBER 2006**  
DUXFORD ALL TRIUMPH DAY  
IMPERIAL WAR MUSEUM DUXFORD  
CONTACT LES 01582 862176

**October 2006**

**SATURDAY/SUNDAY 21/22 OCTOBER 2006**  
WORCESTER AREA CLUB STAND AT MALVERN CLASSIC CAR SHOW  
CONTACT BARRY 01242 522973

**CLASSIC CAR SHOWS**  
(CLUB INVITED)

**July 2006**

**SUNDAY 16 JULY 2006**  
MOTOR CYCLING CLUB TRIAL POPHAM AIRFIELD  
MORE INFO MIKE CREWES 07720 719713

**SATURDAY/SUNDAY 29/30 JULY 2006**  
STAG OWNERS CLUB NATIONAL WOODLAND WATERS ANCASTER NR GRANTHAM LINGS  
CONTACT GARTH 01529 307302

**FRIDAY/SUNDAY 28/30 JULY 2006**  
THE 2006 SILVERSTONE CLASSIC  
[www.silverstoneclassic.com](http://www.silverstoneclassic.com)

**August 2006**

**SATURDAY 12 AUGUST 2006**  
POWER FM MODIFIED MADNESS SHOW NATIONAL MOTOR MUSEUM BEAULIEU

**SATURDAY 12 AUGUST 2006**  
HEARTBEAT MINI & CLASSIC RUN FROM CASTLE HOWARD TO HUTTON LE HOLE £30 PER CAR. ENTRY FORM 01827 69771

**October 2006**

**SATURDAY/SUNDAY 21/22 OCTOBER 2006**  
THE MALVERN CLASSIC CAR SHOW  
[www.classicshows.org](http://www.classicshows.org)

**FRIDAY/SUNDAY 27/29 OCTOBER 2006**  
THE INTERNATIONAL CLASSIC MOTOR SHOW NEC BIRMINGHAM

**OVERSEAS EVENTS**  
(CLUB INVITED)  
**September 2006**

**FRIDAY/SUNDAY 1/3 SEPTEMBER 2006**  
THE 24TH INTERNATIONAL SPITFIRE WEEKEND  
ASTEN-OMMEL NR EINDHOVEN HOLLAND  
[lsu@spitfire.nl](mailto:lsu@spitfire.nl) and [pr@spitfire.nl](mailto:pr@spitfire.nl)

# Comment

BY SIMON ROBERTS

## 2006 - Time to use your Triumph

Summer is here at last! After weeks of rain and hosepipe bans we've finally got some good weather. And with the show season well underway there is little excuse for not getting some miles on your Triumph. It is important that we use our cars - wearing bits out and replacing them, and therefore keeping the trade in business. The Club has always encouraged us to use the cars and not allow them just to become museum pieces. Last year we offered incentives to bring your Triumph to the International at Stafford, and as you will have seen from Chris Mills 'Comment' last month, we are pleased to be able to repeat the discount deal again this year. Let's hope the weather holds out and we have another great Stafford. It's a pity that the Classic Le Mans falls on the same weekend and we looked at many ways to avoid the clash, but it wasn't practical to move either event. We did, however, manage to persuade Bernie Ecclestone to move the British Grand Prix!

Talking of shows and wearing bits out, I took my Spitfire to the South of England meet recently and was pleased to see that Guy and Suzy are doing such a good job running the clubs second largest event of the year. But on the way home I had cause to use some club services - in the middle of Guildford the Spitfire engine suddenly stopped. I was able to coast to the kerb, but there was no sign of it restarting. After some time trying to figure out what was

wrong. I called on the Footman James recovery service, and shortly the recovery man arrived. He spent a while trying to

diagnose the problem, eventually concluding that the rotor arm had failed, and was shorting out to the distributor body, preventing sparks at the spark plug. Of course there was a day a few years ago when he'd have carried a spare, but not now.

So the Spit was taken home on the back of a lorry.

A quick call to the Club Shop and I had a new rotor arm on its way to me. But I took the opportunity to replace the points with the Clubs electronic ignition kit. It went on with no problems in about half an hour and has made a significant difference to the car. It now ticks over more smoothly, has more power and revs much better - definitely a good

investment. I have, of course, still got that pesky rotor arm; and now I've got a spare one in the boot, just in case!

Not exactly the best way to get home from a car show, but it shows that the services that the Club provide are targeted at keeping our cars on the road and making owning and driving a Triumph a practical and enjoyable experience.

We would also like to welcome 164 New Members to the club this month and encourage them to come out and Meet us!



Use your Triumph!  
Its' great fun with others too!





# TSSC Council APPOINTMENTS

## A STATEMENT FROM THE COUNCIL OF MANAGEMENT THE TRIUMPH SPORTS SIX CLUB LTD

It is with regret that the Council Of Management announces the resignation of David Aspinall, Director and General Secretary and of Julie Sewell, Public Relations Officer. We pass on many thanks to them for their hard work, particularly recognising David's work in the Norfolk Area.

We are delighted to announce the appointment of Mike Crewes to the position of General Secretary and council member, in addition, Nigel Gibbins, Vivien Thompson and Garth Jupp have accepted a position on the Council.

We would like to extend them a welcome on your behalf.

We look forward to the contribution that we're sure these active and popular members will bring to the future of the TSSC.

## COUNCIL MEMBERS AS OF SUNDAY 18TH JUNE 2006:

Craig Gingell, Chris Gunby, Derek Holman,  
Chris Mills, Trudi Prettyjohns, Simon Roberts,  
Carl Swanson, Victor Thompson, Mike Crewes,  
Nigel Gibbins, Vivien Thompson, Garth Jupp.



## HQ OPENING TIMES

**JULY - OPEN AS USUAL**

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

**SATURDAY 22<sup>ND</sup> JULY - 9.00 AM TO 1.00 PM**

Club HQ will be Closed on Friday 7th July for the  
TSSC International Triumph Weekend - Stafford

**AUGUST - OPEN AS USUAL**

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

**SATURDAY 12<sup>TH</sup> AUGUST - 9.00 AM TO 1.00 PM**

Club HQ will be Closed on Monday 28th August  
for the Bank Holiday



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Discount



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The Club Shop will be attending the forthcoming show  
**TSSC International Triumph Weekend**  
**Stafford - Sat/Sun 8<sup>th</sup>/9<sup>th</sup> July**

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

**ARE YOU REGISTERED ON THE CLUB WEBSITE?**

**IF SO, ARE YOUR DETAILS ALL CORRECT??**

**ESPECIALLY YOUR E-MAIL ADDRESS.**

**CLICK THE 'MY MEMBERSHIP' LINK ON THE HOMEPAGE**





# LAW REQUIREMENTS IN AN ACCIDENT

## Mike Crewes COP SHOP

THIS MONTH I THOUGHT IT  
MIGHT BE USEFUL TO KNOW  
WHAT THE LAW REQUIRES OF  
US, SHOULD WE EVER BE  
UNFORTUNATE TO HAVE  
AN ACCIDENT.

Section 170 Road Traffic Act 1988, states:  
Duty of driver to stop, report accident and give information or documents

(1) This section applies in a case where, owing to the presence of a mechanically propelled vehicle on a road or other public place, an accident occurs by which -

(a) personal injury is caused to a person other than the driver of that mechanically propelled vehicle, or  
(b) damage is caused -

(i) to a vehicle other than that mechanically propelled vehicle or a trailer drawn by that mechanically propelled vehicle, or

(ii) to an animal other than an animal in, or on that mechanically propelled vehicle, or a trailer drawn by that mechanically propelled vehicle, or

(iii) to any other property constructed on, fixed to, growing in or otherwise forming part of the land on which the road, or place in question is situated, or land adjacent to such land.

(2) The driver of the mechanically propelled vehicle must stop and, if required to do so by any person having reasonable grounds for so requiring, give his name and address and also the name and address of the owner and the identification marks of the vehicle.

(3) If for any reason the driver of the mechanically propelled vehicle does not give his name and address

under subsection (2) above, he must report the accident.

(4) A person who fails to comply with subsection (2) or (3) above is guilty of an offence.

(5) If, in a case where this section applies by virtue of subsection (1)(a) above, the driver of a motor vehicle does not at the time of the accident produce such a certificate of insurance or security, or other evidence, as is mentioned in section 165(2)(a) of this Act -

(a) to a constable, or

(b) to some person who, having reasonable grounds for so doing, has required him to produce it, the driver must report the accident and produce such a certificate or other evidence.

This subsection does not apply to the driver of an invalid carriage.

(6) To comply with a duty under this section to report an accident or to produce such a certificate of insurance or security, or other evidence, as is mentioned in section 165(2)(a) of this Act, the driver (a) must do so at a police station, or to a constable and (b) must do so as soon as is reasonably practicable and, in any case, within twenty-four hours of the occurrence of the accident.

(7) A person who fails to comply with a duty under subsection (5) above is guilty of an offence, but he shall not be convicted by reason only of a failure to produce a certificate, or other evidence if, within seven days after the occurrence of the accident, the certificate, or other evidence is produced at a police station that was specified by him at the time when the accident was reported.

(8) In this section 'animal' means horse, cattle, ass, mule, sheep, pig, goat or dog.

This has changed slightly, but only to encompass 'mechanically powered vehicle', not just a 'motor vehicle' and to cover other public places. Remember, event sites, even if they are in a field, campsite, etc. become 'public places' when the event is on, because the public have access.

If you have a query, or topic on road traffic legislation why not contact Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF (enclosing an SAE for a reply) or email: [copshop@tssc.org.uk](mailto:copshop@tssc.org.uk) More information on legislation and related links can be found at [www.tssc.org.uk/copshop](http://www.tssc.org.uk/copshop)

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[www.jyclassics.co.uk](http://www.jyclassics.co.uk)







**Colin Lindsay**

## GT6 Mk I - II - III Register

**CAN'T MAKE STAFFORD?  
DON'T WORRY! BUY "THE  
STAFFORD DIORAMA"  
INSTEAD!**

**N**ow you can recreate the atmosphere, spills and excitement in the comfort of your own home. Relive the fun.. the laughter.. the hangover... faithfully down to the smallest detail. Lovingly sculpted in die-cast metal and high-impact plastic this faithfully recreated scale-model diorama echoes Staffords of days gone by with its' breath-takingly accurate depiction of the showground. You can just smell the steak cooking! Comes complete with beer, glasses and ghetto-blasters. (Cars sold separately.)

Remember - Stafford is not available in the shops so buy now - it may never be available again. (Fancy dress figurines, and blocked portaloo models also available. And



however we who drive on the correct side of the road (thereby saluting the ladies from the drivers door window with our right hands) didn't get any until January 1967 - even the UK magazine Autocar couldn't get one to road test

# IT'S THAT TIME OF YEAR AGAIN!

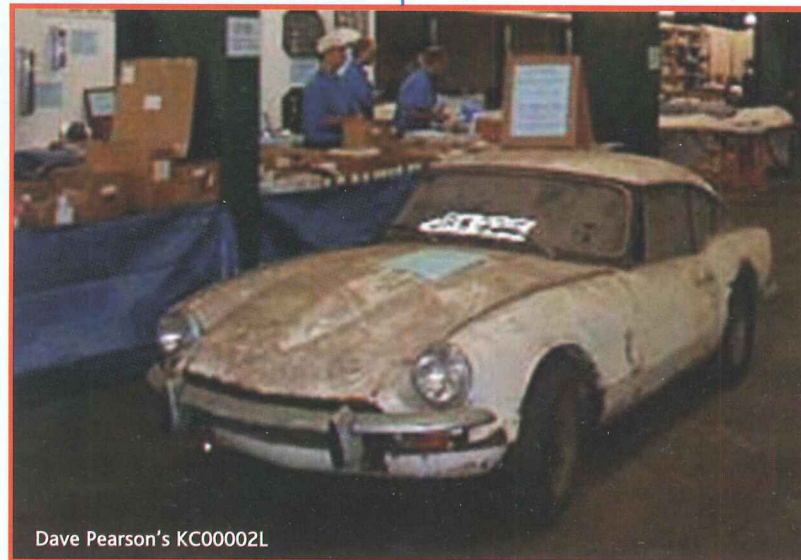
remember - diorama is not what you get from curry.)  
Of course for those of you who are attending: here's a to do list:

1. Find out who owns the lone dog which roams the campsite eating everyone's BBQ.
2. Find out who owns the squeaky air-bed pump which echoes all over the field.
3. Find out who leaves that old pair of front seats behind every year.
4. Identify the Triumph with the rusty door hinge which creaks really loudly every morning.
5. Find the oldest tattiest and obviously most-loved GT6 on the field and get me a photo!

Speaking of oldest and tattiest, since this is the fortieth year of the GT6 I'll have to feature two of the oldest known and certainly two of the tattiest I've seen (still as complete cars anyway!). Actually - strictly speaking - IS this the year of the GT6? The GT6 as a production car commenced in July 1966 and was on sale in the USA towards the end of that year;

until late 1967 - thus we should really have an international date line sort of thing - the Americans can celebrate this year, we'll do it next year. However, since Michelotti designed the fastback in 1964 and Harry Webster added the 6 cylinder engine around the same time, it seems we may have missed our celebrations in 2004... lets just celebrate every year to be on the safe side.

museum part of the Canley Classics website features possibly the oldest GT6 known - KC2 or KC00002L to give it the correct title. I hope Dave won't mind me using the photos from his website of KC2 at Stafford some years ago, sporting a Mk2 bonnet and half the dust of the UK mainland. The car has never been welded, so I hope it's nothing like my last Herald which had also never been touched, which is a pity since it should have been touched as a matter of urgency years ago... originally registered JRW331E this one was converted to RHD on it's return from the USA and is a strange mixture of MK1 and MK2 parts. Dave is hoping to carry



Dave Pearson's KC00002L

out a restoration of the bits that are there including a prototype Mk2 engine. Someday I must drop into Canley classics and see it in the flesh. Dave also states in his site that KC1, the first GT6, survived into the 1980s in the Coventry area and actually appeared in The Courier around that time. The owner was intending to restore it but it was in poor

condition and apparently various mechanical parts from it later ended up in the Canley spares pile. The oldest one that I'm personally aware of is actually commission number KC00005, but due to the vagaries of the Triumph factory production line this one both predates and follows Dave's car.

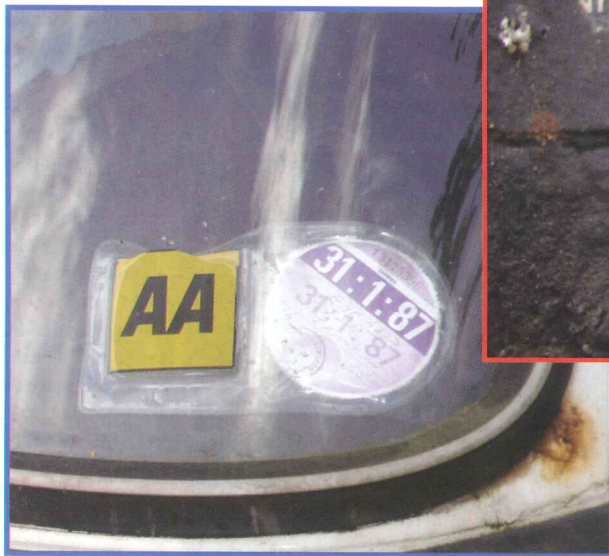
It was common practice to use a supply of bodysells etc in no particular order to the vehicle sequence so while this one is Commission number five



Enough digression - Dave Pearson in his it actually has body number one.



Tony Dudley sent me very tantalising photos of this car last year when it was for sale (no - I don't have the room, which is a real pity!!) showing the commission plate and the tax disc, which show the



WHILE THIS ONE IS COMMISSION  
NUMBER FIVE IT ACTUALLY HAS BODY  
NUMBER ONE.

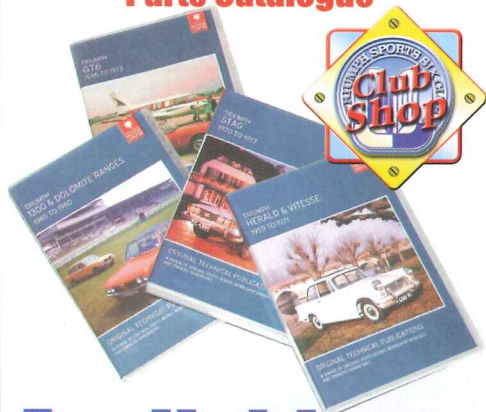
registration number as GHP 432D, but nothing else other than a badly rusted screen frame in Triumph white. The disc is issued in Coventry expiring in 1987 and peering through the screen I can't make out a steering wheel on the passenger side. If this is genuine and original then this would certainly make it the earliest RHD home market GT6 known, at least to me.. again, this one is in poor condition and requires full restoration, but very definitely worth saving.

The International GT6 Database lists the earliest GT6 known to them as KC68A0L and the earliest UK variant as KC4148. Believe it or not over 60% of the early cars are in Sweden and Denmark which means they either like early GT6, or have better Internet access than other countries. There are also three cars listed as 1965 in the USA but all have unlikely commission numbers - KC4294 and KC10310 for example probably date from later. However, since even the latest MK1 is now 38 years old it's not a bad innings. I don't think the workers on the production line ever envisaged their work still on the road forty years later... well done lads!

That's it for this month - see you at Stafford? Of course I will!

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## Derek Giles HERALD 13/60 Register

AS YOU MAY WELL  
HAVE NOTICED,  
THERE IS NOW A  
MONTH SET ASIDE  
FOR EACH REGISTERS  
IVR APPEAL AND  
JULY IS  
'13/60' TIME!

I suggest you read this months column in conjunction with the IVR services page found elsewhere!

Using the photos as a guide you should be able to identify where the relevant numbers are found under the bonnet!

The body number plate is usually secured to the offside by 2 self-tapping screws, which makes it easy to remove and clean up, and replace or even **LOSE**, I guess! This number will consist of a 3-letter suffix and up to 5 numbers. The letters identify the type of body in the following sequence:

EET-Estate, GET-Saloon, RET-Convertible. From this you may

# INTERNATIONAL VEHICLE REGISTER

well be able to determine the origins of at least the bulkhead, which could have been replaced or rebuilt during the life of your car!

The commission plate is usually blind riveted to the nearside bulkhead, making it less easy to remove, unless you have a rivet gun and rivets! With some careful cleaning though you should be able to reveal the numbers on it! The sequence for this starts: **GE**-denoting 13/60 followed by the actual number and then 2 suffix letters: **DL**-Saloon, **CV**-Convertible and **SC**-Estate. Also on this plate, a pair of



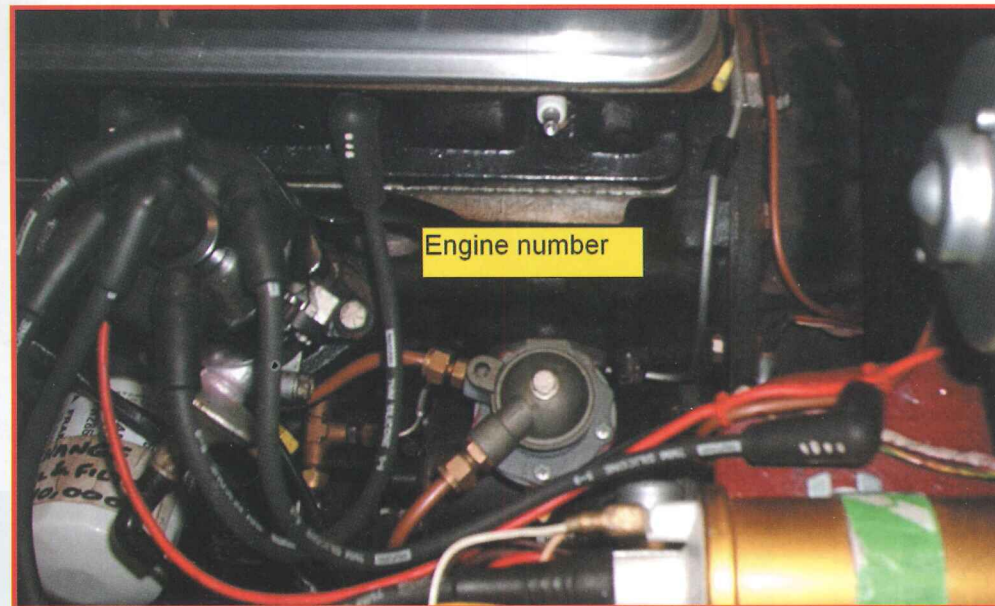
Commission Plate

numbers such as 66/11 denotes the original colour & trim code of a car as it left the factory!

The engine number is located on the nearside of the block above the fuel pump. Its sequence, assuming it is a 13/60 engine, starts GE or GK denoting early or late type 13/60 4-cylinder engines and normally ends with HE or LE for high or low compression!

If your engine has a different prefix letter coding then you can be sure it has been changed sometime in the past! Any 4-cylinder engine, apart from the 1850 Dolomite is a fairly straightforward swap, so in order to help you try to identify where a non-13/60 engine might have come from the following may be of interest!

1296cc engine prefixes:		1492cc engine prefixes:	
FD	Spitfire Mk3	FM	Spitfire 1500
FH	Spitfire Mk4	WB	1500 FWD
DG	1300 Toledo	YC	1500 Dolomite
DH	1300 Dolomite	FP	1500 MG Midget
RD/RF	1300 FWD		



Engine number

Any car fitted with a 6 cylinder would be obvious, and perhaps not relevant to most owners.

There are also a number of suffix letters that tend to complicate matters further, these include E, ESS, HEA, HES, HESS. My own car has an ESS suffix but as a debate has gone on about these in other columns and I don't know any details I cannot comment on them!

Probably having bored you to tears with the above I have one final snippet to offer!

I have available on request, COPIES of some dealer (see list below) paperwork that may be of interest to those of you who have come up with who supplied your car new! I may have an invoice or something else relevant to the supplying of a new 13/60. The names are as follows!

Balmforth of Ormskirk:  
Robert J Blake Brentwood Essex:  
Berkeley Square garages London:  
Black Horse Garage Richmond:  
A.G. Boyes Huddersfield:  
Carrs Auto Sales Croydon:  
Central Garages Brixham:  
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I can also supply a copy of an almost perfect Manufacturers Guarantee!

If there is anything here that you would like for your paperwork file please e-mail, phone or snail mail me and I will get it off to you!

There that didn't take too long did it?  
Cheers for now,

DEREK

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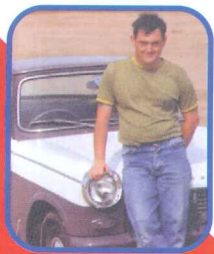


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# LOAD LUGGERS

**Rob Newton-Allen**

**HERALD**  
**948 - 1200 - 1250**  
**Register**

**GOT A PROBLEM WITH SHIFTING STUFF AROUND, DON'T GET INTO A STATE ABOUT IT**

April 1961 and the "New" 1200 Triumph Herald was released and it was just one month later that the latest bodied variant was launched to the public. The Herald estate was a definitive estate version of a saloon car, rather than a small van with windows, it was more luxurious than most of its competitors and from the off it was very popular. With a maximum carrying capacity of 5 cwt, or 1 cwt with 4 adults on board, it soon became the small family car to have. For £799 you got all the styling and specification of the saloon but with a beefed up rear spring, wider tyres and stronger HD (heavy duty) wheels. Minor other changes included a new petrol tank which sat under the rear floor in a new rear floor assembly and a rear pillar 'H' badge rather than a 'Triumph' or 'Herald' badge as on the saloons.

Anyway..enough of the anorak stuff, what about your



**G**o out and find one!!! and if you find one, then let me know.

estately chariots, in amongst all the paperwork that was passed on to me by Bill was a photo of a very pretty estate that I have no information about, any ideas anyone ?? See Pic 1.

Pic 1.



as it should be. David Galley from Somerset also has a 67, estate though he does claim that it had been hand painted by its previous owner, more info please David !!

See pic 4.

Talking of load luggers, I would like some more



Pic 2.

info on this courier van,

See pic 5.

all I have is the obvious reg. No. and a photo which has the name, Mr Steele on the rear.

I remember an ex Avon Area A.O and I, using his 13/60 estate (also with 1500cc and O/D) for many booze cruise's over to France and back. Loaded up with 'Stella and vino' the car still cruised along the motorways at 70mph and handled like a dream. Though having a blow-out at 60mph on the M5 and having to unload the car on the

The estate belonging to Anne Dodge is another car I would like a little more info on, all I had was an IVR and a slightly out of focus photo. See pic 2.

On the other end of the scale is a 67, workhorse belong to Mr Setterfield from Hereford, See pic 3. Its been rebuilt and had the full Canley Classics treatment '1500cc engine with O/D gearbox, full width radiator, electronic ignition etc etc and with a tow bar bolted on the back end I bet it gets used



Pic 3.





Pic 4.

hard shoulder was no bundle of fun. The look on the passing traffic was a picture as we stood there with a tower of trays of beer and this 'tiny, Herald estate parked up. You could see the expressions on their

faces "How the hell!!..."  
I will leave you with that mental picture.  
Bye for now

ROB



Pic 5.

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#### Spitfire

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#### GT6

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# OULTON PARK 3RD JUNE

**Nigel Gibbins**

## RACE NEWS

### TOO HOT FOR SPITFIRES!

A promising entry of 17 cars had dwindled to 13 by the time of the race, all due to one gearbox failure, two engine failures and a no-show.

Unfortunately two of those retirements were with TSSC Spitfires as both Ian Smyth and myself managed to cook our engines during practice. As I was pulling into the pits at the end of my third lap the marshals 'marshalled' me to the side where they squirted what seemed a Sahara's worth of powdered fire extinguisher under the bonnet. And straight into the carbs!!!

I'm not convinced there was a fire, but it had been done and there was dust/powder everywhere. Everything had to come off to be cleaned and once that was done, a slight suspicion of engine damage was backed up by a compression test and confirmed when the head came off.

After qualifying, Huge Maund had out

qualified Jon Wolfe by a split second who was also just ahead of Steve Crane and Martyn Adams (all in TR7V8s).

Simon Congdon was first of the Class C survivors and was two seconds ahead of Dave Thompsons' GT6. I would have been third with Ian forth, but as I said earlier neither of us was to actually make the start.

Mik had qualified just behind my own time, but was the only Class A competitor again.

The race as scheduled, as the last event of the day, and time seemed to fly past as each race came and went. Soon enough it was our turn and out we went.

As the lights went out, Jon and Huge pushed for the first corner and it was Huge who got in and out of it first with Martyn close behind. But at the slight 'kink' into the Cascades corner Huge and Jon both spun onto the grass! Martyn was a little too close to this and his avoiding action dropped him a few places back down the field.

Jon recovered and the back of the field and set about making good of the situation. Mean while Steve was pulling away in his inherited lead. Jon's recovery drive was head and shoulders above the competition and lap after lap he caught and passed the field and was up to third place by lap 3. On



lap four he put Martyn behind him and set about catching Steve.



Jon reeled him in at the rate of 2 or three seconds a lap, setting fastest lap (five seconds faster than anyone else) in the process. Until on lap 6, Steve and Jon disappeared to the far end of the circuit and only Jon came back!

Steve had run off the circuit and Jon

Steve recovered to fourth place but was showing signs of having cooked his brakes, which would explain his wayward lappery.

In the TSSC classes, Simon was a good few lengths clear of Dave by halfway around the first lap and simply kept the distance, as this was all that was needed to win the class. Unfortunately, on lap 6, Simon became the third Spitfire to overheat and he pulled off to the save the engine.



simply needed to drive past and on to the victory.

This gave Dave a clear run to the end and the win, or so he thought! On the last lap, Dave GT6 began to show signs of running out of





fuel and as he spluttered up the last hill (Dear Leap) he wondered if he could actually make the line!

He did make the line and took the win, but without enough fuel to make the cooling down lap he was escorted to the pits by a recovery truck the wrong way around the circuit, as it was a much shorter route!

A great race to watch and a stunning recovery drive from Jon. The next race is at Silverstone but will have already been competed by the time you are reading this. I hope you were there and we all had a good race.

There has been a lot of discussion recently about the poor turnout for our races so far this year and I'd simply like to fill in some of the blanks here.

Our championship is by no means the only one suffering from poor grids at the moment and the situation (of club racing as a whole) is currently being discussed by the MSA. I have been speaking with the race organis-

ers and although it's still early days at the moment. It looks like we have an exciting and interesting solution for next years racing.

The TSSC championship will certainly have a different look next year and should make for some excellent entertainment next year. Watch this space.

## Race Calendar 2006

Round	Date	Circuit	Organisers
6	July 1/2nd	Cadwell Park	CSCC
7	July 16th	Brands Hatch	MGCC
8	July 30th	Mallory Park	MGCC
9	August 19/20th	Pembrey	BARC
10	September 16th	Castle Combe	MGCC

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## Trevor Collett SPECIALS Register

IN THE CURRENT EDITION  
OF TRIUMPH WORLD  
EDITOR TONY BEADLE  
TELLS US THAT HE HAS  
BEEN PRODUCING THE  
MAGAZINE FOR OVER 11  
YEARS AND IN ALL THAT  
TIME HE HAS  
NEVER REPEATED  
AN ARTICLE.

**H**e reckons some of the earlier technical articles would be good to re-run for new readers. Hang on, Tony - I've got every single edition of TW and why should I spend my hard-earned to read articles I've already got on my shelves? Only joking! I've read how to rebuild a SU carburettor more times than I can remember but if the SU is on a Triumph I'll always read another one.

Now, I've been writing this

# NOT A MORGAN

column for over 18 years and I'll admit to once in a while plucking a passage or two from my older pieces; this month is one of those occasions. I reckoned it's been a while since I wrote about the Burlington/Dorian SS. Checking my database I see I did a very good piece (say I) in August 2001; so, for members new and old, here it is again:

The Burlington SS is a car you don't hear much about. The SS kit was first offered for sale in 1980 by The Burlington Motor Company of Leamington Spa. It's styling influences are pretty obvious, I can't say how it compares millimetre for millimetre but it's a pretty fair likeness of Worcestershire's famous marque.

I have a brochure on the Burlington SS written by Haydn Davies, the owner of the company, which is worth reproducing for you (saves my typing finger as well):

*To date (April 1982) we have sold over 60 kits since we started business and by now we feel we have ironed out any problems that may have occurred with earlier models. Not that there were many. Three years were spent in development before the car was launched and all the major snags were solved during that period. All we have done over the past few months is to incorporate one or two modifications that enable the kit to be built up with more ease. In fact, things that*



BURLINGTON SS1

concerned us, like relocating the gear change lever, for example, do

skinned wood. It would be much easier for us to mould the whole tub, wings and all, as a one or two piece fibreglass moulding, but then we



BURLINGTON SS2

not seem to have caused any bother to our constructors and our two pages of precise instructions on this one area seem to have been unnecessary.

I think that we can say with confidence that any builder of our kit will have no problem whatsoever with the project. All you need are hand tools (an electric drill being the most advanced tool you require), common sense and patience. The latter requirement being quite important. It will take 3 to 4 months of spare time to build the car. If you try to rush it you will end up in a mess - so don't think you can do the whole job in a weekend. The kit should not be confused with "Beach Buggies" or other "Fun Cars".

The Burlington is designed so that when finished, you will have a car of comparable standard to that of a hand-built car in the £10,000 category. For instance, all the wings are bolted on, with beading between the body and the wing, the main body being of aluminium-

would be heading towards the "Beach Buggy" idea again. The way we designed the car may mean that it will take you a little longer to build up, but it also means that it will have a certain look of quality about it when it is finished. A look that many other kit cars do not have.

The best way to sum it all up is to quote two French customers, who said, when they came over to inspect our cars, "We have looked at all the kits on the market and find that the expensive ones look expensive and the cheap ones look terrible. In the case of the Burlington it seems to have the expensive looks, but a cheap price". They bought one each!

### WHAT YOU DO

Strip your Herald or Vitesse. Move the engine back a few inches, (easy to do, difficult to explain in less than a page). Bolt all the new bits together now.

You need to get the prop shaft shortened, and the gear lever and steering column lengthened, but these are the only parts that require welding and all within the capability of the local garage. Full instructions are supplied with the kit.

### WHAT YOU GET

#### Basic Kit

Tub, made from wood, aluminium and fibre glass, bolted and bonded together, ready to drop onto Herald or Vitesse chassis. Fibre-glass bonnet halves and chromed brass hinge. Fibre-glass scuttle top. Engine side panels and aluminium skins. Beading, extrusions and all steel mounting brackets, etc. Radiator hoses, all nuts and bolts (in individual numbered bags). In fact the list of parts for the basic kit takes up two sides of A4 paper!

#### Windscreen

Aluminium frame, glazed, and fitted with Tenax studs for hood clips. All nuts and bolts including four chromed brass "Ball" wing nuts for





DORIAN SS

side screen fitting.

#### Hood and Side Screens

Hood and frame assembly. Side screen frames and hinges (to clamp to windscreen). All clips etc. you require, except for rear most bar clips.

These you have to take off (or buy new) an AH Sprite or MG Midget.

#### Wiring Loom

Not essential, you can use the old Triumph loom, but our purpose designed loom is made to measure, has ample cable to allow you to place dash instruments where you like and has all the earth wires included for the lights. (Remember that lights bolted to fibre glass wings need separate earths). It makes life much easier.

#### Wings and Nose Cone

Fit whatever wings and nose you like, but if you want your car to look like ours we can supply 5oz fibre-glass wings and nose, moulded to the curvature of our body and with flanges, ready to bolt on.

Back to me now - like all kit car manufacturers' blurb, it's made to sound terribly easy.

During the early eighties Haydn Davies and his Burlington company developed the Arrow and later the Berretta models which proved more sales worthy than the SS. At some point he gave up the SS model but it was later to reappear as the Dorian SS. The Dorian version had developed a bit - it came with doors. It got some press coverage but probably wasn't a great seller, it wasn't around for long.

In my December 2001 piece we had pictures of the white SS, RLG790D, but I've not heard of any examples since then. Any of you got a SS now? Tell us about it.

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With a UK client base of over 140,000, Footman James consistently uses its enormous influence to arrange the best deal for you.

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# STRIPPING FOR USEABLE SPARES

**Richard Briscoe**

## STAG Register

**LAST MONTH WHEN I WROTE ABOUT IAN COTTAM'S WHITE STAG, I UNFORTUNATELY GOT INTO TROUBLE AS I FORGOT TO GIVE HIS WIFE SHARON A MENTION!**

I suppose I ought to apologise to Sharon again in advance, as this month, Ian's picture appears in the article!! Anyone wanting fifteen minutes of fame is welcome to send in some photos of them and their Stag and they will appear in a future article. At last months West Yorkshire club night I was made aware of a Stag which was for sale. The catch was that the owner had lost interest in rebuilding the car twelve years ago. After having a word with my father we took off to have a look at the car which was stored in a garage with a leaking roof. Rust had certainly taken its toll, however the interior and suspension were in quite good condition so we decided to buy the car to break it. AAAGH I hear you cry, but this car had well and truly given up the ghost and it will help rebuild at least 2 cars. The owner of the car had a friend with a trailer whom he thought would deliver the car to my Dads house. However after a week had passed, we received a call from him informing us that he couldn't arrange the transport. Next question was how do we get it home? Cue Alistair and Duncan

Banks. Alistair and Duncan have a successful business fabricating Land Rover chassis near Doncaster (Richards Chassis 01302 351060) and they agreed to bring their car trailer and Discovery to collect the car. Thanks to Phillip Charlton as well for coming along to push. Next job was to set aside the Saturday for stripping the car of suspension and anything else that was

Pic 1.



usable. I had mentioned that we had bought the car at the South Yorkshire



Pic 2.

camping weekend and Ian Cottam volunteered to help take it to bits. Ian is looking at re-bushing the rear of his Stag over the winter and thought it would be useful to see how it came apart.

Pic 3.



On arrival Ian looked at the car and asked how we were going to take the suspension off the car. After talking about it for a few minutes we decided that the only usable body panels were the near side front wing and the rear deck panel. On Ian's suggestion

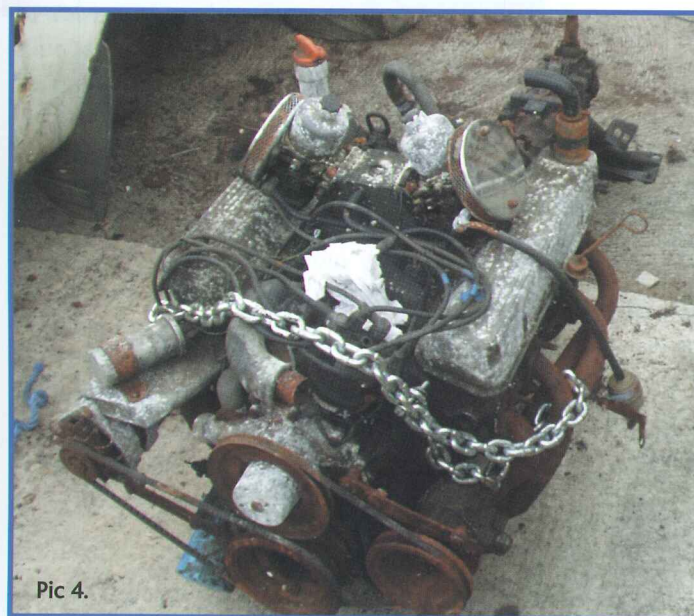
chain! The rear suspension, including the diff was tackled first; it's a much easier job when the car is on its side! Surprisingly the only

body damage appears to be a few scratches on the rear wheel arch! The whole sub frame came off relatively easy. (Pic 1) Next was the front suspension, this didn't go quite as well as one of the drag strut bolts stuck in the chassis leg. This was solved by cutting the chassis leg to save the drag strut. Next problem was disconnecting the lower steering column from the steering rack. In the past it looks as though a metric bolt was used on the column joint and we struggled to get a spanner to bite properly. After these hurdles the front sub frame

came off relatively easily. (Pic 2) (Pic 3) Final job of the day was the engine and gearbox. The engine in this car was a Rover V8. We undid everything possible under the car with

the shell on its side, rolled it back upright and then tried to lift the engine. No good, the engine was stuck on its mounts. After a moment of thought, Ian asked if I had a big bar, moments later I reappeared with a 5ft long steel bar. After a few swings on the bar from Ian and lifting the engine to the engine cranes maximum height we had got the engine out of the engine bay, but couldn't get it over the nose panel. This was solved by Ian pulling the engine lift and me lifting the rear of the gear box over the nose panel. It also helped when we realized the starter was still connected to the car and cut the cable! Next time triple check everything is disconnected. I don't think we would have

Pic 4.



we rolled the car onto its side using an engine lift and rope, then after tearing a hole in the floor and snapping the rope, a piece of

got it out had the front suspension still been on the car. (pic 4) Many thanks go to Ian for



his help in dismantling the car; however I'm not sure he should have been smiling so much whilst he did it! On another subject Mick Sayles and his wife Janet have just finished rebuilding their Stag. (It appeared in May's



Pic 5.

magazine after being re-sprayed) Here is a photo to show how their hard work has progressed. (Pic 5) Last month I wrote about Stags in South Yorkshire and



Pic 6.

suggested that Victor and Vivien Thompson would be the next Stag owners. Well they are now the owners of a Green Stag Mk2. It is a nice car; just requiring a few niggles sorting out. The first Stag Victor and Vivian went to look at was another story. It was advertised as a solid car with a good paint job. I won't go on in detail but after looking around the car for some time it would have required more work than mine to get it on the road! (Pic 6) The June meeting at South Yorkshire had no less than six Stags in attendance, which seems a lot but I think Mike Charlton, the A.O., counted a total of 28 club cars! See the South Yorkshire section in the area news for more details. We had a bit of a mini Stag meet

at the South Yorkshire camping weekend with myself, Mick and Janet Sayles, Ian and Sharon Cottam (not forgetting Lee their son) Ron and Sue Hare and Nigel and Claire from the Nottingham area. It was a great weekend, just a bit cold on the nights. Thanks go to Tony and Wendy Nicholls along with their daughter Katherine and the rest of the gang for a great weekend. My Dad has been busy preparing a few bits of trivia about the Stag, so to save me writing anything else over to my dad -

## Stag Snippets

**1. Can you fit a Ford Diesel 1.8 td engine and a 5 speed gearbox into a Stag?**

Yes you can. Steve Mellor of Sheffield has fitted a Ford Sierra 1.8 Turbo Diesel with a standard Ford 5 speed gearbox to his auto Mk1 Stag. He says that he now gets 48 mpg. Lucky Man!! He also gets a lot of funny looks when he pulls up to the Diesel pump at the filling station.

Apparently the engine and gearbox fitted easily into the engine bay with little modification for engine supports and even the original auto prop-shaft

did not need any alteration (Please note Steve is a Diesel Auto specialist and knows what he's doing) I hope to see Steve again and include a more detailed account of the transplant in a future report.

To wrap up this month's article I will be at the Stafford International and the Stag Owners Club National day in Lincolnshire during July, hope to see you there! Reports next month.

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# IVR SIGNIFICANT MILESTONE PASSED

**Andrew Burford**

## TOLEDO DOLOMITE 1300/1500 Register

HI AND WELCOME TO THE SMALL SALOON REGISTER PAGES

**T**he SEM show was very busy as usual and the weather

was quite a surprise with us getting sunburnt! It was also nice to see a Young lad with a nice Dolomite he had just bought, unfortunately I seem to have missed placed you details so do get in touch (Brooklands Green 1300).

Several more IVR's have been received and many of you also include pictures or details of the car thank you for sending me them. I now have over 500 on the IVR database, albeit many with only part details but interesting matches or near misses are occurring so do keep sending them in.

I have also been "offered" a 1300 FWD, Dol 1500HL and 1500TC these are all less than £1,000 (you lose more on a new car driving it out the showroom!)

Please contact me for more details.

Well on to a member's car Derek Skates Honeysuckle Dolomite 1500HL. Derek tells me he has changed the seats for a slightly different colour and that it might not last the year due to tin worm. As common to most cars they can suffer from rust and in this case the sills show some sign of corrosion and the join between the wing and front valance is another tell tale spot. There is a plastic section fitted to both the rear of the wheel arch and also behind the headlamp panel but wet mud can cause considerable damage.

Derek as also kindly sent the original Bill of Sale, which is always a nice piece of history for you car. Purchased from Henleys in Watford 4/4/1977 it details a Vitesse GNK 408G taken in part exchange at £280



Derek's Dolomite

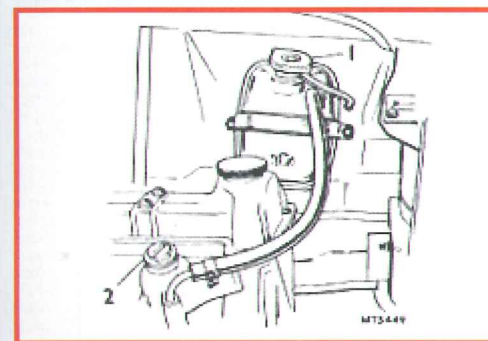
against the Dolomite 1500HL at £3,160 (note VAT was only 8%).



I'm sure that you all wish you could purchase the Vitesse for £280 but given 10 years and you could be saying that for all the good small saloon cars available now...

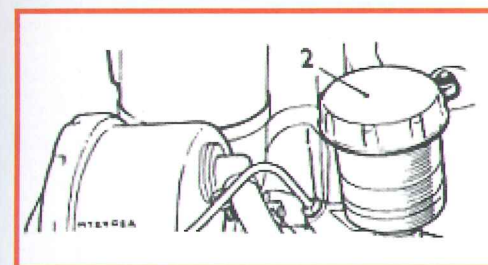
Continuing now from last months article on service items...

The small expansion bottle (earlier ones are metal, later are plastic) is a forgotten part and should have the correct pressure cap. It also quite often gets missed if flushing the radiator and is worth taking off



and flushing (take care of the small hose joint as this is only soldered and can come loose if your rubber hose wont budgel)

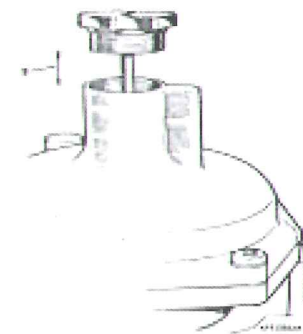
For both the brake and clutch master cylinders use the correct fluid and never mix types. Ideally the fluid



bottle shouldn't be left part empty as you can get moisture here and this causes bubbles under heavy braking and potential loss of pressure, but I am sure we all do it.

The carburettor dashpot is a common feature on the saloons as well as many other BL

cars and the most common mistake is filling it with engine oil. It should be filled with SAE 30



(7) Check/top up carburettor pistons damper(s)

1. Unscrew the hexagon plug from the top of the carburettor and withdraw the plug and damper assembly. If necessary, top up the damper chamber with a recommended grade of engine oil.
2. The oil level is correct when, using the damper as a dipstick, its threaded plug is 1/4 in (6 mm) above the dashpot when resistance is felt.
3. Refit the hexagon plug.

which is a single grade and will give you a consistent performance.

It is your page and articles are always welcome, keep sending them in if you want your car featured, don't forget to include your IVR!

Hope that I may see some of you at Stafford 9th July and we also have our own "new" Sunshine Rally at Brooksby Hall on 13th August, looks like a busy summer.

Next time I will look at some member's cars until then...

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ANDREW



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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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Rear shock absorber GSA385 . . .	£17.50
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### STAG

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Window regulator 911271/2 . . .	£45.00
Window regulator glazing channel . . .	£55.00
Front outriggers 209398/9 . . .	£25.00
S/steel tread plate finishers . . .	£22.50 pair
Oil pump TKC 1974 (exchange) . . .	£29.50
Water pump 216939/GWP128 (exchange) . . .	£29.50
Late type water pump (viscous) UKC774 . . .	£40.00
Oil filter GFE119/150 . . .	£4.50
Heater valve 724021 . . .	£18.00
Front wheel bearing kit GHK1021 . . .	£14.00
Front wishbone bushes 119451 (set of 8) . . .	£10.00
Front shock absorber GSA364 . . .	£20.00
Front suspension vertical link/trunnion assy . . .	£77.50
Front suspension top ball joint GSJ155 . . .	£10.00
Stub axle UKC697 . . .	£20.00
Recon steering rack exchange . . .	£42.00
Track rod and GSJ158 . . .	£9.50
Steering joint 142140/FAM1718 . . .	£22.50
Steering lock 216449/UKC2719 . . .	£40.00
Gearbox exchange . . .	£150.00
Rear wheel bearing kit GHK1029 . . .	£14.50
Early/late rear drive shaft . . .	£65.00
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 . . .	£16.50
Caliper repair kit inc pistons type 14 . . .	£20.00
Girling brake master cylinder . . .	£70.00
Handbrake front cable 121766 . . .	£4.00
Handbrake cable end fork 104749 . . .	£1.95
Rear wheel brake cylinder 7 dia . . .	£12.50
Rear brake lever 123135 . . .	£5.50
Clutch slave cylinder GSY103 . . .	£35.00

Clutch kit GCK160 (original) . . .	£77.50
New distributor 1500 (exchange) . . .	£57.50
Recon distributor 1500 (exchange) . . .	£47.50
Distributor cap Mk IV . . .	£4.00
HT lead set . . .	£7.00
Recon starter motor (exchange) . . .	£25.00
Recon w/wiper motor (exchange) . . .	£40.00
Universal joint with grease nipple . . .	£8.50
Dash top cover 815281 . . .	£29.50
Seat cover set, brown houndstooth material . . .	£115.00
Gearbox tunnel retaining plate 608383 . . .	£1.20
Wheel arch to bulkhead seal 613666 . . .	£2.75
Hoods original I.C.I. material inc zip window . . .	£160.00
Hoods vinyl inc zip window . . .	£115.00
Inertia seat belts less warning light wire . . .	£50.00 pair
Inertia seat belts less sensor OE . . .	£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 II 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 I/II 710703 . . .	£22.50
Boot floor carpet Mk I/II 810841 . . .	£32.50
Main carpet early Mk III new tan 819813 . . .	£29.50
Main carpet late Mk III new tan 822633 . . .	£29.50
Carpet Mk III black 822631 . . .	£29.50
Dash veneer set Mk III 820073 . . .	£120.00
Steering lock 216449/UKC2719 . . .	£40.00
Seat belts . . .	£50.00 pair
New crankshaft 308034 (exchange) . . .	£115.00
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 . . .	£9.50
Rotolux coupling 152273 . . .	£22.50
Rotolux bush kit inc tubes . . .	£15.00
Brake shoe Mk I/II/III rotolux GBS750 . . .	£17.00
Brake shoe non rotolux GBS746 . . .	£14.00
Front side/flasher lamp assembly 155416 . . .	£20.50
Delco distributor cap . . .	£9.00
HT lead set . . .	£10.00
Manifold Banjo Bolt 145155 . . .	£9.00

### TRIUMPH 2000/2.5 PI/2500

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

Recon power steering rack (exchange) . . .	£125.00
Recon manual steering rack (exchange) . . .	£42.00
Gearbox (exchange) . . .	£175.00
Mk II front side/flasher lamp 216149/216150 . . .	£42.00
HT lead set . . .	£10.00
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 shoes Mk I (axle set) . . .	£22.50
Brake shoes Mk II (axle set) GBS803 . . .	£16.





# SEM SHOW

## Guy Singleton BOND EQUIPE Register

I'LL START THIS MONTH WITH  
A FOLLOW-UP FROM LAST  
MONTH'S ARTICLE.

I have had an email from Chris Tilley who used to own VMD 833G, featured in the June Bond Register. He wrote "I owned this car from late in 1970 until 1974 and thoroughly enjoyed driving it, although the Mk 1

rear suspension did surprise me once or twice. The only problem I remember having was when the striker plate for the boot release fell off with the lid closed. I fixed this by cutting a small porthole through from behind the back seat to release the boot from inside the car. I don't know whether my cover plate still exists!" It will be interesting to hear back from Philip as to whether this does still exist on the car. Having owned various other Triumphs since then Chris now has a 1972 TR6 which as he says, "also gives me much fun". If thinking back to his VMD days makes Chris nostalgic for Bonds, I'm sure I could find him a Bond or two to relive those days...

Now that's a funny thing, reading Chris' email reminded me that after my convertible had been rebuilt I went to the 75th Triumph Anniversary at Gaydon, getting there on Friday night,



and went to open the boot to get out the beer and tent (in that order, of course!) and found I could not get into the boot. Eventually I managed to knock out one of the boot hinge pins and had to cut through the other – unfortunately damaging my new paintwork! Yes, the firm who did the work had failed to tighten up the nut on the boot catch.

It was good to see Derek, Dave and Amanda at Brooklands. I have just opened my copy of Triumph World and the photograph reminded me of the Bond line-up there. My refusal to drive the convertible with the roof up on a rather damp St George's Day led to a compromise for

Suzie – so we took the Mk1 2000 Estate instead.

The Bond Equipe Weekend at SEM in May went well, Saturday was wet in the afternoon but it dried up in the evening with Sunday being a lovely day. Bob Buckby came over on Saturday afternoon in his Cherry Red 2+2 on his way to collect a guitar purchased on eBay. After said collection he came back to join us and Mike Carter, who also arrived on Saturday afternoon in his 4s, for a Chinese meal with us in the evening. This was Mike's first visit (and I hope not the last) to SEM.

Unfortunately with everything else going on I completely forgot to take a photo of his car adorned with a CarAnnex (tent) so if anyone did get a photographic record of this occurrence I'd love to have a copy.

Derek Edmonds and Dave and Amanda Abbott did sterling work over the weekend helping to marshal for us as well.



It was also good to see Martin and Ben Cook and Derek Revell, both of their cars being in the prize line-up. The Best Bond trophy this year went to Martin for his 2 litre convertible and Derek's 4s took runner-up.

I have had an email from Peter Hargreaves who is looking to sell his 1964 2+2 due to an impending house move. I gather that the car has only done a few thousand miles since it was rebuilt by SW Classics in 1999 – it certainly looks very nice. I am sorely tempted as my 2+2 rebuild is still languishing under a cover. Anyway, if you are interested in Peter's car he is looking for £2000 for it, which I think is a fair price. He tells me that the car is original except for the engine which has been replaced by a 1300cc one. The car is in East Lancashire and you can contact Peter on



breve@classicfm.net to find out more about the car.

This year Suzie and I will not be at the TSSC International at Stafford as we are going to Le Mans but I hope those that do go have a good time and that someone will let me have a report on the event from a Bond perspective (hint, hint!)

A reminder for the Loxwood Microcar Rally, in Sussex on 22nd and 23rd July. Suzie and I are double booked for this weekend but hope to get there on Sunday. For further details on this contact Sue Gore of the Bond Owners Club on 01293 426954.

Lastly a reminder for the Basically Bonds Rally at The Stables theatre in Milton Keynes on September 9th and 10th.

This will follow the usual format with a Saturday road run and evening party and a concours and Bond games on Sunday. Look forward to seeing you all there.





# INTERNATIONAL THIS MONTH!

**Dave Rumens**

## VITESSE Register

HI EVERYBODY AS I AM  
TYPING THIS MONTH'S  
ARTICLE SUMMER IS  
JUST AROUND THE  
CORNER AND ALL THE  
EVENTS ARE TO COME.

I am still working on SUT and hopefully I will have her finished in time for a few of them. By the time you read this summer will be truly with us and the International a few days away so see you all there.

One person who will also be enjoying this year's season after working hard on his Vitesse 6 is Alan Cladingboel. So as they say in all good columns, over to you Alan.

*Thanks Dave, I have just finished my Vitesse restoration for the second time! Yes the second time, as I first bought 408 BRU in August 1984. A 1964 Mk1 Convertible in a sorry*

*state. I spent twelve months restoring her and then used her daily for the next couple of years. I then garaged her and only used her on sunny weekends. I owned her for 17 years, hardly using her for the last five of them. She would come out of the garage every other weekend for a short run and polish and then go back away again. Not using her and about to move house I sold her in January 2001 to a chap I thought was a Triumph enthusiast. As he drove away I said to my Wife "I already regret letting her go"! The new owner promptly separated car and registration number and sold them separately for a healthy profit.*

*The next owner used her as a weekend car taking her to local shows and camping weekends with his young family for the next four years. Of course at this stage I was unaware of any of this and then in June 2005 my wife and I visited a classic Car show at Paddock Wood in Kent. The first we had been to for a few years. Obviously we were drawn to the Triumph area and spent time drooling over Vitesse's. Then as we were nearing the time to go home Jackie spotted a Red Vitesse tucked away with other non Triumph marques. See Pictures 1 & 2.*

*On closer inspection and although now on a different reg number, I knew it was my car. We anoraks know our own work! I*



Picture 1.



Picture 2.

*could not find the owner to chin wag with, so left a message under the wipers. He phoned me that*

*modifications. I started in June 2005 and finished in February 2006 using every spare minute I had, See*



Picture 3.

*Picture 3.*

*Off she went to the body shop, See Picture 4, to have new metal fitted, See Picture 5 (overpage) She was then primed and baked, See Picture 6 (overpage)*

*By burning the candle at both ends and reaching deep in to my pockets I achieved the superb result as can be seen in Pictures 7 & 8. (overpage)*

*Some of the modifications on the car now are:- 2,500cc Straight Six with twin SU's up-rated 3.89 diff, alternator conversion, spin off non drain oil filter conversion,*



Picture 4.





Picture 5.

interior, finished off with Minilite Wheels. Total cost of restoration including purchase price of Car was £7000 and it is now definitely "Not for Sale"!

Alan I don't blame you, as your Vitesse must be part of you now. Alan tells me since he restored LKE he is now winning some of the local classic car events and of course in doing so flying the Triumph flag for us all. Well done mate.

That's it for this month and if you are on holiday have a good

full Stainless steel manifold and twin exhaust system, Full three month Body restoration with all new metal, mohair hood, re-foamed



Picture 6.



Picture 7.

break. Safe driving and keep them running on all six DAVID.



Picture 8.



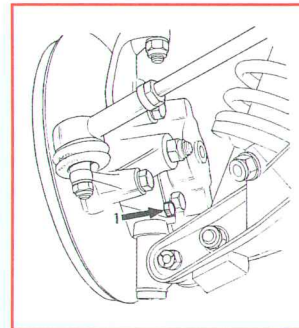
# News FROM THE TRADE

## TRUNNION OILING AT STAFFORD

Let me introduce myself, I am Adam Chignell from **Mobile Triumph Repairs**. At the S.E.M. this year I offered my services to the members in oiling your trunnions and a full front suspension check as this service hasn't been available for some time. Well it was surprising the amount of cars I had through that had problems with trunnion bushes, worn trunnions, full of grease or had never been done! Some had play in the trackrod end ball joints as well, and these cars had just had an M.O.T!

There were some cars that were well maintained and just needed a top up. Why do we oil our trunnions?

Well the Standard-Triumph service schedules required the lower steering swivels (trunnions) to be lubricated every 6,000 miles with hypoid oil. Inadequate lubrication will not only lead to wear, requiring costly replacements, but will also cause additional strain on the vertical steering link. Furthermore, lack of suitable lubrication (and/or deterioration of the water shield) can allow water to enter the system and cause rusting of the vertical link. Failures of the vertical link are not uncommon and can normally be traced to lack of the correct maintenance. When these failures do occur the front wheel effectively falls off. Fortunately, most failures occur at low speeds when cornering. Note that hypoid oil, NOT grease, is specified. The pressures arising from the weight of the car, and the sliding motion of the bearing surfaces of the assembly cause grease to be forced away from the bearing surfaces and the unit is effectively un-lubricated even though some grease is present. Also the main properties of grease is water and what does water do to unprotected metal? need I say more. The design of the unit is such that a reservoir of oil is retained and the operation of the steering causes the oil to be "pumped" around the unit. Hypoid (EP) oil is engineered to deal with the sorts of pressures found in the lower steering swivels (it has to deal with the extreme pressures found in gearboxes and differential units). I am not old enough to remember this, but one of the selling points for the Herald was that it had no grease nipples, because in the old days most people did their own maintenance this was an easy car to look after. Those who had their car looked after by Standard-Triumph took them in to be serviced at which point the engineer took out the blanking plugs,



lubricated and put the blanking plugs back in. So if your car has blanking plugs in, it was oil at some point, but should be done again very soon! I will be at the International in Stafford this year oiling trunnions and a full suspension check for £3.00 as the TSSC has kindly offered to subsidise it. My thanks to Con O'Kelly for some of the information in this article.

Adam Chignell

## MOSS EUROPE AND MILLERS OILS COME TOGETHER.

A range of Millers Oils products are to be stocked by leading sports car spares organisation Moss Europe.

Millers Oils has an excellent reputation within the industry so it is great to be selling its popular motor sport and classic oils. (including their CVL and VSP range of value lubricant and lead replacement octane booster). These quality products are just the sort of thing Moss customers need to keep their cars in good condition, Millers Oils produce a wide range of oils and lubricants for the motor sport and classic car markets.

The Millers Oils' Classic and Motor sport product ranges, are available to order on the website [www.moss-europe.co.uk](http://www.moss-europe.co.uk) and at the branches in Manchester, Bradford, Bristol and London.





# BACK TO NORMAL

**Suzie Singleton**

## SPITFIRE Mk I - II - III Register

**AFTER MY SLIGHT DETOUR INTO THE TECHNICAL WITH MY COVERAGE OF THE MOT TEST OVER THE LAST FEW MONTHS, NOW WE'RE BACK TO MY USUAL RAMBLINGS.**

I've been lucky to hear from a few of you recently with photos and stories about your Spitfires, lucky in that it helps me to fill these pages, as well as to hear about various trials, tribulations – and successes.

I received an email from Malcolm Buchanan telling me about his much loved Spitfire Mk3.

*"I have been a TSSC member for a very long time and enjoy the Courier that I receive every month. I always like your articles and snippets of information*

*[Suzie note: I'm not too shy to leave this in, it's always good to know that my ramblings are occasionally appreciated!]* *as I own a Spitfire Mk3.*



*(Your IVR is in the post). [Suzie note: glad to hear it!]*

*I have owned SKT 737H for about 28 / 29 years and although it was registered in November 1969 it was in a bit of a state when I brought the car in 1978. Being younger then and having very little money a lot of jobs were put off. I used the car daily putting things right as and when they broke, (which they often did). In 1980 I met Lyn, she became my girlfriend and now my wife, who agreed to spend some money to get the car up to a decent condition.*

*It was a bit of a rolling resto and by 1985 the car ran well and looked pretty good. Lyn used the car daily and we both enjoyed the car for a further 5 years, the last journey we had before we took it off the road, was to France in 1990 around the Vendee region, which was great!*

*Two children later and a couple of house moves I managed to chip away at restoring the car again, front and rear wings, floor pans both sides and some door skins were fitted, and to give it a little*

*more power I have fitted a 1500cc engine from a RWD Dolomite.*

*New seat covers and made up carpets with new*

*glove boxes have tidied up the interior. Lots of other work too numerous to mention has been completed, but one thing I did find was, that the Courier over the years gave me great inspiration to carry on and really helped out on some of the technical issues I came across, thanks to all the team, members and technical staff for advice and guidance.*

*I know that it is not original but the slight changes make a great car to use, and now that it passed its first mot in 16 years it really is good to be driving it again.*

*I would love you to feature my car in your slot in the Courier, this would really make my day. I have enclosed a couple of pictures and would be grateful if you could help me to find some more details about the car, which dealer it was first registered at etc, etc."*

No sooner said – well, got there eventually. I do have a small backlog of IVRs again, for some reason life has become very busy over the last few months, but I hope to have caught up with them again by the time you read this – or very soon afterwards (sez she, hedging her bets!). And if Malcolm's very lucky he might even have received a reply to his IVR before this Courier drops onto his doormat, with some clues as to how he might discover more of his car's history before it found a safe haven with him.

Of course, this month I mustn't forget to mention the small gathering of Spitfires – oh, and a few other cars – which took place at Leatherhead in May this year.

Despite all my good intentions of wandering



around to meet more Spitfire owners at SEM and collect a few more owners' stories somehow the weekend got away from me again and I only managed one quick scoot around the field on Sunday. I was pleased to see this little collection of cars sporting their hardtops, quite appropriate for the weather we had on Saturday but luckily not much needed on Sunday – unless they were caught

in downpours on the way home as we were! I do think the shape of the hardtop complements the curves of the early Spitfires perfectly so it is good to see some on the cars occasionally.



This year our volunteer judges voted Lewis Jones' Mk3



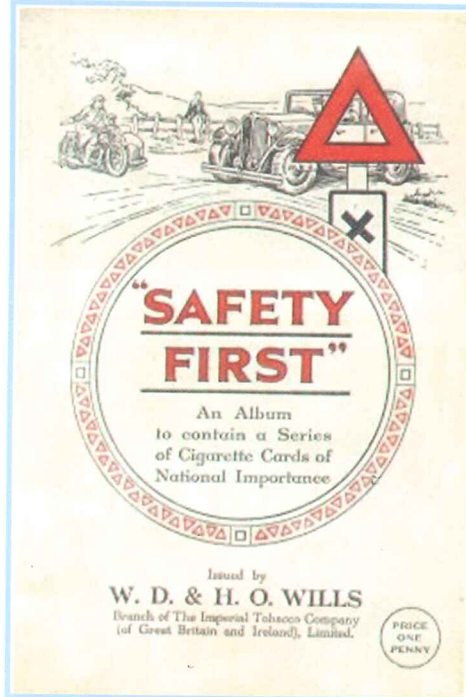
first in the Spitfire class, closely followed by the MkIV owned by Steve Gamage. I gather their job wasn't made any easier either by the number of Spitfires on the field or by the general standard of cars again.

And finally, I've found a little something to brighten up your day and enlighten some of you who passed their driving tests after the advent of theory tests and multi-choice answers, and maybe even some of you for whom



the days of the Highway Code and swotting for the test are so far behind you that it feels like it happened to someone else...

I've recently acquired several sets of cigarette cards and among them is a set called Safety First issued by the W.D. & H.O. Wills, under the Imperial Tobacco Company in 1934.



It starts with a foreword from the then Minister of Transport, Leslie Hore-Belisha, who gave his name to the Belisha Beacon, one of the measures he introduced, along with the 30 mph speed limit in built up areas, driving tests and the Highway Code, to improve road safety and reduce the number of accidents. In my view, the first paragraph is as apt today as it was when it was written over 70 years ago, as is the advice and information given in the cards themselves. The second paragraph also has its place in today's society, though I would think if produced today part of the last sentence could lead to some mutterings of discontent, if not outrage.

Foreword by the Minister of Transport - Whitehall Gardens - London SW1

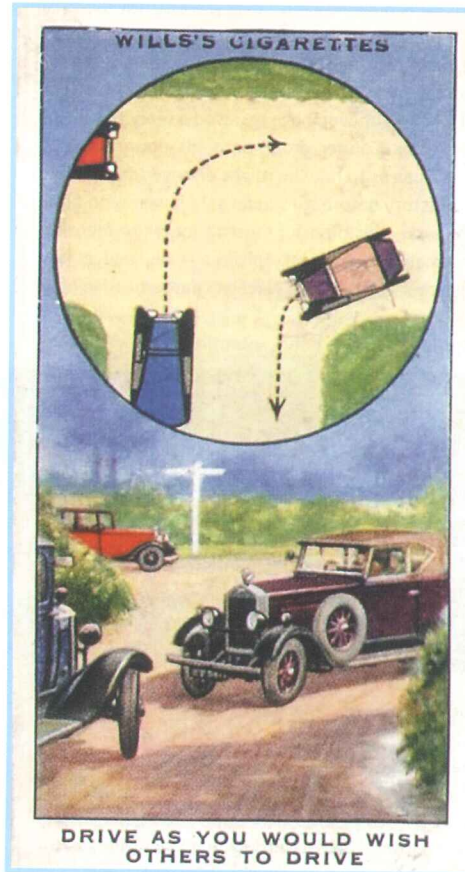
*Parliaments may make Statutes and Ministers may make Regulations, but individuals make roads safer by carefulness and courtesy. The Highway Code is the traveller's code of honour. It reminds him that all*

*persons have an equal right to use the highway and that good manners and consideration for others are as important on the road as in the drawing room. Sound knowledge of proper behaviour on the road, as set out in the Highway Code, is just as important to the pedestrian as to the motorist.*

*Anyone who spreads knowledge on this subject is helping in a national cause; and I am out to encourage all who keep the public interested in this matter whether they are public bodies or, as in this instance, a private firm. I wish every success to the "Safety First" series of cigarette cards which show pictorially and vividly how often accidents occur from disregard of the Highway Code; and I welcome them the more as the cards will be disseminated among the children, who are unhappily all too frequently numbered among the victims of road accidents.*

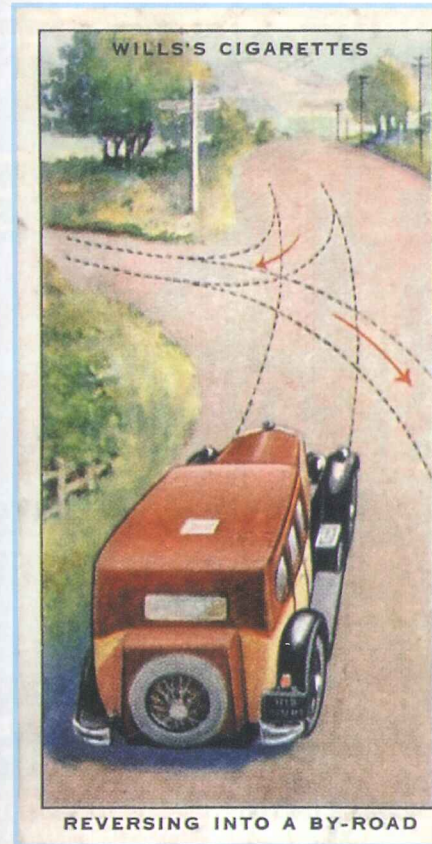
Signed: Leslie Hore-Belisha

So, for your delight and delectation here are the first 3 cards in the series



1. DRIVE AS YOU WOULD WISH OTHERS TO DRIVE.

Cultivate road sense and the spirit of "give and take" that is the essence of the good fellowship of the road.



Always anticipate danger and be on the alert. Where white lines are painted on the road keep well to the left of them, and never cut a corner unless you have uninterrupted vision. On all corners it is a golden rule to keep as far to the left as possible (see upper picture). The lower picture illustrates the awkward consequences of ignoring this rule. Keep a careful look-out for the warning signs intended to ensure the safety of all on the road.

2. REVERSING INTO A BY-ROAD. When conditions compel you to turn around in a main road it is best to proceed to the nearest by-road. Drive past the by-road a few yards, and after making sure that it is safe to do so, reverse into it. Then drive out in the opposite direction. (The illustration makes the manoeuvre clear). A common mistake is to drive into the by-road and reverse out of it. This is highly dangerous for it obscures the driver's view of the main road until the car is well into it, and necessitates driving backwards across two lines of traffic travelling in opposite directions.

3. KEEP TO THE LEFT. The first rule of the road is "Keep to the left" and failure to observe it will count against you in the event of an accident. Always keep as far over to the left as practicable, especially when travelling slowly, so as to give other traffic the maximum amount of room; this point is illustrated above. Learn to use different parts of your car, such as the near-side headlamp or the radiator cap, as sights which will tell you how far you're from the kerb. Remember that you are not entitled to half the road width - only the minimum required to drive safely.











# INTERNATIONAL TRIUMPH WEEKEND STAFFORD 2006

## Part 2

**by Chris Mills**

### COACH TRIPS

A shuttle bus service will operate between the Showground and Stafford Town Centre throughout the day on Saturday. The first bus will leave the Showground at 10.15am. Subsequent buses will leave the Showground every half past the hour and return from the Town Centre on the hour. The last return from the Town Centre will be 3.45pm. There is no charge for this service, but members should take their personal wristband with them as proof of entry payment. For further details and possible changes to the bus timetable visit the Information Office and listen to public address system.

### CARS FOR SALE

An area has been set aside for the sale of cars in the Autojumble section. This is free and members are strongly advised to leave cars for sale in this area. No other parking in this area is allowed.

### ENGINE TUNING

Members wishing to have engines tuned will be pleased to find tuning vans near the Ingesture Suite. Please bring your vehicle to the vans and speak to the engineers to arrange an appointment. There is often a long queue in busy periods, so book early to cut down your waiting time.

### FEATURE STANDS

Many companies and individual members have

agreed to give some insight into the mysteries of working on Club cars. They will be performing displays inside Bingley Hall all weekend and their exploits will be commented on over the internal PA system. If you want to come and watch, then please do - that's why they are doing it! We hope to have a full weekend of displays, but if you would like a particular display done, or can take part in a display yourself then please let the Information Office know.

### TRUNNION OILING

Adam Chignell from Mobile Triumph Repairs has kindly offered to provide this service - there is a charge for this. You will find him by the Tuning Vans, so save yourself a broken Trunnion and go along and support him, and find out why you should oil your Trunnions instead of just greasing them.



### TECHNICAL REGISTER AREA

Next to the Club stand you will find an informal area to relax. Please feel free to use it. This is also where you will find the Register Secretaries and the Area Organisers who

have set aside time to be available to the general membership for a chat, or to answer the most perplexing of questions. If you would like to meet your local Area Organiser, or your Register Secretary, or an Event Official to ask those questions, or simply to put a face to the name, then please come and relax with them. A full timetable of who is available and when is held at the Information Office.

### INSTITUTE OF ADVANCED MOTORISTS

Will be on site for both days with a Mobile Display Unit. This will allow us to offer an interactive computer based driving challenge to TSSC members - we can also offer assessment drives during the day in TSSC members' own cars, although we may have to book appointments if things get a bit busy.

### CAR CLINIC

A drive in 'MOT' style car clinic has been set up for club cars. If you think you may have a problem with your car, or you simply don't know if it will pass its next MOT Test, why not bring it to the car clinic. Examinations are free - all you have to do is simply drive your car into the Bingley Hall and join the queue. Access is gained by following the 'Valuations' sign posts through the 'lively' camping area.

### Grandstand 'Drive-In Arena'



### SPONSORED BY TRIUMPH WORLD.

A new feature for 2005 is a 'drive-in arena' accessed from the spine road. We have some interesting cars and personalities over the weekend that will be talking Triumph past and present.

Our spotters may also ask you to spare us 10 minutes to show us your Triumph. Win a year's subscription to the magazine and Project SFX. A Mk4 Spitfire will also be given away on Sunday, 10th July 2005

### BANKING & FOREIGN CURRENCY

Most of the major banks have branches with cash machine facilities in Stafford town centre; they are all near Market Square. If you have difficulty in locating them, then please do enquire at the Information Office or see the TSSC Stand. For Overseas Members wishing to exchange Foreign Currency, a branch of Thomas Cook Travel Agents is open between 9.00am and 5.30pm. This is located on the corner of Market Square and Eastgate Street in Stafford town centre. Directions may be obtained from the Information Office or see TSSC Stand.

### First Aid

The First Aid post can be found near the main entrance to Bingley Hall, or speak to an Event Official, recognised by their orange T-shirt. In case of an emergency contact the Information Office or any Event Official or dial 999 from the nearest telephone.

### NON-MEMBERS

If you are not a Member of the Triumph Sports Six Club, but would like to find out more about us, or perhaps join, please come along to the Club Stand situated inside the main entrance to Bingley Hall.

### COMMENTS AND SUGGESTIONS

The Organisational Team are always ready to receive comments and suggestions about the event in order to improve it. If you have any comments or suggestions come along to the Information Office and let us know. Many of the changes this year have been introduced as a result of the Club Questionnaire. We are happy to demonstrate that we are listening to your views and will try anything that will enhance your pleasure at the event.

**SEE YOU @ STAFFORD 2006**

*The Events Team*







# THE SHROPSHIRE RUN 2006

**by Steve Cureton**

**THE TRIUMPH SHROPSHIRE RUN TOOK PLACE ON SUNDAY 28TH MAY.**

Covering over 70 miles of Shropshire's finest roads taking in some spectacular scenery along Wenlock Edge and over the Long Mynd. This is a perfect Triumph route as it includes twisty, narrow, and steep roads but also has some nice open roads where you can press the pedal a little if you're feeling the urge.

I had been planning the day for about three months but despite the careful planning there were a couple of heart-stopping moments, like when my computer crashed losing the detailed route plan which I had carefully prepared and had already driven twice to ensure the directions were spot on. Luckily I managed to get hold of disaster recovery software and was able to retrieve the lost file.

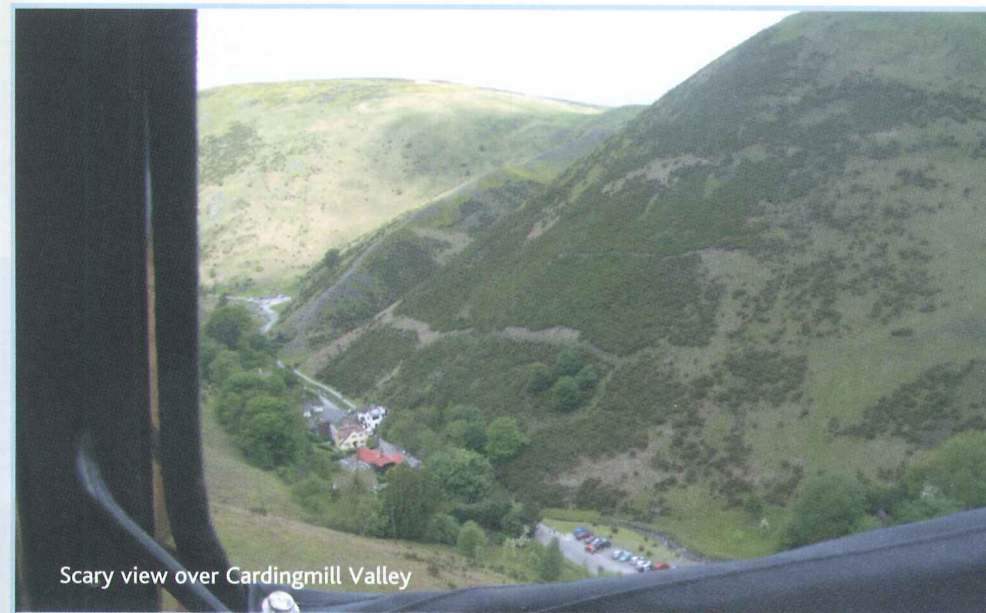
Then the day before the event I went to prepare my Herald, it fired up first turn of the key (as it always does) then stopped dead (as it never does). It turned out I'd let it run out of petrol. Oh well, at least that was easy to fix by switching to reserve, but when I went to try it again the accelerator pedal fell to the floor as the clip holding the cable in place had

fallen off. A temporary fix was quickly applied using one of those brilliant zip cable ties. Nothing could go wrong now so I decided to put a little air in the tyres - and the foot pump broke in half, not my day so far.

The weather had been terrible for the week leading up to the big day so I had a bit of a restless sleep that night concerned that the rain would put people off, especially as this was the first event I'd ever organised. I needn't have worried as I woke up to a dry morning and the sun was trying to fight its way through the clouds. I arrived at the agreed rendezvous to find Rob had already arrived in his TR6. Over the next hour another nine cars turned up including a Vitesse, Stag, GT6, and several Spitfires.

After waiting a few minutes for any latecomers it was soft-tops down and we were on our way, a convoy of Triumphs. As we passed through the historic village of Ironbridge the High Street was filled with the wonderful sound of 11 Triumph engines and people were stopping to admire the convoy.

After 20 miles we arrived at Church Stretton and were soon climbing a steep narrow hill with passing places on the left and a



Scary view over Cardingmill Valley

sheer drop of hundreds of feet into Cardingmill Valley to the right, and eventually arrived at the top of the Long Mynd, one of Shropshire's finest beauty sites, where we stopped to re-gather and make sure everyone's cars were okay after the climb. For some reason the sheep

here also took a liking to the Triumphs and took great pleasure in chewing our tyres.

A few other Triumphs joined us at this point including Mike all the way from Manchester in his 13/60 estate, another Vitesse, a Spitfire, and a TR5, making a grand total of 14 Triumphs.

After using the spectacular backdrop to take a few photographs we set off again across the top of the Long Mynd and dropping down to Shelve. Unfortunately the guy who was leading at this point took a

wrong turn (I'll not give his name - oh, alright it was Herk) and we all followed sheep-like to the wrong rendezvous point. After a quick discussion we decided to continue on to the correct location as it offered a much bigger car park where we could line up the cars for a photo-shoot. Unfortunately I hadn't realised that Dave & Caz had gone for a 'comfort break' and by the time they returned to their Spitfire the group had already moved on.



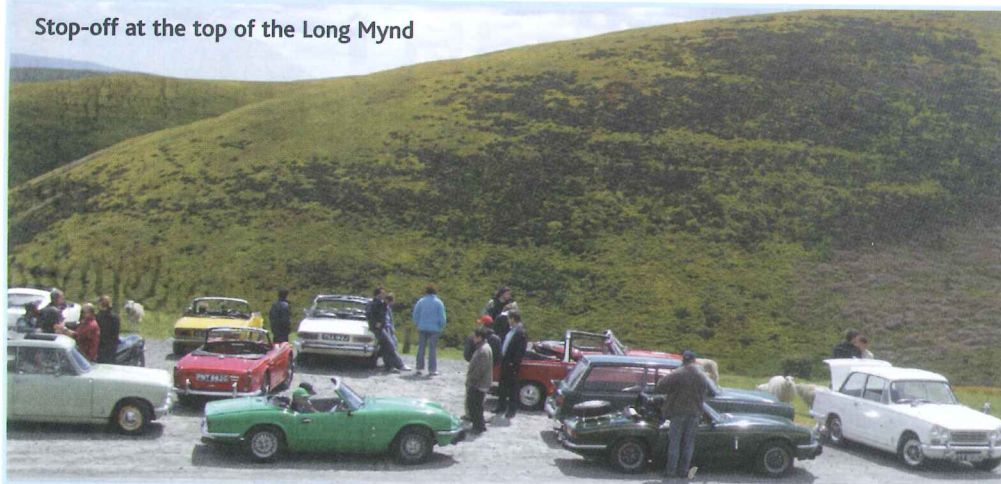
Cars gathering at the start point



Triumphs take over the car park



Stop-off at the top of the Long Mynd



They tried to catch up but took a wrong turn and we never saw them again (sorry both, I would have waited had I realised).

We set off again on the final and longest leg, again through some wonderful countryside heading back via Craven Arms and the ancient town of Much Wenlock, passing through Broseley and finishing up at the Woodbridge Inn at Coalport for refreshments.

Everyone agreed it had been a great day, the route was ideal, the weather had remained sunny with not one drop of rain, a great social event, and not one single breakdown – what could have been better?

The day would not have been so good without the support of everyone who turned up (and encouragement from those couldn't be there) so I'd like to say thank you to everyone involved.

I think the scene is now set for a repeat event next year.



Line up at Shelve



## MECHANICAL MAYHEM SOME ADVICE

Upon reading my June Courier this morning I noticed the piece by the enthusiastic but self-confessed novice, Phil Rogers. Amongst much fine work and no doubt well meaning advice, and having absolutely no wish to put anyone else off from writing up and supplying articles for the Courier (well done Phil!). From many years of experience in doing this particular job, I fear that he might have done his valves and seats no favours at all! As this might cause others to also spend too long getting an even sealing ring on their valve seats, I'll explain the problems to explain what is required for a satisfactory result.

Phil states: "It took me 6 hours to grind the valves to what I thought was a satisfactory standard". This is the problem I think. Spending so long on an operation that should take but a fraction of that time, IF the valves and seats were in a satisfactory condition to be hand lapped, indicates that an EXCESSIVELY WIDE SEATING may well have been achieved. Unless anyone has explained to Phil the reason this is so, then his words, "until all the valves and seats have a nice dull shine.." may indicate that, not realising otherwise, a WIDE seal may have been achieved.

Valves should ONLY be lapped sufficient to obtain a NARROW band of continuous seal, as exhibited by a "dull shine" as Phil obtained. The reason for this is that the valve springs cannot exert sufficient pondage per square inch pressure to achieve a gas tight seal against the enormous pressure produced in the combustion cycle, and at such high temperatures, IF required to operate over a wide seating face.

A simple analogy is this: If a lady stands on your foot wearing slippers, you would gently mention that she is standing on your foot, but she can take her time about moving (and, depending upon the lady, you may choose not



Triumph convoy

# Readers Write . . .

to mention it!!): however, if the same lady does that with her stiletto heels on you would probably react more promptly! She weighs no more but the reason is simply load over area.

A narrow band of seal multiplies the sealing pressure that the power of valve springs can apply: each increment of widening the band reduces that until it can't produce an adequate seal and the gas gets by, soon gas-cutting your valve and you are back to square one; ie 'nibbled' valves, like a mouse has had a go at them!! IF the valves do not produce a narrow band of seal quite quickly then that indicates that the seats are worn/receded, or have been hand lapped too much previously. The angles of the seat and valve become matched and ONLY a wide and unsuitable seat becomes possible. If this occurs, the seats require to be re-cut and the valves reground on a special valve seat grinder, BEFORE attempting to hand lap the valves. The angles of the seat in the cylinder head and that of the valves ARE NOT the same: this is deliberately done, so that a NARROW band is readily achieved (if both ground identically they would, of course, match up).

Its a caution for all:

1) If lapping is taking a long time and/or the seal is wide, then a good seal is unlikely to be achieved without recutting/regrounding seats BEFORE starting to hand lap. 2) Wide seating bands will lead to rather early valve seat seal failure, due to the lack of valve seating pressure.

Its one of those annoying things in engineering terms where what appears logical at first (ie: a wide, if not full seat) is actually NOT what is required. A wide seat can't even apply the pressure to crush any microscopic debris (carbon etc) that may get trapped on them during the firing cycle and hence tend to hold the valve off its seat, also with the inevitable result of early valve seat failure and 'nibbled' valves and, of course, loss of compression and performance.

The fact that all cylinders on Phil's car gave low readings, besides the 'dead' one, could indicate that the valves may have been badly reground in the past, making recutting of the seats and refacing /replacement of the valves essential. NB: note also that if the valve seating lip becomes thin at the seating face, they should be replaced (see technical chart for model concerned) otherwise they too will fail).

I'm Hoping that Phil did achieve a narrow band here obviously as this is a very old problem, like Phil I'm just trying to pass on my experience for the benefit of all, (I discovered this on my 1957 Morris Minor, before I took possession of my Spitfire Mk2 in 1970 which, I might add, I still have today).

Good Triumphing.

Richard Atkins



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# TRIP CHECKS ROLLER ROCKERS & ROLLING ROADS

## Tony Lindsey-Dean Talking TUNING

### GREETINGS ALL

**B**y the time this edition of the Courier reaches you it will only be a short while before the Le Mans Classic will be due to start. With such a large contingent of club members making the long trip now would be a very good time to check over the car for anything that could cause problems on the way. Remember the higher ambient temperatures can cause overheating problems that were not present driving around in this country. Also many cars will not have had to sustain such a long drive for some time. Having rebuilt a number of cars I have found that some makes of water hose are very poor. I remember that on one rebuild the water hoses had signs of perishing before the car was able to be commissioned. This is also true of rack gaiters. So a thorough check of all aspects of the cooling system may save a great deal of inconvenience. Oil levels are the next necessary check especially the diff and gearbox which are so often neglected being, to say the least, awkward to get at, but well worth the effort. A long journey will generate a good deal of extra heat which overheats and degrades the oil if the level is low. Your trip needs to be fun not stressful with a disabled car stuck on the side of the road.

Another issue that has come to light is a problem with some of the Kingston Sports Cars roller rockers. With the very earliest batches we had the occasional problem where the small grub screw came out. This

allowed the pin supporting the roller to come adrift, resulting in the loss of the roller or the breakage of the arm. When the next batch was produced, with the up graded roller, it was stressed that the grub screw should be tight and secure. The problem then was what is tight? As no torque setting was established and with different people assembling, some screws were over tightened. This resulted in the side of the arm with the blind hole being stressed by the pressure of the pin. This was not visible until some few thousand miles of use when a stress fracture would appear, on average 3000-4000 miles of road use, unless they were used in competition when a few outings was enough ( sorry for that Andy ). I have subsequently found another manufacturer, after a few false starts, which has the ability to provide consistent precision quality. As their machine required to be programmed, I took the opportunity to re design the arms for the maximum strength. If you have these earlier rockers from 12-18 months ago, It would be advisable to check them, If you find any problems contact me for free replacements. Pictured is a faulty arm with the screw deliber-



ately over tightened to exaggerate the stress crack, this is next to the latest design rocker. The

single arm picture shows the fine stress line as it may appear on the vehicle. If you have any concerns



regarding this product you can call me on 01359 269777. This fault is only found on some arms of one production run.

The new rocker is a much stronger design with a slightly wider roller, a full radius in the roller aperture, an improved angle and wider arm and longer roller pin. This in turn has a slightly greater interference fit. The grub screw is only on a light contact and retained by a small amount of thread lock. The centre bush is now a honed instead of reamed finish and are matched to the rocker shaft that they are supplied with and run a closer and more consistent tolerance of 0.001-0.0015. Note also the superior finish obtained by using very high spec tooling.

Another topic that has come to light is the problem of having your car set up at a rolling road. Club members often ask me who I recommend but this

has always been a problem without first hand experience. There appears to be several areas of problem.

Firstly; aggressive handling of your vehicle. I have suffered recently from such actions from a rolling road when trying to set up my Vitesse. Being late in the day and the operator wanted to be away to watch some football. Despite the engine having been driven for only 10 miles he began to get impatient when setting up the triple carbs was becoming tricky. He began to rev the engine aggressively and not changing gear smoothly, causing the car to jump about in the rollers. Due to the speed limitations of the rolling road the car was tested mainly in third gear. The consequences of this aggressive treatment fortunately caused no problem to the engine thankfully. On changing the oil for a race quality oil, nothing untoward was found in the filter canister or magnetic drain plug to cause any concern, however the stress of the jumping and snatching on the rollers was clearly too much for the transmission. After only a few laps of the Brands Hatch GP circuit the third gear just shed its teeth ruining what was due to be a great weekend. Having a considerable amount of experience with these cars I know that care with these gearboxes is required and that third is the weakest but only the snatching and jerking would lead to such a failure. I have subsequently been recommended to a Cambridge based rolling road, run by Mini racer Peter Baldwin. There you drive your own car and he does the setting so you remain in control.

Another failing of a number of rolling roads is the lack of real effort to get the best out of the car. On several occasions I have found that when club members have had their cars set up, the operator makes no attempt to refine the ignition curve. The jetting is corrected and off you go. As stated in previous articles the correcting of the mechanical advance in standard club car distributors can have a big impact on the driveability especially the acceleration.

The problem is that head performance and overall compression do affect the advance characteristics that are required for that particular engine. A similar issue arises if they make a mistake.

Looking at a 1300cc race engine that had, what was initially thought to be, a head gasket failure, it was found on strip down major detonation problems had occurred. This was despite the fact that high octane fuel had been used and the day of the failure the weather was cool and damp. Prior to the competition event I had



reset the ignition to a maximum of some 28-30 degrees of advance as the owner suspected something was amiss. This was adjusted back from the 40-42



ousness of the problem where the heat of the detonation has affected the edge of the piston to the point of eroding it and shattering the top compression ring. With this type of detonation you would not hear the pinking noise that you would hear on a normal road car that had the timing too far advanced.

That one small mistake has ruined this great racing engine. So if going to a rolling road choose carefully go with recommended setups and try to get as much information as possible about the specification of your engine to help the operator to get the optimum result

degrees set by the rolling road. It takes very little running time of a race engine with over 200psi compression to be ruined. The picture from the top shows how the piston looked in the bore. The colour looks good indicating that the mixture overall was correct, but the bare area to the top of the picture should have been the glaring tell tail sign of more serious problems afoot. I initially failed to realise the significance of this until a precautionary strip down prior to replacing the head gasket. The picture from the side shows the seri-



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## ABOUT YOU

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## YOUR CAR

Model & Series	
Colour	
Registration	
Annual Mileage (Cruised & Used entrants only)	
Membership No.	

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**International  
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Please circle **ONLY ONE** of the appropriate categories.

MASTER	SALOON
HERALD	SPORTS
VITESSE	MODIFIED
SPITFIRE	CRUISED & USED
GT6	INTERIOR

**All entries will be  
considered for Interior**

**Photocopies of  
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e-mail: [andrewandangelamcgowan@btinternet.com](mailto:andrewandangelamcgowan@btinternet.com)





# SPITFIRE MKII WITH WORKS RALLY BONNET

*by Bernard Robinson*

## WORKING AT HQ AT TIMES HAS ITS PERKS.

**O**n a lovely hot June morning the familiar sound of a Spitfire pulling into the car park wafted in through the Studio window. Nothing unusual in that but a quick glance out of the window stopped me in my tracks. The MKII I was looking at had a Four Pod Rally style bonnet!

Investigation required I thought. Introductions made by the owners Maggie and Dave McDowell, they explained that the car was in fact built by Maggie's father Doug West for Maggie in the early 70's. Maggie explained that her father, Doug, worked at Standard Triumph in the Experimental division and indeed attended Competitions as a works mechanic throughout the 50's & 60's. Le Mans and the Monte Carlo Rally to mention but two! Doug continued to work at Triumph finally leaving to set up a car repair business of his own in Coventry.



He bought the bonnet from a Contact and fitted it to the Spitfire respraying it from its original Powder Blue to Match the Signal Red of the Body.

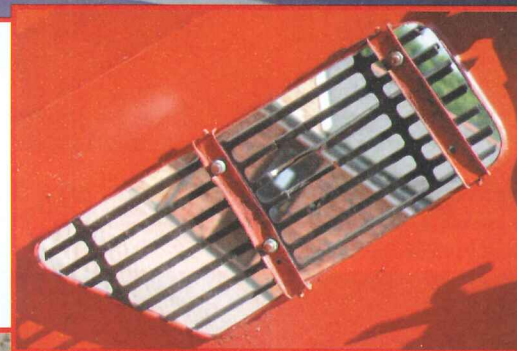
Everything started to drop into place! On closer examination I could see in the detail that the bonnet was all Aluminium and rivetted together as it should be -

Maggie told me that her dad never stopped working on cars throughout his life and presented Maggie with the MKII saying "You'll Like this one" in around 1973.



*Maggie's Father - Doug West (Left) . The photo is captioned 1965 Monte Carlo - ADU 7B Retired after an accident - does that bonnet look familiar to you?*

I was looking at a Works Rally Bonnet circa 1965. The extra Two Headlight pods being welded in position. The Side vent Trims are as they should be with the correct support brackets and re-inforcing plates behind the bonnet catches.



**After using the car daily for around 15 years Maggie & Dave had the car restored**





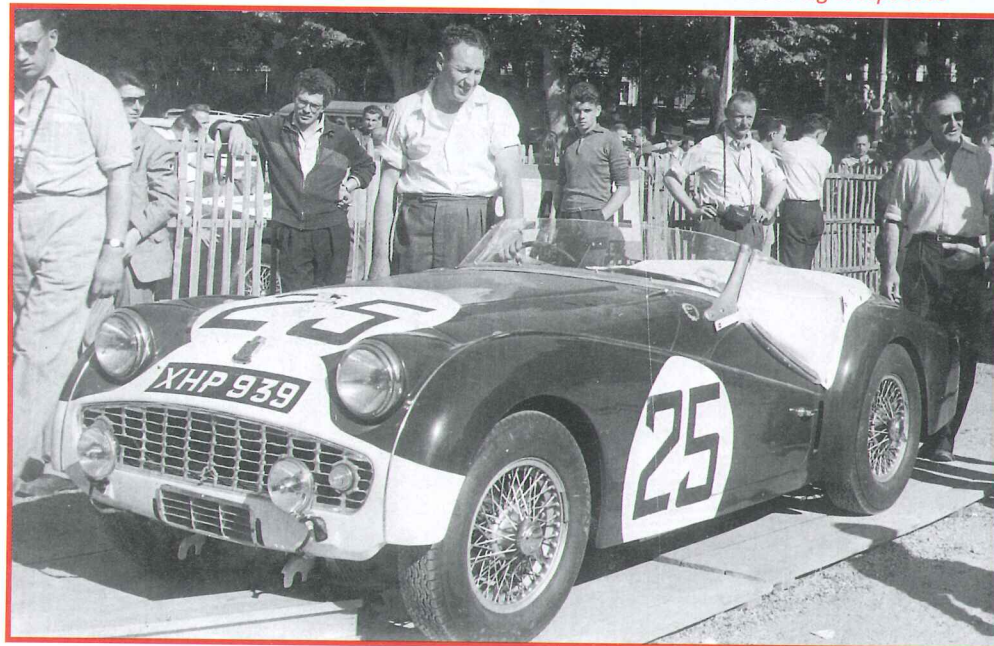


## 24 HEURES du MANS 1965

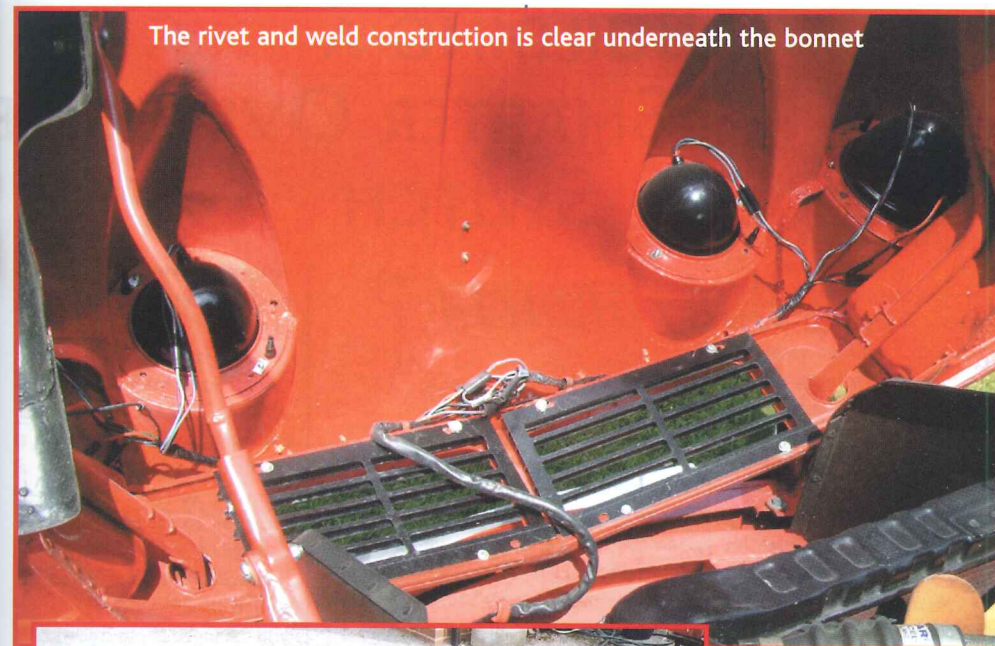
Doug (left) under the bonnet of ADU 3B 65 Le Mans



Doug (Right)  
Fred Nicklin (Centre) at Mallory Park 1960's.  
Both worked on the Le Mans 'Peerless' as  
featured in the Courier Aug & Sept 2003



Doug holding the wheel of a TR3S at 1959 Le Mans



The rivet and weld construction is clear underneath the bonnet



the car is fairly standard, (apart from the engine which is a 1300 unit) and in A1+ condition, the bonnet alone will obviously put a higher value than normal on the whole car.

So they wish to sell but serious offers only please. A rare chance to own a unique piece of Triumph History, and I think a good reason for printing this little feature.

Contact Maggie McDowell on  
0116 2386 100 if you wish to  
make an offer.

A really unique find and I wonder if this bonnet originally graced one of the original Rally Cars? I should think this is very likely as due to the handbuilt complexity of these bonnets I shouldn't think they made that many. How many survive to this day 3 or 4? Now to the reason for Maggie and Daves (who is also an ex Triumph Employee) visit, they are moving soon and the new house will not have anywhere to keep the Spitfire in. So they wish to sell. They are both really keen that the car goes to an enthusiast who will want to run it and look after it. Realising that the bonnet is a bit special means that this MKII although the rest of



Doug originally supplied the car with this hard back fitted but sadly Maggie gave this away prior to restoration later on.





# BUILDING A SMARTER OVERDRIVE SWITCH

**by Andy Stanton**

**THIS MUST HAVE HAPPENED TO YOU AT ONE TIME OR ANOTHER**

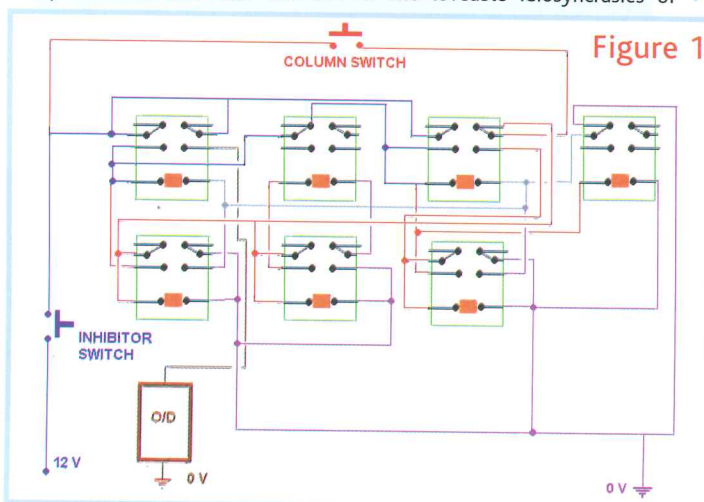
**Y**ou're driving along with your overdrive engaged. You come to a tight bend, or a turning, and you change down into second gear. You make the manoeuvre. You then hit the accelerator, get the revs up in second gear, change to third, and the you find you're in the wrong gear. You are in the wrong gear because the overdrive switch is still on, and for all practical purposes you've just changed straight from second gear to almost fourth.

Normally this is just an irritant, but if you were in need of that extra acceleration for safety's sake, you ain't got it any more.

Now whether this is a problem or not depends on your attitude, and this has been the subject of a lively debate on the TSSC message board. Check it out: -

<http://www.tssc.org.uk/messageboard.asp?board=spitfire&section=20030716174951339250470&topic=20021107152219308956763>

Feelings were evenly divided between one camp in which you considered this a problem and we were actively looking for a solution, and another camp who felt that this was one of the loveable idiosyncrasies of



**Figure 1**

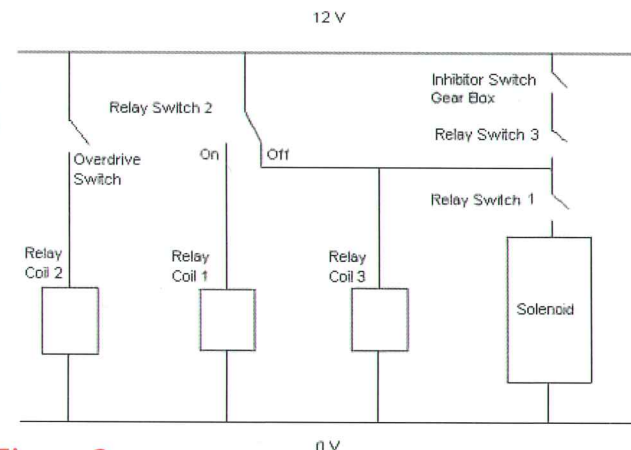
Triumphs, which we should not only tolerate but get to love.

I am firmly in the former camp. So I read the thread carefully as it developed. Earlier this year I had bought a number of relays to rig up a solution to the problem. I intended to set up an electrical circuit that would remember that the overdrive switch should not be on when you changed from second to third gear.

My first solution focussed around the idea that the overdrive switch would be a toggle switch, which was automatically reset whenever you changed down to second. You could do this because of the presence of an inhibitor switch on the top of the gearbox that is turned off unless you are in third or fourth gear.

My first thoughts on this are captured in **Figure 1**. This circuit required no less than seven dual pole relays and a redesigned overdrive switch. It was an unnecessary complication I had got into because I was firmly wedded to the idea that the overdrive switch should be a toggle switch. (**Figure 1**)

This was a mistake. All that needs to happen is an arrangement that ignores the switch being turned on if you have changed up



**Figure 2**

from second to third gear. This has the benefit of allowing you to use the existing column switch. The solution in the end is brilliantly simple. I almost realised it myself with three relays, (**Figure 2**) but Van Hamlin achieved the conceptual break through with a circuit that

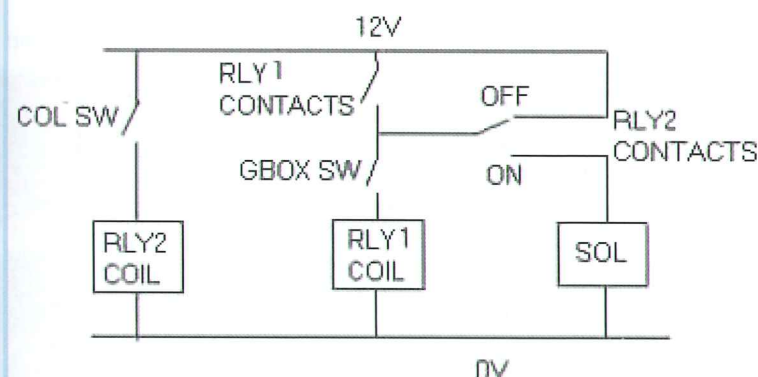
and this is where it is brilliant, if relay 2 is on and relay 1 is off, there is no way you can turn relay 1 on until you turn relay 2 off.

What this means in practice is that when driving and you change up from second to third with the overdrive switch turned on it just does not take any notice of the overdrive switch. What you need to do is turn the overdrive switch off allowing relay 1 to be turned on, and then turn the overdrive switch on again to engage relay 2. At this point the overdrive engages and disengages according to the switching of

the overdrive switch.

Now for those nerds amongst you who are seriously interested in the finer intricacies of electrical circuits you will appreciate the fact that once relay 1 is engaged then the current running along one part of the circuit changes and runs the other way. That is pure genius!

Does it work in practice? Fired by the contempt of those contributors to the thread who suggested that this was an over-



**Figure 3**

uses only two relays (**Figure 3**). I looked at this with awed respect. It was simple. It was clean. It was neat. So what does this circuit do.

complicated waste of time I was determined to realise this concept in a living and breathing prototype. I had in my possession no less than seven relays for my original concept. I took two of them. Mounted them in a box on foam rubber, and dispensing with the need for circuit boards, I soldered them together according to the circuit diagram



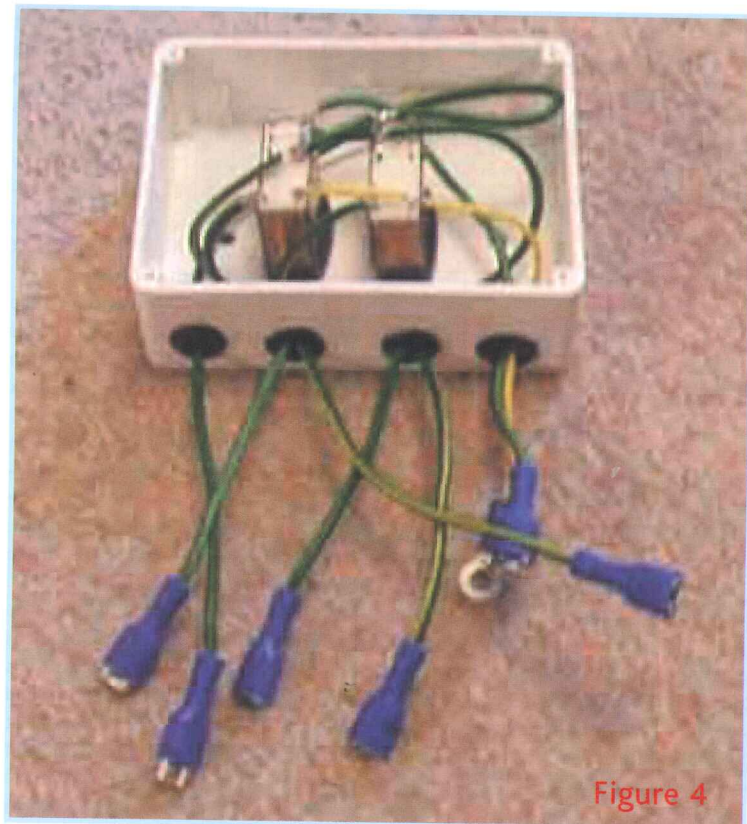


Figure 4

(Figure 4). At the time I was also replacing the head on my Spitfire 1500 with something that could run on unleaded fuel. The Fates war against you, don't they? It took me over a week to get my Spitfire running properly again, and issues about whether this prototype overdrive switching would work were furthest from my mind.

However, the next weekend I managed to wire it up (Figure 5).

I tested it with a light bulb and it seemed to pass all the tests. It would not engage in any other gear than third and fourth. It would not engage if you change from second to third with the overdrive switch still on.



Figure 5

However if you then switched it off and on again BINGO! We're in business. (Figure 5)

And so I connected the whole thing to the overdrive solenoid and took the old girl out for a spin. It worked immaculately. I now have an overdrive that does not engage if you change from second to third with the overdrive switch left on. However if you as much as tickle the overdrive switch, sufficient to break the connection then the overdrive comes alive.

I am considerably indebted to Van Hamlin. I would not seek to detract in anyway from the plaudits that are truly and rightfully his. He has identified a solution to a problem that really got up my nose, and in doing so he has enhanced my

Spitfire driving experience. If I meet him at Stafford, I'll buy him a pint!



# THE DOWNFALL OF THE BRITISH MOTOR INDUSTRY

**by Paul Richardson** ©

THE FOLLOWING QUOTES ARE TAKEN FROM AN INTERVIEW WITH THE LATE VIC HAMMOND WHEN, AFTER CHATTING ABOUT THE BRITISH MOTOR INDUSTRY, I ASKED,

"WHAT ON EARTH WENT WRONG VIC?"

"Y ou know, one single thing always springs to mind. The best companies are always led by a thoroughly competent person who is a natural born leader of men - and I'm far from alone in my belief that Sir Donald Stokes of Leyland was neither."

"Sir John Black at the Standard was a great leader. When the board chucked him out in 1954, which was a big mistake, the company profit was increasing year by year. Thereafter, it went downhill to virtual bankruptcy and was taken over by Leyland. I must say I made many lifelong pals at the Standard Motor Comedy, I also re iterate that there were some top-notch engineers in the company. Lew Dawtrey and his technical people were excellent, but they often had to re-cobble engineering which had not been given enough attention on the drawing board in the first place. This, as I've said before, was the trouble with the Herald, too much profit went down the drain in guarantee claims."

"I was an executive stylist at Ford when Leyland took Standard Triumph over. Then, in about 1967, BMC was also about to go down the tubes because of over production and lack of cost control. Their front wheel drive range from the Mini in 1959 were brilliant and revolutionary designs by Sir Alec Issigonis, but the company was wasting money producing outdated models instead of developing the front wheel drive range. You see the Austin Morris production lines were knocking out about 28 models - far too many with production tooling costing millions and millions. Now as part of the rationalisation process of Austin Morris, Joe Edwards the M.D. decided to headhunt my boss and friend at Ford, Roy Haynes. Roy, who designed some very successful Fords including the Cortina, was the first Styling 'director' in the whole of the motor industry in Britain. He was also an expert at evaluating production costs and forward planning. This is

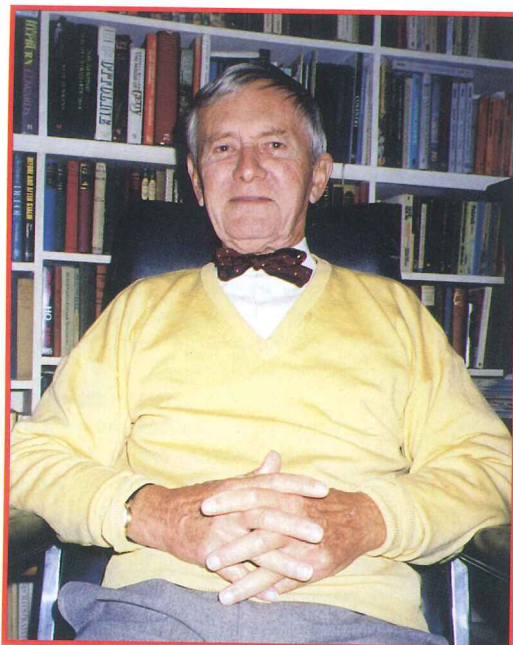
why he reached the top at Ford and why he was headhunted by Joe Edwards to help sort Austin Morris out."

"Austin Morris etc. was then amalgamated with Leyland to form BLMC - The British Lameland Motor Comedy - with Sir Donald Stokes of Leyland in the driving seat. The problem was that Stokes and his Leyland mob bulldozed dozens of clever people to one side including Sir Alec Issigonis head of engineering. Alec had been away on holiday or something, and when he got back his office had been commandeered without prior notice. They left Alec walking about Longbridge with no office - until chief stylist Dick Burzi cleared out an old design studio for him. I mean how bloody humiliating and degrading was that for a brilliant engineer like Issigonis? This exemplifies the mentality of Stokes and some of his henchmen.

Alec was made head of future projects - and this was just a ploy to move him out of mainstream engineering."

"Any way, before Stokes arrived, Roy Haynes, who was based at Cowley, developed a ten year rationalisation plan for Austin Morris. His plan was to drastically reduce the range and design about six new platforms which could be developed to use on several models throughout the group. Roy then persuaded Harris Man and myself to leave Ford and join him at Cowley as stylists on exterior





**Vic Hammond**  
**Standard Triumph Stylist**

and interior design respectively, and John Stark was in charge of colours. I think about forty of us from Ford joined Roy in the end."

"Roy's plan was generally accepted as a lifesaver for Austin Morris and BLMC. You see Ford are masters at producing well engineered cars at low production costs so they sell in volume and make a profit with low guarantee claims. Roy, as part of his plan, had designed ADO 28 (The Marina), which I became involved with, and his model was chosen over two others designed by Farina and Mitchelotti at an approval meeting with all the top brass and the board of directors present. The Marina, with cheaper rear wheel drive transmission, was conceived only as a stopgap to appeal to a large market group including major fleet buyers. I hasten to add that Roy was completely sold on the Issigonis front wheel drive design but realised it needed development to bring costs down. Roy was

proved right there wasn't he because almost everything is front wheel drive now? When Stokes took over, he hacked Roy's ten year plan to pieces, mainly because he had no understanding of it, it was like casting pearls before swine."

"Roy also designed the ADO 68 Condor a superb four seater sports coupe utilising a developed version of the ADO 28 floorpan which could also be modified to produce other models within the group. This was typical of how Roy tried to bring the Ford way to BLMC - with design that could be adapted for Jaguar, Standard Triumph and MG models, it's all about cost control. This would have saved millions of pounds, but Stokes wouldn't have it. Then after just moving from Essex to Cowley, Roy and the rest of us were all ordered to move to Longbridge or get out. This was the last straw for Roy and he quit, which was a hell of a shock for those of us who'd just left Ford to join him at Cowley and, to cap it all, our M.D. Joe Edwards also quit when he found out Stokes was in control."

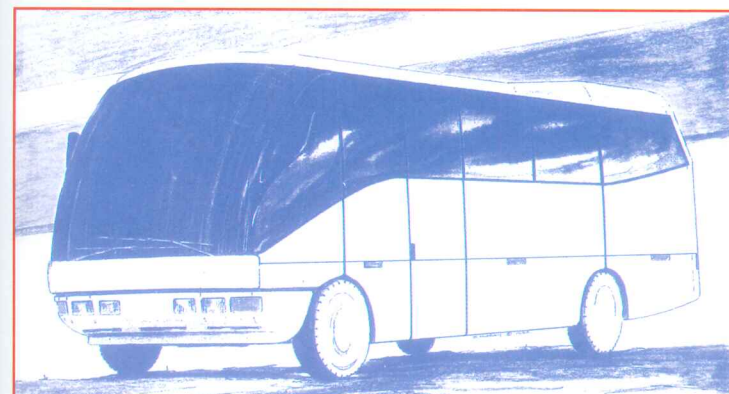
"The corporation became a comedy of errors thereafter with about 10 different Managing Directors during my 12 years at Longbridge. There was so much confusion caused by Stokes dictates that planning became almost impossible for anyone and labour relations became so bad strikes cost millions in lost production. You see the planning department was ruled by Leyland men and everyone jumped when Stokes cracked his whip. Anyway, we produced the Marina but it was half the car Roy originally planned. It had Leyland inspired outdated front suspension derived from the 1950's Morris Minor, a Leyland inspired cobbled up gearbox that gave trouble and press road test reports were terrible. Engineers like Syd Enever, Ron Nicholls, Alex Moulton and Stan Johnson had to cope with engineering dictates that went backwards instead of forwards."

"THEN, to replace the Austin 1100 and 1300 range, the Allegro was produced instead of a superb car Issigonis had already designed. You see Issigonis designs were sidelined because of this petty jealousy thing. If things weren't invented in a Leyland office they weren't allowed to be invented and you could be threatened with the sack for even mentioning Issigonis, name."

"We called the Allegro 'the agro' because we had so much trouble with it. It was the worst car we ever produced. Stokes and his people insisted on the square or quartic steering wheel, which didn't last long for obvious reasons. Everyone knew a wheel should be round but Stokes, mob re-invented the square one the Romans chucked out. The agro had terrible body boom because the Issigonis suspension design, which alleviated road noise with rubber mounted subframes, was sidelined to save money. The thing to grasp here is that the Leyland people seemed incapable of coming up with any new, cost effective design they just cobbled up old stuff. The car was almost impossible to assemble accurately on the production lines, screens wouldn't fit and cars ran off the

lines with panels off centre- it was a damn disgrace and millions more went down the drain. In the mid 1970's some of the Leyland mob left- in the knowledge, of course, that the ship was sinking. A few months later BLMC totally collapsed with enormous debts, and was nationalized under the new name of British Leyland -or Lameland depending on how you look at it. You know I never heard a Leyland man ask of a new design 'how well can we make it', The attitude always centred on which old mechano set they could raid next."

"BL became the laughing stock of the nation. You see, while BLMC/BL was generally producing bad cars, continental firms weren't - so the British public started buying Datsuns, Renaults, Peugeots, Fiats and BMWs - and in volume. When Sir Michael Edwardes took control in 1977 (in 1978 Vic was made Chief designer interiors of all Austin Morris cars) we had a very good leader who tried to stop the Stokes/Leyland influence. We produced the Austin Metro in 1980, but the financial rolling stone was over the edge of the cliff by then.



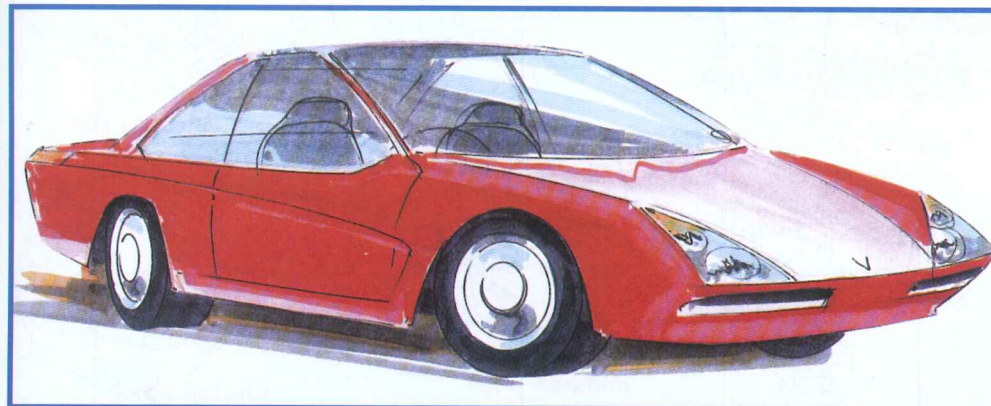
*Design for Luxury Coach Styled by Vic.*

Even Triumph back in Coventry were reduced to producing a car which was really a Honda with a Triumph name and that was the last car Triumph produced I think. I went to Land Rover a year or so later,

and started my own design business in 1984. By the late 80's BL profits continued to slump with the corporation named Rover in a last ditch attempt to signify quality. The government, by this time, was so fed up with shovelling money at BL/Rover to keep it afloat it was sold to British Aerospace. When BMW bought it in 1994 the final curtain was drawn on the British motor industry as we knew it after billions of pounds had been lost. Stokes and his cohorts allowed bad engineering and petty jealousies to take precedent over good design and Britain, every one of us in Britain, paid the price."

N.B Vic's freelance activities with his own design business involved work for Rover, Nissan, Reliant, and Lotus. He also styled luxury coaches for several major companies and designed body structures for armoured cars. Vic sadly passed away on December 18th 1999. He was a delightful man and one of life's true gentlemen.

*After asking Vic in the late 90s how he would style a futuristic sports car this sketch arrived in the post two days later. It highlights Vic's skill as a stylist and artist.*





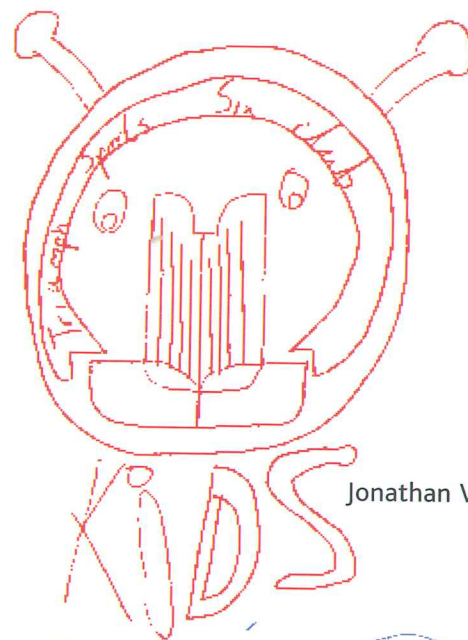


# TSSC Kids Club Logo Winner

As announced in last months  
Mag, all entries for this  
competition have been looked  
at and a winner chosen.  
The winning entry which was  
submitted at the SEM was by

**Jonathan Wing**

Well done Jonathan!  
Jonathan's original Design is  
shown here along with all the  
others submitted.



Jonathan Wing



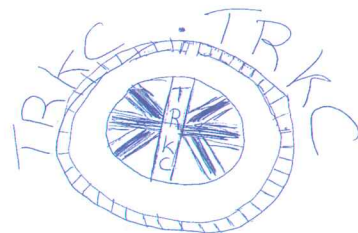
Jake & Cassie Roberts



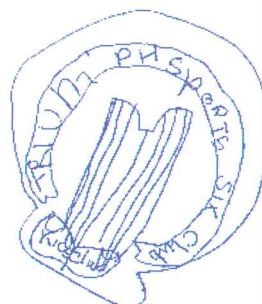
Emily Hamilton



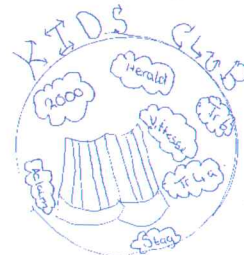
Charlotte Hill



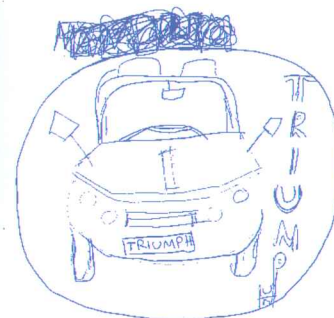
Leah Fullaloue



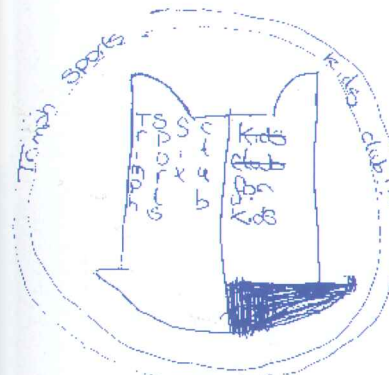
Victoria Hill



Georgina Connaughton



Harriet Balshaw



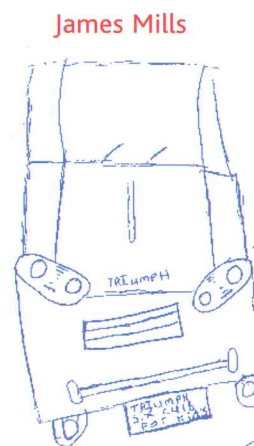
Tegan Sewell



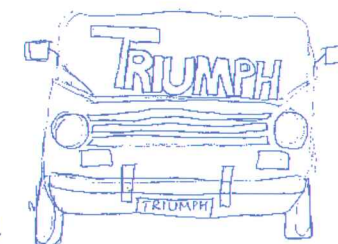
Amanda Abraham



Katie Bessant



James Mills



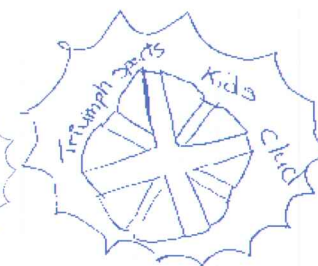
Fiona Smith



Charlotte Hill



Kirsty Mills



Katie Abraham



Nancy Wing





# BUILDING THE BEAST PART 1.

*by Matthew Smith*

TOTALLY TRIUMPH JUST OFF THE M6 IN CHESHIRE HAS A WELL KEPT SECRET – IT'S MAX – A MAN WHO BUILDS NATIONAL CHAMPIONSHIP WINNING HILL CLIMB TRIUMPHS YEAR AFTER YEAR.

I first met him six years ago when I was re-building my SAH tuned rally Herald for the Tulip Rally. His large



Max giving advice



One of the five Workbays

multi-storey unit housed a huge selection of parts from a multitude of body tubs, chassis, bonnets or engines down to those little clips or screws unique to Triumph which you can never find nowadays.

He has been obsessed with car tuning, handling and competition preparation since the 1970s but only became bitten the Triumph bug in the 1990s when he was working for Pentangle Restorations in Warrington, which was the springboard for him developing his own restoration, race and hill climb preparation business *Totally Triumph*.

Tucked away in one of the five



Beastie in action

workshop bays you can see the snout of an aggressive looking, beautifully built GT6, affectionately known as 'Beastie' which out performs Audi Quattro, Imprezas and Cosworths on the hill climbs. This innovatively developed GT6 is the product of years of hill climb preparation evolving through Hill Climb Vitesse, Spitfires and finally Beastie the GT6.

## SO HERE IS THE TALE OF THE EVOLUTION OF BEASTIE.

In 1999 Max decided to have a go at building a very competitive hill climbing Vitesse and use the season as a testing ground for a crack at the Paul Matty Classic Hill Climb Championship in 2000. He used a 2l Mk 1 Vitesse saloon driven by a 2.5l engine with roller rockers,

triple Webers and a Bells 6 branch 6-3-1 manifold. In line with the constraints of the competition regulations it was stopped with standard callipers adapted to fit TR7 vented discs and pads.

To help it in and out of corners it had twin front anti-roll bars, very similar to the SAH conversion on my rally Herald and a decambered swing spring on the back.

The principle problems encountered in the first few outings were blown differentials and prop shafts twisted with the torque – soon corrected with the fitting of a Quaife Limited Slip Differential.



Mk 1 Vitesse 'red lining' up the hill

In 2000 driven by Richard Lightfoot and competing against Mini Coopers, Volvos, Sunbeams and other classics over the historic hill climb venues of the 60s e.g. Shelsley Walsh, Prescott and Loton Park, the Vitesse won the Paul Matty Classic Hill Climb Championship in the saloon car class – who





*It may lift a wheel on hard cornering but the rear end does not 'truck under' or 'break away'!*

says our cars can't be made to handle (above)!

In 2001 the hill climb series were cancelled due to the devastating outbreak of Foot and Mouth disease. This time was used attempting to create a faster car by selecting a modified car class for 2002 – switching the engine and similar suspension

tweaks into a Spitfire Mk2 with lightened interior. With great expectations Max entered the car driven by Penn Davies in the Pre-75 classic car category but despite good outings at Harewood, Mira, Kirkborough, Aintree



*The Modified Hill Climb Spitfire*



and Three sisters they could not get it to go any faster than the Vitesse! A few tweaks, however, did bring rewards for 2003 with a class win in Midland Speed Championship and a second overall all in the Loton Park championship.

It was now time to use all experienced accrued during these events to build the ultimate highly modified Hill Climb GT6 'Beastie' –

READ PART 2 IN THE NEXT ISSUE OF THE COURIER.



# LE MANS TRS 929 HP

*by Dave Cox*

IMAGINE MY DELIGHT WHEN IT WAS ANNOUNCED THAT THERE WOULD BE A TRIUMPH TRS RUNNING AT THIS YEARS LE MANS CLASSIC, ALBEIT A REVINGTON REPLICA.

My introduction to the Le Mans TRS 929HP was when I had recently purchased my Spitfire FHV500J, which I still own; this was to get me to and from my new job helping a friend start up a classic car valeting and preparation business back in 1979. One of my first jobs was to return the engine compartment back to standard on what looked to me like a cross over of a TR4 and a roof less Triumph Italia, I later learnt that it was the body styling of the Michelotti 'ZOOM' project which was the basis for the TR4 shape.

The TRS was developed by Ken Richardson and the factory racing department and had a couple of successful years of racing in 1960 and 61. Its Le Mans pedigree is as follows.

1960	Drivers	Laps	Position
No 28	Ballisat/Becquart	256	22nd
No 59	Leston/Rothschild	252	23rd
No 29	Bolton/Sanderson	249	24th

All three cars started well but attrition on the valve gear caused the cars to slow towards the finish and none were fast enough to qualify. In 1961 the Team returned to vindicate themselves

	Drivers	Reg's	Position
No 25	Becquart/Rothschild	929HP	15th
No 26	Leston/Slotemaker	927HP	11th
No 27	Ballisat/Bolton	928HP	9th

They crossed the line together to win the Georges Durand Cup taking 3rd 4th and 5th place in the 1600- 2000cc sports car category behind a pair of Porsche RS.

929HP had spent its retirement years in America but had been acquired from its Canadian owner by Rod Leach of 'Nostalgia' a chap from Hertford Heath who was providing a lot of work for us at the time. It was our job to return it to the sort of condition that it was in pre race 61. The Glass fibre body had survived well with little crazing (it was thick by today's standards), all the aluminium was dull and in need of polishing especially the 4 dashpots of the twin-choke SUs on the 2litre twin cam engine with its two predominant cam boxes, which reminded people of ample bosomed actress 'Sabrina' (equivalent today to Jordan).

There were parts missing such as the grilles behind the side wing outlets and radiator, also the spare coil which would have been



mounted next to its working partner as a back up, on the inner offside wheel arch near the bonnet stay, and the Leather? Headlamp covers; we only had black and white photos to go by and a lot of information had been lost in the 20 years that the car had existed. These parts were duly sourced or remanufactured where unobtainable.

Things that stick in the mind were the sound of the twin cam engine through the bark of the exhaust, of the large ducting tube that ran the length of the cockpit to direct cool air onto the diff and its large steering wheel and high pedals, these were most noticeable when we took the 'Nostalgia' stock of the TRS, a AC Cobra 289, Ginetta G10-V8 GT, Lola T160 Can-Am Spyder and a AC Ghia Cobra to show at the International Historic races at Brands Hatch on 19th May 1979 on a wet day, but the long legged TRS behaved beautifully, the 155bhp showing only at the top of the rev range but very tractable and easy to drive in traffic.

It was an honour to have worked on and driven such a part of Triumph history and I look forward to reacquainting myself again in July especially if Arwed Otto brings along 928HP.





# BABBACOMBE OR BUST! PART 2

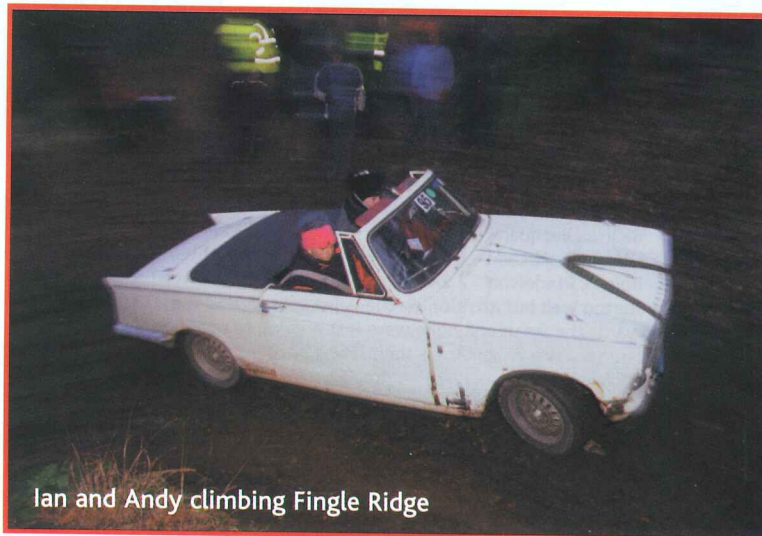
*by Mike Crewes*

**THE STOP HAD TAKEN A LOT OUT OF US AND MORAL WAS LOW, PARTICULARLY AS WE FOLLOWED A VERY SLOW HILLMAN IMP**

**E**ventually after what seemed like several ages, we arrived at the foot of Fingle Bridge, wishing it was nearly over. Before long the coast was clear and it was our turn to climb another famous hill. Not knowing what was before us we set off, very quickly to be faced with a restart box. Stopping on the high side of the box, with hopefully the rear wheels on some grippy surface I watched for the smiling marshal to drop his flag. Flag down, throttle and clutch engaged and to our relief the Herald pulled cleanly away with only the smallest of wheel spin.

Fingle Bridge is quite wide (for a Herald), deeply rutted and very slippery, oh, and it seems to go on forever, around half a dozen hairpin bends. Sawing away at the steering wheel and throttle alike the Herald climbed marvellously, to many shouts of encouragement from spectators. We even had time to give the Practical Classics photographer the thumbs up! As we passed the 'Section Ends' boards Andy and I punched the air and shouted for joy, we had cleaned a difficult section and had really enjoyed it.

Straight after the section and still on the hill we came across Fingle Special Test. Start from behind line A, cross line B with all four wheels, reverse over line B with all four wheels then forward to straddle to finish line, all on a 1 in 6 mud slide! The Herald spun herself forward and crossed line B, the brakes were holding, but the tyres weren't and to slide across the line meant failure, so I released the brakes and rolled back, stopped below the line, still sliding downhill, pulled forward, spraying the marshals with mud and somehow managed to get to the finish line astride it. Fantastic! We drove forward from another cleaned



Ian and Andy climbing Fingle Ridge

section with our spirits even higher than before our stop, we were very proud of the last two and anyone watching us would have thought we had gone mad.

I was now complaining that the rear brakes had gone out of adjustment and was having to pump the brakes to get the rears on, but we couldn't work out why. I had also had to do the previous two sections without a working handbrake (my dancing prowess, such as it is, really came in handy there!).



A Navigators view

Just down the road we came across Wooston Bank, still high after Fingle, this one just sailed past as another cleaned section. We were now in the middle of Dartmoor and nearing Moretonhampstead, where

went on to Bovey Straight Garage for a Hold. It was so busy that the marshal had nowhere to put anyone, so he was sending everyone straight out again. Ever onwards, we drove for about an hour to the foot of

Dartmoor in the Snow



Ian wanted to repair a puncture he had picked up earlier. After eventually finding a tyre shop, around the back of nowhere, the owner dropped everything to attend to Ian's tyre and fitted an inner tube. We jacked the Herald up and looked at the brakes to find that the temporary repair on the half shaft had let go. There was nothing for it, but to carry on until it failed completely.

Just around the corner we entered Pepperdon, another muddy, slippery, deeply rutted lane. The Herald pulled us through beautifully for another clean and so we





Some of our fellow competitors resting at the hotel

Penhales Plantation with lots of spectators and some very nice words from the marshals about the Herald, everyone loves an under dog!

Off we went slipping and sliding to the restart box. She just about held steady on the slippery mud, long enough anyway for the marshal to drop his flag. Spinning furiously we continued upwards, around a very steep, sharp and slippery left hand bend and on to deep muddy grass. Wheels spinning, throttle pumping, the tyres were giving just enough grip to keep us moving forward, or was it the pure will power of the spectators cheering us on. A car's length from the 'section ends' boards it got steeper

and grassier, the tyres just couldn't find enough to keep our momentum up, so we sat with wheels spinning until the back of the car disappeared in smoke. After several tries, it was no good, we had to be pushed out by some spectators - thanks guys. It was a shame, apart from our own stupidity at Stretes, this was our first real failure. Still, our spirits were high as we drove the last hour and a half to the finish at the Trecarn Hotel, Babbacombe. We handed our time cards in and got our finishers certificate; we were elated and completed worn out. After a few quick hellos and a goodbye to Ian and Andy, we headed for our room and a well deserved kip, well it was around 2 pm! Five hours later saw us showered and changed, pint in hand joining 380 other entrants for the evening dinner. A nice evening amongst some new friends (some old ones didn't make the finish after a blown diff in the middle of the night) saw us early to bed and a

very good nights sleep.

After a reviving breakfast and a few conversations whilst we extricated the Herald from the car park, we were on our way home, waving to fellow entrants as we passed. Three hours later, two weary triallers and a Herald with a broken half shaft pulled up on my drive, we had made it. How did you get on boys? We just couldn't talk fast enough.

The following week, I sorted the car out and entered the Lands End Trial at Easter.

Now I really have got the bug!!!

With grateful thanks to Steve Welsh, Triumph World, for some of the photographs.

## HOW THE IVR SCHEME WORKS - FOR EVERYONE: 'International Vehicle Register' is more than a big list of Members' cars! It provides a lot of information to help Owners:

**Car History:** The one real appreciating asset unique to your car, that may become impossible to get if you put-off even starting, now! Whatever the car's present condition, do your IVR now and set this moving. Secure its past and you help secure its future.

**Only IVRs put your car in context:** to show earliest- or latest-known survivors; popular vs. rarest colours, or Options; cars built or sold together. **But confidentially:** ie, your Register specialist publishes collated results - not the sensitive raw data on your individual car! But even with thousands of cars now IVR'd, no-one else can do your vital bit of the jigsaw - **your own IVR!**

**Clear careful detail is key.** The Form's often on our Courier address-slip; or find IVRs at [www.tssc.org.uk](http://www.tssc.org.uk) New Members, one's in your Joining Pack. Copy carefully 3 spots under-bonnet, plus Dates etc off your V5C; and send Freepost to Club HQ.

**Models have different IVR priorities, letter-content etc, so check yours on this page, a-Model-a-month:**

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

## 13/60 INTERNATIONAL VEHICLE REGISTER

The 13/60 first rolled off the Canley assembly line late in 1967 in Saloon, Estate & Convertible form. The main changes, to the still in production, 1200 Saloon, were a new bonnet along the lines of the Vitesse and a 1296cc 60bhp engine. And thus a new era of our cars was started!

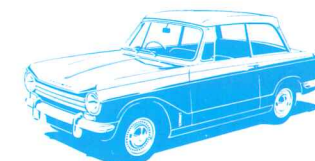
The aim of the IVR scheme is to establish a permanent record of as many of our cars, that still exist in one form or another. It relies heavily on **YOUR SUPPORT** so please send in your completed form.

Also if you request help in tracing your cars history (2 first class stamps) you could be embarking on a wide-ranging search for something that might not exist!

At the moment some 650 cars are on the register, so if there is a previous entry for your car on the register, I will forward to you what I have. This though, relied on earlier owners not only being club members, BUT also sending in an IVR. If you bear in mind that even now, more than 60% of the forms I receive are cars **NEW** to the scheme then you will see my information is fairly limited! So the IVR is not a potted history but more a means of affirming what you have, and where to go from here! I may be able, from the Comm No or Registration, to identify a sister car or a dealer where relevant information exists. Perhaps I can identify an unusual or rare original colour/trim combination! The 13/60 information I hold is **NOT** as comprehensive as that Dick has for Vitesse though, so don't expect too much!

What will my reply bring for definite and what will your search involve?

I will send you an application form for a BMIHT production/build trace for your car based on the Commission Number. There will also be info sheets describing what may or may not be available to you from other sources such as the DVLA or Local Authority Archive Records. These are based on the registration number, assuming it is original; you will also get



(newly available) a copy of an original makers guarantee for your paperwork file. It will NOT pertain to your particular car, but is worth having on file.

Most of all you will be encouraged into perhaps a LOT of hard work tracing what may be out there with regard to YOUR car. This could be a long-winded process with dead ends along the way! So be prepared to be frustrated a few times!

One final appeal when sending in your form OR when you have found out all you can, please let me have copies of anything (invoices/dealer paperwork) you feel may be relevant, no matter how small!!! OH YES and perhaps a photo or two! Happy IVR'ing,

**DEREK**



## TSSC Services & Officers Club Headquarters

The following services are available from the Club headquarters.

### TSSC MEMBERSHIP

£38.00 UK £42.00 EUROPE £46.00 OVERSEAS

### RENEWALS

£36.00 UK £42.00 EUROPE £46.00 OVERSEAS

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

TSSC REGALIA MAGAZINE BACK ISSUES  
TSSC INSURANCE INFORMATION PACK  
TSSC - Main Street, Lubenham,  
Market Harborough, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 431936

e-mail: [membership@tssc.org.uk](mailto:membership@tssc.org.uk)  
<http://www.tssc.org.uk>

### TSSC INSURANCE QUOTATIONS

FOOTMAN JAMES & CO LTD

Tel: 0845 458 6760 Fax: 0121 559 0814

### VALUATION SERVICE - CHARLIE SMITH

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

### TSSC HANDBOOK

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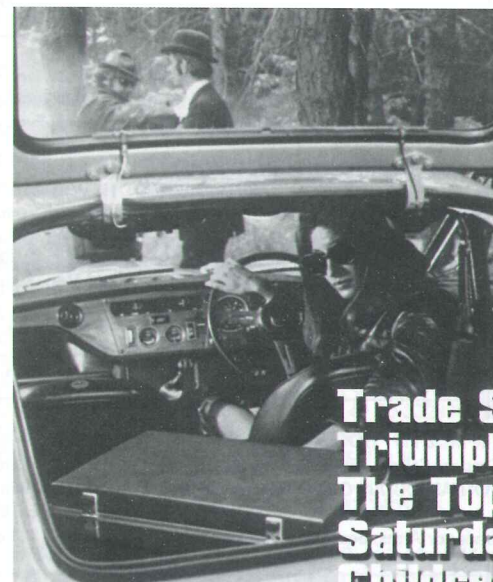
JULY 2006

Plus

## CLASSIFIED CARS & PARTS CONTENTS

- AREA DIRECTORY
- AREA NEWS
- CARS FOR SALE
- CARS WANTED
- PARTS WANTED
- PARTS FOR SALE
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## GT6 40th Anniversary Display



....the Adventure begins

## TSSC International Weekend

8th & 9th July 2006

Trade Stands & Autojumble  
Triumph World Arena  
The Top TSSC Concours  
Saturday Night Party  
Children's Crèche  
& MORE!!



Stafford County Showground - Weekend Ticket still £17.50 p.p.





# AREA DIRECTORY

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

IF AREA DIRECTORY ENTRY IS IN GREY THEN PLEASE REGISTER OFFICIALLY!! AS WE & HQ WILL NOT KNOW WHO TO CONTACT 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	Jim Smellie: 07771 956653	Lochinch Sports Club - GLASGOW	1st Wed. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news	Last Thurs. Eves.
LOTHIAN	Paul Udall 07967 021395	Pub Run See area News for details TBA	2nd Thursday 1st Wed Eves.

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Anthony Holliday: 01946 830663	Advertised in News monthly	Last Sun. See News
MANCHESTER	Frank Spencer: 01524 791607	The Stamford Arms - Lymm Road (A56)	1st Tues. Eves.
	Pippa Flegel: 01524 791607	LITTLE BOLLINGTON	
NORTH EAST	Mark Astley: 0771 840 8159	Travellers Rest (A691)- Witton Gilbert	1st Sun. Eves.
	Andrew Dunning : 0191 5485188	off A691 Durham to Conselt Rd	8.30pm.
LANCASHIRE	Graeme Lewis: 01484 649008	The Myerscough - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Mike Hardwick: 01723 500385	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Michael Charlton: 01302 537290	The Coach & Horses, Barnbrough - DONCASTER	1st Tues. Eves.
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

## MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
	Nigel Clark: 01788 891 153	The Old Smithy - CHURCH LAWFORD	3rd Sun Lunch
DERWENT VALLEY	Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. Eves.
	Stuart Charles: 01623 845961		
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Woodcocks - BURTON MARINA, SAXILBY	1st Wed. 8pm.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Ye Olde Bridge Inn - OXTON	Last Wed. 7pm.
NORTHANTS	Jonathan Ingram: 01604 802031	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
	Paul Lumsden: 01780 470358		
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLSTON	1st Wed. Eves.
WEST MIDLANDS	Roger Haywood: 07969 024999	The Drakes Drum, Old Oscott Lane - 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, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDDULAI'S CONSERVATIVE CLUB	1st Tues. 8pm
			3rd Sunday Run
SOUTH WALES	Neil Hicks: 01633 411210	Tredegar Arms, Bassalegg - NEWPORT	Last Mon. 7.30pm

## EASTERN AREAS

ESSEX	Russell Timms: 01708 400082	The Eagle - KELVIDON HATCH A128 Onger Rd	3rd Sun. Lunch
NORFOLK	Julie Sewell: 01986 894805	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. Eves.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - LITTLE STONHAM	1st Tues. Eves.

## NORTHERN IRELAND

NORTHERN IRELAND	Paul Robinson: 028 90529300	Nortel Social & Athletic 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	White Hart - ARDINGLY/TURNERS HILL	1st Wed. 8pm.
		Roving meet - phone for details	3rd Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HANTS & SURREY	Mark Bland: 01252 687988	Potters Bar - MYCHETT	2nd Mon. Eves.
HERTS & BEDS	Les Read: 01582 862176	The Three Moorhens - ITCHIN	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 01892 834954	The White Hart - SEVENOAKS	1st Tues. Eves.
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
	Mary Rumens: 01635 868640		
SOUTHERN	Suzie Singleton: 01672 514241	The Thomas Lord - WEST MEON	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	4th Wed. 8pm.
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	Guy Singleton: 01672 514241	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
AVON	Colin Murrell: 01179 691322	The Cross Hands - Nr OLD SODBURY	1st Mon.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Jasper Bacon: 01747 871379	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
GLOUCESTER	Jane Rowley: 01452 790126	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SALISBURY	Neil Cooper: 01722 742970	The Greyhound Inn - Wilton SALISBURY	3rd Tues. Eves.
WESSEX	Trevor Carlyle: 01425 475376	Contact only	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.

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## ANDOVER

e-mail: [guy.singleton@virgin.net](mailto:guy.singleton@virgin.net)



The May meeting 'heralded' a great event – the first official sighting of Graham's wife Dorothy – and the first unofficial sighting of his newly restored MkIII Spitfire – it was good to meet them both in the flesh after hearing about them both for so long without an introduction.

The next event was in fact the 'official' unveiling of Graham's Spitfire and we had a very enjoyable afternoon and oven bbq at his home. It was also good to meet Keith who had put so much work into the car for him. We were a little confused on the way down to pass Bob and Hazel going the opposite way, but it transpired that they were going back to collect the wine they'd forgotten before turning round and coming down to join in the fun.

The next show was at Queen Elizabeth Country Park near Petersfield and we were pleased to be joined by Chris and Mary with their very nice Stag. Mike was also there with his new Herald though parked on the SHVPS stand, his loyalties being split at that particular event.

Our ex-illustrious leader, Bob with Shani and Bob's dad were also there for Andover Area joining up with Suzie's Southern Area for the day.

The June meet was a complete surprise. We were a little late getting there (due to Suzie trying to catch up with her eBay sales for that day after a hard day slaving over a keyboard tempting as my secretary at work!) only to be met with a car park full of Triumphs! – Graham in his MkIII Spitfire, Brendon with his 1500 Spitfire having its first evening out following a nice respray, Chris in his Stag and Anthony and Rachel in their TR6. Ed arrived shortly after we did in his MkIV Spitfire and, last but not least, as he was there before us, was Bob in his Triu-zuki!

The next meeting is on **13th July** at the Clatford Arms in Goodworth Clatford, south of Andover.

Guy

### IMPORTANT NOTE

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

## ANDOVER . . . AVON EAST BERKS . . . SOUTH BUCKS

### AVON

The Brean Stella-fest mmmm scorchio! Details next month!

June's meet - warm sunny eve brought loads of cars out, including Paul (mxb but would like a Spitty), Geoff (super MkIII Spit) and Carl (nice MkIII GT6 which is used everyday!) who all came along for the first (and not the last) time! We were also joined by two awesome TVRs!!!

S.E.M. roving reporters tell of mediocre weather, a band that made the weather look tropical, great company (Johnny Fart Pants, Ash etc. etc.) and the weekend's highlight being rained in (i.e. couldn't leave due to safety) a pub!!!!

Events Coming Up (a few suggestions for you!):-

**1st July** - Classic at the Hall - 4.00 pm  
Hunters Hall, Kingscote, Nr Dursley - organised by Glavon TR's, and a good eve out!

**2nd July** - Triumph feature day at Atwell Wilson Motor Museum - contact John Goff 01249 813929

**7-8-9 July** - Classic Le Mans - passports already raring to go! Ferries booked, passes via Phil Wilcox, Bertrand's camping on Indy Corner, sorted, so same as 2004!

Tres Bon - bring it on!!!

**7-8-9 July** - for anyone left this side of the English Channel - Stafford!!!!

**15-16th July** - Fairfield Air Day - Club Display? See me at clubmeet for forms.

**30th July** - Brooklands British Sports car day - sounds like a good excuse for an area Triumph/TVR/JMG convoy there to me!

**5th Aug** - Classic Race Day - Castle Combe.

**6th Aug** Club stand applied for at The Wroughton Classic show and autojumble at Wroughton!

Thanks for the tip-off Mick!  
**10th - 14th ish - 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!

Mick and Jude need numbers for camping ASAP

**12 - 14th Aug** - Northants Camping weekend - that's a hard one what a clash!

**27th Aug** Mendips Raceway - includes Banger Vans! White Van anyone?

**28th Aug** - as above

Caravandism in its 6th year here!

**16th Sept** Castle Combe racing includes Triumphs!! Karl is talking of getting a club parking area for us there - thanks Karl!

**11 - 12th November** - yes it's a 2-dayer now - Restoration show at Shepton Mallet

**18 - 19th Feb 2007** (scary - seems too early to talk '07) Bristol Classic car show down the cow shed, Shepton. Now a few weeks later than the normal end of Jan positively warmer for camping - oh yes!! Party On People!

P. S. so, just who did hide the sun during the month of May?? But thanks for giving it back to us at the start of June!

Col

### EAST BERKS

Hi All! Unfortunately for those who attended the Chiltern Hills Vintage Vehicle Rally the day was rather wet! A technical hitch with the windscreen wipers of George meant we decided to take Beatrice the Range Rover. A good job too, as lots of cars were getting towed out and with the low ground clearance I think in George we would have been one of them!

It was good to see so many East Berks members, as I didn't think many would make the journey.

For our June meeting we were joined by Mark and Sam who we haven't seen for while. Mark is starting to talk about selling his Spit for a Herald, but is very much in two minds at the moment! Colin is kindly going to start work on a website for the group, which between us we hope to keep updated. Following on from that we have started our members book, which Colin and Mark have given me their completed form. We will then select some photos from the forms for the web. If you have taken any pics at shows or club nights that you feel are good enough quality to be placed on the net, please let me know.

Our next club night is on the **11th July** at the Shire House. Let's hope we can finally sit outside!

All the best and hope to see you at our next club night. With kind regards,

Hele

### SOUTH BUCKS

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [southbucks@tssc.org.uk](mailto:southbucks@tssc.org.uk)

Summer greetings all! Hope you have been enjoying the fine weather as much as I have!

It was the annual classic car / motorbike anything with wheels at Aston Clinton. Unfortunately the weather decided to rain pretty much constantly, so the show was quieter than usual (although there was an upside as I got to watch a double-decker bus get rescued from the mud by a huge unimog type thing).

Despite this we had a good turn out of cars with Triumphs from myself, Carl, Marcus and Tracey along with some from East Berks. We also met an ex Triumph / BMC BMLC service engineer who told us some fascinating stories about what it was really like during the strikes.

He told us stories about Stags (apparently a few of them occasionally overheated!) Mini's and other 'engineering solutions' which presented themselves during that time.

A few of us went over to the monthly Thames meeting (with mini safari on the way there), thanks to Mickie, Andy and the rest of the group for the warm welcome the new pub they visit is huge!

Due to good weather the Ace was very busy for the first time this year, so it's back to parking under the railway arch instead of the car park, and no chance of getting my car in Classic Cars magazine until the Autumn.

I went to the Goodwood breakfast club

(first Sunday of the month) although it's quite far away its worth going just for the fabulous roads which surround the circuit. There was also an awesome selection of cars, including 2 (very rare) Ferrari 575 Superamerica's!

The next breakfast club (**July 2nd**) is themed for classic British sports cars, so it might be worth the trip.

Just one tip, skip the 'proper' Vitra Cafe and head for the flying club instead otherwise you'll be queuing for ages.

Our monthly meeting was well attended, and we are starting to see more Triumphs in the car park. I promise I'll bring my Stag to the next few, as it's been a rare sight!

Next meeting is **July 19, 8.00 pm** Squirrel pub.

Daniel

### CANTERBURY

Was it worth rushing home early from holiday for? Definitely. What was it? The Classic Sandwich. Julian and Sue did everyone proud with their meticulous organising and the weather put its best suit on for the occasion. Quite a good turnout of various classics considering the Bucket and Spade run was the same weekend. Our Area made a good effort with Dennis and co turning up for Saturday's entertainment by bus and joining the show on Sunday with their cars.

Pete brought his GT6 convertible that has not long been on the road, once the interior is finished it will be spot on. Unfortunately, he managed to shred the diff on the way home and a bit of midnight oil had to be burned to get it back on the road for meet night, ah!

Youth and dedication.

Phil and Annette done well on the raffle winning enough kitchen knives to start their own amnesty and Eddie with the Bottle of Schnapps that Julie had brought along as an unwanted present.

No thanks Ed, we don't want it back Christmas. All in all an excellent weekend, unfortunately we missed Edda, who turned up just as we were leaving, but two weeks of grass cutting was beckoning. Sorry guys.

A good turnout at last meet with some new faces and new cars. It was nice to see Marks refurbished delft blue Stag next to Rays resprayed Delft blue Dolomite, a job lot of blue paint going in Folkestone perhaps? Charles won the raffle, the car shampoo, bang in the middle of a drought. Born lucky or what.

Talking of being born. It is a pleasure to announce that Charles and Steph had their second daughter, Fiona just as I sent off last months Jottings so Congratulations albeit a month late.

All seem to be doing ok, however Steph was seen looking around the garden for two bricks for Charles.

Must be for the new extension.

Charles has asked me to mention to all and Sundry to keep **July 22nd** free. Something to do with beer I believe.

Next month Stafford, let me know if you intend to come.

Cheers

Dell

## CANTERBURY CHESHIRE . . . CORNWALL

### CHESHIRE

e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)  
[www.tssc.org.uk/cheshire](http://www.tssc.org.uk/cheshire)

I was away on the Isle of Mull for our last meeting (and the Tatton show) so I'm grateful to Mike for a report on the run out. I hope to meet Neil and Jill at another of our meetings.

The weather was kind to us on our first evening run of the season on 1st June. In all eight cars took to the road, including 2 Spitfires, 3 Vitesse's, and er..... a Rover P5! First timers Neil and Jill enjoyed the evening in their GT6, which they have owned for 16 years but only recently restored it back to original condition, and Steve left his Spitfire at home to give his Herald13/60 Convertible its first run, a car that has been in his family for many years but only recently transferred into his care. The convoy drew many admiring (or confused) glances as we set off for Kerridge with the Rover up front and Paul keeping watch at the back in his Vitesse, one of three saloons, all the rest being tops down taking in the late evening sun.

As usual we threaded our way along Cheshire lanes only intended for horses, (thanks Mike), taking in Langley, Gawsworth, Siddington and up the picturesque King Street in Mrs Gaskell's Knutsford, eventually passing Tatton Park, the location for the North West's biggest classic car show on the 3rd and 4th of the month. After a 'refreshment' stop at the Greyhound in Ashley we returned to the Cock & Pheasant via Wilmslow and Prestbury losing Dave G, Steve and Neil and Jill on the way who peeled off to return home due to more time being spent in the Greyhound than planned.

Our next evening run will be on **6th July** when we will venture into the Derbyshire hills. Again the usual arrangements, 7.30 for 8.00 at the Cock and Thing in Bollington, make sure you have enough fuel. By the sound of it wanting to be back home early could mean not going back to the Cock afterwards!

The second Tatton show of the year is coming up, on the **19th and 20th of August**, which means there is some time to get all those requests in for tickets.

One Triumph was spotted on Mull, a white E reg Vitesse Convertible on the single track road with passing places between Tobermory and Craignure. Looked in nice order and of course sounded wonderful.

So a last reminder of our next meeting on **Thursday 6th July, 7.30 for 8.00** at the Cock and other bird in Bollington.

See you all there.

Henry

### CORNWALL

Hi to you all, well it's the start of the season again and there is no better way to start than a nice week end in the Isle of Wight. We got off to a good start this year by actually managing to catch our allocated ferry which meant we arrived at the camp site earlier than usual. As always the camp site was immaculate and our new caravan was fit for a king.



Friday night meant a get together in the club bar for registration and collection of mugs and itinerary, o and I nearly forgot Newcastle brown and Bacardi and coke, wouldn't be the same with out them. Now in the Cornish triumph night out manual after a good drink comes a good feed, so time to road test the new kitchen and to my amazement a full size grill pan, not one the size of a postage stamp, his meant bacon sarnies all round.

Saturday started with a cruise around the island and up to Cowes for some lunch and a look around, then off to a tank museum. There was plenty to see but a guided tour and explanation of the tanks would have made it much more interesting.

Saturday evening is as always a dash down to the spy glass inn to sample the some of the finest local cuisine when you can find an empty table that is.

The disco is next so back to the club house for a drink and a chat, then all back to ours for a night cap or two.

Sunday came around all to quick but the cruise up to the look out was as good as always with not too many getting lost on route, a lonely ice cream man in an empty lay bye awaited our arrival but 60 or 70 ice creams later I think he was glad to see us go again, the numbers were slightly down on last year but there was still a fine display of cars.

During the afternoon Graham badgered me into taking his TR7 for a spin around the island which I did somewhat enthusiastically, and I have to say I was quite impressed how well it stuck to the roads. The Sunday night quiz was a well supported event, unfortunately we were a little below our usual standard well beaten by some keen opposition.

The Cornwall Triumph Club would like to say a personal thanks to Kevin and Cherrie the site owners for their kindness in donating a cup in the memory of our very good friend John Dixon who passed away last July, we all felt this to be a lovely gesture and were all moved by it.

A worthy winner of the cup was John Williams with his TR4A for best car in line up. Another big thanks must go to the Isle of Wight area for donating half of the proceeds to a charity relating to John's illness, and of course for making the whole weekend possible, many thanks and keep up the good work. Sunday night came to a late end with a get together in our caravan with at least one person looking worst for ware hey Jane!

The Monday meant a dash down to the white mouse for lunch and to say goodbye to all then a leisurely drive along military road to catch the ferry back.

All the best

Craig





## COVENTRY

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### CORLEY MOOR GROUP

You responded to my request for more Triumphs at our summer meetings! I was pleased to see a dozen Triumphs at the June meeting in Corley Moor. We were gathered in the overflow car park in the meadow, and parked the cars in a curve. See attached photo if printers manage to include it. Paul and Joan Cheshire were directed, to park their Eurobox, well away from the group so as not to spoil the photo opportunity! We welcomed our youngest recruit - Katie Dandridge, 7 months old - Karl and Rachels' pride and joy! It was very pleasant evening, watching the sun setting, with a pint of ale. Nigel and Steve were in the white Spitfire, complete with picnic chairs and pedestal table. Let's hope the weather is as kind for our next meeting. **Tuesday 4th July**, 7.30 at the Bull & Butcher, Corley Moor. Who is interested is getting along to the BirdingBury Festival, **8th - 9th July**? It is a well organised local event, and has a real village atmosphere, with attractions for the family.

We can discuss details at next meeting and perhaps travel together if there are enough of us attending.

After a slow start, summer has arrived, and as you read this we will have overtaken the longest day, of the year! Make the most of the Triumph, as you are unlikely to wear it out during our short summers! Hope to see you at next meeting, in the Triumph of course. Regards,

*Kevin*

### Church Lawford News

I have to apologise that this month's news is very brief, as I missed the meeting on 21st May because of a family engagement. By the time you read this it will be July, and our monthly meeting will be on **Sunday 16th**, from 12.30 at the Old Smithy. We have various activities planned for July, including a visit to the BirdingBury Country Festival on the **8-9th**, the Transtar promotions event at Beaumanor Hall on **23rd** and racing at Mallory on **30th July**, so come along and join the fun! Regards,

*Nigel*

## COVENTRY CUMBRIA . . . DERWENT VALLEY

### CUMBRIA

The May meeting was attended by Helen with Spitfire 1500 - Bob, Anne and Alisa with their Yellow Lotus - Nigel and wife unfortunately I did not get your name catch up later with Spitfire 1500 - Kitty, George and daughter - Pauline and Don who have a Stag plus other cars. Unfortunately, I could not make it as I was on mornings due to the person who was supposed to cover my shift went on sick. At this meeting various meeting places were discussed and an initial programme was arranged as follows.

**July 2nd** Distington Vintage Rally all welcome tea and coffee available at Club tent. **July 30th** Edenhall, how to get there A66 Penrith Roundabout sign posted for Carlton Hall Police HQ A686 for approximately 4 miles Edenhall sign posted on the right. **August** is the South Yorkshire Lake District Weekend **25th - 28th** for those that wish to attend or just visit is held at Ullswater Caravan and Camping Marine Park, those wishing to camp over the weekend need to read advert on Page 106 June Courier or visit [www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk) or phone Mike on 01302 537290 for further information.

**September** Low Wood Hotel on the lake Windermere road.

Stafford anyone travelling down to Stafford on **7th July** for the international Weekend from Cumbria wishing to travel together we will meet at the Little Red Rooster cafe Penrith details to follow at Distington or by phoning me on 01946 830663 after the **2nd July**.

Anyone out there from the South of the County please get in touch regarding meeting places which are filling up fast.

*Tony*

Stop Press

Please be advised my telephone number is wrong in the Area Directory it should read 01946 830663.

### DERWENT VALLEY

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

By the time you are reading this the Peak Run would be over for another year but at the time of writing there is still lots to organise.

May and the early part of June have been certainly full and interesting. On the 15th May Seven of our cars visited the Newark and Notts County Show, which did not disappoint. There was a great selection of unusual food such as Ostrich Burgers and Buffalo steak plus there were 30 different real ales for us to try ... shame we had got to drive. A few days after Roger Buck and I set sail for Norway taking his TR4 and my Vitesse to a car show in Stavanger. We had a brilliant time and would recommend a driving holiday in Norway to everyone. The people we met were so friendly and loved old cars of every marque. We are going to prepare an article for inclusion in The Courier soon.

The 4th June saw our annual visit to the Austin 7 show at Wollaton Park. There must have been over a thousand cars at the event including 26 from both Derwent

Valley and Notts areas. The sun shined on us all day which made the nearby beer tent frequently visited. Our 26 cars made a fantastic display of club cars ranging from early Herald to a concours Vitesse and TR4s to TR7s not forgetting the Spitfire and Stag.

Once again Claire did not disappoint as she is obsessed with ginger gorillas - no am not talking about Nigel but Dee Vee the Orange Orang-utan who she kept kidnapping. At one point he was tied to the flag pole and hung around for over an hour between the Derwent Valley flag and the St George Cross and later he was seen climbing a tree.

Our Brian (Black Vitesse) was hunted down by the press and was asked to pose leaning over his shiny engine ... as he beheld his mug shot was in the middle of the Evening Post 2 days later.

Tuesday 6th June was Derwent Valley first run out of the year and it was a fine and chip run planned by Stuart. It was great and this year we managed to get to the chip shop before it got dark. 15 cars set off from Ripley market place and sped quickly to junction 28 of the M1 before meandering across country toward Matlock. On arrival at Matlock we lined up in the station car park and looked fantastic including new members Derek and Barbara's yellow Spitfire.

Great to meet you both and hope that we will see you both again soon. After a short walk across to the chip shop we all sat in the park and filled our faces. Mike Mayne did it again for the second year ... he had the last fish! Bill was giving us a history lesson on Matlock ... that was the old bus depot and that building was a spar before it was a pictures.

It's thirsty work eating fish and chips so off to the pub ... Stuart running out of petrol half-way there and then drove straight past the pub. The pub was having some building work carried out so our cars had to huddle into the corner of the pub car park. The barmaid did not know what had hit her ... over thirty thirsty customers demanding a drink all at the same time. Pat walked all the corridors of the pub in search of the loo before getting back where she started and guess what ... there they were! It was embarrassing around when we found out that 'Dave' was actually Des!!

Paul had been troubled by poor service during the day and to top it all 6 cubic concrete arrived 3 hours late. So Kim had to dash over to him with a change of clothes and after a quick wash in a water butt he was ready for action ... at a distance though. After Angie had finished taking orders for 'pop up' gazebos it was time to go home. Stuart's Stag was not having any of it and needed more fuel which Mike provided before heading home without a hitch. The biggest casualty was Angie's Vitesse, which was struck down with a wheel bearing failure and limped home. Dates for your Diary

**4th July** - Treasure Hunt starting at Shalley Common Ex-serviceman's Club at 7.30pm.

**8th & 9th July** - International at Stafford.

**9th July** - Warsop Carnival - All welcome - Stuart has the details.

## DEVON . . . ESSEX GATWICK . . . GLOUCESTER

**15th July** - Horsely Woodhouse Carnival - all welcome - Colin has details.

**1st August** - Mini Run - starting at Ripley Market place at 7.00pm. 4, 5 and 6th August - Notts area Robin Hood Camping Weekend.

**8th August** - Club visit to Ashby Folville - get there early.

**11, 12 & 13th** Northants weekend at Billing Aquadrome.

**20th August** - Derwent Valley Picnic Run (Provisional).

That's all for now

*Colin*

### DEVON

[www.tssc.org.uk/devon](http://www.tssc.org.uk/devon)  
e-mail: [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)

A real family fun day out on 14 May when we met up at Exeter Moto Services. Nine Triumphs there, but we lost Gail and Ian who were going to meet Charlotte on the completion of her Ten Tors expedition. Iain's 'Edith' lost her fan belt en route - we think we passed it on the road - and was being attended to by the AA when we got there. Mark's Rover V8 powered Spitfire is now sounding much sweeter, but he doesn't yet know the mpg! New faces with a nice T Reg 1300 Dolomite were Julian and Kate with Tom and Joe - presently just over the border but planning a move to Devon shortly.

Brian, a colleague of Allan's, came along in his smart 1250 Saloon. A leisurely drive along the coast road to Dawlish Warren where we met up with Lisa, so there were nine cars in all in the car park. 26 faces, including lots of children (no they didn't ALL squeeze into 9 Triumphs).

William still sporting a red plaster cast as his souvenir of the Isle of Wight. We made it to the beach - some made it into the water - Nancy and Ellie were wetter than most! When the wind drove us off the beach and all the children had constructed sandcastles of varying size, we retreated to the Warren where it was warmer and Kate showed us how to play croquet.

Club night was well attended, despite the weather, and we collected photographic evidence of some of our exploits over the last year. These are to be 'edited' by Jacky and Gail before being displayed at Powderham and Branscombe shows. The second of our special birthdays ending in a '0' this year was celebrated by Gail, in a special style by Mark in his toast! Congratulations from all of us to Adrian and Hermione Perry who were getting married on 17 June - hope the Spitfire was mended in time for Adrian to carry the bride away!

July is a busy month - **NO MEETING** planned for the 2nd, but the **8/9th** is Powderham and the end of the month (**30th**) is Branscombe, in between is Paignton Green (**23rd**), but all are now booked up. If you are coming along to either show, make sure you find the TSSC stand - we will have a good display both of cars and pictures of (some of) what we have been up to this year! Look for the big Devon flag!

Over 20 entered for both Powderham and Branscombe and members from

Cornwall, Somerset and even Wales will be with us).

We do have another 'Bob's Fun Day' planned for **Saturday 29th** - meeting up at Exeter Services at 12 noon. We could do with an idea of numbers beforehand if possible. Club Night as usual will be at The Star, Liverton on **Wednesday 19th July**, when Bob's Treasure Hunt (originally planned for 21st June which had to be postponed) will be held. Again we will plan to start from the Star at 7.30 pm - apologies for the change.

Our August Sunday (6th) will be a trip to Beer in East Devon, taking in Pecorama, this one to be organised by Richard - check the website for details.

*Sue and John*

### ESSEX

Well it was a wet one this month. The first one in 14 months but landlord did say how lucky our club had been with the weather. So yes we all blamed him for the rain. Or could it have been low pressure. Well even though it rained all day we did have some cars turn up. John and Donna in the Herald with Lucy, I left my car at home as I was working on it to get it passed the M.O.T. There was a nice yellow Spit I have not seen before at the meeting and a nice red TR4A. Sorry if I did not get round to chatting to all of you.

I think a lot of the new members were there as a result of Battlesbridge. Which is good to see. It seems that since we have moved the meetings to a Sunday lunch time there has been more interest in the club. It was also nice to see that injection system that was scratch built for that yellow Spitfire if I can remember.

Was that its colour?

Anyway on to Battles Bridge: Now that was fun wasn't it? for those who took part. There will be a proper report on this I hope in the mag soon so keep your eyes open for that one. The club stand this year was good and thank you to Mike and Sue for looking after and running the stand. Mike had invited the classic camper club along as well which made our stand look very impressive. On the Saturday we got there for about 12 noon with Keith and Caroline; set up camp and waited for the others to arrive (Mike had been there from Friday with the camper lot). At about 2.00 pm John and Donna arrived, we were waiting for a red 1200 Herald from North London to join us but we could not wait much longer so we left for Southend with 4 cars with some passengers as well from the camper vans (I won't go in to too much detail as I will be repeating myself for the show report). Anyway, we all had a ice cream and went back to camp. Mike had arranged for a fish and chip supper but I will admit we opted out and went to the pub for dinner. I think Saturday night was great fun with all of us getting together and having one or two too many to drink. Sunday went well but the weather could have been a bit better to us. We had ten cars there on Sunday shame there wasn't any support from other areas but there you go, we still had fun and attracted a lot of attention with Mike's car being filled up



with balloons to raise some money for Little Havens childrens hospice. Any way I have left a lot out. I will do a proper report with the help of Tim and put it in The Courier. So hope to see you all soon.

*Russell and Tanya*

### GATWICK

By the time you read this we will all be heading off in different directions. Tony and Frances will be off to Le Mans. Quite a few to our Club Stand at the Ardingly Show and David and I will be off to Dorset for the Standard Motor Club's National Rally. The 'roving meet' continues to stay put at The Greets as no one seems to know where else to go! Vic's Spitfire is fixed and their 2.5 GT6 back. David B has added to his collection by buying Hugh's car and a very nice, very, very low mileage Mini Cooper for Christine. Jamaica John will have been and gone and returned again with Lin. Hope you had a good time.

We have had a couple of Standard Motor Club members come to The White Hart. John brought his Flying Ten along to the last meet which always attracts a lot of interest. Nick and Pauline were out in their GT6 and Paul and Sue in their Spitfire. We are keeping our fingers crossed for good weather for **Saturday July 15th**. We will be having a BBQ/picnic at our place. All are welcome, just give us a call for directions. We have a few shows and events in the pipeline so come to a meeting for more details. Dates for **July** are **5th** at The White Hart and **19th** Roving.

See you soon,

*Lynn and David*

### GLOUCESTER

[www.tssc.org.uk/glooucester](http://www.tssc.org.uk/glooucester)

Well here we go again, another month passed by and the event within. The Cleveve Vale rotary weekend at Prescot was once again a superb event. Dave and Karen took part in the tour on Saturday and enjoyed a first class dinner in the Prescot lodge on Saturday evening. Sunday morning saw a fantastic array of cars arriving for their runs on the hill. The weather was good and most people enjoyed the hill, I say most it really is all enjoyed the hill, even Rob enjoyed it except for the last little bit when the front of his car made contact with the Armco barrier. Better luck next time Rob. Paul and I thought that the selling of extra tickets was a little slow but we still managed about twelve runs each and yes, I did leave some rubber on the Tars tyres. TR I hear you ask, well as if Claire doesn't have enough to put up with Paul has acquired another car - therapy lad, therapy. It was





## GLOUCESTER . . . HANTS & BERKS HERTS & BEDS . . . WEST KENT . .

### ● HANTS & BERKS

[www.tssc.org.uk/hantsandberks](http://www.tssc.org.uk/hantsandberks)  
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Well you can tell it's the GT6's birthday year, we had loads out at the June meeting including me in my wife's 'Sixfire' convertible GT6 - only because the Vitesse's intermittent ignition/solenoid/starter issues prevented me from bringing it. As soon as I have the time I'll try and trace this fault properly instead of doing it in a rush and getting nowhere. Although, I have found two other 'faults' being poor connections, one that disintegrated in my hand. All those fixed yet the problem remains, turn the key and ignition light on but not a sound when you go to start it, not even a click. It's a non-standard starting arrangement anyway with a TR6 starter (solenoid on the starter) and some interesting wiring. I have a spare Hi Torque starter, if I can find a spacer ring I may fit that and see if it cures it. The Sixfire gave a good account of itself, it's the first time I'd driven it hard (shh don't tell the wife) after I lowered it all round and fitted some 330lb front springs and Koni shocks, albeit secondhand units. The rear is now much better with a spring lowering block and the whole thing sits better, rides firmer and feels more secure. Well enough of such trivia, to the news! Two new members arrived, in GT6s of course, and very nice GT6s they were two. Both have had long-term associations with their cars. Welcome to Duncan in a his Damson example, Mk3 I think although I was too busy gossiping to look properly, it was parked out the front of the pub like a beacon drawing us in. Welcome also to Colin and Angela in their Mimosa MkIII, a car with some family history having been owned by Duncan's father then sold out of the family to be reclaimed in later years by Duncan. Welcome to you all.

Good to also welcome back one of the most enthusiastic Dolly owners I've met (apart from Carl!), Terry with his time-warp green Dolly. I'm pleased to report that although Mark Witts couldn't make the meeting he did let me know that thanks to eagle-eyed fellow members, he now has another fuel tank for his GT6 - seems a few of us spotted one on eBay and sent him emails which resulted in a quick bid and success. Whether this will solve his problems or not remains to be seen. The presence of a spare tank means that he can swap out what's in there with the spare quickly and without too much hassle - we hope!

Speaking of eBay, I've been rummaging in my garage again and pulled out loads of stuff to sell on; you'd be surprised at what is saleable and what others regard as rare or desirable. So if you too are suffering from a spares surplus don't be shy in moving these things onto other Triumph enthusiasts - it's also a good way of meeting new owners and talking Triumphs for a while when they come and collect their stuff! Events coming up were discussed at the meeting and the subject of Stafford came up. There are a couple of people going up and camping so if you're thinking of attending, get in touch and maybe

we could organise a mini convoy up there. Sadly I don't think I'm going to make it, my eldest daughter, who usually comes with me, is involved in her school 'Founde Day' and I will be there on the Saturday. I may try and come up on the Sunday but it's looking increasingly unlikely which is a shame. Another event that you may be interested in, not really much to do with Triumphs but more retro motor sport, the Silverstone Classic which is on the last weekend in July, [www.silverstoneclassic.com](http://www.silverstoneclassic.com) for details - it's a feast of nostalgic racing. Anyway, that's about it for now, see you all at the next meeting at the Crook Billet, in your Triumphs.

Jason

### ● HERTS & BEDS

Weather was really bad at the May meeting, but we still had about a dozen people turn up. We had a stand at the Luton festival of transport and we had about a dozen cars turn up. Kevin and myself were doing the flyers for Duxford Spitfire Day and the Duxford Show. Got to talk to a lot of Triumph owners not that I am much of a chatter box (my wife laughs at that bit). Both events seemed to create a lot of interest. A lot of people said they would also turn up at the monthly meetings, so hopefully for our show in July Kevin, Dave and Carl should have a bit more competition. The stand went so well I think we will have to discuss about having the stand at other shows through out the year.

Richard's Herald is almost back on the road after his 2 little prangs; Mark is getting on really well with his Mark III Spitfire. Just remember the show and shine at July's meeting as we have been doing it for a few years now I think we will have a Trophy this year.

Could we please have some volunteers for the Duxford show if I haven't already volunteered you.

That is all for now remember all are welcome to come to our meeting and come in any car you like. Next meeting The 24th July The Three Moor Hens, Hitchin Cheers

La

### ● WEST KENT

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

Hi all, isn't it great to finally get some glorious sunshine at last. Hope you are all making the most of it.

The June meet was well attended as usual. A warm welcome was extended to Kylie and Keith (1200 Herald conv.) who are slightly disgruntled Club Triumph members. They were so impressed by our friendly group that they now going to join the TSSC. Well done guys! It was also great to see Rob (MkIII Spit.) who supported us at the Hop Farm last year.

There was a good array of Triumphs in the car park including Steve's recently acquired immaculate Stag that he purchased in a classic car auction.

I wasn't able to make it to the Classic Sandwich this year but all the responses I have heard has been positive. Many

## LEICESTER & RUTLAND MANCHESTER

Congratulations to Sue and Julian, a big effort is needed to co-ordinate such an event and you did a superb job. With very little persuasion Ian put finger to keypad to provide the following report: Frank, Irene and myself arrived Friday. We decided not to BBQ but to have good old fish & chips after setting up the camping. Irene suggested we try the new fish shop so Frank said where is it? Irene said by the post office, so Frank said where is the post office? This went on for about 5 mins (as their care worker I was getting worried). Anyway a lovely looking lady pointed us in the right direction. Having completed the food we went back to the site and Ann arrived. After setting up her tent we wandered over to the burger bar which Sue was running. Thanks for the extra sausage Sue! We wandered into the bar area but my hips were aching and so was Frank's back and Irene's earholes so we went back to the camper van.



We were joined by some new friends: Malcolm and Lesley with their two children. After bacardi, red wine and larger and a lot of waffle we all called it a night about 12.30. I personally slept like a log, so I recommend this cocktail if you can't sleep.

Saturday we all went on the run out to the aircraft museum. An extremely well organised route by Julian and Sue where everyone enjoyed the pretty villages on route. When we got back no more WEST KENT members had arrived (so ask yourselves why not). This was very disappointing to see such weak support for your fellow club members, plus you all missed beautiful weather at an otherwise well turned out event.

After evening meal of venison, pork and duck in cherry source (see what your all missing) we wandered over to the refreshments tent for the raffle and entertainment. We proceeded to get absolutely RATTED on Julian's punch (more next year please Julian).

Sunday was breakfast a la Frank again then off down to the quay for a display and a gossip. It was again very well organised by sue and julian and a good result for Kent ambulance. DON'T MISS OUT NEXT YEAR YOU LOT.

Coming events for you and your car but you will have to get your tyres dirty: Hop Farm, 30th June to 2nd July

West Kent main event and monthly July meet on Sunday 2nd. Stafford 7th-9th July I am going if anyone wants to tag along. Bentley 22nd-23rd July Northants area at Billing 12th-13th August, or Autorama at Tunbridge Wells. Make your preferences known, the club is about you, your cars and having fun, it's upto you to make your club work not Harry, me or any one individual.

Frank & Irene were equally impressed and wish to extend their gratitude to Sue and Julian. The convoy was well planned and enjoyed by all who took part. In Frank's opinion The Classic Sandwich is one of the best camping events of the year.

Frank, Irene and Ann along with Karen, Clare and myself had a wonderful day at the Wrotham Classic show. On a baking hot day the best thing to do was sit back in the reclining chairs, relax and sip champagne. Wrotham had something for everyone from Steam Traction Engines, Pre and Post War Classics, Motorcycles, Commercial Vehicles and an impressive Sheep Dog Display.

As usual Frank managed to bag a few bargains during the day while Karen, who was attending her first show after a break of some ten years pounced on anyone within yards of our cars and exalted the virtues of owning a Spitfire. Clare doesn't drive but that didn't stop her from having a thoroughly good day and making an acquaintance with the delightful person parked next to us with a lovely 2500 Stag!! Karen and Clare know who I am referring to.

IMPORTANT INFO. As our Hop Farm Show is at the beginning of July we have decided to stage the monthly meeting at the club stand on Sunday 2nd July at 2.00 pm. It would be great to see as many of you there as possible. There will not be a meeting at The White Hart on Tuesday 4th July. Be happy and take care

Hanny

### ● LEICESTER & RUTLAND

Phew, the hottest morning of the hottest day of the year so far, and I am at the computer writing this article to beat the deadline. The good news is that the cars are washed, polished (almost), out on the drive and as soon as this is complete, off we go into the sunshine. It's been great to see other Triumph owners enjoying the weather this week and let's hope, for weeks to come. Graham and Ade tied the knot at the end of last month and most of the Area were at the evening reception. Super evening and Dave and Sarah looked particularly pleased as they are using the same venue in August. Just seen a Hot Air balloon float across the sky, I wonder !!

Thirteen club cars and thirty members were at the last area meeting. Squeezed into the carpark because of a large American car taking up all the room, but at least its shade kept us cool. The Area attended Brooksbury Hall open day on Sunday 4 June with seven club cars and a Norton/Triumph special motorcycle. Plenty of interest in the machines and we have been invited back for next year. Gave us an opportunity to see the venue of our own show, The Sunshine Rally which is on Sunday 13 August.

The visit to Triumph Motorcycles at Hinckley is on hold until next year. Despite them having two tours every weekday, they are fully booked until November. So will arrange two tours for next summer.



The Area are camping at Stapleford Park Steam Rally over the weekend of 17/18 June. Not sure whether its the lure of the steam or the Real Ale beer tent, that so many members said that they would manage the whole weekend or at least visit during the day. Looks like eleven members will be camping at Stafford in July, so yet again the area will be in numbers and if asked to put on a display in the showground, I am sure they will rise to the occasion. Andrew Burford is organising a car display as part of Birstall Show on 2nd July and some of us hope to be there. Good, the last bit of polishing has been completed (what an arrangement. I like to drive, she likes to valet) so I am off.

Dave

### ● MANCHESTER

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

At long last the summer has arrived, nothing to do all day but laze in the sun sipping lager and red wine and dreaming about far away places, people to see, and Triumphs to drive. Then I woke up in a panic because I realised it was the 9th of the month and I hadn't wrote one word of the area news.

We have had rather a busy month I would like to say a big thank you to Gary for organising our extraordinary Le Mans meeting at his offices (CTD Tiles). It was very professional with 24 of us all enjoying the slide shows, and the hospitality, to Janet and Ler for preparing nibbles, Les and Gary for the routes from Knutsford to Newhaven ferry, and Jenny and Graham for the routes from Dieppe to Le Man and not forgetting everybody who contributed to the Le Mans information pack.

Tatton Park was the next event, with plenty going on. Friday night saw 12 of us pitching tents and getting ready for what turned out to be a fantastic weekend. Les, Janet, Pete and Gary managed to polish off a bottle of Southern Comfort and spent Saturday nursing hangovers, but we still found time to do some serious Triumph shopping and polishing. The Stand looked really cool, Thanks to Pete who did a great job cutting the grass even sculpturing the Tssc Logo into the grass (you know you have a job for life now) It was full of all manner of Triumphs and bedecked in St Georges flags and memorabilia so much so we managed to pick up The Best Club Stand Trophy!! But that's not all - Les won Best Sports Car with Rosie. Congratulations Rosie deserves it as she is stunning. Every year we hold the Ian Hartley Trophy in memory of Ian who was a valued member of our area, and this year was no exception.

1ST Place Sean Campbell with his Old English White GT6 absolutely Stunning!!! 2ND Place Frank with Ruby a Damson coloured Stag MkII a real Beaut!! 3RD Place Les with Rosie the Vitesse Convertible looking Gorgeous!

### ● GLOUCESTER Contd.

nice to have Paul's GT6 on its first 'official' outing. I'd like to say a quick thanks to Paul for letting me play with his toys; what a great day out.

The area meeting was very full of chat about Sunday's events and how people enjoyed their day. Richard kindly showed us the results of his photography and we also enjoyed Mark's video footage too, thanks for that guys.

Saturday 20th Richard very kindly chauffeured Jane, Belle and myself to the Beaulieu autjumble. We all had a good look around and enjoyed some banter with the usual regular traders, Bill and Karen Davis and Dave and Margaret Gleed.

We'll be bumping into Dave at LeMans hopefully over a cold beer or some red vino. As usual I was armed with a shopping list most of which was for either Paul or Paco I only just managed to buy a few things for myself.

Sunday 28th was the Stag and TR Register day at Prescott too. The day was very under subscribed due to the organisation and in all fairness couldn't hold a candle to the Rotary club day.

Having said that it enabled Paul and I to enjoy Prescott again albeit lacking the atmosphere of the previous gathering. As is becoming normal now a run to Worcester was very enjoyable with Paco trying to keep up with Paul and I in the Tr. A good turnout and a warm welcome so come along and pay a visit too, Mike and the members are always good company.

The area engine hoist came in handy this week too. I popped out to Dave and Karens to collect it and enjoyed a very welcome cold drink and a chat. Putting the bottom end back into a GT6 is soooooo much easier with a hoist. Lastly it was nice to see Gareth out in his 1200 Convertible now that the head gasket is fixed he now has the choice of rag top or tin top ... decisions, decisions. Keep a look-out for an event that suits you and we look forward to seeing you there.

Andy.

#### EVENTS.

**Saturday July 1st** Classics at the Hall, Hunsley hall, Kingscot Nr Dursley.

**Monday July 3rd** Worcester area meeting at the Berkeley Arms, Spetchly

**Friday-Sunday July 7th-9th** Classic LeMans, France.

**Friday-Sunday 7th-9th July** The TSSC International at Stafford county showground.

**Monday July 17th** Area meeting at The Kings head, Norton.

**Tuesday August 1st** Area Mid month pub run to The Green Dragon Inn at Cowley 7.30 p.m.





## MANCHESTER Cont

Saturday night was much of the same, we all sat around the camp slowly getting inebriated on lager and wine. Steve was well into his home brew. He settled down in a chair, wrapped himself in his sleeping bag to keep out the cold air (or keep Nic from getting in) and promptly fell asleep spilling said home brew all over Nic.

Sunday was just as busy and the Stand was full of lovely, shiny and very attractive Triumphs. It was good to see old friends, we would like to say a big hello to Andy and all the members from the Wirral and Cheshire it was good to see you.

Congratulations to Martin and Michele they were busy elsewhere Sunday, running the race for the 'Bobby Moore Cancer Appeal'. Well Done you two!! The now (In) famous Ode that sums up our weekend at Tatton Park:

To Tatton and Pip's Fondness of  
Feeding the Wildlife

When reading our Ode's, what do you  
make of us lot  
Are we really this mad, have we all lost  
the plot?

It's not just our cars that  
we take very serious  
It's the bootfulls of beer that  
make us delirious.

For TSSC Manchester is two clubs in one  
It's Triumphs by day, but when that job's  
done

The amount this Club drinks is not for  
the faint hearted  
As the sun's going down, we're just get-  
ting started.

We collected our booty, didn't leave  
empty handed  
'Best Display at Show' was  
one award landed

And Les walked away with 'Best British  
Sports Car'  
You have to admit we're the  
best Club by far.

And Ler has declared '50's the new 40'  
With less inhibitions, more chance to be  
naughty (but nice!)

We're practicing for the 'Beer Fest'  
though it's only June  
As our trip to Le Mans just can't come  
too soon!

But I think we can say Pip'll  
never make a vet  
Try as she might she just can't keep a pet  
(well not alive anyway!)

So do them a favour, you must  
break the habit  
And take more care of your  
Rampant Rabbit.

## MANCHESTER . . . NEWBURY . . . NORFOLK

For the fox and the heron were a couple  
to dodge

With pets on the menu at  
Wyreside Lodge  
Duck Al' Orange and Sushi Platter  
And a choice of Koi in  
breadcrumbs or batter.

When the cunning heron swooped  
in for the kill

It took Shaun the Shibukin  
away in its bill

Only a couple of scales were I  
left floating by dawn  
As another pet vanished ...  
Rest In Pieces Shaun.

But when Shaun reappeared, we just  
had to smile

He wasn't dead, just in exile  
Now he lives to flip another day  
As the luckiest Shibukin had got away!  
By Kes

Our area meeting had to be held at the Rope & Anchor this month due to the refurbishment work going on at the new venue I think most people got there ok as we had 26 members present. As usual we had a pretty full agenda. Even discussing some of next years events. Paul has come up with a suggestion that next year we may do 5 or 6 days in and around Devon maybe doing different runs every day what do you think? Please let me know we have 10 or 12 cars interested at the moment and to make it fair on Paul who is prepared to travel down there to do routes and accommodation for or five times over the forth coming 12 months we really do need some sort of commitment please. Give me a ring on the usual number or let me know at the next meeting. Well we are just preparing for the 'Peak Run' a full report will appear in the next Area News.

Important Times and Dates to Remember  
Next Area Meeting will be **Sunday 2nd July** at the Rope & Anchor at 12.00 Noon  
Louise (Landlady) reckons we won't get on the car park after that)  
Stafford International **8/9th July**  
LE MANS Convoy to meet on Knutsford Services at 8am **Wednesday 5TH JULY**  
Don't be Late!!! (Martin)  
Happy Motoring

*Dip / Frank*

## NEWBURY

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

The camping weekend was as hot as last year I think, but it was a bit cold on the first night. You would never think there could be so much noise at 5.00 am when you are in the middle of nowhere. There were hundreds of singing birds, noisy crows who decided to sit on the post outside our tent and umpteen braying donkeys. The dogs thought Mark was an undesirable person at midnight as he got something from the boot of his car and started yapping too. Who said the countryside was quiet? We did see a number of dogs round the site, but fortunately for them and their owners everyone had already got some meat to barbecue! Most of us got some exercise to

and from the pub on Friday evening - the meals were as good as ever. Everyone had did their own thing on Saturday from sitting (or sleeping) and doing very little to finding a suitable pub to watch the foot ball. Despite all the hype there was an awful lot of traffic around in the afternoon so much so that Colin and Sandy had to abandon their trip out. I must say two places we visited were rather quiet, but that may have been the heat rather than the footie. Dave and I saw a local Vitesse Convertible while we were out - good to speak to you if you are reading this. Sorry we couldn't chat longer, but we did not want to be the cause of a 10-mile tail-back! Congratulations to Pat and Jean for winning the quiz - must be all the time they have on their hands to find out useless bits of information that could only be used in one of my quizzes. Had a superb convoy to the Sunday lunch pub: three colourful Spitfires and a GT6 sandwiched between 2 two white Vitesse's.

Don't forget the TSSC International at Stafford on **7-9 July**. Anyone who would like to travel up on Friday morning please let Dave know.

If you are intending to go to Wroughton on **6th August** please let us know and we will pass your details on to Sarah who will be in charge! You will need to pre-book and have a pass to get in free - Sarah has a few spare.

Newbury Show is on **13th August** again, please let me know if you want a pass, don't forget you have to be there earlier in the morning this year as it is an all day event.

By the time you read this we will have had our cars in the car park evening, so will let you know about that next month.

Next meetings: **Wednesdays 12th and 26th July** at the Spotted Dog starting about 7.30pm

Events:  
**7-9 July** TSSC International at Stafford  
**6 August** Wroughton  
**13 August** Newbury  
See you all at the next meeting.  
Keep 'em flying.

*Mary and Dave R.*

## NORFOLK

Dear All. First of all I must offer my apologies for my near lateness at this month's meeting. I just hope there were no speed cameras between Bungay and Caistor Hall!!! I was also quite surprised at the reception that I got!!!

We had two new members this month Alan and Jackie who own a 1500 Spitfire. We hope you found us a friendly bunch and will come back again.

June was a bumper turnout and we spent a good while perusing all the fantastic Triumphs in the car park.

The weather has certainly brought them all out of the woodwork.

Some interesting news this month, Phil Gribble was invited on a photo shoot of 4 seater Convertibles and according to his wife Jenny had a brilliant day out.

I am sure that Phil will tell us about it at the next meeting.  
Our club clothing has taken off in big style with quite a few hundred pounds being

ordered. It looks really good, but I must apologise to Steve that I still can't picture him in a strappy top!!!!

There was a great deal of talk of the up and coming events, mainly Stafford and Le Mans for July. Should anyone still need a tent, please contact me and I will endeavour to arrange this for you.

Again, a reminder to please register your GT6 with myself or David for the Grand Display in Bingley Hall at the International show on the Saturday. It will be the 40th Birthday of the GT6.

For all you ladies out there, we are holding our WITS display.  
Contact me for details.

Joe asked for bookings for the Mile of Triumphs to be sent to him, Joe also reports that progress is well under way for our 9th show in aid of the East Anglian Childrens Hospices. Come along and support this worthwhile charity.

Just one last note from me this month. With great regret I have resigned my position of Public Relations Officer. Whilst not wanting to go into too much detail, I did not take this decision lightly as I believed that I could have really made a difference to the club. I will answer any queries on this personally.

Whilst this feels sad on my part at least I will have significantly more time to spend on organising things for our local area. So watch out, I am full of ideas!!!!  
Over to you Tony!!!

*Julie*

Picture this a bright sunny Bank Holiday at the end of May. The car is polished, the sandwiches are packed, and off we set. I suppose I should have expected the sky to cloud over but the hailstorm was a bit of a surprise. Despite the weather it was a good day out at the Framlingham Gala Day. So after eating our lunch inside the car watching the hail bouncing off the bonnet we all decided to leave. When yet another surprise awaited us when my car decided to empty its water out via a split in the bottom hose. After an eternity, watching a geyser of hot water rising from my radiator, and filling the car with several puddles full of muddy water we set off to Bungay. Upon arrival help was on hand in the form of Julie and David who gave directions to their lock-up garage where Andy and myself helped ourselves to a replacement hose and we were soon back on the road. Thanks once again to you both. The following Sunday found us at the NCVC Classic car show at North Walsham rugby club. There was a good turn-out of club members with at least seven cars on show. This was a very good event with a relaxed atmosphere, lots of very nice cars of all types on show. Coming up next month Stafford hope lots of you make the effort.

*Tony*

## NORTH EAST

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

Hi All. Not so busy a meet last month, the nice weather and show season starting probably kept people out elsewhere, not to worry, those attending enjoyed themselves and we had a good few cars outside, all roof down, except the saloons of course.

## NORTH EAST . . . NORTHANTS NORTHERN IRELAND

Matthew Plews' car was to be MOT'd the day after the meet and I'm happy to report it passed. Hopefully we shall see both his and Andrews (notwithstanding any more Reliant Robin impressions) cars at the Holy Island run.

As we were having the meet Gavins' dad, Watson, was busy installing a new rear spring ready for the Classic Le Mans trip, Bill Meson has MOT'd his 1500 Spit as well and then commenced on an engine rebuild. He needs a new timing cover as his old one had a rust hole in it. Thanks to Graham who has one or two lying around for sorting him out.

We welcomed back (from a long while ago) Ian Nicholson from Morpeth. Ian owns a very nice red 13/60 Convertible. I stopped to assist him on the A167 seeing a Herald with bonnet up shaped blur as I made my way to the meet, I hadn't seen Joes' Vitesse already stopped as it was hidden by a new Mini. Ian's front disc brakes have a habit of occasionally binding on and getting rather hot. Strange time for it to occur as they hadn't been used from getting onto the A1 at Morpeth to the Chester turn off (where they started to smoke) which must be 20 miles at least. Still they got there and home again.

Lack of cash and a house move has unfortunately forced Alex into putting his 1500 up for sale, however he is determined to replace the funds then the car in that order, hopefully with a GT6 this time. I wish you all the luck.

I finally got brakes with stopping feel and strength to match the go on my Spit. The front callipers have been overhauled, new seals all round and new pistons in one side, it seems that only the regular and quite spirited use that had kept that side moving properly, it always pulled up straight though. I finally got round to washing her as well, only to discover when cleaning all the oil spray of the back valance that it had rusted through adjacent to the light panel join across almost the whole width of the car (expensive deleted!!). New one going on soon so that all the wine will stay in the boot next month!

The events coming up are as follows:-  
**2nd July** - Dilton castle show (near Corbridge, A695), organised by MG Northumbria, 400 cars last time, be there from 10 for displaying,  
opens at 11:30 to public.

**16th July** - Holy Island run, depart A1 Washington services Northbound at 9:15am. Stopping in Rothbury from around 10:15 till 11:15. We are being joined by the Mini club who want a game of rounders and a tug-o-war.

**11 - 13 August**, camping is booked. We shall decide later what we are to do whilst there. Pop into the pub next month to see lots of Le Mans bound excited people!!! And some grumpy old men.

See you all about

*Mark*

TOTM. Don't fall off cliffs while climbing. It seriously hampers driving enjoyment.

## IMPORTANT NOTE

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



## NORTHANTS

Hi everybody. Well the Coast to Coast Run went very well, hot and sunny etc. 15 cars set off from Scarborough after a nice pub meal the night before. 1st stop was at Castle Howard with lots of hill climbs and beautiful views. Unfortunately one car fell victim to a lost thrust washer (I believe) and had to be towed home. 14 arrived at Morecombe with tops down and sun hats on. A very enjoyable meal at the hotel that evening only disturbed by football fans in the early hours. The morning was spent at ease in Morecombe. One TR6 had a petrol problem put right by our own Graham Nobbs and Dave. Shame was that bit later in the day a front wheel bearing went (not his lucky day). Thanks for the wine sir, much appreciated.

Down at the other end, Jonathan and Elaine and Grace were the only members from our area at Bream where Jonathan won the Go Kart competition even after a spectacular spin (his words!) he arrived home OK despite the long distance and diversions for the Grand Prix at Silverstone.

We have 46 confirmed bookings for our weekend at Billing, 6 of us and the rest much needed support from other areas. Should be a good one despite this. Come on Northants Area, support your AO, come and camp here, you never know, you might just enjoy it! Jonathan has put much effort into our 2nd meet so come and help make this a good one, please?

**Sunday 16th July** is Kimbolton. Adam had secured ticket for this event, a brilliant venue and a damned good day out. Once again, your support is needed. Ring Adam for information on where we will be convoying from (usually Hingham Ferrers). A small afternoon rally is set for **August 20th (Sunday)** finishing at (blow me, I forgot) 18 miles with only 13 clues and directions that a blind blackbird could follow, come along and bring a picnic, start at about 1 o'clock, ring Jonathan or myself 01933 388434 for details.

Well, that's it for this month.  
Your scribe was

*77.*

## NORTHERN IRELAND

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

I've been going on about it for months (possibly years) but now we have finally done it - yes we returned to Return to Kerry. Over 800 miles return trip, seven Triumphs, 21 people and a lot of fun! We found lots of the locations used in the Standard-Triumph film Return to Kerry and at least one person who was there in 1959! All cars and their occupants made it back safely -





## NORTHERN IRELAND . . . NOTTINGHAM PETERBOROUGH . . . SCOT CENTRAL WEST

### NORTHERN IRELAND Cont

when I get the chance I'll do an article for The Courier.

Our next club event is the Standard Triumph Classic car show in Wallace Park, Lisburn. All over, of course, by the time you read this and I hope the weather was kind and the Triumphs plentiful! In between Kerry and the show was a significant event for my family - moving house! Apologies to anyone having trouble reaching me - normal service will return shortly.

Slight change to our **September** event - it will now be held on **Saturday 23rd** - my mistake and I hope Douglas and Stephen who are organising it forgive me for getting the date wrong.

That's all for now - keep those Triumphs on the road.

Paul

### NOTTINGHAM www.notts-tssc.org.uk

Hi all. I am typing this in extreme agony this month (the sacrifices I make!!) - just got back from a cracking weekend camping with West Yorks but totally forgot - convertible cars, red hot sunshine means extremely burnt shoulders and extremities ... ow!

Many thanks to all who arranged this weekend, it was absolutely fantastic. Nigel, myself and the kids and Roger, Julie and Christina, Sue, Ron and Sophie attended representing the Notts Area. We were made very welcome and the whole weekend is a credit to their organisational skills.

Last Sunday (4th June) we attended the Pre-War Austin 7 classic car show at Wollaton Hall in Nottingham with Derwent Valley. We displayed over 20 vehicles and raised a great deal of interest for the two areas. We also managed to meet some new members and renew acquaintance with a few old friends, (Hi Shane). Many thanks again to all who attended with us.

May's meeting saw us in the converted barn at the Bridge. This new addition to an already great venue means that we are nearer to the cars, we have our own dedicated area (where we can make as much noise as necessary) and with further additions planned is an outside bar, things can only get better.

We had 43 people to May's meeting and with a car park full of their Triumphs we spent a really good evening with both regular members and several new faces. (Unfortunately I lost the piece of paper with your names on but this just means that you will have to come back again so we can get it right next month).

Our camping schedule is now up and run-

ning with a vengeance with virtually every weekend through 'til September being Triumph related in one way or another. Please find below a list of events that we are attending. If anyone else is going to them just look out for the Notts Area banners and come and join us.

Our new summer mini runs have begun, please see us at the meetings for dates and times or check out the website. These are in the form of mystery tours and we usually have a great laugh.

We have two lots of congratulations this month - one to Josie and Ron for their recent success at the Bond weekend where they walked away with a huge trophy for their Bond and also for Roger who claimed two trophies at the West Yorks weekend for best Other Triumph and Car of the Show. Well done to both of you - keep up the good work representing the Notts Area.

Apologies to anybody accessing the website recently but Andy and Ruth have been in the middle of a stressful house move and have had very little time to update it. Hopefully things should get back to normal soon.

The area clothing (available from Steve) is making a good impact at events that we attend. If you haven't got round to ordering yet please see one of the committee with your requirements. The latest addition is our baseball caps, modelled at recent events.

Arrangements for the Robin Hood Rally are well under way now - bookings are starting to arrive. If you aren't already booked in please see Nigel or Claire or check out the booking form on the website. The facilities at the pub where we camp are on the increase all the time and their breakfast carveries are not to be missed.

The area BBQ is set to make several appearances and with all new venues and an archery team attending it is looking to be a fun filled weekend.

Events we are attending -

**July 1-2** Hop Farm, Kent

**July 8-9** STAFFORD

**AUGUST 4-6th** - ROBIN HOOD RALLY - OUR OWN MAIN EVENT!!

**August 11-13th** Northants area w/end at Billing

**August 25-28th** Sth Yorks Lake District weekend

**September 17th** - Duxford

**September 23-24th** - Mile of Triumphs. Hope to see you all soon



made it home with Graham's Mk2 Spitfire dropping off fairly early on Saturday, and Ian completing the route only to have a wheel bearing seize on the M6 on the way home. However Colin having selected the hottest weekend of the year to-date, everyone had a wonderful time. Colin even brought along his lap-top to the meeting and was able to give us a full photo presentation along with his commentary to really add to the flavour of the event and to make those of us who couldn't make it all the more jealous. I can envisage an even bigger turnout next year (there will be a next year Colin won't there?).

The shows are now coming thick and fast and as I couldn't make the 'Coast to Coast' I enjoyed a very nice day at the Edit Weston Vintage Fayre.

There were a wide variety of Steam Wagons, Commercials, Emergency and Military vehicles as well as a good turnout of classic cars and bikes. I would certainly recommend this one as a nice day out in really pleasant surroundings just off the south shore of Rutland Water.

By the time we next meet we'll have been to several other shows. I know a contingent are hoping to visit the Bourne Motor Club event and I will be amongst at least 4 cars from the area making the trip to the Le Mans Classic, whilst others visit the International at Stafford the same weekend.

So a really busy time for Triumph owners and certainly a time to be enjoying our cars to the full. Come along to our next meeting on **July 10th** and tell us all about your travels and adventures! We'll be at The Bertie Arms, Uffington near Stamford from around 8pm - we'd love to see you there. Cheers

Paul

### SCOT CENT WEST centralandwestscotland@tssc.org.uk

Wednesday 7th June was bright and sunny and ensured that there was a good turnout of around 11 members and about half a dozen club cars all assembled in the Lochinch Sports Club car park. Amongst the cars to be admired were Barry's on-going 'Griffire' project which he says is quite potent even though he is not yet satisfied with the suspension - well with a GT6 lump in a MkIV Spit body it certainly should be, and my neighbour Rod's dark blue Spitfire MkIII which was making its first appearance at the Lochinch - most folks were amazed at how original it was given it is nearly forty years young!

By time you read time the Club run on 18th June will be well and truly over - hopefully the weather was kind to us and we didn't have to suffer last year's hailstones. A full report should appear next month but as I'll be on holiday in France when the next news is due I'll have to once

## SCOT NORTH EAST SOUTHERN . . . SUFFOLK



**19th-20th** Aug Deeside Steam and Vintage Rally.

**27th** Duff House Rally.

If there are any new members please send me your e-mail address so I can e-mail you our "Local Area Events Sheet". Any additions or changes to our calendar will be posted on the club websites which are TSSC Northeast Scotland web page [www.tssc.org.uk/northeastscotland.asp](http://www.tssc.org.uk/northeastscotland.asp) and also on our local area Grampian Triumph website: [www.brmbrmm.com/grampiantrb](http://www.brmbrmm.com/grampiantrb)

That is all the news I have for you this month keep driving your Triumphs

Danny

### SOUTHERN e-mail: [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net) <http://triumphsouth.20m.com>

Drought orders, then a record-breaking wet May, and now scorching sunshine. What a summer!

I think we realised we'd factored in the Bat & Ball at Hambledon a little earlier in the year than we usually do but were hoping for a warm dry evening, or failing that figured it would be quiet enough on a Tuesday evening in May to find plenty of space. What we hadn't counted on was arriving to find the car park full to overflowing. At least the pub itself wasn't too busy, it was the local Golf Club filling the restaurant for their annual dinner.

I imagine the chilly rainy evening it turned out to be slightly reduced the top-down turn-out we'd hoped for but as always we still had good meeting there, and pleased to see Alan, Becky and Ali - even in their borrowed Isuzu-beast-thingy rather than the Herald.

For our regular meet this month we did all manage to sit outside at the West Meon Hut though after a very warm day it did turn out to be a bit cooler through the evening than we would have liked. Welcome to Neil and Shona who came along from Bordon in their Spitfire 1500, which I gather has been in storage for some years while they've been living abroad. Shona seemed pleased to win a stripper in the raffle - I think!

Martin and Ben brought the Bond out to play again but despite Alan's fears of unfair luck in the raffle stakes he was unsuccessful this time, though Gerry is now planning to go hunting and fishing at the bottom of his garden with the Swiss Army knife (or perhaps Korean Boy Scout would be a better description) he won - well, at least he can now open a bottle of wine and probably even take a stone out of a horse's hoof if he's really lucky!

We had a good turn-out for the SHVPS Show at the Queen Elizabeth Country park on 4th June, and even better, glorious weather. I seem to remember when this show was a by-word for good weather but in the last few years we've need blankets, woolly jumpers and brollies a little too often so it was good to have a return to proper show weather.

A few bargains were to be had there, Mark and Jackie, Mark's mum, and Alan and Wendy all left with a bootful of plants for their gardens. We took an air-hose, a door

more impose on Gregor G to stand in. (This is getting to be a habit - fancy the job full time Gregor?)

Car shows - of the 12 places booked for the Ayrshire Classic at Eglinton County Park on **6th August** only four remain. First come, first served - see Gregor at the next meet or contact me directly.

Peter Sherrard (01357 520 672 or [psherrard@supanet.com](mailto:psherrard@supanet.com)) is looking for entrants for the Strathaven Balloon Festival Car Show which is being held on **26th August**. An interesting mix of hot air balloons and classic cars this promises to be a good show.

Finally entries are being invited for the Selkirk Veteran, Vintage, Steam and Classic Vehicle show which is being held on **17th September** with an optional scenic run on the 16th. Contact is Maria Povey (01835 830316 or [mapov@aol.com](mailto:mapov@aol.com)) and more details can be found on the web [www.selkirkrally.co.uk](http://www.selkirkrally.co.uk).

Next meeting is at the Lochinch Sports Club, Pollock Park, GLASGOW on **Wednesday 4th July** with Gregor G in charge - as I said I'll be in France! See you in August.

Yours aye

Jim

### SCOT NORTH EAST e-mail [northeastscotland@tssc.org.uk](mailto:northeastscotland@tssc.org.uk) [www.tssc.org.uk/northeastscotland.asp](http://www.tssc.org.uk/northeastscotland.asp)

Hi, The Spring run on the 14th May was organised by Alan Smith of the Stag owners club. Six cars, Phil's TR4A, Mike's TR6, Malcolm's Stag, Brian's Spitfire 1500, Danny's Spitfire MkIII and Alan in his BMW Z3 (the Stag was having problems), set off from Kingswells P&R and headed out the south Deeside road to Aboyne. Pat joined us in Aboyne and travelled with Malcolm, her TR3 is in for a paint job. We then headed for Bridge of Alford where Lee in his TR3 joined us. The next leg of the journey took us to the Cabrach and a lunch stop at the Grouse Inn. After lunch we headed our own way back. The total distance travelled was around 126 miles. What a great day.

May's clubnight at the Redgarth Hotel was as usual well attended and good meal was served. Due to the cold and wet weather there were only 3 Triumphs in the carpark. Our Triumph club meeting for this month is on the **27th** and is a Pub Run to the Udry Arms, Newburgh. Possibly due to a change of ownership of the Udry Arms we may meet instead at the Ythan Hotel instead. Keep checking the club websites for updates and changes to our calendar. This month's events are as follows.

**8-9th July**, Glamis Castle Extravaganza, a couple of Triumph stands have been organised, one by Les Cruickshank of the 'Triumph 2000 register and one by Alan Gibb of the TR register.

**15th July** Arbroath Spectacular. A Triumph stand is being organised by Stuart Walker, please contact Stuart on (01674 672346)

**16th July** Forres Theme Day .  
**23rd July** Motorvarion Classic event at GTM Alford.

**29th-30th July** Montrose Airfield Extravaganza.

Events for next month's dairy,  
**6th Aug** Garrioch Rally, usually a good turn out of Triumphs.

**13th Aug** Historic Wheels.

mat and a toilet tent courtesy of Bob McDay. Hmmm, maybe Guy and I didn't do quite so well in the bargain stakes

As you can see from the list below **July** is shaping up to be a very busy month. Depending on when you manage to read your copy of The Courier come along and join us for our annual BBQ - unless you're reading this too late in which case (I'm sure) we had a great day as ever.

Later that week Guy and I will be heading off to France for Le Mans so I'm sure we'll see a few of you over there, and if you haven't managed to get enough time off of work for that trip, make sure you head up to Stafford for the International. I'm guessing that it might be quite a civilised event this year with a good proportion of the rabble-rousers (sorry, party animals) heading over The Channel too.

Don't forget our rather senior roaming meet this month at Disgracelands with Paul and Jane. Please contact me for further details of this if you can't remember where they live. This year to take a little of the pressure off our hosts it'll be a case of bringing along your favourite tippie (non-alcoholic for the drivers - perhaps!!) and some nibbles as it's going to be a 'bring-your-own picnic evening'.

And at the end of the month there's the LL Club event at Hordean which promises to be a good weekend, just keep your fingers crossed that we don't have a repeat of last year's deluge on the Sunday.

- 1st July** - BBQ at Guy and Suzie's, 'Bondhenge', Cadley
- 2nd July** - Atwell Wilson Museum Classic Car Show - Featuring Triumphs
- 2nd July** - Club Triumph National Day at Hollycombe
- 4th July** - Regular Meet at 'The West Meon Hut', A32/A272
- 6th - 10th July** - Le Mans Classic
- 8th - 9th July** - TSSC International, Stafford
- 15th - 16th July** - Portland Steam Show
- 20th July** - Roaming Meet at 'Disgracelands'
- 22nd - 23rd July** - LL Club Vintage & Classic Gathering - Hordean

Suzie

### SUFFOLK [Suffolk@tssc.org.uk](mailto:Suffolk@tssc.org.uk)

On the lovely evening of our June meeting it was another 4 car convey from Felixstowe (a Spitfire, a GT6, a Vitesse and a Hervit Bondfire) that made their way to The Magpie. Here was an assortment of other Triumphs, including a TR7, lined-up in the car park. By now it was quite cool and people seemed to be walking around the car park trying to warm themselves up by cuddling glasses of cold beer. Dave's





## SUFFOLK Cont

Vitesse based kit car has been making progress and is now sporting a hood frame somewhat modified from the original. No hood but a nice hood frame! It also sports two splendid seats - these came courtesy of Homebase where in a previous life they were computer chairs! Now I know what you might think, but actually they work and look very good and are seemingly comfortable as well. The car sounded really smooth when it accelerated off up the road. It also pretty quick, being not much more than an engine on wheels.

Since it went back on the road, Chris has been fettling his GT6 in preparation for its trip to Le Mans. So far he has done nearly a 1,000 miles. A few problems have come to light but all have been fixed. For his new project of a saloon morphing into a rag top, Chris has bought a convertible rear tub. It's a bit rotten so he may cut the rear deck and associated parts of this one and use them to modify the saloon rear tub. He is thinking about it and hasn't got the angle grinder out yet.

At times, we may have a five car convoy from Felixstowe, as Dave Tyler and his son Chris came along to their first meeting. His Mk4 Spitfire will be back on the road in the next month or so. Hope to see them at future meetings.

Le Mans will seemingly be a success if the numbers going is any indication - approximately 400 people in 200 cars. Lots of activity getting cars ready and getting spares and tools together. Some people, including Colin, are leaving to catch the ferry early on Wednesday morning so will not be at the next meeting.

However the meeting is still on, so make it to The Magpie! Colin has had a number of emails bounce so reckons that some members may have changed their email address. If you have not had an email from him recently, let him know at [suffolk@tssc.org.uk](mailto:suffolk@tssc.org.uk)

Lastly, don't forget the summer fill-up of The Magpie's car park at the **August** meeting - don't be the one to not come and take that last space! The next meeting dates are: **Tuesday 4th July Tuesday 1st August Tuesday 5th September** See you at The Magpie, 8pm on **Tuesday 4th July**.

*Peter*

## SURREY

Hello again after a scorching June (well the first 2 weeks at least have been). It has been fabulous for driving around in Adam's Vitesse with the children in the back. The warm weather has meant we had a good turnout at the Woking Hospice Car Show and Country Fair on 4th June.

## SUFFOLK . . . SURREY THAMES

We had 15 cars in total from Thames and Surrey Area and few from further a-field (my Mk1 2000 Estate, 2 x MkIII GT6s, MkII GT6, MkII Spitfire, MkIII Spitfire, 1800 Spitfire with Ford Zetec engine, Herald 1200 Convertible, 2 x Herald 13/60 Convertibles, 3 x Vitesse MkII Convertibles and 2 x Vitesse Mk1 2L Convertibles). As you can see though, not a single Saloon was present. With the good weather we were very much in need of the gazebo for shade not for rain. The only people who got wet were my children when the classic fire engine went into the arena and sprayed anybody who wanted to get wet. It was a very relaxing day and thanks to George from the Thames Area we had our own wine tasting at lunchtime, bubbly and strawberries - how civilised. I will have to put an order in for some Riesling next time you order yours. The show was a great success with the largest number of vehicles attending ever. We will be back again next year.

We sadly didn't make it up the Ace Café on the 10th as Adam was working and William had a cub's event. I understand a few members went up from the Thames Area so I hope if anyone went from Surrey they enjoyed themselves.

Let me know if it went well and if they are holding another one.

By the time you read this we will have been to Bromley Pageant of Motoring. We have been asked to put our car on the TSSC stand by Harry from the West Kent Area. Thanks for organising the stand again this year. Hopefully, we will have had good weather again. I will report on the show in next month's report. The West Kent Area are also organising a stand at the Paddock Wood Hop Farm show on the **1st and 2nd of July**. We will be there on the **Sunday**. If you still want to go and you don't have a ticket I think you can pay on the day to get in but isn't cheap. However it is a really good show with lots to see and for all the family and then there's the Hop Farm as well.

The week after we are off to Stafford for the International event. There are a few of the Surrey Area going. We will be staying in the quiet area but Vince and Maria should be in the lively area.

Adam will be truncheon oiling both **Saturday and Sunday** so if you didn't get them done at the S.E.M. and are off to Stafford, come and get your front suspension checked out.

The monthly meeting at the end of May was not well attended (in contrast to the 8 cars on April). We think this may have been due to some confusion on the date on the meeting. It can be very confusing when there are 5 Wednesdays in the month. At the moment we meet on the **4th Wednesday**. I am sorry if anyone turned up at the Well House Inn on the 31st and found us not there. After some discussion we are thinking of changing the meeting to the last Wednesday of the month to avoid confusion but watch this space. We will let you all know by the **August** issue, when the problem arises again. This month's meeting: **Wednesday 26th July** at the Well House Inn, Chipstead Lane.

*Karen*

**IMPORTANT NOTE**  
E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 10th Month please

## THAMES

e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Hello all, here we go again for another fun filled month of meetings, shows and cars playing up!

11th MAY A very busy night at the Fox & Castle, must be been the lovely sunny day and pleasant evening. There were eight Triumphs in the car park which were as follows: Three Spitfires (MkII and II, 1500), two Vitesse, a MkI and MkII, a GT6, a Herald 13/60 and a Stag, the locals though we had opened up a garage. Strangely though we were inside on this lovely evening. The regulars were Julie and myself, Andy K, Tony H, George B, Mike H, George and Rose N, Nina J, John and Anthea.

We had the pleasure of meeting Tony and Pauline P, who were armed with photos of their very smart GT6, in the hope of selling it. Andy K was smitten as soon as he saw the photos and after going to see it he is now the very proud owner of the GT6. I hope Tony and Pauline are happy that it's gone to loving, new owner. We were also pleased to greet Daniel J (South Bucks AO), Carl S and Charles B, all from the South Bucks Area, they were on a recruiting mission to get us to join them at Aston Clinton (more on that later). Tony H's Spitfire is still going well now the engine has been sorted out. Mike H was having problems with his fuel gauge after fitting a voltage stabiliser.

21st MAY It's overcast but no sign of rain yet. Julie and I are in the Vitesse, with the roof down (very optimistic). We are going to meet up with Nina J who is waiting for us in her MkII Spitfire. Nina is ready to go as we turn up, we have to be at Alesbury Tesco's car park at 9 o'clock on a Sunday morning!!! (I've got to get a new hobby). Waiting there for us were George and Rose N in their GT6, Daniel J in his Stag and Carl S also in a Stag. After waiting for any others to turn up and for me to put up the Vitesse's roof, we head off to the Aston Clinton show ground. It was a lovely drive to get there and as we pull into the show grounds the rain started to come down. The display areas are very busy, with lots of vehicles already on show. We park up and wait for the rains to ease, and wait... still waiting, getting bored now! So I braved the liquid sunshine and wandered around the show, and yet still more cars pull into the showground. The trade stands are busy too, covering and then uncovering as the rain eases up a bit only to fall again harder. Back at the TSSC S. Bucks stand, there are a couple of more arrivals, a green Spitfire (sorry I did not get to meet you), Marcus and Tracy in their Herald Saloon. See South Bucks report for more details.

25th MAY On a thankfully dry, sunny evening, the car park is once more dominated by Triumphs and most importantly Andy K's new GT6. The doors and bonnet are all open as we inspect this lovely Triumph, to keep his car company there are also two Spitfires, a Herald 13/60 and my Vitesse. Climbing all over Andy's car are Dick and Dawn C, George B, Mike H, Nina J, Helen J (E.Berks AO) Julie and myself (jammy sod).  
29th MAY Reading Classic Car Show

## NORTH WALES . . . SOUTH WALES

report by Mike H :-

I opted to attend the Reading Classic Car Show on Bank Holiday Monday this year. After driving on 3 rain-swept motorways, I arrived thankfully in a cold but sunny interval, which ended in more heavy showers and thus the virtual end of the show. The Beale Park venue is very attractive and well worth a visit - the show catering area overlooks a lake and show tickets allow entry to the remainder of Beale Park at a reduced rate.

The format was as before, with parking around the arena for various categories. Those who volunteered to drive into the arena then took part in an informed Q & A session on air. Attendance appeared to be considerably down on 2005; as there were comparatively few attendees in some categories. I found myself parked in company with two BMW Isettas and a Jaguar! However there was a good turnout of VW Beetles and Fiat 500s, also a quite exceptional example of a Jensen Interceptor and an E type Jag. A stretched limo was an unusual sight at a classic car show - but a chance to have a welcome rest inside and see the facilities - TV, video, cocktail cabinet etc.

Among the club cars were some very nice TR4s and TR6s and Dolomite Sprints. My eye was caught by a trio of Stags, one for sale at just under £5,000. Unfortunately, I had left my cheque book at home so I returned home in my trusty Herald.

*Mike Hall*

3rd JUNE Aldershot Town Centre Show, another early start as Julie and I go to join up with Nina J and then to meet George B and his friend Chis, before heading off to Aldershot town centre. As I turned the Vitesse into the precinct I heard a terrible grinding noise from the front wheel which stayed with us as I manoeuvred the car into its show space.

There waiting for us was Chris C in his smart red Spitfire MkIII, so we had a line-up of two Spitfires and two Vitesse, supported by thirty other cars. After a closer look at my Vitesse the front wheel bearings were found to be at fault so with the help of a very friendly shopkeeper I managed to track down a bearing set at a local motor factors. Julie and I headed off to get a taxi to pick up the parts needed to repair the car later on. Many of the shoppers stopped to look over the cars on show and we got a chance to do some shopping parking free of charge. It was a glorious day and very well organised. We had a very slow journey home nursing the Vitesse all the way. Some of the sounds were ear piercing but the car finally made it home (bless her). The rest of my day was spent replacing the wheel bearings ready for Sunday's show.

4th JUNE Morning already and I meet up with Nina J to go to Woking Hospice show to join Surrey Area display. As we get into Woking I pick up Julie and then onto the showgrounds. We are shown where to park up on the stand and greet those already there. First of all we have a much needed coffee and greet the others as they turn up. From Thames Area we have George in his MkII Vitesse and Chris, Mike and Judy H in their 13/60 Herald, Nina J in her MkII Spitfire, Chris C in his MkIII Spitfire and my MkII Vitesse. Karen and Adam (Surrey Area's AO) have a very good turn out also including a MkI, 2000 Estate, three GT6s, two Vitesse, two Herolds and

a Spitfire. To the right of us there was the TR Group's display, so the Triumphs took up a big section of cars on show. Also there in the arena were dancers, a dog team display, a rock band, a pick of classic cars and motor bikes, craft stands, food stalls, a beer and Pimms tent and lots of classic cars and Vehicles. The Weather was wonderful and a great day was had by all. See Surrey Area's report for more details.

8th JUNE Our first night out in the Fox & Castle's garden this year. As Julie and I arrive in the Vitesse we see the early comers in the garden. We order our meals and drinks and then join them in the garden on this splendid evening. Tonight we have the company of Nina J, Dick and Dawn C, George B, Tony H, Mike H and a new face Kevin H who we met at the Woking Hospice show, an old (but very welcome) face Stuart C and a visit from Surrey Area's Adam C, out in the car park were three Vitesse, three Spitfires, a Herald, a GT6 and a TR6. It was very good to see Stuart, his first visit since we moved pubs over a year ago, I would also like to welcome Kevin H and Chris C on joining us this month. Chris was very keen to show his lovely Spitfire at short notice. Talk was of the latest shows we had been to and shows to come. Mike H has now sorted out his fuel gauge problems.

If you would like to join in the fun and tears please come along.

Our next meetings at the FOX & CASTLE are in **July** on the **6th and 20th** and in **August** on the **3rd, 17th and 31st**. Call me for further details on 07773 623807

Up Coming dates

**1st July** Victoria Day parade and Show Aldershot

**1st-2nd July** Wood Farm Kent

**2nd July** British Airways

Classic Vehicle Show

**7th-9th July** Stafford

International Weekend

**23rd July** Triumph World Malvern meet Best Wishes

*Wickey*

## NORTH WALES

[www.triumphwales.co.uk](http://www.triumphwales.co.uk)

The Club visit to Kelsall Steam Rally was very nearly washed away. Continual rain during the morning turned the entrance to the showfield into a mud bog. In fact, I got stuck in the Stag going into the show. After a couple of hours the organisers decided to call it a day and close the event. Our members left before the rush and after a power slide across the mud bog, I made it out but lots of others' classics were having to be pulled out with a tractor! As it was still early in the day we went to nearby Mouldsworth Motor Museum which, although quite small, is crammed full of vehicles, mascots, signs, spares, toys, pedal cars all in an Art Deco building. It's well signposted from the A54.

On 29th May a large group of members attended the Prestatyn Classic Car Run and Show. The Car Run was interesting being around 20 miles via narrow lanes before making our way to the Prestatyn Show area which, thankfully, is in a public car park and not on a field as the rain came again soon after we arrived! However, it did clear up after lunch. This is the only event where all classic car owners plus



passenger are provided with a great, free, 2-course meal in a hall on site! Needless to say this is a must for our members.

Christine was in the news again as after arriving in her Spitfire, she discovered a few petrol leaks from the pump and cars. In fact, it was pouring out. A group soon collected to help her (always lots of men around when a female is in distress!). It turned out to be one of the floats in the car had a leak and filled up with fuel. After some nice chap had managed to shake the fuel out, we got the car running again and she did make it back home without a breakdown. She is a member of the AA and I suggested to her to ask their assistance as they had a van on the show site but all he said was he was only recruiting and could not help! So much for the advert on TV.

Looking ahead we have Eddridge on 18th June and then in July Clwyd Practical Show at Caerwys on 16th, followed by Yesteryear Rally on **30th July**.

Next meeting 6th June. I am away again but Christine will be in charge so please attend at 8.00 pm.

*Michael*

## SOUTH WALES

Hello again, a quiet month this month. Haydn, Howard, Carol, Derek and myself all got very wet for the fun of it on the vintage motorcycle run. But a good day out, another excellent meal at the Seabank Hotel in Porthcawl, and as a bonus the sun came out in the afternoon, just long enough to dry us all out. (Nash Point on a motorbike in the pouring rain is not for the faint hearted. Me being sensible didn't even get out of the car, I had my tea brought to me).

Last month's meeting was attended by nine members but it was a Bank Holiday. Disappointingly only two club cars and it was a nice day. Howard and Carol missed this meeting as they were in Luxembourg with the VMCC we hope they had a good time. By the time you read this we will have hopefully had another fish and chip run, this time organised by Clive, good luck you got a tough act to follow, when it comes to fish and chips, Howard is an expert. Next fish and chip run will be in August, date tba. Anybody who wants to organise this run please be forthcoming.

Neil's GT6 has now moved and is hoping to see some real progress soon if the Marcos will let him. The Wydean area has extended an invitation to their forthcoming event **Sat 19th August** (see Wydean area report for details) anybody interested let Derek know 01633 671413. Forthcoming events:

**2nd July** Trinity Fields Show

**8-9th July** Stafford

**9th July** Cyfartha Castle Show

**31st July** Monthly Meeting

**13th August** Groll Park

**19th August** Wydean BBQ Run





## SOUTH WALES . . . SOUTH WEST WALES WEST MIDLANDS . . . WIRRAL

### SOUTH WALES CONTD

**27th August** Gloucester Show  
**27-28th August** Blackwood  
Balloon Festival

**28th August** Monthly Meeting  
**17th September** Tredegar House Show  
Any entry forms required for any of the above contact, Neil, Derek or myself. See you all at the next meeting

Sarah

### ● STH WEST WALES southwestwales@tssc.org.uk

The May Sunday meet which was a run arranged by Alison and Mark unfortunately was spoiled by inclement weather but in spite of this we had nine cars participate. The run took us through some very pleasant relatively local country lanes that the majority of us have not been down before. In spite of the rain there were still some splendid views. A coffee stop was taken at Ferryside and was much appreciated. We then carried on cross-country to the little town of Kidwelly for a lunch stop at the Salt Rock restaurant. This was thoroughly enjoyed and as is usual at a very reasonable cost. Subsequent discussion with the landlord elicited the revelation that he had been connected with the motor industry for almost 40 years, many of these as a panel beater and he was obviously interested in the club and has invited us to return at a future date. From here we adjourned to the local Industrial Museum and is actually on the site of the second oldest tinplate works in Britain. It was founded mainly to preserve and interpret Britain's sole surviving pack mill and to act as a heritage centre for Kidwelly and the surrounding area.

Tinplate consists of iron or steel rolled to a wafer thin thickness and then coated with molten tin. At Kidwelly tinplate production started in 1736 and carried on more or less continuously until the works finally closed in 1941.

Housed within a modern building built over a lot of the original production machinery so that it is viewed in a production situation.

We then adjourned to the coffee shop to celebrate Jim's birthday with the usual cake and candles.

Thanks were given to Alison and Mark for organising a very enjoyable day.

Club night on Tuesday 6th June proved to be very convivial with Mark and Alison, Marryl and Ken, Jim and Liz, Joy and Keith, Steve and Christine, Bryan, Jeff and Celia present. Alison and Mark announced that daughter Christina is pregnant and that they are about to become quite young grandparents.

Congratulations were given.

Ken gave a reminder regarding the June Sunday run to Pendine with the run starting from outside the club room Pontardulais at 11.00 am and will follow a cross country route, with lunch at the Springwell Inn. Yet another celebration will be had, as it is Joy's 65th Birthday. This will be followed by a visit to the Museum of Speed.

Steve and Christine are organising the Sunday run on **July 16th**, which will be to the Brecon Mountain Railway. The cost will be £6.80 each for adults £6 for OAP, £3 for children. In order to get these prices we need to make a pre booking therefore if you would like to join us please advise Steve ASAP on 01639 701508. It was suggested that we take a picnic followed by a road run to a local reservoir.

A reminder was given regarding the Cwmdu Village Show on Saturday 24th June at 12 noon. No need to book.

On **8th July** Joy is holding a Homes and Garden's day at 101 Heol y Parc, Hendy starting at 11.00 am. This will be in aid of Pontardulais Methodist Church. All members and friends are welcome.

Bryan won the raffle, which was kindly donated by Steve and Christine.

Details of various shows throughout the summer were given out; please see the Events Diary for full details and the appropriate contact names.

#### Events Diary

**Sun 2nd** Skewen Motor Club Show at Trinity Fields

**Tues 4th** Club Night -

The Conservative Club, 8.00 pm

**Sun 9th** Cotth Bridge Show,

Carmarthen contact 01267 232320

**Sat 15th** Ammanford Carnival -

contact Ken 01269 594578

**Sun 16th** Seafood Festival,

The Quay Side, Aberaeron

**Sun 16th** Sunday meet -

Brecon Mountain Railway - Contact

Steve Davies 01639 701508

**Sat 29th** Bwlchgroes Community Hall

Vintage Display and Fun Day, Contact

Catrin Evans 01239 841 318

**Sun 30th** Begelly Kilgetty Assoc.

The Bull Dog Mile contact 01834 813451

#### Aug

**Tues 1st** Club Night -

The Conservative Club, 8 pm

**Sun 6th** Gower Agricultural Show,

Fairwood, Swansea

**Sun 13th** Skewen Motor Club -

Classic and Vintage Show,

Gnoll Country Park, Neath

**Sun 20th** Sunday Meet -

Annual Barbecue, which will be held at

Dave and Veras' residence.

If you require details of any of the above events contact Ken. That's all for this month, see you next month

Ken.

### ● WEST MIDLANDS

Flaming June is finally here and if the first week of the month is an indicator of the weather we are going to experience for the rest of the summer, then all those members with either Triumph Convertibles or sports cars are going to have a whale of a time. I must hurry up and get my Spitfire through its MOT. The horn refuses to work so I will probably have to rewire it and I need a new centre section for the exhaust. Our meeting on Tuesday 6th June was

brilliant, it seems to be getting better and better, and with the weather being so nice, the whole meeting was carried out on the forecourt of the Drakes Drum, presenting a fantastic display of Triumph motor cars to motorists passing or other customers of the pub. This month 32 persons attended bringing with them 18 Triumphs consisting of: 1 - Herald 1200 Saloon, 5 Vitesse Convertibles, 1 - GT6, 4 - Herald Convertibles, 2 - Spitfire 1500s, 1 - Mark 4 Spitfire, 2 - Herald 13/60s, 1 - TR7 and a Triumph 2000. You have got to admit that is quite a collection of these popular classics, and it drew admiration from quite a few passers-by.

It was a pleasure to welcome to our West Midlands Area meeting two new members, Graham Deeney who lives locally in Kingstanding, Birmingham and Neil Lane from Stoke Heath near Bromsgrove, Worcestershire. We hope you enjoyed your first meeting with us and intend to make it a regular date on your social calendar.

Unfortunately, one of our members did not set a very good example to others by turning up in a brand new Ford Mondeo, disgraceful I hear you say, his ignition keys should be confiscated. Well my excuse was that I had to drive to Portsmouth that night and I didn't have time to change over cars. I will make a better effort next month ... Promise.

Quite a few members of our West Midlands area are looking forward to attending International at Stafford next month for the week-end. They have been shaking out the tents and sleeping bags, and getting in supplies of charcoal for the barbecues. We hope that this is not the final year for the event at Stafford. Chris Mills and his band of helpers have made such a success of this event for many years, it would be such a shame if it was abandoned.

That's all this month from the West Midlands Area, hope to see you at the Drakes Drum in Great Barr on **Tuesday 4th July**, just before the International week-end. Best regards

Roger

### WIRRAL

So here goes folks with the July report from the Wirral. The month of the Tribal Gathering at Stafford is upon us, we hope to assemble a sizeable posse for the occasion and let us hope the weather is fine for us as indeed it is in Cheshire even as I put pen to paper.

Last night (6th June) was our meeting at 'The Cottage Loaf' and the fine weather brought the populace out from hibernation; no less than fourteen cars and about twenty-two bodies in attendance.

By special dispensation two of the cars were non-Triumph - one 1927 Austin Seven Saloon and one 1960s Daimler Dart in pristine condition.

On Wednesday evening, May 24th, those of us of mature years will remember that as 'Empire Day' we assembled seven cars for a run into the countryside and finished up at 'The Egerton Arms' in Little Budeworth deep in the heart of Cheshire, quite near to Oulton Park race circuit in fact. A pleasant evening was had by all. Peter Dunne suffered a slight 'Glitch' with his TR when leaving the pub, the headlights refused to come on - this can be a

## WORCESTER . . . WYEDEAN

nuisance when it's pitch dark. However, suitable jolting over country lanes eventually brought them back to life.

On June 3rd I went to Oulton Park where the M G Car Club held a meeting. The last race was for Triumphs, and guess what, the only major prang of the day occurred in that race when a TR 7 decided to get too friendly with the crash barrier and ended up in the tyre wall. The driver appeared to leap out unscathed, but looks like having a dented wallet as well as a dented car.

On June 4th seven cars showed up at Tatton Park for the Classic Show and Auto Jumble. We enjoyed super weather and a good day was had by all. We shared a plot with the Manchester Area who the previous day had won a trophy for the best Club Display. Well done Manchester, they always put on a good show.

We of the Wirral hope that their trip to Le Mans was a great success and no doubt this will form the basis for one of their poetic masterpieces which I personally look forward to reading in The Courier. At Tatton Park Peter Broadbent and myself had a lengthy chat with the dreaded speed camera police, could not agree with all they said but for being good listeners we did get a goodie bag with a note pad and pen, a balloon and a booklet showing where all speed cameras in Cheshire are sited, so we now have no excuses for being heavy footed.

By the time this is being read all hands will be preparing for Stafford and we will also have completed a couple of runs out which Andy can report on. The first is on Wednesday June 21st, an evening run to a local hostelry, and the second is on Sunday the 25th June and is one of Dave's famous mystery Tours which eventually winds-up at a Pub for lunch, always an enjoyable day out.

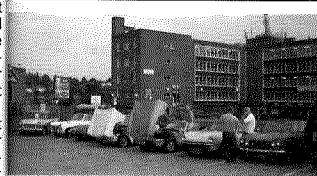
That's it from me folks until September, meanwhile a thought for Stafford: Blokes Burnish up your Barbecues for the Burgers, Bacon and Beans!

CHEERS,

Ray

### WORCESTER

www.tssc.org.uk/worcester



A good turnout this month with 30+ members enjoying the evening sunshine - 15 club cars, several non-club cars and Bev's trailer with various bits and pieces - primarily for a Herald - free to a good home. A warm welcome to new members Ann and Chris from Malvern who own a MkII Vitesse Saloon and also to Rachel and Charles.

Prescott Car Event and the Patrick Collection visit were both undertaken on the 13th May and a very good time was had by all who attended each venue. Photos from the Patrick Collection are now available on the website courtesy of Mel who wishes he could have that car. He sug-

gested knocking out the bay window in his lounge and putting the car in there when I suggested it wouldn't fit in his garage. We both like Mike's new car - luckily it wasn't for sale !!!

Worcester Camping Weekend. Further members signed up for this new event - taking place at Lickhill Manor Caravan Park in Stourport-on-Severn over the weekend of 23rd to 25th June.

If you would like to come along please contact Mike Carter or myself.

WAC - a reminder that entry forms are needed by the end of June so that Mike can do the administration required.

Dates for your diary:

**1st & 2nd July** - Bromyard Gala

**3rd July** - Monthly Meeting -

Berkeley Arms - 7.30 pm

**7th - 9th July** - Classic Le Mans

**7th - 9th July** - Stafford

TSSC International

**11th July** - Wythall Green

Classic Car Meet

**15th & 16th July** - Much Marcle

Steam Rally

That's all for now - short and sweet

Stef

### WYEDEAN

Ok, where to start then? First good news, we had a new member at the Littledean meet, welcome aboard Neil from Bromsgrove (at least I think it was Bromsgrove, sounded a hell of a long way to me, we must be doing something right!) with a very nice TR7 DHC Sprint.

Apparently they (him and the car) hadn't been made very welcome in other areas with a none chassis Triumph, hence the 60 mile drive to our meeting. These days we seem to have an almost equal split chasied to non-chasied so no problem there then. Also at the meeting were 4 motorbike cars destined for a Spitfire engine (very cheap on e-Bay complete with linkage) and now on and working a treat. Might be an article in that one, I'll have to talk to the shy and retiring owner about it. :-)

More good news, I've finally got the 'nearby racing' Spitfire home. After 10 minutes with a chainsaw, it emerged from its resting place without too much of a struggle. Thanks for your help Hugh and Gary I couldn't have done it without you as they say. Gary deserves a mention in despatches. When we got the car home and unloaded it from the trailer, we found that the driver's door latch had stuck and the only way into the car was through the passenger door. The snag being that the brace for the roll bar obscures the passenger seat and only Gary, Hugh's son and much slimmer than Hugh and I could fit through the gap (it has been said that in profile I resemble a racing snake; all be it one that has swallowed an antelope). After the second time he appeared to be mumbling something unnecessary about ants. "What, scared of a few ants?" said we, felt a bit guilty when we found complete ants nest in the near side sill and door aperture. A bit of suffering is good for the soul isn't it? Anyway he's young he'll mend! and it started, bless it. Needed a funnel and fuel straight to the carbs (never seen petrol pipe so porous more came out of it than went through it) but once there, it fired first kick. Clutch pedal went to the floor and stayed there but you can't have everything.



Yet more good news, Dave's Dad (sorry don't know your name) has nearly finished his Spit so even if mine turns out to be too rough (it's right on the edge of being viable) that's another one saved. He got two cars and a lorry-load of spares and has been busy for some months cutting and welding and swapping over but according to Dave B it's all going well. That's the good news, now the bad, the thrust washers have quit their job in John Partridge's 2500TC and there is an awful lot of crankshaft pulley movement and precious little clutch! Anyone got a spare block for him? Trouble is these big Triumphs are rarely worth big expense but this is a nice car and it would be great to see it back on the road again so any help greatly appreciated. I had just put the phone down to this tale of woe, when it rang again and it was another member with more grief. This time it was Dave whose Bond starter doesn't and his other transport had fired its spark plug into his leg and stripped the thread in the plug hole (that can't be right can it?) in the process. Hello Mr Helicoil then.

Oh yes, and I've cooked the engine in my wife's Micra. Sequence goes like this: MOT Thursday without drama, tax Friday, killed Saturday when the head gasket let go through some nasty blind bends and double white lines. Great! Had to keep it going as long as possible so bye bye engine. Couldn't have cooked on the way to the MOT could it? Must say that Karina took it remarkably well considering that I had increased the number of non-runners we own by two and decreased the number of runners by a similar amount and all in one day! and at time of writing, Myles is still waiting for a new roller rocker set from that nice TLD chap to replace the one that failed on the May Pub run. Oh yes, and the to which garage I took the TR7 water pump to have the impeller pressed off, did it cold with a 3 legged puller and broke chunks off the impeller! By the way, did I mention that the Spitfire started? (just put that in to cheer myself up a bit). Looks like we'll have a good turnout to the Stag meeting so more on that next month.

Calendar:

**July 20th Pub meet** at the Greyhound, Popeshill 8.00 pm onwards

**July 21st Skittles** evening at the invitation of Malvern Motorcycle and Light Car Club at their Club House at Malvern Link.

Promises to be a very pleasant Friday evening. Please contact me if you wish to go and we'll convoy up there.

**August 13th** the Penallt (Monmouth) Car Show 1.00 pm

**August 17th Pub meet** at the Yew Tree, Preston-on-Wye 8.00 pm onwards

**Saturday August 19th** The Great Annual WyeDean Welsh Lakes Mountains and Beach BBQ day. All this and great magnificent scenery, Red Kites, great mix of cars and some of the most exhilarating mountain roads in the UK. Starting prompt 10.30 from the East Bound Ross





## WYEDEAN Cont

Spur, second pickup from Llyswen at 11:30 approx.

**Sept 21st** Pub meet at the Greyhound, Popeshill 8.00pm onwards (and looking at August a well earned rest!)

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

The sun shone again on car club night, hence another good turn out of cars in the car park. It was so nice and the cars looked so good that we moved the wooden tables to the grass in front of the car park so that we could look at them all night, ah! In preparation for our 21st anniversary bash in September we decided to have an impromptu self-judging concours event in the car park. For those of you turning up in a Triumph you now get the chance to see your car (well its registration) in print. What more incentive can there be to get people to come along to the club night? Anyway here is the list of cars attending; Spit 1500 RKY 840R, Spit MkII PKJ 715D, Spit MK3 UBB 117G, TR7 OBV 3X, GT6 CNE 74M, GT6 JUF 331E, Vitesse YOT 218J, Herald HBK 426E, Dolomite 1300 DCP 625S. All you have to do is vote for your favourite and let me know before next meeting. Easy. No - well you should have been there to see the cars. Actually in my opinion car of the night went to the 'Alpha Romeo' white Spit 1500, RKY 840R. She looked very neat and tidy. (Yes wife, I am talking about a car.). By the way to solve for once and all, for all concours buffs, to answer the question of when houndstooth cloth covered seats were introduced on Spit 1500's, it was at commission no. FH100,020.

No one spotted the spelling mistake in the poster. Well no-one told me they had, good job really because Bernard kindly corrected it. Moving swiftly on to the trips and visits, below is Mike's report from the Sherburn show. I didn't make it as I decided to go and drive a World War 1 submarine instead. Do you know I got a ticking off from Mike for not going and my wife for going (diving again). Can't win either way.

10.00 am on Sunday 29 May saw Yours Truly (Mike), plus TR7V8, in the car park of 'The Swan' in South Milford, to be joined by Richard and son from Knaresborough in his lovely powder blue Vitesse, Steve and Tina in their smart red Vitesse and Richard Connaw, Vale of York group leader for the TR Register, in his pristine N. American spec TR8, the plan being to attend the Sherburn Aero Club Classic

100

## WYEDEAN . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

plane and car show.

We duly set off with hoods down all round, despite some threatening clouds, arriving at the airfield without getting wet, though it has to be said it was a bit nippy! There was a very decent turnout of cars and aircraft on show, and the Triumph presence was soon swelled by the arrival of Keith and his young lady in their red Spit, Dave Marshall - Club Triumph area org. - in his white Dolly and Judy and Scott in Judy's vermilion Spit 'Precociou - er - Precious'. We also had a gent in a smart green Stag join our line, and disappear into the crowds before I had a chance to speak. Also, a tidy TR7 appeared as if by magic, the owner also vanishing before I had even noticed their arrival, but he had a TR Drivers badge in the windscreen. No doubt the latter two arrivals were somewhat surprised when they returned to their cars to find the North Yorks Area TSSC banner unfurled along the front of the line!

The weather finally relented, giving us some warm sunshine. This allowed the fly-boys to get airborne, which provided us with some interesting old aircraft, some breath-taking aerobatics, and for me the highlight of the day, a VVVV P51 Mustang in invasion stripes and a Hawker Hurricane in nightfighter black, both of which provided a rousing finale to the show for those of us with a fair run home (it also reminded Sqd Ldr Hardwick of his days in the RAF back in the 40's). Altogether a good day, added to my 'must-do' list for next year (is it on Linda's, Mike?)

I had so much to say and have run out of space again so never got to spill all the goss - I'll tell you at the next meeting! See you all next month.

*Nigel*

## SOUTH YORKS

[www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk)

The report this month could be endless. There has been so much happen it would be difficult to fit it all in. There had been many nights where cars were being prepared for the camping weekend. One particular car being Alastairs new TR7 which had been turned into a TR8 (twice) It was a long time coming but a short time in going - that was the camping weekend that was.

The venue for the South Yorks event at Pickering was ideal, with good facilities and a good team to organise the weekend's activities. All the participants had arrived by the Friday afternoon and a gathering took place in the club's marquee to advise all of what was to come. The following day a couple of more cars turned up including Gareth in his Spitfire and a spare cylinder head that had to be changed at the camp site. We started off on the Saturday with a scatter rally which Vivien and Victor seem to excel at. All the club cars were wandering around the countryside getting their clues which would be the end of the day result in a winner of a prize. The night concluded with a barbecue and drinks all round. The second day consisted of a tour of the hills and dales, photo shoots and a visit to a local classic car show. That night we began with a bar meal and was concluded by drinks and prize presentations in the marquee back at the site. Monday was the day we all went on our way home but was delayed by having to repair a water pump by the road side

and then on a second halt finishing up having to tow the crippled car home. The weekend was a roaring success and we now look forward to the next event in August in Cumbria.

The club meeting then took place after weeks respite and again was a fantastic evening.

It was a glorious night and we fully accepted that there would be quite few club cars turning up. I was overjoyed when cars kept on turning into the car park one after another. We finished up with 28 cars and about fifty members packing the pub lounge. There were a few regulars also missing. There were new members turning up and old members who had ceased attending in the past but had read of reports and seen the website that they decided to start re visiting.

We had three more Stags attending: a nice Magenta Mk1, Peter from Yorkshires Triumph in his White one and Victor and Vivien in their new green one.

Once again it was a lively night agreeing on more events for the calendar discussing various topics like the Classic Le man which is imminent, and handing out information packs for that event.

The August camping trip is well planned and again being looked forward to. The usual quiz and raffles took place and once again more orders taken for club clothing. Another club car has been obtained on the ebay whereby Philip made a bid for a M 2000, 1966, and finished up travelling to Salisbury to collect his find.

All in all it has been a spectacular two weeks and we are only mid way through the season, with barbecues, trips to the coast and many more events for us all to attend in the friendliest area out.

Well, if June/July is as good as the last few weeks its going to be a fantastic summer. Any one else wanting to join us? The more the merrier!

*Mike*

## WEST YORKS

[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi Folks, Contrary to popular opinion, I and I haven't emigrated, we just get to work on our tan a bit more often than before! I get to write the News this month as Andrew is otherwise engaged.

I made sure to be in Blighty for the Dale Weekend and what a cracker it was - excellent campsite (complete with bar serving Black Sheep), good turnout (24 cars Saturday, 28 Sunday), a fun night in the Marquee and two very scenic runs with everyone finishing in good running order (apart from my brakelights that is - a Dawn pointed out after nearly running into my derriere near the Tan Hill Pub). I'm sure everyone who came enjoyed it and our area carried off the prizes for Herald (Dawn), Spitfire (Martin) and GT6 (Richard Boyle - who I'm telling myself clinched by having operational brakelights!). My Dad wasn't the furthest travelled (from Kent) as we had a group from Holland who were going on to Hardknott pass after our event (they obviously enjoy hills). Bob Waddington and I found it very relaxing, this year having now't to do. Congratulations to Richard and the team for a well run event.

Alan seems keen to do the entertainment again next year and it's on the cards that

## WEST YORKS

we'll use the same site.

Yeomans Senior had a scare on the way home from Wensleydale in the Gifre when a horrendous noise developed about 10 miles from home. Having concluded it wasn't the engine or gearbox he persevered, not being able to communicate the problem to me (towing the caravan in blissful ignorance) and when we got home we found the electric fan had shed 3 of its 7 blades - all on the same side, so it was just a tad out of balance! I spent most of Monday looking in the scrapyards for something to fit a GT6 rad and finally came up with a fan off a Toyota Carina which is now fitted and as a bonus it's quieter than the original Citroen one.

I've had a couple of callers out of the blue this week wanting info on local dealers to sort out problems. Both were happy with the names I gave them from our list but let me know any feedback or new traders that you come across and are happy with.

The June meeting was rather cramped as we were displaced from our normal room, for people to watch some sort of game on TV. Fortunately turnout was lower than usual (watching the game too perhaps?) otherwise we would have had to use the carpark. Founder member Charles Henderson made a rare appearance and I hope to see him on the Peak run which he is doing in his Herald Estate. Quentin was telling me he has spent rather a lot on the bodywork and paint on his 2.5 Gifre but had chickened out of bringing it to the meeting as looked like we were going to

get some more torrential rain. He's replaced his bonnet with a steel one so will have a fibreglass one to sell.

If you haven't read your Courier from cover to cover you may not have noticed that Richard Briscoe has written the Stag article, having taken over recently as Stag Register Secretary. Well volunteered Richard.

Andrew says that articles, news and info for the website have been very sparse, so get thinking and send him something, otherwise it all gets a bit stale.

I don't have much else to say other than words of encouragement to get out and use those cars, sitting in a field with like-minded people, doing convoys, whatever. Incidentally the Robin Hood weekend sounds good, especially if you haven't visited Newark castle or fancy a go at archery.

If you are coming to Stafford, our campsite should be somewhere in the far left corner (i.e. in the quiet area). Hope to see lots of you there.

*Bob*

Club Nights

**11th July 2006.** I'm assured the footie will be over by then so we should have room to move again.

Events to consider

**7th (Friday evening) July**

Thornes Park

**8-9th July** Stafford

International Weekend

**4 - 6th August** Robin Hood Run

**25 - 28th August**

South Yorks camping weekend



The Club Shop will be attending the forthcoming show

**TSSC International Triumph Weekend**

**Stafford - Sat/Sun 8th & 9th July**

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

**The Robin Hood Run**

Archery, Barbecues, and a Visit to The Caves

Ye Olde Bridge Inn, Oxtun on 4th to 6th August 2006

Bookings with Nigel or Claire HM 07971017012

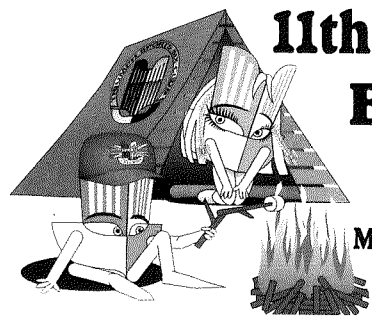
Or visit our web site [www.netts-tssc.org.uk](http://www.netts-tssc.org.uk)

£15 per car

BJX 558S



# Northamptonshire Area Camping Weekend



**11th - 12th & 13th August 2006**

## Billing Aquadrome Leisure Park

M1 Junction 15, A45 signposted Billing Aquadrome

### Events (tbc)

Welcome drink on **FRIDAY**, set up camp, meet up with friends old and new, explore aquadrome amusements, arcades, clubhouse etc.

**SATURDAY.** Convoy to TSSC Headquarters/Rockingham Raceway, with buffet lunch supplied, browse around Club HQ and buy some shiny new car parts if required (discount if pre-ordered). Return to Billing Aquadrome. Rest of afternoon at leisure, jet skis for hire, go-carting, crazy golf, or just enjoy a leisurely trip around on the parks own train service!! BBQ in the evening, evening at leisure, sample some beverages at the club house.

**SUNDAY** ... hangovers permitting... Members choice Concours and Raffle. Day at leisure, break camp and say farewells in the afternoon.

### COSTS FOR WEEKEND

£13 pound per night per unit (vehicle and up to six occupants).

£5 pound booking deposit made payable to TSSC NORTHANTS.

Cost for Total Weekend £31.

## Booking Form

Name..... Address.....

..... Post Code .....

Tel. No..... E-mail Address .....

Number of adults in party ..... Number of children in party .....

Saturday camping only ..... Complete Weekend camping ..... (please tick).

What Car & Registration Number?? .....

Please send completed booking form complete with £5 deposit cheque (payable to TSSC NORTHANTS) not later than 30/07/06 to

Jonathan Ingram 2 Birch Barn Way, Whitehills, Northampton. NN2 8DT.

**Tel 01604 820231 or 07971 170004**

The Triumph Sports Six Club  
Leicester & Rutland Area



Presents

# The Sunshine Rally

**Brooksby Hall Sunday 13th August 2006**

**Show Opens at 11.00a.m.**

**Club Stand    Autojumble    Concours**  
**Games           Refreshments**

## ALL CLASSIC CARS AND BIKES WELCOME

If you've got a Triumph, any other Classic Car or Bike or just fancy a day out in the country, then join us at

**Brooksby Hall Nr. Melton Mowbray**  
**Leicestershire**

*For further details call*  
*Dave Smith on*

**07774 276564**

**Admission £3.00 Per Person**

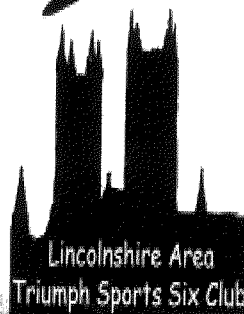
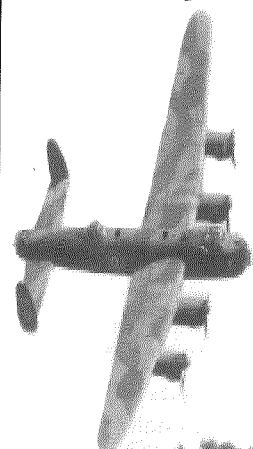
Children under 12 Free if accompanied by an adult



# Lincolnshire Area Camping Weekend & Bomber County Run 2006

26-28 August  
Woodland Waters  
Nr Grantham

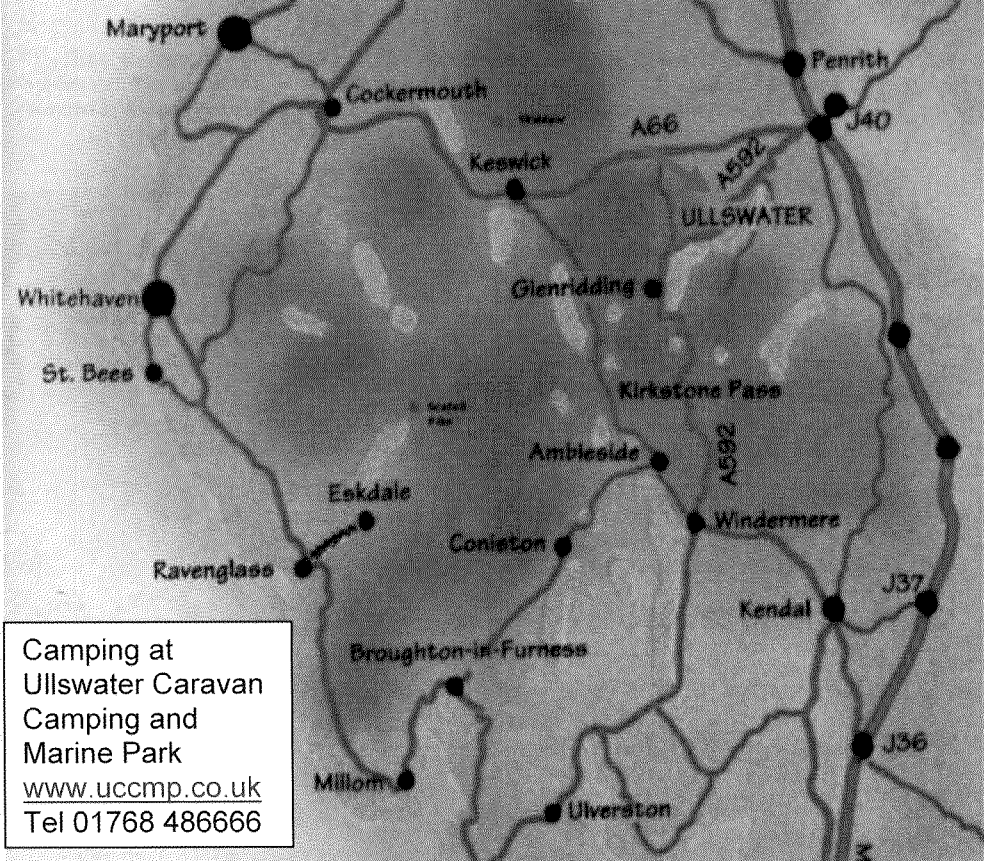
Lincolnshire Area  
Triumph Sports Six Club



Only £20 per person for 3 nights camping.  
To reserve your pitch contact Garth on 01529 307302,  
or visit our website at [www.lincolnssc.co.uk](http://www.lincolnssc.co.uk)

# Lake District Camping Weekend

South Yorkshires 2nd Big Weekend  
Friday 25 to Monday 28 August



Camping at  
Ullswater Caravan  
Camping and  
Marine Park  
[www.uccmp.co.uk](http://www.uccmp.co.uk)  
Tel 01768 486666

The weekend will include runs around the scenic lakes and various other events, which will be advertised nearer the time. We will also be having a communal BBQ on Saturday night.

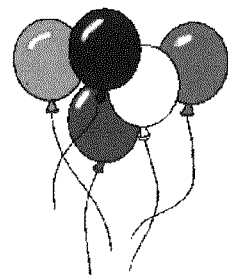
The site accepts tents and caravans with or without services, prices starting from £14.50 per unit per night. Please make your pitch booking directly with the site (stating you are part of the TSSC group) on 01768 486666. The site also has holiday cottages and static's for hire.

Entry fee for the weekend will be £5 per car, which includes barbecue food (other than meat) and entry to a raffle. Booking forms are available from [www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk) or Tel Mike 01302 537290



# 25th North Yorks Concours & Convoy

1st - 3rd Sept 2006



**Noggin & Natter**

**Convoy Run**

**Wensleydale Creamery Tour**

**BBQ**

**Best Handbag**

**Concours**

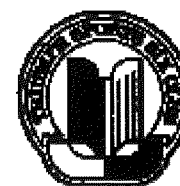
**and much more!!**

**The best yet!**



For campsite brochure & all details, please send large  
S.A.E. to:-

Judy Teesdale, 30 Maple Grove, York, YO10 4EH



**W.A.C.**

**WORCESTER AREA CLASSIC'S**

**AT THE HANBURY STEAM RALLY REAR OF THE NAVIGATION INN  
HANBURY ROAD - B4091 STOKE PRIOR - WORCS**

**16 & 17 Sept 2006**

The organisers of Hanbury Steam Rally (Shakespeare's Rally Promotions) reserve the right to refuse any application. Please note that the Road Traffic Act will apply to the site at all times, therefore all vehicles must be covered by the relevant class of insurance and road licence. Any exhibitor acting in an irresponsible manner will be asked to leave: the organiser's decision is final.

**PLEASE COMPLETE AND RETURN THE FORM ENCLOSING A LARGE  
STAMPED ADDRESSED ENVELOPE (A5+) BY 30<sup>th</sup> JUNE TO  
Mike Carter, 1 Bennetts Cottages, Church Street, Birlingham, Pershore WR10 3AQ. Tel.  
01386 751058 - Mobile 07970 207123**

SAT 16th - Road Run - 12 noon followed by ring parade SUN 17<sup>th</sup> Judging, Prize Giving and Ring Parade.  
Fun Fair, Side Shows, Craft Stalls, Market Stalls, Working Exhibits, Beer Tent (Free entertainment on Sat evening),  
Parade Ring Displays, Tractors, Stationary Engines, Classic Motorbikes, Military Vehicles and Commercial Vehicles, etc.  
etc.

**FREE CAMPING: CLASSIC CAMPERS ON DISPLAY, MODERN CAMPERS IN CAMPING FIELD.**  
Portable toilets, chemical disposal point and water on site. Note NO electric hook-ups.

ONE ENTRY FEE OF £5.00 PER CAR COVERS EITHER OR BOTH DAYS.  
WAC 2006 FLEECE HAT (Navy) £7.25 WAC FLEECE SCARF (Navy) £6.75  
CARS MUST BE PARKED UP BY 10.00 am EACH DAY  
CHEQUES PAYABLE TO W.A.C. TSSC WORCESTER.

Name: \_\_\_\_\_ Tel: \_\_\_\_\_  
Address: \_\_\_\_\_  
Post Code: \_\_\_\_\_ Car: \_\_\_\_\_ Model: \_\_\_\_\_  
Year: \_\_\_\_\_ Reg. No.: \_\_\_\_\_

Delete as required: Camping Yes/No Classic/Modern: Approx Size: \_\_\_\_\_

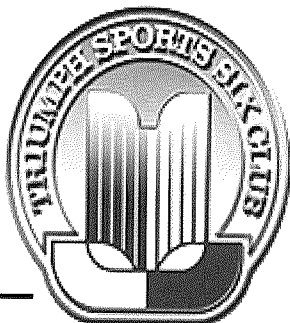
I will be attending Sat / Sun / Both Days I will be taking part in Road Run: Yes / No

I Have read the above terms of booking which I accept as printed

SIGNED: \_\_\_\_\_



**TSSC**  
**Herts & Beds**  
*Present*



# DUXFORD 2006 ALL TRIUMPH DAY

**IMPERIAL WAR MUSEUM  
 DUXFORD**

**M11 Junction 10**

**SUNDAY September 17th 2006**

**Admission - Adults £9.00**

**Under 16s - Free**

**For Further Information**

**Call: 01582 862176**

**No Pre Booking Required**

**Traders Must Pre Book (01582 86217)**

*Sorry But NO Dogs*



**CLASSIC CAR AND MOTORCYCLE SHOW**  
 Incorporating  
**The 9th MILE OF TRIUMPHS**  
 Supporting  
**East Anglia's Children's Hospices**



**22<sup>nd</sup> 24<sup>th</sup> September 2006** at Broad Farm Caravan  
 Park, Fleggburgh - on the A1064 Acle to Caister Road

**Friday 22<sup>nd</sup>** - Meet in the Club House for an informal get-together and disco

**Saturday 23<sup>rd</sup> - Classic Car and Motorcycle Show from 10 a.m.**  
 Vote for your favourite car and motorcycle. Sideshows. Lots of trophies to be won.  
 Display ring with various attractions.

**Evening** - Disco, Restaurant & Bar, Teddy Bear Auction, Grand Raffle.

**Sunday 24<sup>th</sup> - THE MILE OF TRIUMPHS**

Arrive at Broad Farm by 9.15 am. Police escorted convoy to Great Yarmouth to  
 measure the MILE. Followed by a scenic run through Norfolk countryside  
 Followed by Auto Funkhana at 1.30 p.m. approx

Caravans and Camping available

Participants: pre booked - £4 per person per day or weekend (up to 2 per car)  
 on the gate - £5 per person per day or weekend (up to 2 per car)

Additional passengers and spectators - £1.50 per person  
 Under 16's free



**For Further Details - Call Joe on 01493 728764**  
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# CLASSIFIED

## HERALD

**13/60 CONVERTIBLE** 1968. White, red interior, unleaded head. MOT May 2007. New carpet. Kenlowe fan. Plenty TLC. £1,500. Phone Roy office hours (Bedford) 01234 326633.

**12/50.** 1966 Dark blue, full sunroof, CD player. Mileage 33,000. New clutch, new MOT, tax exempt. A1+ condition, superb chassis, used daily. £3,650 ono. Elvire (Nottingham) 07815 452235.

**13/60 TRISTAN CONVERTIBLE.** Signal Red, 2001 body-off restoration, featured in Courier #261, MOT until May 07, St. Steel Exhaust, Unleaded, A1 condition, TSSC value £4500, £3500 o.n.o. Chris (Cambridgeshire) 01954 781704 or christopher.silk@ntlworld (preferred)

**13/60 CONVERTIBLE.** 1969 in Royal Blue, Overdrive, Minilite wheels with recent tyres, Black interior, Recent Hood, Tax exempt, new MOT, Good Condition - used daily in good weather. £2,100 ono. Rhys (Hampshire) 02380 271938

**13/60 CONVERTIBLE.** Fully restored, black/white stripe. Excellent example valued £4300. All photos/receipts. Great fun! Completely original except CD player, 4 speaker stereo, unleaded. Garaged. £3750. Dean (Bromley) 020 8177 8027

**13/60 CONVERTIBLE.** 1969 'H'. White. Tan interior. 34,000 miles genuine. Effectively 2 owners. Absolutely outstanding. Amongst the very best. Un-restored except cosmetic paintwork affected. £4995. David Aspinall (Norfolk) 01986 895387.

*Cars for Sale  
Cars for Sale  
Cars for Sale*

**1200SALOON.** 1966, Wedgewood/Gunmetal 1300 spitfire engine, overdrive, rear seat belts, stainless brake hoses, A1+ condition club valuation £3,800, two owners, owned 11 years, 2,200 o.n.o. Dell (Kent) 01227 274541

**1200 SALOON** 1970. Currently Sorn. 81,000 miles. MOT expires July '05. Plus some spares: Engine, g/box etc. £480 o.n.o. Dennis Allen (Cumbria) 01768 867556.

**1200 SALOON.** Red. 12 months MOT, Tax exempt. New clutch and battery. Original condition. £600 o.n.o. Mrs Redit (Aldershot) 01252 315475.

**13/60 SALOON.** 1968 Red. Been standing Engine OK. Spares or repair. Buyer to remove. £200 o.n.o. Roger Neal (Loughborough) 01509 672676.

*Cars for Sale  
Cars for Sale  
Cars for Sale*

## SPITFIRE

**1500** 1978 restoration project. Overdrive. Complete car. Will require trailer. £250. Also bonnet, boot, engine for sale. Phone for prices. Dave (Sidcup) 0208 3045847.

**1500** 1979. Excellent condition, very original. Few owners. 44,000 miles. MOT. Taxed. Original factory alloys. Stainless steel exhaust. John (West Midlands) eves 07903425715.

**1500** 1977. Excellent original car. Inca Yellow. 45,000 miles. Alloys. Semi-sports exhaust. Full MOT. 6 months Tax. £3,250 o.n.o. Andy (Solihull) 07717 435049.

**MKIV** 1974. Pimento. 58,000 miles. New seats. Sports S/S exhaust. Dashboard. Excellent condition. Club value £4,400. £2,500 o.n.o. Please ring for full details. A1 cond. Huw (S. Wales) 07779 300558.

**1500** 1979. Inca Yellow. MOT and Tax to Sept '06. Used regularly. Rebuilt engine. Sills replaced. Stainless sports exhaust. £1,000. Jon (Gt. Yarmouth) 01502 733259.

**MKIV** 1972. BRG. A1 condition. Overdrive. Spax. Minilites. Electronic ignition. Much more. Sale due to bereavement. Ring for details. £5,250 o.n.o. Nigel (Sheffield) 07815 120299.

**1500 cc.** White. 20,000 miles, full history, MOT, Tax. Needs small amount of work to body but engine in good cond. Insurance Value £4000 but £2000 ono for quick sale. Imogen (London) 07899 998931

**MKIV** 1300cc, 1973, red, 59,000 miles, body-off restoration 1994, good condition, garaged, new tax and MOT. £1,500 o.n.o. Luke (Bristol) 07776 138817

**1500** 1980. Vermillion. One lady owner since 1988. Hard & soft tops, tonneau, windshield,

Spax shocks, Rimmers full radiator, S/S Sports exhaust. Engine mileage 47,700. £3000. Frances (Lancs) 07969 677440

**MK1.** Good runner and very sound structurally, hard and soft top plus wires selling without MOT hence offers. Simon (Staffs) 07944 452767

**1500** 1977 Orange. Garaged for 2 years - mechanically sound, new shocks & unleaded recon engine. New hood, bodywork solid, restored in 1995, needs tlc as does interior. Mark (Enfield) 07971 660 790

**1500** 1979. Green. 69,000 miles. Excellent mechanics. Good body. Refurbished interior. MOT. S/S exhaust. Very reliable. Good runner. Mark (Surrey) 07790 602952.

**1500** 1978. White. Ideal for restoration. 4 new tyres. H/top and s/top. £700. Terry Field (Surrey) 07963 348757 or 0208 7641166.

**MKIII** 1969. Signal Red. H+S tops. Kenlowe fan. Rebuilt carbs. S/S exhaust. Immobiliser. Undersealed. History. Spares and Extras.

Reluctant Sale. £3,000. Clarke (S/W Sussex) 01243 604449.

**MkIII.** 1970 Blue, soft top, hard top, garage serviced and 12 months MOT. A2 condition, valued £2400 will accept £2000 ono. Jason (Fleet, Hampshire) 07973 864433

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**MKIV** 1973 1300cc. White. Overdrive. Soft top and hard top. MOT/Tax May 2007. Excellent condition. Very well cared for. Record trace certificate. £3,500. Stokes (Hants) 01489 895710.

**Mk3** 1968 T & T Red. 11 Months MOT & Tax. A2 Condition, bolt on wire wheels, stainless semi-sports exhaust, runs lovely, ideal starter classic, £2,200 o.n.o. Neil (Somerset) 07758 356361

**MkIV.** Tax exempt, Permento Red, A1+, rebuilt 1990-98. Unleaded head, overdrive, S/S exhaust, new springs, driveshafts, differential, carpets, hardtop and tonneau covers TSSC value £5,500 £4,650 Ian - 01454 413798

**1500.** Vermillion, MOT August 2006, no rust. Restored 1996, halogen headlamps, SS sports exhaust. Receipts and MOT's back to 1986. Summer car, VGC. £2750. Lee (Essex) 01268 412390.

**1500 OD.** 1981 96K. YEAR MOT & SIX MONTH TAX. Excellent running order. Overdrive, engine and gears excellent. £800 spent recent service by Triumph specialist. S/H. Soft top & tonneau. £2,800 Trevor (East Sussex) 01323 731547

## VITESSE

**MKII CONVERTIBLE.** Green/black trim. No rust. Phone for accurate description. £3,000 o.n.o. Brian (Isle of Man) 07624 493576.

**MKI CONVERTIBLE** 1967. Owned since 1990. Last MOT 2000. Original green book. Registration WUR 6E. Needs work. £900 o.n.o. Sophia (Ipswich) 01473 211856.

**MK II CONVERTIBLE** 1971 overdrive Old English White (black hood). Three owners, 40,500 miles only, all documents from new. Restored 1997, A1 condition, TSSC valuation

£6,000 accept £4,500. Chris (Cornwall) 01726 842905

**MKII 1969 2 LITRE SALOON "THUG" FOR SALE.** Engine, gearbox, diff, radiator replaced. S/S sports exhaust, electronic ignition, K&N's, classic bucket seats & some spares. £2250. Andy (Southampton) 07768 340643.

**MKII CONVERTIBLE** spares or repairs. Will need to be trailered. £150 o.n.o. Must go, no space left. O/D box. Karl Dexter (Hampshire)

*Cars for Sale  
Cars for Sale  
Cars for Sale*

02392 341101.

**2L MKII SALOON.** 1970. Overdrive. Damson / black interior. MOT Jan 07. Condition 2+. Good sound condition, excellent runner. £2750 ovno. Ring for full details. (Car garaged in Esher, Surrey) Jonathan 0207 482 3684.

**MKII SALOON** 1971. MKII Saloon blue, very reliable MOT Jul, SS Exhaust, drives well, some history £850 ono Neal (Surrey) 07813 659357.

## GT6

**MKII CONVERTIBLE** 1973. Professionally converted. White. Unleaded. S/S exhaust. Recon gearbox, diff etc. Excellent condition. £3,500. E-mail lieslandneil@btopenworld.com for details. Neil (Notts) 01509 889036.

**MKI** 1968. Tax exempt. Pagan Blue. Lovely car. Excellent condition pre storage. Some history. Reluctant sale. £3,500 o.n.o. Easy restoration to put back on road. More details. Mark (Cambridge) 01223 563432.

**MKIII** 1973. French Blue. Overdrive. Alloys. Rear seat. Sports exhaust. Professionally restored. Just serviced. New MOT. Owner gone abroad. Taxed. £4,450. Colin (Oxon) 01865 858511.

**MkIII** 1972 - L Reg. Unfinished restoration project - all parts supplied to finish it off Car has been resprayed and engine/suspension been re-built. £1750 ono Philip Schofield (Warks) M: 07831 556210

**MK1.** Excellent condition GT6 MK1 in BRG. Low mileage since total, photographic, restoration. Outdoor cover and spares

included. No rust and mechanically excellent. 12 months MOT. £4500. Sam (Wiltshire) 01225 783498.

**MK III.** 1972 Pimento red, MOT until May 2007. In A1 condition. only 4000 miles since complete rebuild in 1993, full details available £4000 Alan (Bucks) 01494 482317

**MKIII** 1972 Genuine 89,000 miles. Full body repair and respray 2005. S/S exhaust. MOT. New carpets. Unfinished project. £3,500 o.n.o. Mr Waller (Reading) 0118 9333449.

**MKIII.** Magenta. A1 Condition. 1 owner from new. Kept in heated garage when not on the road. Very reluctant sale. £8,000. Orth. (Lancashire) 01254 701369.

**Mk II** 1968. Valencia blue A1+ condition, unique completely original unrestored, one owner, 4x unrestored trophy winner stafford, garage service and 12 months MOT £6700 ono. Jason (Fleet, Hants) 07973 864433

**MkII** 1970. Restored 12 years ago and little used since then T&T reliable with rare

## BOND

**2LITREGT Mk2** 1970 Tax exempt, MoT April 2007. Rebuilt mid 90's, 2pack respray. Wolfrace Alloys, Stainless exhaust, Ongoing renovations to increase comfort and performance. £1750. (Valuation £3200). Steve (Glasgow) 07774 104506.

## 2000 Mk 2

**2000 Mk2 Saloon.** 1972 Tax exempt. Manual with Overdrive. Very good original condition with MOT until April 2007. New alloys and tyres. £1795 ono. James (York) 01904 438476

## CARS WANTED

**GT6 Mk II** convertible. Looking for a GT6 Mk II with a Mk II or III Spit body. Must be MOT'd - ideally in good condition but will consider a rolling renovation. Shane (Hampshire) 01428 729321

**MKII VITESSE SALOON.** Looking for a really good car - preferably restored recently. Ideally will have sunroof and overdrive. Period tuning OK too. Roger (Bedfordshire) - 07802 712997

**VITESSE MKII CONVERTIBLE.** Must have overdrive and condition A1, although will

consider slightly lower condition. Prefer wire wheels. Frank (Staffs) 07968 185490

**HERALD/ VITESSE CONVERTIBLE** wanted for wedding car. White/ Off-white, very tidy. Mechanical work possible but must be complete and rolling. Cash/ Cash-Herald Saloon waiting. Simon (1470) 01623 431 851 5-6pm

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**STAG.** 1 year MOT, 6 months tax, French blue, white leather interior, original triumph engine, manual box/overdrive, hard top and soft top. £4500 Robin (Surrey) 01483 573846

## 1500 TC

**1500 TC** 1976. MOT. Tax. 54,000. Brown. V.g.c. £995 o.n.o. John (Leicester) 01162 785975.

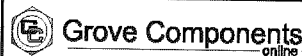
## ACCLAIM

**ACCLAIM HLS** 1984. Black. 64,000 miles. Owned since 1989. Taxed March. Good condition, mechanically sound. MOT. Needs two kerbside doors. £250 o.n.o. Terry (St Albans) 01727 867374.



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worth £100 alone. Barry Jordon (Gloucester) 07748636380.

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**HERALD 13/60.** Rolling chassis and front body tub for convertible. All grit blasted, rust free in primer. New outriggers and bushes. 1969 with green log book and V5 Sensible offers. John (Surrey) 01293 820919.

**HERALD 1200** rolling chassis, engine, gearbox etc. Unneeded spares vehicle £75. Badly corroded Convertible front bulkhead (windscreen frame salvageable) FREE. Buyer collect. Steve (Malvern) 01684 567314.

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